

CITY OF
FOLSOM
DISTINCTIVE BY NATURE

PLANNING COMMISSION AGENDA
May 18, 2022
CITY COUNCIL CHAMBERS
6:30 p.m.
50 Natoma Street
Folsom, California 95630

Members of the public wishing to participate in this meeting via teleconference may participate either online or by telephone via WebEx.

Meeting Number: 2553 870 7740
Meeting Password: 05 18 2022

Join the meeting by WebEx online:

<https://cityoffolsom.my.webex.com/cityoffolsom.my/j.php?MTID=m63356db68f3be470592d071b94482c56>

To make a public comment using the WebEx online platform, please use the “raise hand” feature at the bottom center of the screen. Please make sure to enable audio controls once access has been given by the Commission Clerk to speak. Please wait to be called upon by the Commission Clerk.

Join the meeting by WebEx telephone: Dial 1-415-655-0001

To make a public comment by phone, please press *3 to raise your hand. Please make sure to enable audio controls by pressing *6 once access has been given by the Commission Clerk to speak. Please wait to be called upon by the Commission Clerk.

Verbal comments via virtual meeting must adhere to the principles of the three-minute speaking time permitted for public comment at Planning Commission meetings.

CALL TO ORDER PLANNING COMMISSION: Barbara Leary, Daniel West, Bill Romanelli, Justin Raithe, Bill Miklos, Ralph Peña, Eileen Reynolds

Any documents produced by the City and distributed to the Planning Commission regarding any item on this agenda will be made available at the Community Development Counter at City Hall located at 50 Natoma Street, Folsom, California and at the table to the left as you enter the Council Chambers. The meeting is available to view via webcast on the City’s website the day after the meeting.

PLEDGE OF ALLEGIANCE

CITIZEN COMMUNICATION: The Planning Commission welcomes and encourages participation in City Planning Commission meetings and will allow up to five minutes for expression on a non-agenda item. Matters under the jurisdiction of the Commission, and not on the posted agenda, may be addressed by the general public; however, California law prohibits the Commission from taking action on any matter which is not on the posted agenda unless it is determined to be an emergency by the Commission.

MINUTES

The minutes of the May 4, 2022 meeting will be presented for approval.

PUBLIC HEARING

1. PN 21-115, AC Hotel by Marriott Tentative Parcel Map, Planned Development Permit Modification, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program

A Public Hearing to consider a request from Insignia Hospitality Groups, Inc. for approval of a Tentative Parcel Map and Planned Development Permit Modification application for development of a five-story hotel (AC Marriott) on a 1.45-acre portion of an existing 14.22-acre parcel (APN 072-3080-042) within a parking lot area at the Palladio at Broadstone Shopping Center. The zoning classification for the site is C-3 (PD), while the General Plan land-use designation is RCC (EBC). An Initial Study and Mitigated Negative Declaration have been prepared in accordance with the requirements of the California Environmental Quality Act. **(Project Planner: Josh Kinkade/Applicant: Insignia Hospitality Groups, Inc.)**

2. PN 21-062, 6987 Oak Avenue Tentative Parcel Map and Determination that the Project is Exempt from CEQA

A Public Hearing to consider a request from Roger & Gail Zittel for approval of a Tentative Parcel Map application to subdivide an existing 1.03-acre single-family residential property located at 6987 Oak Avenue into two individual parcels. The zoning classification for the site is R-1-ML (A), while the General Plan land-use designation is SF. The project is exempt from the California Environmental Quality Act in accordance with Section 15315 of the CEQA Guidelines. **(Project Planner: Josh Kinkade/Applicant: Roger & Gail Zittel)**

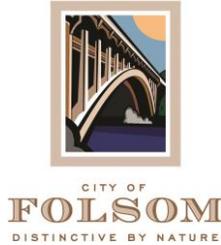
PLANNING COMMISSION / PLANNING MANAGER REPORT

The next Planning Commission meeting is scheduled for **June 1, 2022**. Additional non-public hearing items may be added to the agenda; any such additions will be posted on the bulletin board in the foyer at City Hall at least 72 hours prior to the meeting. Persons having questions on any of these items can visit the Community Development Department during normal business hours (8:00 a.m. to 5:00 p.m.) at City Hall, 2nd Floor, 50 Natoma Street, Folsom, California, prior to the meeting. The phone number is (916) 461-6203 and FAX number is (916) 355-7274.

