

SACRAMENTO LOCAL AGENCY FORMATION COMMISSION
(LAFCo)

Draft
Plan for Services

For
Folsom Corporation Yard Project

Located South of White Rock Road at Prairie City Road

April 25, 2018

SACRAMENTO LOCAL AGENCY FORMATION COMMISSION

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CITY OF FOLSOM

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Table of Contents

I.	<u>Executive Summary</u>	1
	A. Purpose Statement.....	1
	B. Plan for Services Requirements.....	1
	C. Project Description.....	2
	D. Areas of Study.....	3
	E. Summary.....	3
II.	<u>Areas of Service</u>	4
	A. Water.....	4
	B. Wastewater.....	6
	C. Access and Roadways.....	7
	D. Animal Control.....	10
	E. Code Enforcement.....	11
	F. Law Enforcement.....	12
	G. Fire Protection.....	13
	H. Solid Waste.....	15
	I. Storm Drainage and Flood Control.....	16
	J. Parks and Recreation.....	17
	K. Libraries.....	18

Exhibits

- Exhibit 1 – Local Context Map
- Exhibit 2 – Project Location Map
- Exhibit 3 – Water Infrastructure Exhibit
- Exhibit 4 – Non-Potable Water Infrastructure Exhibit
- Exhibit 5 – Sewer Plan
- Exhibit 6A – Access Option 1
- Exhibit 6B – Access Option 2
- Exhibit 6C – Access Option 3a
- Exhibit 6D – Access Option 3b
- Exhibit 7 – FPA Roadway Plan
- Exhibit 7A – Truck Routes
- Exhibit 8 – Drainage Plan

I. Executive Summary

A. **Purpose Statement**

The purpose of this Plan for Services (PFS) is to provide an analysis of Public Services and background information for the proposed annexation of the Folsom Corporation Yard project to the City of Folsom (City), which provides sanitary sewer, potable water, non-potable water, public parks, roadways, police and fire services. This report will provide information to assist LAFCo in determining whether public services provided to the affected territory can be reasonable provided, constructed, maintained and financed.

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (CKH Act) requires that a PFS be prepared prior to “Changes of Organization or Reorganization”. The PFS is tool for the Sacramento Local Agency Formation Commission (LAFCo) to consider an update to the physical boundary and service area of a local agency. The PFS describes the services to be extended, the level and range of the services, timing for the services, improvements and facility upgrades associated with the services, and how the services will be financed.

The PFS has been prepared to determine:

1. Could services adequately be extended to the affected territory without negatively affecting current service levels or rate structures; and
2. Would not negatively affect the current level of service to the existing service recipients.

This PFS incorporates the best available information regarding the extension of services provided by the City to the affected territory. Information contained herein has been obtained from various documents and information made available from the Corporation Yard project team.

B. **Plan for Services Requirements**

The PFS requirements are based on the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (CKH Act), Section 56653. Section 56653 of the CKH Act stipulates the following:

- (a) Whenever a local agency or school district submits a resolution or application for a change of organization or reorganization pursuant to this part, the local agency shall submit with the resolution of

application a plan for providing services within the affected territory.

- (b) The plan for providing services shall include all of the following information and any additional information required by the Commission or the Executive Officer:
 - (1) An enumeration and description of the services to be extended to the affected territory.
 - (2) The level and range of those services.
 - (3) An indication of when those services can feasibly be extended to the affected territory.
 - (4) An indication of any improvement or upgrading of structures, roads, sewer or water facilities, or other conditions the local agency would impose or require within the affected territory if the change of organization or reorganization is completed.
 - (5) Information with respect to how those services will be financed.

C. Project Description

The project site is located at the southeast corner of Prairie City Road and White Rock Road, west of the westerly intersection of Scott Road in Sacramento County (see Exhibits 1 and 2). This project will consolidate Corporation Yard operations, eliminate current conflicts with neighboring land use, and provide room for growth to accommodate the future needs of the City.

Services to allow the Corporation Yard to operate will be provided by the City of Folsom and Sacramento County Regional Sanitation District. Access will occur from White Rock Road, which will be improved into a limited access expressway consisting of four lanes (Capital Southeast Connector). Access will also be provided via a southerly extension of Prairie City Road which will tie into Scott Road on the eastern side of the site.

Besides annexation to the City of Folsom, the development of the Corporation Yard project requires annexation to Sacramento County Regional Sanitation District (SCRSD) and detachment from the Sacramento Metropolitan Fire District, County Service Area No. 1 (street and highway lighting), Wilton/Cosumnes Park and Recreation Area, and the Sloughhouse Resources Conservation District.

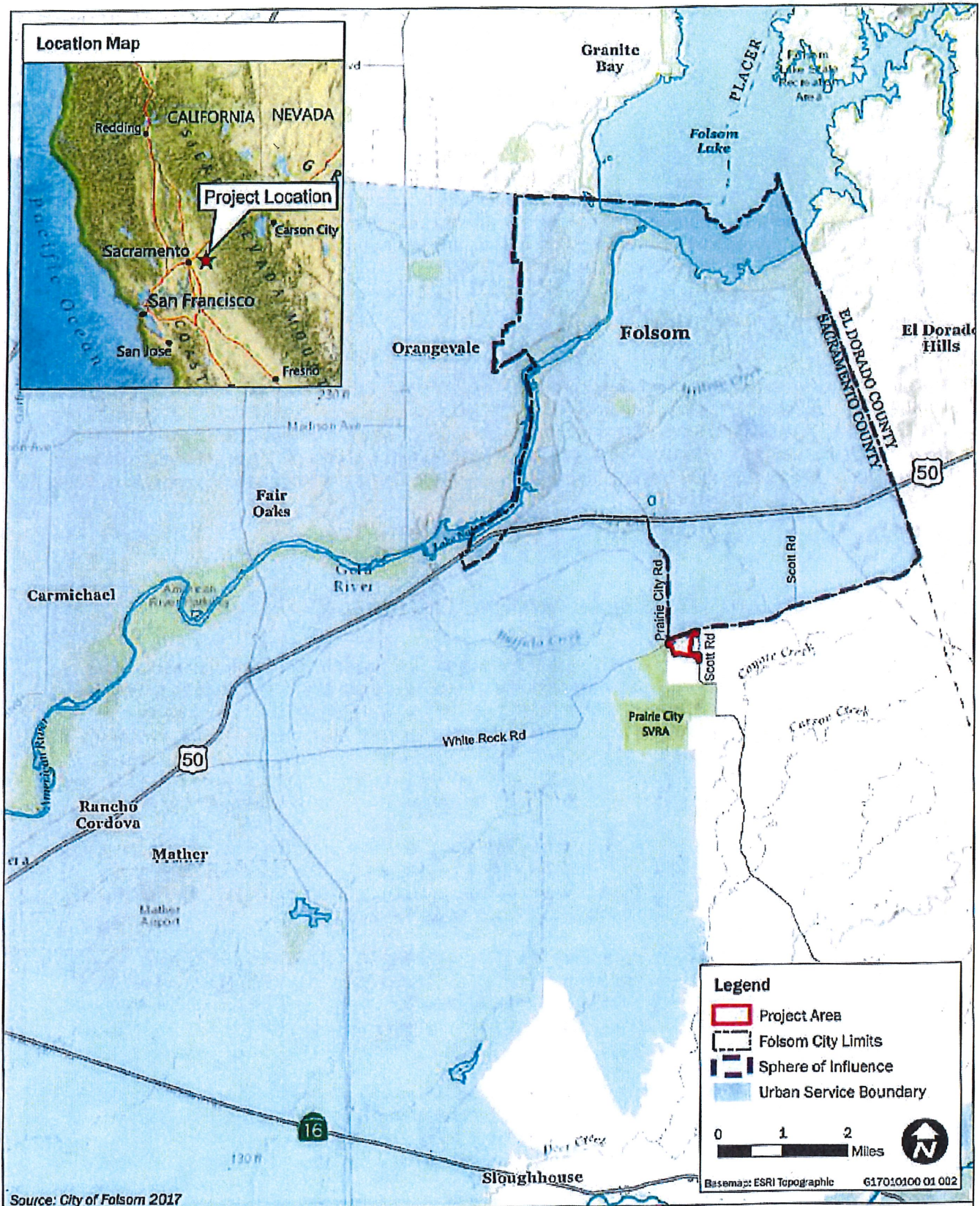


Exhibit 1
Local Context Map





Exhibit 2
Project Location Map



D. Areas of Study

In accordance with the Cortese-Knox-Hertzberg Local Government Reorganization Act, in compliance with LAFCo Policies, Standards, and Procedures the PFS has studied the following categories of infrastructure and public services:

- Water
- Wastewater
- Circulation and Roadways
- Animal Care
- Code Enforcement
- Law Enforcement
- Fire Protection
- Solid Waste
- Storm Drainage and Flood Control
- Parks and Recreation
- Libraries

This report incorporates information contained within the City of Folsom General Plan, Folsom Plan Area Specific Plan (FPASP), Draft Environmental Impact Report (EIR) for the Folsom Corporation Yard, Engineering Master Plans, and Capital Improvement Plan prepared for the Folsom Plan Area (FPA) and proposed project.

E. Summary

Information has been provided for each of the infrastructure and public service areas addressing the extension of service to the affected territory. This report provides LAFCo a compilation of research and information that can be used for consideration of the proposed project.