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in the meeting, please contact the Community Development Department at (916) 461-6203, (916) 355-7274 (fax) or ksanabria@folsom.ca.us. Requests must be made as early as possible and at least two-full business days before the start of the meeting.

NOTICE REGARDING CHALLENGES TO DECISIONS

The appeal period for Planning Commission Action: Any appeal of a Planning Commission action must be filed, in writing with the City Clerk's Office no later than ten (10) days from the date of the action pursuant to Resolution No. 8081. Pursuant to all applicable laws and regulations, including without limitation, California Government Code Section 65009 and or California Public Resources Code Section 21177, if you wish to challenge in court any of the above decisions (regarding planning, zoning and/or environmental decisions), you may be limited to raising only those issues you or someone else raised at the public hearing(s) described in this notice/agenda, or in written correspondence delivered to the City at, or prior to, the public hearing



**PLANNING COMMISSION MINUTES
MAY 4, 2022
CITY COUNCIL CHAMBERS
6:30 P.M.
50 Natoma Street
Folsom, CA 95630**

CALL TO ORDER PLANNING COMMISSION: Barbara Leary, Vice Chair Daniel West, Bill Romanelli, Justin Raithel, Bill Miklos, Ralph Peña, Chair Eileen Reynolds

ABSENT: Barbara Leary

CITIZEN COMMUNICATION: None

MINUTES: The minutes of the April 20, 2022 meeting were approved as submitted.

PUBLIC MEETING

1. PN 21-296 1136 Sibley Street Commercial Design Review and Determination that the Project is Exempt from CEQA

A Public Meeting to consider a request from Gekkeikan Sake Inc. for approval of a Commercial Design Review application for a 9,885 square-foot warehouse building addition located at the existing Gekkeikan Sake industrial complex at 1136 Sibley Street. The site is zoned Light Industrial District (M-1) and has a General Plan designation of IND (Industrial/Office Park). The Planning Commission will take final action unless the decision is appealed to the City Council. The project is exempt from environmental review under Section 15303 (New Construction or Conversion of Small Structures) of the California Environmental Quality Act (CEQA) Guidelines. **(Project Planner: Josh Kinkade)**

COMMISSIONER RAITHEL MOVED TO APPROVE COMMERCIAL DESIGN REVIEW FOR A 9,885 SQUARE-FOOT WAREHOUSE BUILDING LOCATED AT THE EXISTING GEKKEIKAN SAKE INDUSTRIAL COMPLEX AT 1136 SIBLEY STREET (PN 21- 296), AS ILLUSTRATED ON ATTACHMENTS 5 THROUGH 7, BASED ON THE FINDINGS BELOW (FINDINGS A- H) AND SUBJECT TO THE CONDITIONS OF APPROVAL (CONDITIONS 1-47) INCLUDED AS ATTACHMENT 3 TO THIS REPORT.

COMMISSIONER MIKLOS SECONDED THE MOTION.

AYES: WEST, ROMANELLI, RAITHEL, MIKLOS, PEÑA, REYNOLDS

NOES: NONE

RECUSED: NONE

ABSENT: LEARY

2. PN 22-016, Mangini Ranch Phase 2 Villages 3-3A Subdivision Residential Design Review and Determination that the Project is Exempt from CEQA

A Public Meeting to consider a request from Beazer Homes Holdings, LLC for a Residential Design Review Application for the Mangini Ranch Phase 2 Villages 3-3A project. The zoning classification for the site is SP-SFHD-PD, while the General Plan land-use designation is SFHD. The City previously determined that the project is exempt from environmental review in accordance with Government Code Section 65457 and Section 15182 of the California Environmental Quality Act (CEQA) Guidelines. **(Project Planner: Josh Kinkade)**

COMMISSIONER RAITHEL MOVED TO APPROVE A RESIDENTIAL DESIGN REVIEW APPLICATION FOR 53 SINGLE-FAMILY RESIDENTIAL HOMES AS ILLUSTRATED ON ATTACHMENT 5 FOR THE MANGINI RANCH PHASE 2 VILLAGES 3-3A PROJECT (PN 22-016) BASED ON THE FINDINGS (FINDINGS A-J) AND SUBJECT TO THE CONDITIONS OF APPROVAL (CONDITIONS 1-16) ATTACHED TO THIS REPORT.

COMMISSIONER ROMANELLI SECONDED THE MOTION.

AYES: WEST, ROMANELLI, RAITHEL, MIKLOS, PEÑA, REYNOLDS
NOES: NONE
RECUSED: NONE
ABSENT: LEARY

PLANNING COMMISSION / PLANNING MANAGER REPORT

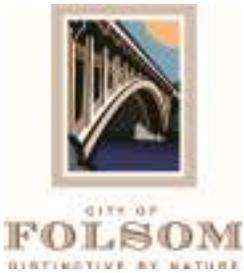
The next Planning Commission meeting is scheduled for May 18, 2022.

RESPECTFULLY SUBMITTED,

Karen Sanabria, ADMINISTRATIVE ASSISTANT

APPROVED:

Eileen Reynolds, CHAIR



Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project: AC Hotel by Marriott
File #: PN 21-115
Request: Tentative Parcel Map and Planned Development Permit Modification
Location: 510 Palladio Parkway
Parcel(s): 072-3080-042
Staff Contact: Josh Kinkade, Associate Planner, 916-461-6209,
jkinkade@folsom.ca.us

Property Owner

Name: Broadstone Land, LLC
Address: 510 Palladio Parkway, Suite 521
Folsom, CA 95630

Applicant

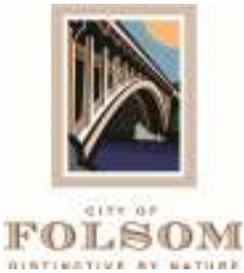
Name: Insignia Hospitality Groups, Inc.
Address: 401 N. Tradewinds
Midland, TX 79706

Recommendation: Conduct a public hearing and upon conclusion approve the Tentative Parcel Map and Planned Development Permit Modification Application for a five-story AC Marriott hotel located at 510 Palladio Parkway (PN 21-115) based on the findings included in this report (Findings A-CC) and subject to the attached conditions of approval (Conditions 1-71).

Project Summary: The proposed project consists of a Tentative Parcel Map and a Planned Development Permit Modification for development of a five-story hotel (AC Marriott) on a 1.45-acre portion of an existing 14.22-acre parcel (APN 072-3080-042) within a parking lot area at the Palladio at Broadstone Shopping Center. Additional site improvements include redesigned drive aisles, pedestrian walkways, underground utilities, retaining walls, site lighting, and site landscaping.

Table of Contents:

1. Description/Analysis
2. Background
3. Conditions of Approval
4. Applicant's Project Narrative
5. Architectural Plans, dated March 25, 2022
6. Preliminary Grading and Utility Plan, dated May 14, 2021
7. Landscape Plan, dated August 3, 2021



AGENDA ITEM NO. 1
Type: Public Hearing
Date: May 18, 2022

8. Tentative Parcel Map, dated May 14, 2021
9. AC Hotel by Marriott Initial Study/Mitigated Negative Declaration, dated April 2022
10. Palladio 2006 Site Plan

Submitted,

PAM JOHNS
Community Development Director

ATTACHMENT 1 DESCRIPTION/ANALYSIS

APPLICANT'S PROPOSAL

The applicant, Insignia Hospitality Groups, Inc., is requesting approval of a Tentative Parcel Map to subdivide an existing parcel within the parking lot of the Palladio at Broadstone shopping center at 510 Palladio Parkway. The existing 14.22-acre parcel is proposed to be subdivided into two individual parcels (12.77 acres for Parcel 1 and 1.45 acres for Parcel 2). The applicant is also seeking a Planned Development Permit Modification to develop Parcel 2 into an AC Hotel by Marriott.

The hotel is proposed to be five stories, 66 feet in height (with towers that extend up to 73 feet in height) and approximately 85,690 total square feet in size. The hotel would feature 130 hotel guestrooms and eight executive suites. The first floor of the hotel would consist of the lobby lounge, breakfast area, bar, outdoor patio and a room for business functions.

The architecture will utilize a flat-roofed contemporary style with Mediterranean elements to blend with the architecture of the Palladio. The building was designed with "four-sided" architecture, with a variety of materials and complementary colors, textured finishes, cantilevered aluminum canopies and small entry piazzas on the front and back entrances, bold tower accents with caps, decorative screens on the first level and wrought iron-style metal railings throughout.

The applicant is proposing five signs on the building, three on the building fascia and two on the canopy edge above the entrances. Signs range from approximately 90-120 square feet in size on the wall and 30 square feet on the canopy edge. All signs are proposed to have internally illuminated letters. While the signs themselves will be subject to a separate staff-level review, the applicant is proposing modifications to the Palladio at Broadstone Sign Criteria to address lodging tenants and accommodate their proposed signage.