Based on the information contained herein, services associated with all the areas of study identified above can be extended to serve the Corporation Yard project. Service can be provided without interruption of existing service delivery levels and/or adverse impacts to the existing infrastructure system. Adequate service can be provided by the City and SCRSD to the future Corporation Yard. The project is not growth inducing.

The extension of services to this project by the City will provide a well-planned and logical expansion of public services that are currently provided to existing residents and rate payers within the City. Similarly, by providing service to this project area, the service levels to the existing

City will not be negatively affected and will be greatly improved through construction of the project. The project will also participate in funding fair share fees, user fees, and assessments to support the annexation area.

II. Areas of Service

A. **Water**

The ability of the City of Folsom to provide water service has been detailed in supporting technical studies for the Folsom Plan Area Specific Plan, as part of providing water to the Specific Plan, is briefly discussed and the financing plan provides a discussion of financing methods for construction and on-going system maintenance.

Following adoption of State legislation approved in 2009 which mandated increased levels of conservation to achieve a statewide goal of a 20% reduction in per capita water use by 2020, the City conducted a Water System Optimization Review project (SOR) in 2012 to determine future water supply needs and available resources. This analysis identified reductions in water use throughout the City by a combination of methods including a comprehensive leak detection and repair program, use of inclined block billing based upon metering, implementing CalGreen Building Code, implementing a Water Efficient Landscape Ordinance, and construction of repairs to the Willow Hill raw water transmission pipeline. These techniques resulted in an estimated savings of up to approximately 15,000-acre feet from previously projected water use. The City's Urban Water Management estimates by 2035 water demands in the City will be 29,283-acre feet annually (AFA) and available supplies are 38,790 AFA.

(1) Description, Level and Range of Services to be Extended to the Plan Area

The City will provide potable water to the FPASP and the Corporation Yard site. Exhibit 3 shows the network of water infrastructure necessary to serve the entire FPASP and the Corporation Yard. Upon completion and acceptance of the infrastructure necessary to extend service to the Corporation Yard, the City will provide for a continuous supply, operations and maintenance, and repair of the water system.

A "Folsom Plan Area Specific Plan Study" dated October 7, 2014 was prepared by Brown & Caldwell and provides details on the water

demand, the facilities, and conveyance system that will be needed to support that proposed project. In addition, a Recycled Water Analysis is included as an appendix to the Water System Master Plan.

The *“Public Facilities Financing Plan”* dated August 25, 2015 and prepared by Economic & Planning Systems addresses the financing and maintenance programs that will be utilized to construct project infrastructure.

Two 12” water mains will be extended across White Rock Road after the FPASP builders construct the water infrastructure to Prairie City Road and White Rock Road as shown on Exhibit 3. These mains will provide a looped system.

Although the City does not yet have a source of non-potable, it is planning a distribution system and “purple pipe” irrigation system for the eventual introduction of a supplemental water supply. Exhibit 4 shows the planned backbone distribution system for providing non-potable water throughout the Folsom Plan Area. An extension from the planned system in the Folsom Plan Area from the intersection of Prairie City Road and White Rock Road is planned to serve the Corporation Yard.

(2) An indication of any improvement or upgrade of facilities and other conditions the City would impose or require within the affected territory if the reorganization is completed

The City currently has the water supply and municipal infrastructure in place to provide potable water to the project area. Specific improvements necessary to provide water service have been detailed in the FPASP Water Study dated October 7, 2014.

(3) An indication of when the services can feasibly be extended to the affected territory

The developers of the FPASP will be responsible for the extension of infrastructure to provide water service to the intersection of Prairie City Road and White Rock Road. This includes design and construction of the transmission main extensions to the project area as described above, and the completion of the on-site transmission and distribution system. These improvements are not dependent upon other City funded projects. These improvements can be constructed at any time to provide water

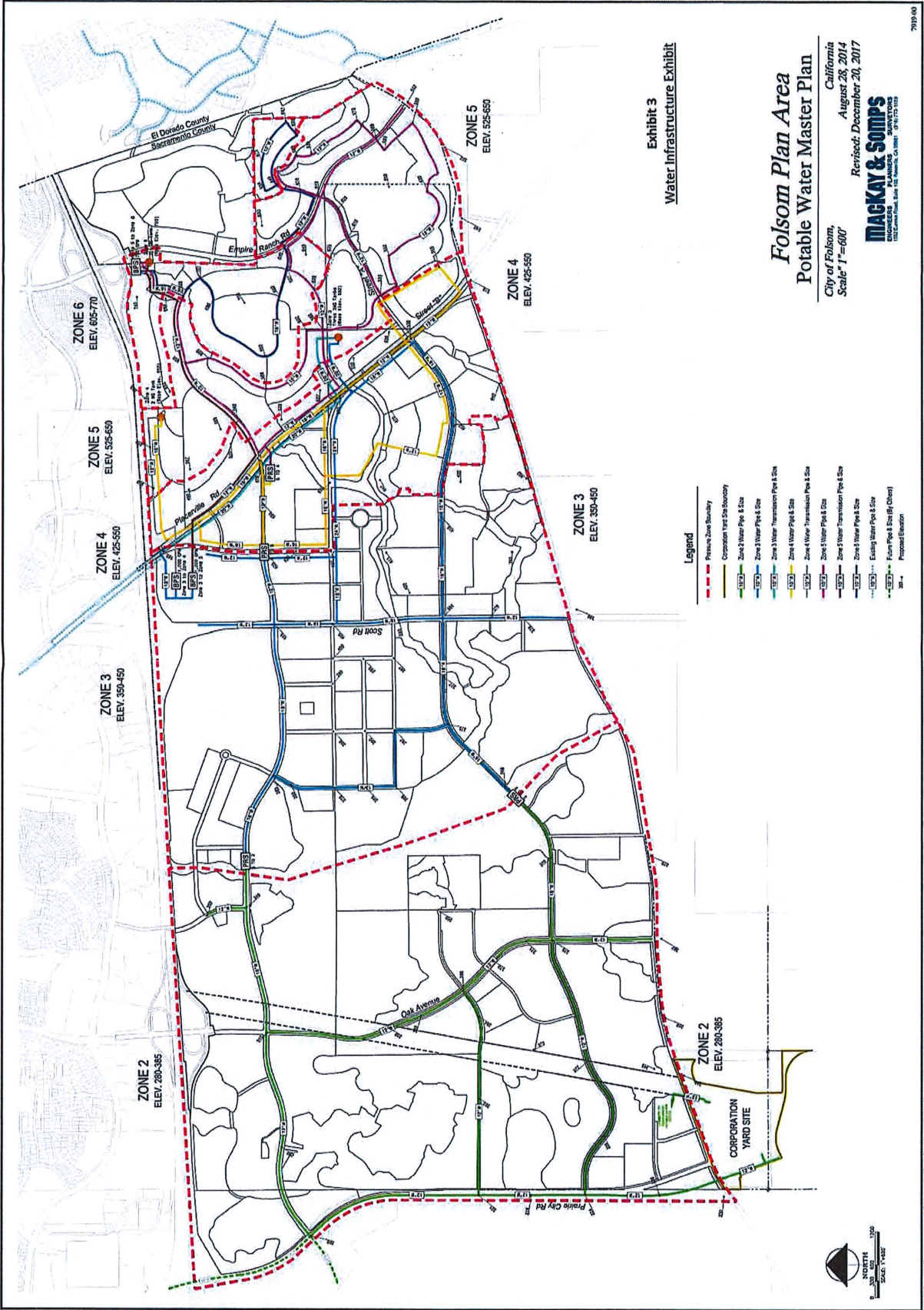


Exhibit 3
Water Infrastructure Exhibit

Folsom Plan Area
Potable Water Master Plan

City of Folsom,
California
August 28, 2014
Revised: December 20, 2017

MACKAY & SOMPS
ENGINEERS ARCHITECTS SURVEYORS
CALIFORNIA LICENSE NO. 16100 AND 16101

- Legend**
- - - - - Primary Zone Boundary
 - - - - - Corporation Yard Site Boundary
 - - - - - Zone 2 Water Pipe & Size
 - - - - - Zone 3 Water Pipe & Size
 - - - - - Zone 4 Water Pipe & Size
 - - - - - Zone 5 Water Transmission Pipe & Size
 - - - - - Zone 6 Water Pipe & Size
 - - - - - Zone 2 Water Transmission Pipe & Size
 - - - - - Zone 3 Water Transmission Pipe & Size
 - - - - - Zone 4 Water Transmission Pipe & Size
 - - - - - Zone 5 Water Transmission Pipe & Size
 - - - - - Zone 6 Water Transmission Pipe & Size
 - - - - - Existing Water Pipe & Size
 - - - - - Future Pipe & Size (By Other)
 - - - - - Proposed Elevation



service to the project. The initial water main extension construction began in 2018 bringing water main across Highway 50 in Placerville Road to the FPA.

(4) Information with respect to how the services will be financed

Funding and financing for the water system improvements within the FPASP is detailed in the “Public Facilities Financing Plan” referenced above.

Water facilities extended from White Rock Road to the project site, will be constructed and financed by the City through a combination of FPASP developer fees, water utility user charges, and revenue from sale of the current corporation yard off of Leidesdorff Street. On-going water service is funded through user fees.