Access to the site would be provided via existing driveways to Palladio Parkway, Broadstone Parkway, and East Bidwell Street. Internal circulation is facilitated by a series of existing drive aisles. Additional site improvements include redesigned drive aisles, pedestrian walkways, and a guest loading/registration area. There are 188 existing surface parking spaces on the project site that would be eliminated during construction. Project parking will be provided via 28 on-site spaces plus 134 reciprocal parking spaces in adjacent Palladio lots, for a total parking supply of 162 spaces. There would be a net loss of 160 surface parking spaces from the Palladio with the proposed project. On-site pedestrian walkways wrap around most of the Project site, with seven crosswalks connecting to the rest of the Palladio.

Trash, recycling, and organic waste bins are provided in an enclosure located to the

south of the proposed hotel. Additional site improvements include underground utilities, retaining walls, curbs, gutters, site lighting, and site landscaping.

POLICY/RULE

The project site is located within the Palladio at Broadstone Planned Development area. Folsom Municipal Code Section 17.38.010 states that Planned Development Permits shall be considered by the Planning Commission. Section 17.38.100 states that, in its review of Planned Developments, the Planning Commission shall be governed by the following criteria:

- a) The project's compliance with the intent and purposes of this chapter, the applicable ordinances of the city, and the general plan;
- b) The project's consistency with the objectives, policies and requirements of the development standards of the city. Minor modifications of such standards shall be permitted to encourage the efficient use of land and the creation of open space, provided the commission determines that such modifications will result in a development that is superior to that obtained by rigid application of the standards. Design considerations shall not result in a reduction in the allowed density of a multifamily residential project or render the development "infeasible" for housing for "very low", "low" and "moderate" income households, unless the commission makes findings as provided in Government Code Section 65589.5. The terms used herein are as defined in Government Code Section 65589.5;
- c) The physical, functional and visual compatibility between the proposed development and neighboring uses and neighborhood characteristics. The scope of compatibility for the P.D. permit shall be limited to project design considerations. Land use and density compatibility is evaluated separately, in conjunction with the zoning and general plan land use designation of the site;
- d) The availability of necessary public facilities including, but not limited to, water, sewage and drainage and the adequacy of the provision which the development makes for the furnishing of such facilities;
- e) The extent to which the proposed development causes adverse environmental impacts which have not been mitigated to an acceptable level;
- f) The requirement that the proposed development not cause unacceptable vehicular traffic levels on surrounding streets and that there be adequate internal traffic circulation, including ingress and egress;
- g) Adequate provision is made for the furnishing of sanitation services and emergency public safety services to the development;

- h) The proposed development will not be detrimental to health, safety and the general welfare of the persons or property within the vicinity of the proposed development and the city as a whole.

Tentative Parcel Map review for the Planning Commission is covered by Chapter 16.24 of the Folsom Municipal Code. Tentative Parcel Map entitlements for four or fewer parcels require approval by the Planning Commission. Section 16.24.080 states that the Planning Commission shall make a finding that the proposed division of land complies with requirements as to area, improvement and design, floodwater drainage control, appropriate improved public roads, sanitary disposal facilities, water supply availability, environmental protection and other requirements of the Subdivision Map Act, Chapter 16.24 of the Folsom Municipal Code, the Folsom Municipal Code as a whole, the Folsom General Plan and any applicable specific plan.

Section 17.59.050 (F) of the Folsom Municipal Code states that the Planning Commission shall, in granting a Planned Development Permit, specify and establish the size, location, number and conditions of signs to be erected and maintained in conjunction with the proposed project. Any signage proposed beyond what is allowed by Section 17.59.040 of the Folsom Municipal Code requires approval by the Planning Commission. Because the applicant is requesting signage for a type of tenant not described in the existing Palladio Shopping Center sign criteria, the applicant is seeking a Planned Development Permit Modification to update the sign criteria for lodging tenants.

When Palladio at Broadstone was approved by the Planning Commission in 2004, architectural guidelines (Palladio/Kaiser Planned Development and Design Guidelines) were established to ensure high quality design, materials, and colors throughout the development over time. The proposed project is subject to these guidelines.

ANALYSIS

General Plan and Zoning Consistency

The General Plan land use designation for the project site is RCC (Regional Commercial Center) within the East Bidwell Corridor (EBC) Overlay. The project site is zoned C-3 PD (General Commercial- Planned Development), which is consistent with the RCC zone and allows for hotels by right. However, the height limit in the C-3 zone is 50 feet (not to exceed four stories) and the existing Planned Development Permit approved major buildings to be 3 stories and 60 feet in height. In addition, FMC 17.58.080, General Provisions and Exceptions, allows for towers, spires, and similar architectural structures to be built not more than 25 feet above the height limit established for the district in which the structures are located, provided that no such structure in excess of the allowable building height shall be used for sleeping or eating quarters or for any commercial advertising purposes. Furthermore, the site's PD overlay allows deviation from traditional zoning standards (height included) if the deviation results in an improved project design.

The applicant is proposing a building that is five stories and 66 feet in height with non-habitable towers that extend up to 73 feet in height. As such, the applicant is seeking approval of a Planned Development Permit Modification to exceed the height and story limit allowed by the C-3 zoning designation and the Palladio at Broadstone Planned Development Permit as well as the signage maximums allowed in the Palladio at Broadstone Sign Criteria. These requests are analyzed in the Architecture and Design section of the report.

Land Use Compatibility/Site Considerations

The project site is located within the Palladio shopping center located at the corner of Palladio Parkway and Broadstone Parkway. East Bidwell Street sits to the north of the project site beyond an existing parking lot. The future Broadstone Villas apartments (recently approved by the Planning Commission) will be located to the north of the project site beyond the existing Palladio parking lot. Vacant land owned by Kaiser Permanente sits to the south of the project site. The Broadstone Plaza shopping center is located to the east of the project site and the existing buildings of the Palladio shopping center are to the east of the site. The closest residential property to the project site is the Sherwood at Broadstone apartments located approximately 230 feet to the southwest of the project site. In reviewing the proposed project with respect to land use compatibility, City staff took into consideration existing land uses in the project vicinity. The project site is located near a variety of land uses such as large retail stores, small retail stores, restaurants, professional offices, and apartments. The AC Marriott hotel would serve as a transition between the apartments to the southwest and the commercial development to the north and east. Based on the existing land uses present in the project vicinity and taking into consideration the intent of the EBC overlay (creation of a mix of retail, restaurant, service, office, and residential uses), staff has determined that the proposed project is compatible with existing land uses in the project vicinity.

Tentative Parcel Map

As referenced earlier within this report, the applicant is requesting approval of a Tentative Parcel Map (TPM) to subdivide an existing parcel within the parking lot of the Palladio at Broadstone shopping center at 510 Palladio Parkway. The existing 14.22-acre parcel is proposed to be subdivided into two individual parcels (12.77 acres for Parcel 1 and 1.45 acres for Parcel 2) with the intent of developing Parcel 2 with the proposed hotel project. In reviewing the submitted TPM, staff determined that both proposed parcels meet or exceed the minimum standards for the C-3 zone in terms of lot size and lot width. Resulting building envelopes on the resultant lots would allow for development of structures with comparable sizes to those in the general vicinity.

Staff has determined that the proposed parcels, which are located in an urbanized area within the City, have adequate provision in terms of access and parking. Access to the

proposed Parcel 1 is provided by existing public streets (East Bidwell Street and Palladio Parkway) and access to proposed Parcel 2 is provided via existing internal driveways.

Dry utilities (electrical, gas, telephone, etc.) are accessible to the proposed parcels on East Bidwell Street. Staff has conditioned that future dry utility connection services for new buildings be placed underground at the project site (Condition No. 25). Staff has also provided Condition No. 37 which requires the owner/applicant to dedicate private easements for utilities, drainage, water, and sanitary sewer on the Parcel Map and Condition No. 26, which requires that each parcel have an independent water and sanitary sewer service which does not encroach into any other parcel and connects directly to the right-of-way. As a result, staff has determined that, as conditioned, the submitted TPM meets all requirements as set forth in Chapter 16.24 (Parcel Maps) of the FMC, as well as the requirements of the State Subdivision Map Act.