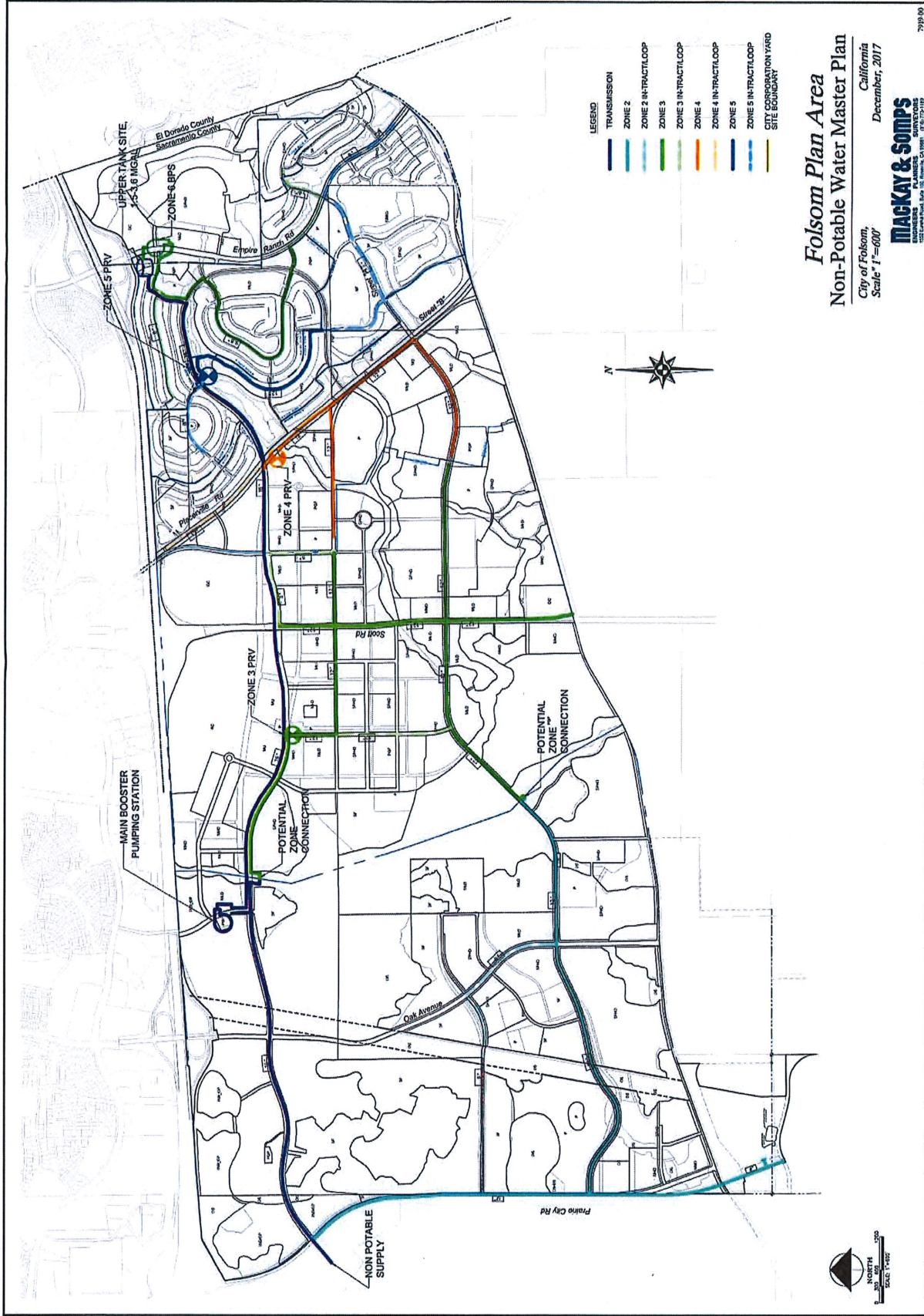
B. Wastewater

The ability of the City of Folsom to serve the Corporation Yard project has been provided for by the FPASP. The details regarding the improvements have been identified in the Wastewater Master Plan, dated September 2014 prepared by Water Works Engineers. The cost and funding for the facilities within the FPASP have been identified in the approved Public Facilities Financing Plan for that project.

(1) Description, Level, and Range of Services to be extended to the affected territory

The City of Folsom will provide sanitary sewer collection service to the Corporation Yard project. Upon completion and acceptance of the infrastructure necessary to extend service to the Corporation Yard project, the City will provide sewer service, maintenance, and repair of the proposed and existing downstream sewer system to Iron Point Road. A Sewer Master Plan has been prepared for the project indicating phasing from west to east. This document details the sewage demand projections, system hydraulic modeling results, and the proposed system improvements to extend service to the Corporation Yard project. Exhibit 5 shows the sewer collection system which connects to the SRCSD interceptor pipeline in Iron Point Road.

Flows will be conveyed to Prairie City Road and White Rock Road through a lift station located in the southern portion of the project



Folsom Plan Area
Non-Potable Water Master Plan
 City of Folsom, California
 Scale: 1"=600'
 December, 2017

MACKAY & SOMPS
 ENGINEERS PLANNERS SURVEYORS
 1000 UNIVERSITY BLVD., SUITE 1000, FOLSOM, CA 95630
 TEL: 916.452.1000 FAX: 916.452.1001

2018.00

Exhibit 4
 Non-Potable Water
 Infrastructure Exhibit

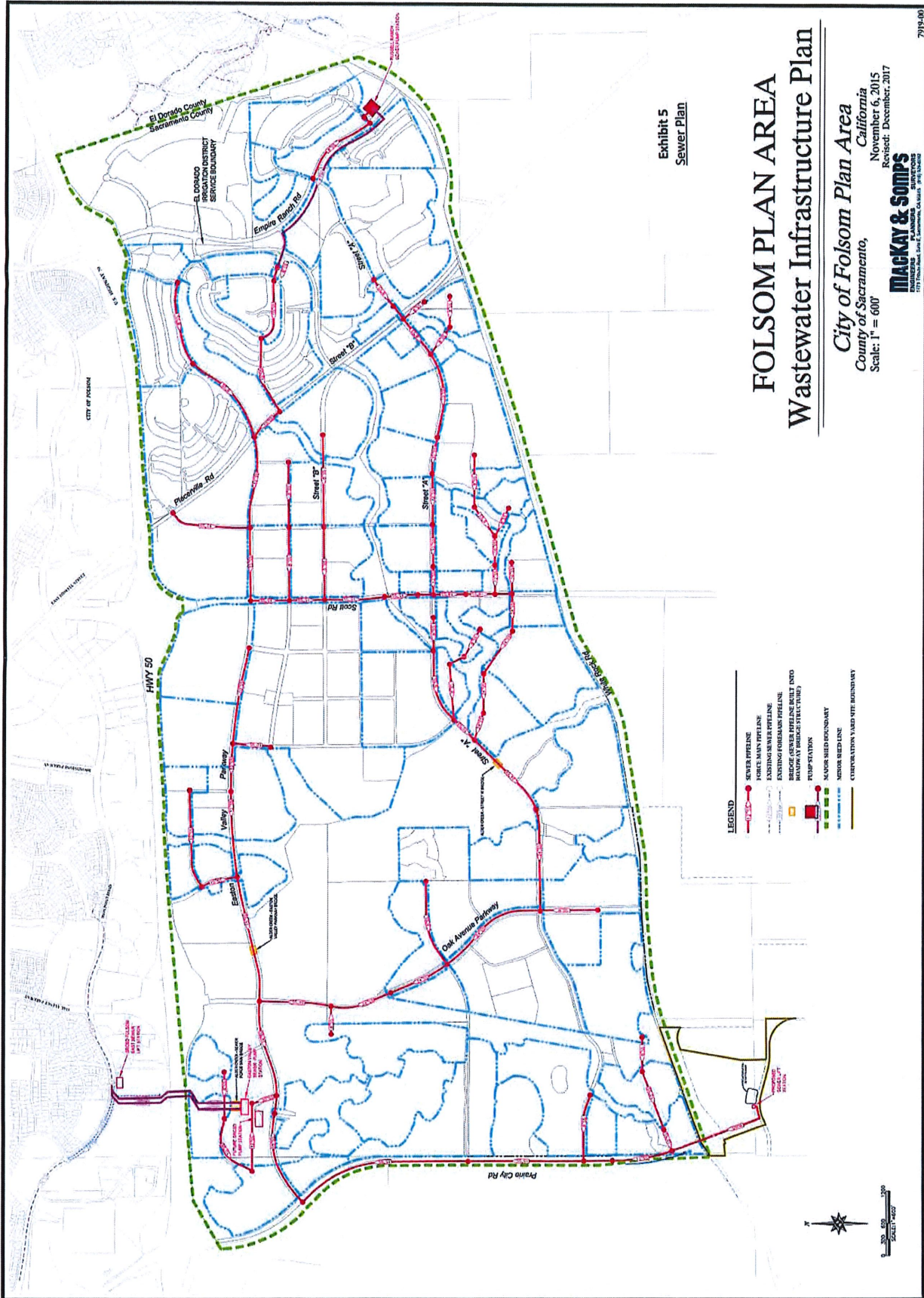


Exhibit 5
Sewer Plan

FOLSOM PLAN AREA Wastewater Infrastructure Plan

City of Folsom Plan Area
County of Sacramento, California
November 6, 2015
Revised: December, 2017
Scale: 1" = 600'

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site and then travel through the force main to connect to the FPASP system.

Wastewater Treatment will be provided by Sacramento Regional County Sanitation District (SRCSD) at their existing treatment plant near Elk Grove. Funding to connect to the SRCSD plant will be provided by the City in the form of connection fees.

C. Access and Roadways

The access and roadway improvement plan for the Corporation Yard project is designed to provide safe vehicular connectivity.

The details regarding a description of Access and Roadway services, level of service improvements and upgrades has been described in the Draft EIR prepared by Ascent Environmental dated February 2018. Fehr & Peers Transportation Consultants (Fehr & Peers) provided modeling data and intersection analysis to determine necessary improvements to adequately address impacts from the Corporation Yard project.

(1) Description, Level and Range of Services to be extended to the affected territory

The Corporation Yard site lies adjacent and south of the existing White Rock Road just easterly of the intersection with Prairie City Road. Access to the Corporation Yard will be taken from that intersection. Currently White Rock Road is a two-lane facility but is planned to be part of the Southeast Capital Connector (Connector), a 35-mile route that ultimately extends from I-5 in Elk Grove to Highway 99, along Grant Line Road, White Rock Road and ultimately providing a connection to Highway 50 in El Dorado County at the newly constructed Silva Valley interchange.

The initial phase of the Connector, in the vicinity of the Corporation Yard, is planned to be a limited access 4 lane expressway. In a future phase of the Connector, provisions have been made to grade separate the intersection with Prairie City Road. Since the timing of the Connector is not yet precisely defined, access for the Corporation Yard has been designed with alternatives to match the conditions of the Connector at the time of construction of the Corporation Yard.

Option 1: If the Corporation Yard is constructed prior to the construction of the Initial Phase of the Connector, access will be

provided by extending Prairie City Road southerly from its current location. A second point of access would be created by constructing a roadway on the southern boundary of the site and connect to Scott Road with a gated emergency access. See Exhibit 6A.

Option 2: If the Connector Phase 1 is constructed prior to the Corporation Yard, the intersection with Prairie City Road will be reconstructed and shifted to the east. The Connector Phase 1 will also realign Scott Road as a frontage road and intersect it near the reconstructed Prairie City Road intersection. This eliminates the current intersection of Scott Road and White Rock Road. The Corporation Yard access will extend from the reconstructed Prairie City Road intersection southerly and construct a roadway along the southern boundary tying into Scott Road. This connection will eliminate the need for the Scott Road frontage road. See Exhibit 6B.

Option 3a: If both the Connector and the Corporation Yard are constructed concurrently, there would be no need to construct the Scott Road frontage road. Other access improvements would be the same as Alternate 2 as shown in Exhibit 6C.

Option 3b: The ultimate Connector improvement is planned to incorporate a grade separated interchange with Prairie City Road. The Corporation Yard site has been laid out to reserve right of way for an ultimate interchange. See Exhibit 6D.

In all Alternatives, the Corporation Yard access roadway is an extension of Prairie City Road. The access road will consist of two lanes. At the intersection of White Rock Road (future Connector), the access roadway will widen to provide a left, thru and right turn lane. Also, each Alternative will provide a roadway easement to connect the Prairie City Off Highway Vehicle Park to the southerly roadway and the current reconstructed intersection of Prairie City Road and White Rock Road. This will provide a superior access to the Off-Highway Vehicle Park by replacing the current uncontrolled intersection to White Rock Road with a signalized access.

Exhibits 6A through 6D show the proposed lane configurations for all Alternatives. Other important roadway truck routes are