PLANNED DEVELOPMENT PERMIT MODIFICATION

The purpose of the Planned Development Permit process is to allow greater flexibility in the design of integrated developments than otherwise possible through strict application of land use regulations. The Planned Development Permit process is also designed to encourage creative and efficient uses of land. The applicant's intent, in this case, is to provide a hotel use that compliments the existing restaurant and retail uses with height variations that blend in with the Palladio's skyline. In reviewing the applicant's request for approval of a Planned Development Permit, staff considered a variety of factors including:

- development standards,
- architecture/design,
- grading/drainage,
- site lighting,
- walls/fencing,
- trash/recycling/organic waste,
- signage,
- noise,
- site traffic/access/circulation,
- parking requirements,
- landscaping, and
- General Plan conformance

Development Standards

The applicant's intent with the subject application is to propose development standards that will comply with the development standards established within the zoning code for C-3 properties and the Palladio at Broadstone Planned Development properties, with the exception of the existing building height limits. The following table outlines the existing and proposed development standards for the AC Marriott Hotel project, as well

as the development standards for the C-3 zone and Palladio at Broadstone Planned Development:

Development Standards AC Marriott Hotel							
	Lot Area	Lot Width	Building Coverage	Front Yard Setback	Rear Yard Setback	Side Yard Setbacks	Building Height limit
C-3 Zoning Designation	n/a	n/a	n/a	n/a	12 feet	n/a	50 feet (four stories)
Palladio at Broadstone Planned Development	n/a	n/a	n/a	30' from Broadstone Pkwy, ROW, 8 feet from edge of curb	8 feet from edge of curb	8 feet from edge of curb	60 feet (three stories)
Proposed Project	1.45 ac	285 feet	26%	>200 ft. from Broadstone Pkwy., 30 ft. from edge of curb	18.5 ft. from property line, 30 ft. from edge of curb	22.75 feet and 25.25 feet from edge of curb	66 feet (five stories)

As shown on the development standards table, the proposed project meets or exceeds all development standards established for the C-3 (Community Commercial) zoning district and the Palladio at Broadstone Planned Development Permit except for maximum height and stories. As such, the applicant is required to seek a Planned Development Permit Modification to obtain approval for additional height and building stories, which is analyzed in the Architecture and Design section below. Parking is addressed separately within the Parking Section of this staff report.

Architecture and Design

As described previously within this report, the applicant is proposing to develop an 85,690-square-foot, five-story 66-foot-tall hotel building on a proposed parcel within the parking lot of the Palladio at Broadstone Shopping Center. The architecture will utilize a flat-roofed contemporary style with Mediterranean elements to blend with the architecture of the Palladio at Broadstone. The building was designed with “four-sided” architecture, with a variety of materials and complementary colors, textured finishes, cantilevered aluminum canopies and small entry piazzas on the front and back entrances, bold tower accents with aluminum caps, decorative wrought iron screens on the first level and wrought iron-style metal railings throughout. In terms of building materials, the proposed project features building materials that are Mediterranean in nature including stucco and tile walls as well as wrought iron-style metal railings. The color scheme for the proposed building is primarily earth tone in nature. Two dark blue towers and dark blue building accents are proposed to compliment the primary earth tone colors found elsewhere on the building.

As discussed earlier with this report, the proposed project includes development of a freestanding hotel pad building within the Palladio at Broadstone Shopping Center. When Palladio at Broadstone was approved by the Planning Commission in 2004, architectural guidelines (Palladio/Kaiser Planned Development and Design Guidelines) were established to ensure high quality design, materials, and colors throughout the development over time. The primary design principles created to guide development within Palladio at Broadstone include the following:

- Ordered and rational layouts of buildings and spaces achieved through a symmetry which can be subtly distorted to accommodate local conditions;
- Harmony achieved through the application of a set of carefully-considered proportional relationships in plan, section and elevation;
- The use of major and minor axes to organize the placement of buildings and rooms, emphasized by hierarchical groupings and sub-groupings of elements to reinforce the whole composition;
- Integration of supporting buildings by locating them in a manner which complements and enhances the whole composition;
- Exploiting the incorporation of supporting buildings to create a prolonged sequence of arrival with a rich spatial experience;
- The extensive use of a 'kit of parts' to create variety within a unified whole by developing a vocabulary of architectural elements which can be combined in multiple ways;
- Buildings broken down into parts, which respond to the human scale and invite exploration.

In reviewing the architecture and design of the proposed building, City staff determined that the proposed project incorporates a significant number of the unique design elements as recommended by the Design Guidelines including; the use of different building forms and shapes to break up the massing of the building, distinguished entry features, large windows and design elements on the lower level that create visual interest, wrought iron style metal railings and screens, and the use of multiple roof heights. Staff also determined that the proposed project will create significant visual interest through the use of multiple building materials that are Mediterranean in nature. Lastly, staff determined that the proposed color scheme, which creates a rich colorful appearance with darker highlights, blends well with the color scheme of existing buildings within Palladio at Broadstone.