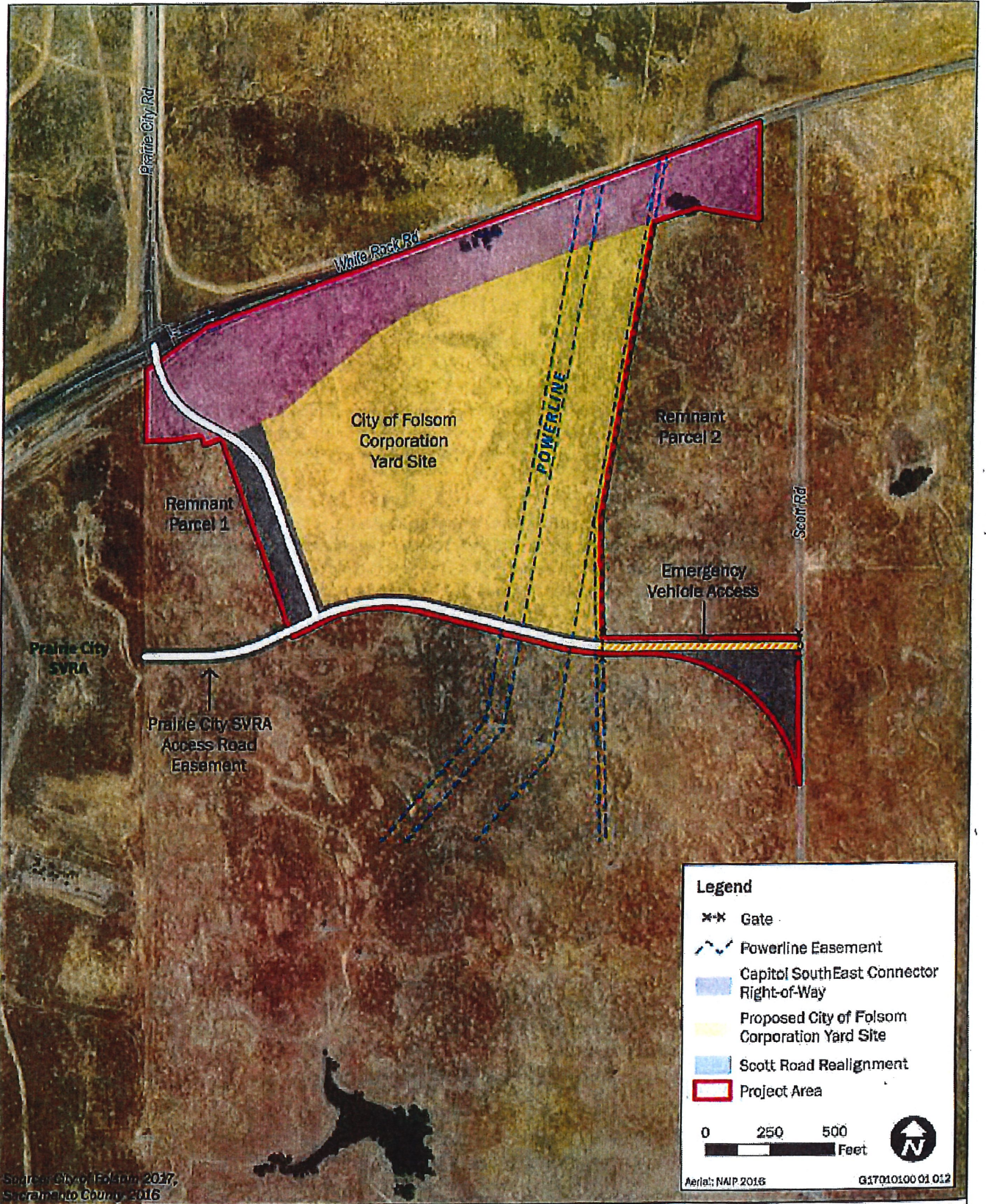


Exhibit 6A
Option 1

Access Option 1



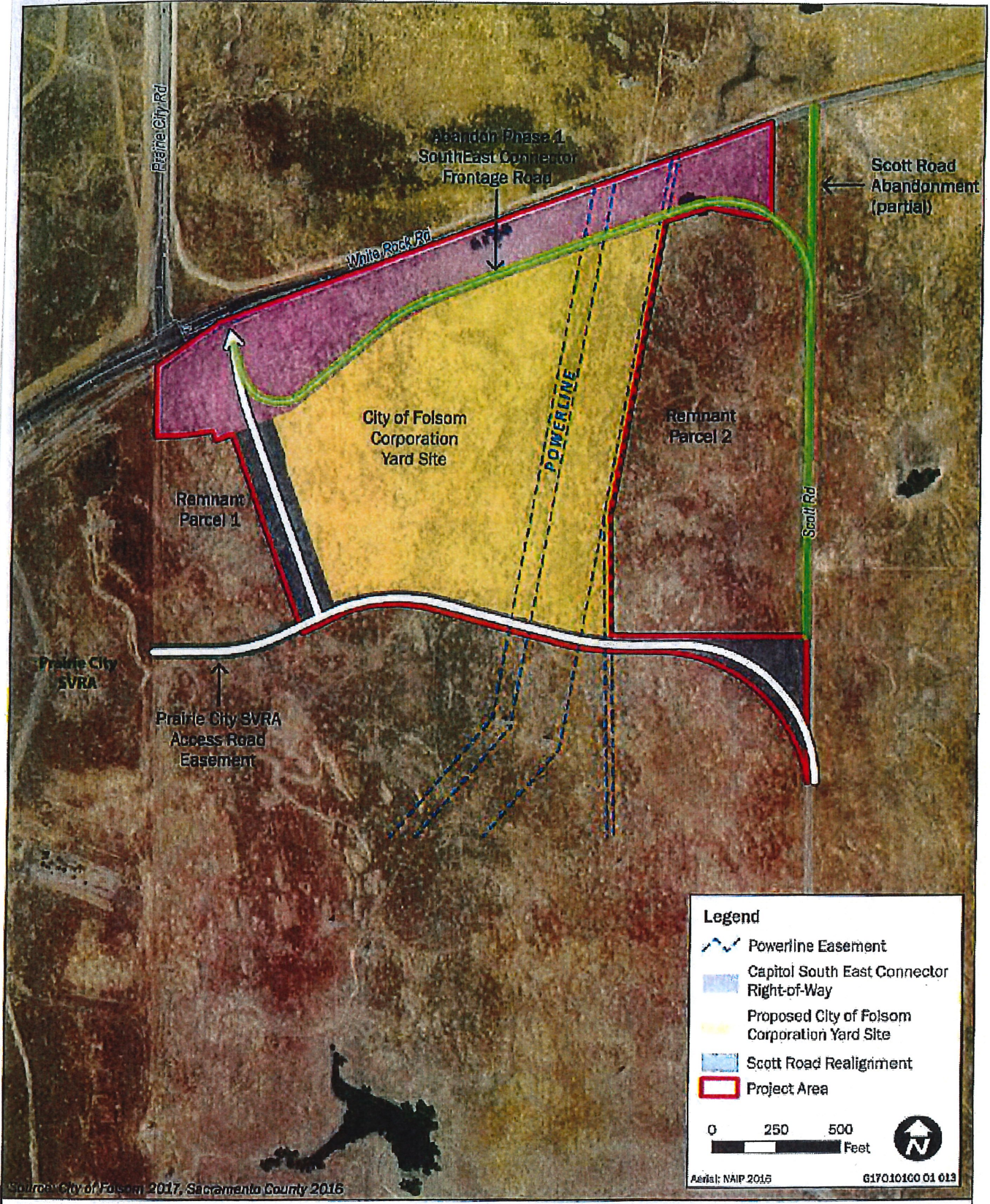


Exhibit 6B
Option 2

Access Option 2



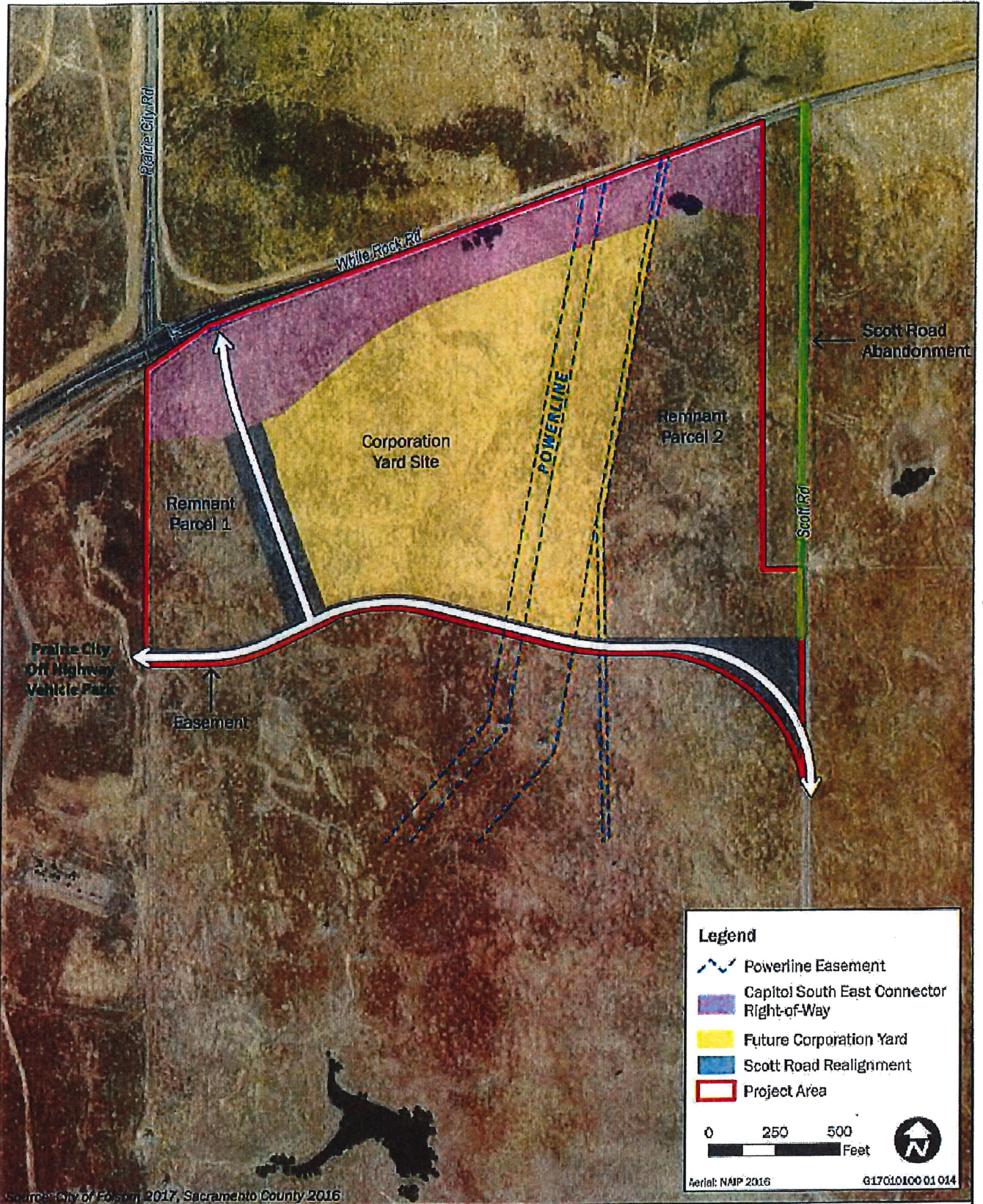
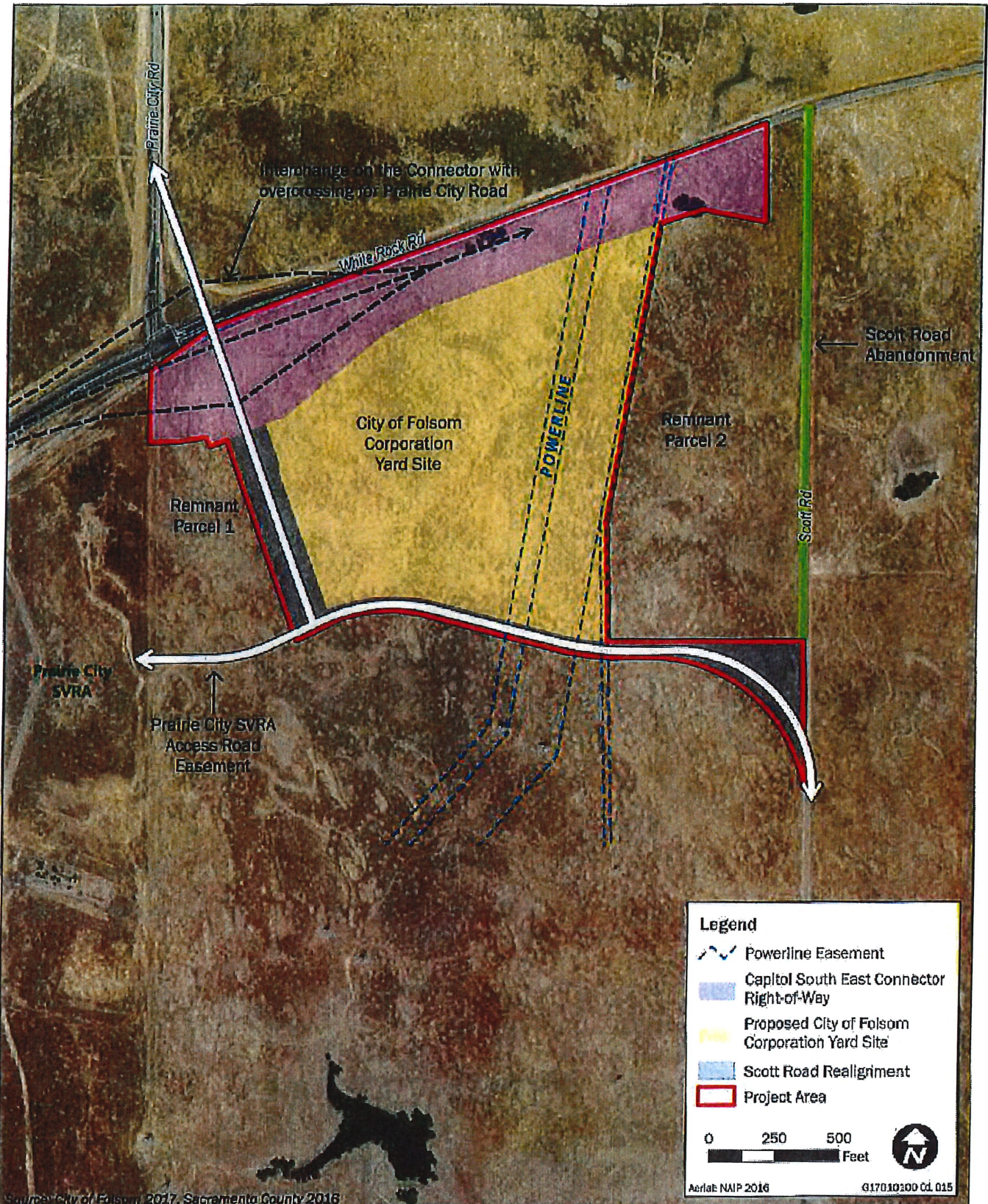


Exhibit 6C
Option 3a

Access Option 3a





Source: City of Folsom 2017, Sacramento County 2018

Exhibit 6D
Option 3b

Access Option 3b



shown on Exhibit 7A to allow Corporation Yard trucks to access all areas of the City.

The Folsom Plan Area Specific Plan proposes to construct a network of arterial, collector and minor roadways that will serve as access for Corporation Yard vehicles serving the FPA. Exhibit 7 from the Specific Plan shows this roadway network.

(2) Roadway Level of Service Criteria

Level of service is a qualitative measure describing operational conditions at an intersection or roadway segment. The level of service generally describes these conditions in terms of average delay per vehicle. Six levels of service are defined and given a letter designation A to F with Level of Service (LOS) A representing the best operation conditions and LOS F representing exceedance of capacity.

The City of Folsom identifies LOS C as the acceptable level of service throughout the City with LOS D allowed within the FPA. Sacramento County identifies LOS E as the acceptable level of service.

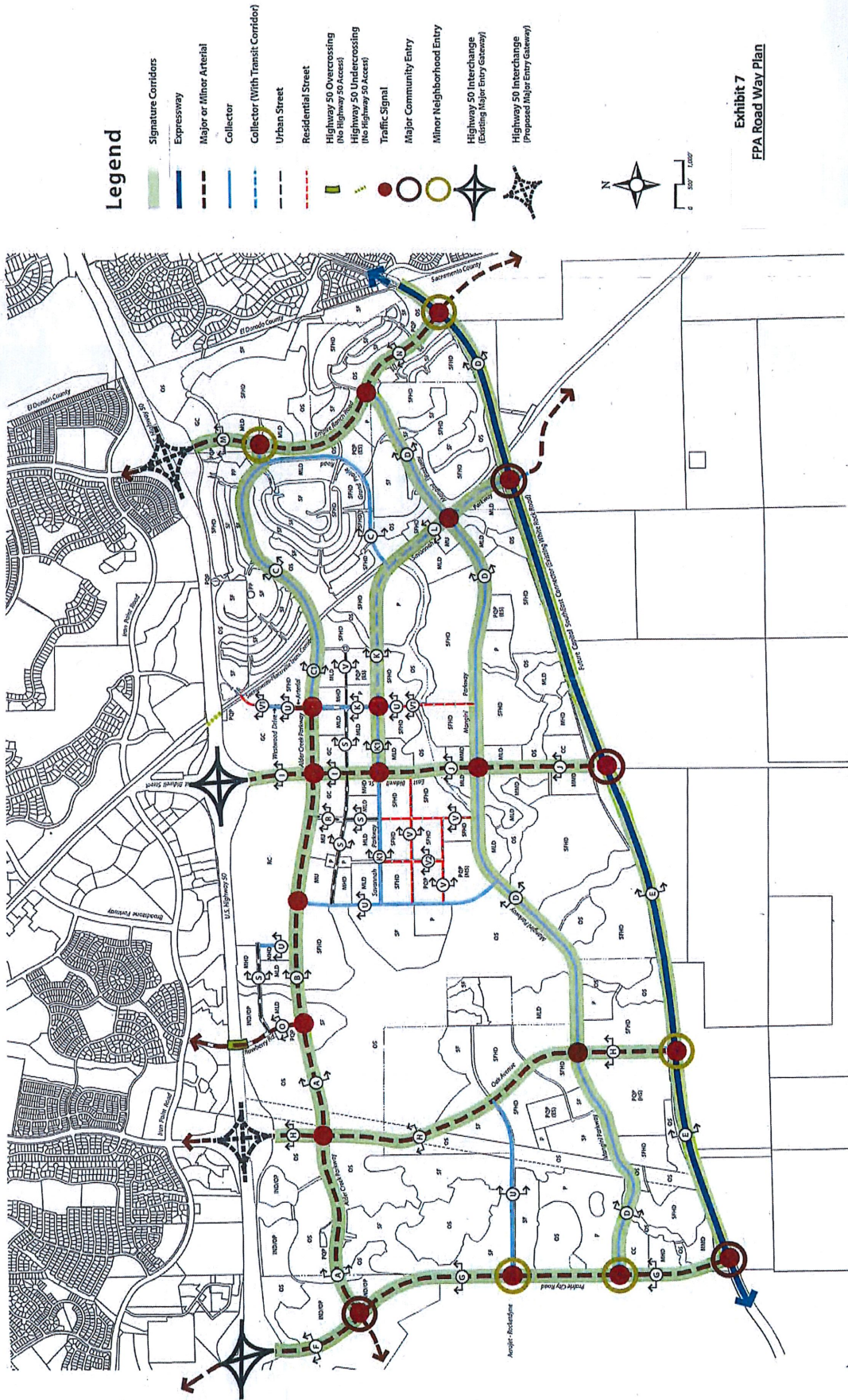
Fehr & Peers conducted transportation modeling for all Alternatives. The results show that in all Alternatives that a LOS C is maintained except at the Scott Road and White Rock Road intersection. Two options to address this impact were identified.

Option A: Construct the realignment of Scott Road to connect to the Prairie City Road/White Rock Road intersection. All existing Scott Road traffic traveling through the Scott Road/White Rock Road intersection would instead use the signalized Prairie City Road/White Rock Road intersection.

Option B: Construct a west bound left turn pocket on White Rock Road at the intersection with Scott Road.

(3) Information with Respect to How the Services Will Be Financed

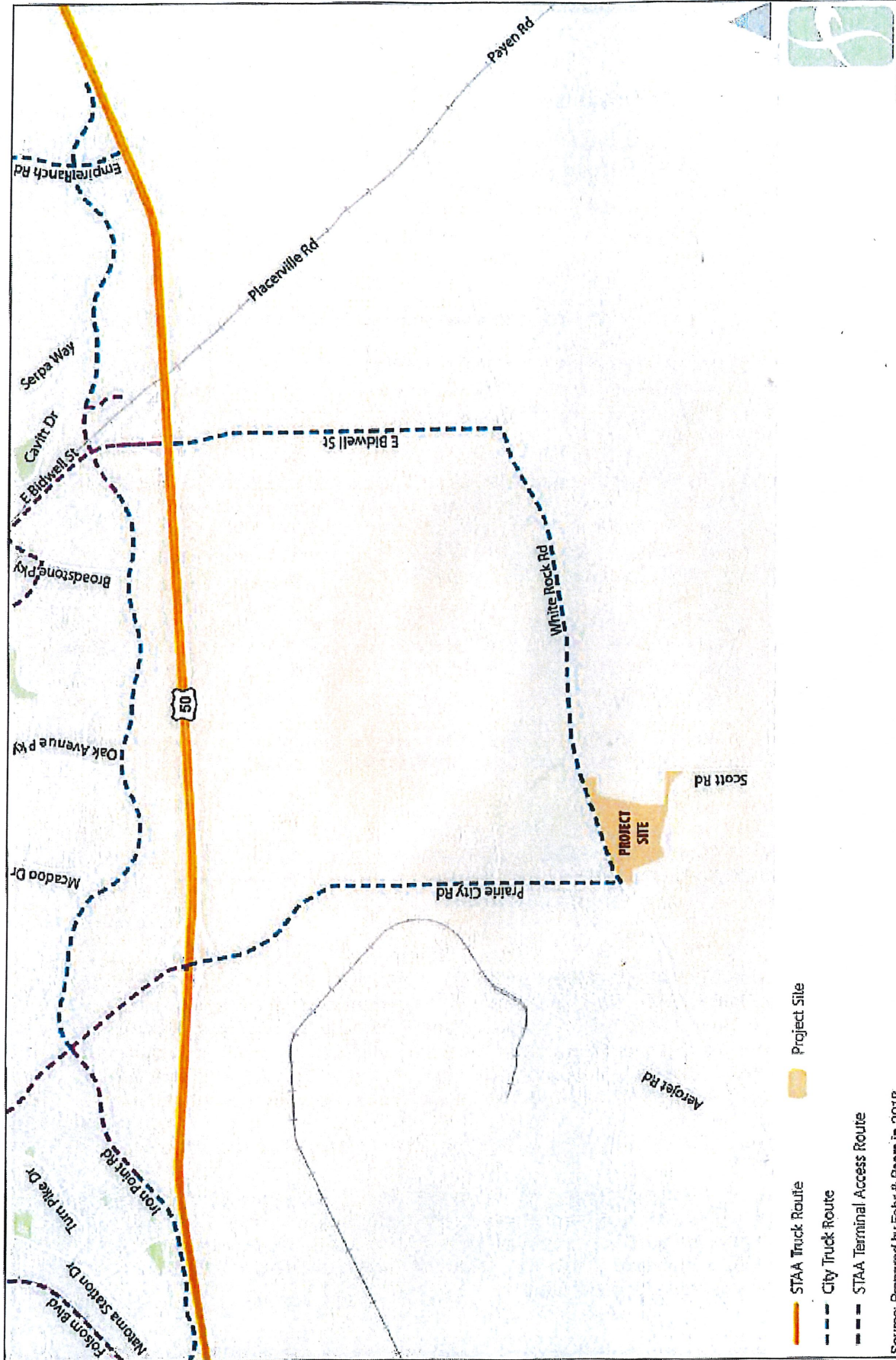
The City will be responsible for funding the onsite access improvements through a combination of revenue sources including development fees from the FPA, sale of the existing corporation yard and user charges.