Overall, staff has determined that the proposed project will be compatible with existing buildings within the shopping center through the use of common design elements, similar building materials, and a complimentary color scheme. As a result, staff recommends approval of the applicant's building design with the following conditions:

1. This approval is for a five-story, 85,690-square-foot hotel building and associated site work associated with the AC Hotel by Marriott project. The applicant shall submit building plans that comply with this approval, the attached building elevations dated March 25, 2022.
2. The design, materials, and colors of the proposed hotel building shall be consistent with the submitted building elevations, color renderings, materials samples, and color board dated March 25, 2022 to the satisfaction of the Community Development Department.
3. Roof-mounted mechanical equipment, including satellite dish antennas, shall not extend above the height of the parapet walls. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis type features.
4. Utility equipment such as transformers, electric and gas meters, electrical panels, and junction boxes shall be screened by walls and or landscaping.
5. The final design of the building-attached light fixtures shall be subject to review and approval by the Community Development Department to ensure architectural consistency with the hotel building.
6. The final location, design, height, material, and colors for any walls and/or fences shall be subject to review and approval by the Community Development Department.

These recommendations are included in the conditions of approval (Condition No. 57) presented for consideration by the Planning Commission.

With regards to the Planned Development Permit Modification for a 66-foot-tall, 5-story building, the current design standards for the Palladio allow for building 60 feet in height and up to 3 stories for major buildings. The proposed hotel would be 66 feet in height with tower elements that extend up to 73 feet in height.

Per FMC Section 17.58.080, towers and similar architectural features may be built up to 25 feet above the height limit established for the district in which the structures are located provided that no such architectural structure in excess of the allowable building height is used for sleeping or eating quarters or for any commercial advertising purposes. The proposed towers will be less than 25 feet above the 60-foot height limit for the Palladio and will not contain any sleeping or eating quarters or commercial

advertising. As such, the towers are allowable without a further Planned Development modification.

As such, the Planned Development Permit Modification request is for an additional two stories and an additional six feet in height for the main building. The additional stories and height are necessary to ensure that the hotel has enough rooms to meet the AC Marriott business model while fitting within the proposed parcel.

The Palladio Design Guidelines did not consider a hotel use at the time they were written and anticipated only commercial, retail and office buildings at the time. A Planned Development Permit Modification was approved in 2007 to build the office building in the Palladio to four stories and approximately 75 feet in height with a tower element that extended to approximately 108 feet in height. Given the existing office building, the AC Hotel building would not be the tallest building in the Palladio and would be compatible in massing to this existing building.

As stated in the attached IS/MND, the Planned Development Permit Modification for height and number of stories will not result in adverse environmental impacts that have not been mitigated to an acceptable level and will not cause unacceptable vehicular traffic levels on surrounding streets or result in inadequate internal traffic circulation.

As such, staff concludes that the project complies with the intent and purpose of the Planned Development chapter to allow greater flexibility in the design of integrated developments than otherwise possible through strict application of land use regulations and to encourage the creative and efficient use of land. Staff concludes that the proposed design results in development that is superior to that obtained by rigid application of the standards and that the project is physically, functionally, and visually compatible with the surrounding Palladio Shopping Center and other surrounding uses.

Finally, staff concludes that the proposed development will not be detrimental to health, safety and the general welfare of the persons or property within the vicinity of the proposed development and the city as a whole. As such, staff supports the proposed Planned Development Permit Modification as conditioned.

Grading and Drainage

The project site will involve grading, including movement of soils (cutting, filling, and leveling) and compaction of said materials. The applicant will be required to provide a complete geotechnical report before the design of interior roads, parking lot areas, and building foundations are finalized. Condition No. 12 is included to reflect this requirement.

Public storm drainage facilities are provided to accommodate runoff for the surrounding

land uses, but limited information on existing infrastructure currently exists within the project site itself. Staff has therefore recommended Condition No. 14, which states that a drainage report is required prior to the issuance of improvement plans. The drainage study is required to demonstrate that peak flows leaving the site do not exceed pre-project levels.

Site Lighting

The existing project site includes several pole-mounted parking lot lights. In addition, the applicant is proposing to use a combination of building-attached sconces and bollard lights along the entrance on the project site. All proposed lighting would be designed to minimize light/glare impacts to the adjacent properties by ensuring that all exterior lighting is shielded and directed downward. Staff recommends that the final exterior building and new site lighting plans be submitted for review and approval by Community Development Department for location, height, aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. In addition, staff recommends that all new lighting is designed to be shielded and directed downward onto the project site and away from adjacent properties and public rights-of-way. Condition No. 24 is included to reflect these requirements.