Legend

- Signature Corridors
- Expressway
- Major or Minor Arterial
- Collector
- Collector (With Transit Corridor)
- Urban Street
- Residential Street
- Highway 50 Overcrossing (No Highway 50 Access)
- Highway 50 Undercrossing (No Highway 50 Access)
- Traffic Signal
- Major Community Entry
- Minor Neighborhood Entry
- Highway 50 Interchange (Existing Major Entry Gateway)
- Highway 50 Interchange (Proposed Major Entry Gateway)

Exhibit 7
FPA Road Way Plan



DATE: 06/06/00 01.002



Truck Routes

- STAA Truck Route
- - - City Truck Route
- - - STAA Terminal Access Route
- Project Site

Source: Prepared by Fehr & Peers in 2018

Exhibit 7A
Truck Routes

Funding for the FPA roadway network will be provided by the developers in the FPA. A Financing Plan has been approved by the City that equitably shares the burden of roadway construction among all properties.

Funding for the Southeast Capital Connector project occurs overtime through a multiple of revenue sources including development fees from the FPA, a share of Sacramento County's Measure A Sales Tax for Transportation and State and Federal transportation funding programs.

D. Animal Control

This section will identify the details for the City of Folsom regarding a description of services and level of service. A summary regarding the implementation and funding measures necessary to serve the project will be identified herein.

(1) Description, Level, and Range of Services to be extended to the affected territory

Animal Care Services is provided by the City of Folsom.

Maintenance Services provided by Animal Care include: collecting and monitoring, licensing, transportation of animals to Sacramento County facilities, and related animal care service and regulatory fees; providing assistance to the general public (phone calls and on-site response) with animal care, welfare, licensing and adoption guidance, and responding to inquiries to lost and found animals. In addition to the above-mentioned services Animal Care also handles prioritizing and dispatching officer assistance from the public safety and law enforcement agencies, providing field services in response to animal-related emergencies; impounding dogs at large and rescuing animals in distress; enforcing all animal control laws; providing service for picking up seriously sick or injured strays and conveying them to veterinarians for emergency treatment; responding to other City agency requests for animal care and control services (i.e., fire, police, Highway Patrol); and providing accountability to customers and governing bodies.

E. Code Enforcement

This section will identify the details of how the City of Folsom provides Code Enforcement services and level of service. A summary regarding the implementation measures and funding necessary to serve the project will be identified herein.

The City of Folsom Municipal Code contains guiding principles, goals, and policies related to Code Enforcement.

(1) Description, Level and Range of Services to be extended to the Plan Area

Code Enforcement for the City is regulated by the Community Development Department Code Compliance Division. The main goal is to work with property owners and tenants to obtain compliance with the Folsom Municipal Code primarily related to property maintenance and zoning standards. Typical activities include facilitating the abatement of substandard and unsanitary dwelling units, regulating unregistered vehicles on private property and responding to nuisance or health related complaints.

(2) An indication of any improvement or upgrade of facilities and other conditions the City would impose or require within the affected territory if the reorganization is completed

The Corporation Yard project will not increase the need for additional Code Enforcement services. They will remain at the current level sustainable by the City. No facility upgrades are anticipated to be required for Code Enforcement services.

(3) An indication of when the services can feasibly be extended to the affected territory

Code Enforcement services to the Corporation Yard will be provided consistent with the current level provided by the City.

F. Law Enforcement

The ability of the City of Folsom to serve the Corporation Yard project has been detailed in the Municipal Services Review. Public safety is one of the most important aspects of the quality and enjoyment of a community. In this section public safety is addressed.

(1) Description, Level and Range of Services to be extended to the affected territory

The Folsom Police Department is located at 46 Natoma Street and is staffed with 103 police personnel. The Police Department is a full-service department and provides all law enforcement and public safety services to the City's residents from the initial acceptance of a 911 call through patrol response, criminal investigation, and other special duties, including motor officers, SWAT, an equine unit, evidence technicians, and crime scene investigators.

The Folsom Police Department currently operates one police station, which is staffed by 75 sworn officers and 28 support staff. Discussions with Police staff suggest that the police station has reached maximum capacity. However, the Police Department anticipates adding a new police substation that could house 55 to 65 additional officers as the Folsom Plan Area is developed. The proposed substation will ensure that the Police Department could provide adequate service to the Folsom Plan Area as well as the proposed Project site.

The Police Department is comprised of two divisions: Support Services and Field Operations. The Field Operations (Patrol) Division includes a Patrol Bureau, a Traffic Bureau, Mounted Unit, K-9 Unit, CSI, and Special Weapons and Tactics (SWAT) Team. The Support Services Division consists of Citizens Assisting Public Safety (CAPS) Volunteers, the Communications Center (911), Criminal Investigation Bureau, Live Scan and Fingerprint Unit, Records Division, and Technical Services Bureau.

The Police Department is attuned to the needs of future development with the City, including the proposed Project. The Police Department anticipates the construction of a new substation on a parcel of land off East Bidwell Street (formerly Scott Road). Current estimates, including build-out of the FPA, calls for the addition of 55 to 65 Police Department personnel to provide the same level of service currently enjoyed by the City. Base on these determinations, the Police Department can efficiently and effectively meet the long-term police needs of the Project. Ratio of 1.02 sworn officers per 1000 people. No

additional police services or facilities are needed to serve the Corporation Yard.

(2) An indication of when the services can feasibly be extended to the affected territory

Law enforcement services to the Corporation Yard will be provided consistent with the absorption rate of the project.

(3) Information with respect to how the services will be financed

Police service is funded by the General Fund which includes property taxes, sales tax, charge for service, intergovernmental revenue, and transfers in from other funds. The City is currently financially stable while experiencing substantial growth. It is anticipated that the City will remain stable with the construction of a new Corporation Yard.

G. Fire Protection

The ability of the City of Folsom to serve the Corporation Yard project has been detailed in the Municipal Service Review for the project. This section will identify the details regarding a description of services and level of service.

The Folsom Fire Department provides a wide range of emergency services to development within the City of Folsom and neighboring jurisdictions. A staff of 71 fire personnel provides fire suppression, rescue, prevention, public education, hazardous materials response and emergency medical services to the community. The Folsom Fire Department serves a population of approximately 78,000 in an area covering 30 square miles in eastern Sacramento County.

(1) Description, Level and Range of Services to be extended to the Plan Area

The Folsom Fire Department currently operates four strategically located fire stations within the City to serve its residents.

- Station #35 at 535 Glenn Drive, in the Central Business District
- Station #36 at 9700 Oak Avenue Parkway, in northwest Folsom
- Station #37 at 70 Clarksville Road, near Folsom Lake College

- Station #38 at 1300 Blue Ravine Road, in central Folsom near Oak Avenue Parkway

The Fire Department is staffed by 65 sworn personnel and 6 support staff personnel. Each of the four stations is comprised of three engine companies (three-person), one truck company (four-person), two ambulances (two-person), and one duty chief officer (one-person). The Fire Department response time target is six minutes or less 90 percent of the time from dispatch to on-scene for structure fires. The Fire Department has automatic aid agreements with neighboring jurisdictions in Sacramento, El Dorado and Placer Counties, which establish that the closest and most appropriate unit will respond to an emergency. The City's ISO Rating is class 2/9.

The most prominent gap in the Fire Department's coverage is the Empire Ranch area in eastern Folsom. This area is difficult for existing fire stations to reach due to the lack of road connections. As a result, the Fire Department is in the process of constructing a fifth station, #39, which will serve the east and north areas of the City from its location on Empire Ranch Road at Ritchie Street. A sixth fire station is planned to be constructed at 1,500 residential occupancies within the Folsom Plan Area, which is directly north of the proposed project site.

(2) An indication of when the services can feasibly be extended to the affected territory

Fire services to the Corporation Yard will be available consistent with the absorption rate of the project and fire service provisions in the FPA.

(3) Information with respect to how the services will be financed

Fire service is funded by the General Fund which includes property taxes, sales tax, charge for service, intergovernmental revenue, and transfers in from other funds. The City is currently financially stable while experiencing substantial growth. It is anticipated that the City will remain stable with the construction of a new Corporation Yard.

H. Solid Waste

The Solid Waste Division provides collection, recycling, and disposal of solid waste, green waste, universal waste, household hazardous waste (e.g., paint, toxics, and batteries) and bulky items throughout the Folsom community. Garbage, recycling, and green waste are collected through a fleet of collection vehicles, while household hazardous waste is collected through residential “door to door” appointments. The City diverts more than 50% of its solid waste through recycling annually pursuant to a mandate under the Integrated Waste Management Act (AB 939).

Most refuse from Folsom is sent to Keifer Landfill, a Class III landfill located at 12701 Keifer Boulevard in Sloughhouse, about 11 miles south of Highway 50. Keifer Landfill is the primary solid waste disposal facility in Sacramento County and is operated by the County. The landfill is permitted to receive a maximum of 10,815 tons per day. As of 2005, it had a remaining capacity of 112,900,000 cubic yards and is anticipated to close in 2064.

The City plans to consolidate existing corporation yard operations at multiple facilities throughout the City to one centralized location at the project site, including City utilities. The expanded facility will help the City better serve its current and future residents. Based on these determinations, the Solid Waste Division can efficiently and effectively meet the long term needs of future development in the City, including the proposed project site.

(1) Description, Level, and Range of Services to be extended to the affected territory

The City of Folsom will provide solid waste service to the Corporation Yard.

(2) An indication of any improvement or upgrade of facilities and other conditions the City would impose or require within the affected territory if the reorganization is completed

No additional facilities are needed to serve the Corporation Yard.

(3) An indication of when the services can feasibly be extended to the affected territory

Solid Waste service to the Corporation Yard will be provided consistent with the construction of the site.

I. Storm Drainage and Flood Control

The City's Public Works Department is responsible for all stormwater management issues for the City, including design and construction of the storm drain system, operation and maintenance, and urban runoff pollution prevention. The City operates and maintains an extensive storm drainage system, including about 200 miles of pipe, 23 miles of natural drain, 23 miles of natural drainage channels/creeks, 60 flood control and/or water quality detention basins, and over 200 outfalls to creeks/streams.

(1) Description, Level, and Range of Services to be extended to the affected territory

The City's storm drainage system primarily discharges to local streams and the American River. Some stormwater discharges are treated by either onsite treatment controls, such as water quality swales or proprietary treatment devices, while discharges from other development areas are either untreated or directed to regional water quality/detention basins before discharging to a local stream. Most development projects in the City are required to install post construction stormwater controls such as detention basins or treatment vaults in order to reduce the volume and improve the quality of runoff.

(2) An indication of any improvement or upgrade of facilities and other conditions the City would impose or require within the affected territory if the reorganization is completed

Since the project site naturally slopes from the northeast towards the southwest, a pipeline collection system will convey storm runoff to a hydro-modification/detention basin located near the southwest corner of the project site. The hydro-modification/detention basin will provide water quality treatment and hydro-modification for storm runoff up to the 10-year 24-hour storm and detention up to the 100-year 24-hour storm. The hydro-modification/detention basin would discharge through a culvert into an existing water course at the project boundary. The discharge will be limited to pre-development conditions. Exhibit 8 shows the topography of the site and the approximate location of the detention and water quality facility. Based on the above improvements, the City can efficiently and effectively meet the long-term storm drainage needs of the project.

(3) An indication of when the services can feasibly be extended to the affected territory

Development of the project site will require the construction of a drainage system consisting of inlets, pipes, manholes, overland release routes, and a detention facility/water quality basin. The project developer is responsible for the construction of the complete drainage system.

(4) Information with respect to how the service will be financed

The City will construct all drainage facilities with the first phase of development. The City will own and operate all drainage facilities and basins.

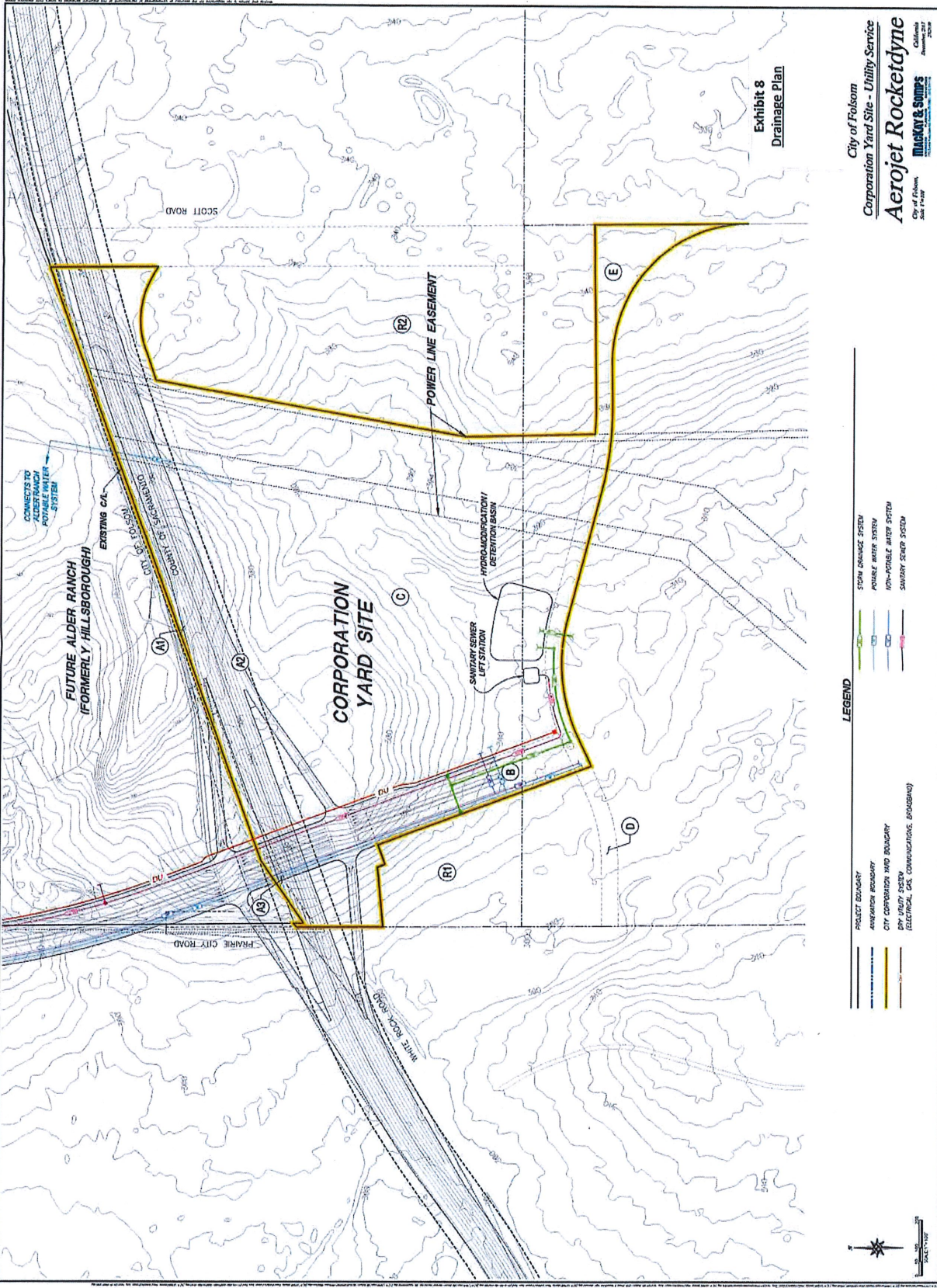
All drainage facilities will be funded and constructed by the City. The City will use developer fees, user charges and revenue from the sale of the existing corporation yard to fund the improvements.

J. Parks and Recreation

The City's parks and recreation system includes developed parks, planned parks, active recreation facilities, bike and walking trails, and community centers that serve targeted populations. The City's parks are administered by the Department of Parks and Recreation. The City has a Parks and Recreation Master Plan, most recently updated in 1996, and supplemented by an updated Implementation Plan in 2003. The FPA includes the development of approximately 125 acres of new park facilities in addition to over 1,000 acres of open space that include miles of bike and pedestrian trails. The Master Plan identifies a development program for all undeveloped parks. In addition to the City's facilities, the State operates the Folsom Lake State Recreation Area within the City limits, and other State and regional parks are located within City limits. However, the City has no ownership or service connection to these State or regional facilities.

(1) Description, Level, and Range of Services to be extended to the affected territory

No new additional facilities are needed to serve the Corporation Yard.



**Exhibit 8
Drainage Plan**

City of Folsom
 Corporation Yard Site - Utility Service
Aerojet Rocketdyne
 City of Folsom
 300 F Street
 Folsom, CA 95630
 (916) 452-1000
 www.aerojet.com

PRELIMINARY - Subject to Revision

(2) An indication of any improvement or upgrade of facilities and other conditions the City would impose or require within the affected territory if the reorganization is completed

Since no residents are anticipated to be generated within the project, City staff does not foresee any impact on parks and recreation services from development of the project. Based on these determinations, the City can efficiently and effectively meet the long-term parks and recreation needs of the project.

(3) An indication of when the services can feasibly be extended to the affected territory

Development of new parks in the Folsom Plan Area will occur at a rate commensurate of residential build-out.

(4) Information with respect to how the services will be financed

No new parks are needed for the Corporation Yard project.

K. Libraries

The City currently operates a single library branch – the 24,000-square foot Georgia Murray building, at 411 Stafford Street in the civic center adjacent to City Hall. The Folsom Public Library first opened in 1993 at 300 Persifer Street. The age, design, and limited space of the Persifer Street building led the Folsom City Council to approve the construction of two new libraries: the current main library and a joint-use branch library at the Vista del Lago High School. The Georgia Murray Building (main library) opened to the public in 2007, followed by the 9,000-square foot Norman R. Siefkin Public Library (joint-use) in 2008. Due to budget constraints, the Siefkin branch is temporarily closed.

Since no residents are anticipated to be generated within the project, City staff does not foresee any impact on library services from development of the project. However, the City anticipates reserving a small portion of the proposed Municipal Services Center (approximately 15,000 square feet) within the Folsom Plan Area to house an express library where customers could pick up materials requested through the Sacramento Public Library system as well as browse through and check out collections including bestsellers, magazines, audio books, CDs, DVDs, and materials for children. Wireless network access as well as computer workstations may

also be featured. Depending on customer demand and funding availability, the City could also consider reopening the Siefkin library to help meet total City needs. Based on these determinations, the Folsom Public Library can efficiently and effectively meet the long-term library needs of the project.

(1) Description, Level and Range of Services to be extended to the affected territory

No new facilities are needed for the Corporation Yard project.

(2) An indication of when the services can feasibly be extended to the affected territory

Library services provided by the current Library and the proposed express library in the Folsom Plan Area are sufficient for the Corporation Yard project.