Walls/Fencing

As shown on the preliminary grading plan and project renderings (Attachments 5 and 6), the applicant proposes decorative stone retaining walls around the building. These walls range in height from 0.5 feet to 5 feet, with a portion of one wall on the north elevation extending to 8 feet in height. The applicant has stated that these walls would match the materials of retaining walls used throughout the Palladio Shopping Center. Staff recommends that the final location, design, height, materials, and colors of all walls and fencing be subject to review and approval by the Community Development Department. Condition No. 57 is included to reflect this requirement.

Trash/Recycling/Organic Waste

As shown on the Site Plan (within Attachment 5), the proposed project includes trash, recycling and organic waste bins within an eight-foot-tall enclosure featuring CMU blocks, and a metal gate. Staff has provided Condition No. 56, which states that the enclosure is to be painted beige to match the primary color utilized on the first floor of the proposed hotel and that the final location, orientation, design, materials, and colors of the enclosure is subject to review and approval by the Community Development Department and the Solid Waste Division.

Signage

As described previously, the applicant is requesting approval of a Planned Development Permit Modification to allow for changes to the Palladio at Broadstone Sign Criteria specific to the multi-story hotel building to accommodate five total signs. The applicant is also proposing to add a Lodging Tenant type to the sign criteria and allowing up to five primary signs including a maximum of three signs on the building fascias and a maximum of two signs on the canopy edge. Signs for the lodging use are proposed to

have internally illuminated letters and logos. Maximum sign height on the fascia would be 50", maximum logo height on the fascia would be 120" and maximum height on the canopy edge would be 20". 150 square feet of signage would be allowed per building frontage. Finally, 4-square-foot wall mounted plaques and window graphics with a maximum height of 6 inches for letters and logos are proposed. The applicant has indicated that the proposed sign criteria modification is necessary to provide an acceptable level of visibility for the proposed hotel. The Palladio Shopping Center does not currently include a hotel, and the sign criteria does not currently address such tenants.

In evaluating the applicant's request to modify the Palladio at Broadstone Sign Criteria to allow for five wall signs, City staff considered the existing uses within the Palladio and signage on other hotel buildings within Folsom. Specific factors that staff reviewed included: the location, scale and illumination of the signs, as well as the overall wall sign area for the hotel building. One of the applicant's goals is to provide exposure for the hotel building by positioning the fascia signs in a highly visible location. In this particular case, the proposed signs are located fairly high up on the northern, eastern and western building elevations. The proposed location of the wall signs provides excellent visibility for motorists traveling on East Bidwell Street and Broadstone Parkway. Based on the aforementioned factors, staff has determined that the location of the proposed wall signs is appropriate.

In reviewing the scale of the proposed signs, staff evaluated the size of the sign copy relative to the square footage, height, and massing of the hotel building. The building, which is five stories tall, and is 85,690 square feet in size. In addition, the building is approximately 73 feet in length by 218 feet in width, resulting in a fairly substantial visual impact from a massing perspective. The proposed signs are limited to 50" tall letters for signs with a single line of copy and 120" for signs with multiple lines of copy and/or design/logo features. The proposed signs are also limited to 150 square feet per building frontage. The applicant has provided a color photo simulation with the signage details (Attachment 5). Based on the aforementioned factors and information, staff has determined that the proposed wall signs are in scale with the building.

The applicant is proposing that the design of the wall signs be limited to pan channel letters with internal illumination. Pan channel letters are commonly utilized in integrated commercial development and hotels within the city and throughout the Sacramento region. Staff has determined that the design of the wall signs is consistent with high quality design standards established for the Palladio at Broadstone Shopping Center.

The FMC (Section 17.59.040, Section A, Signs for Commercial Uses) allows retail and service commercial uses wall signs with 1.5 square feet of sign area for each lineal foot of primary building frontage, with up to a maximum of 150 square feet of total sign area. Based on the length of the primary frontage for the proposed hotel building, only 150 square feet of signage would be allowed for the building. The applicant is requesting that each side of the building be permitted 150 square feet of signage with a total of five

signs for the building (600 square feet of overall wall sign area). Based on the massing of the building and the fact that only one to two signs would be feasible on each elevation of the building, staff supports the proposed square footage.

One of the primary purposes of the Planned Development Permit process is to allow greater flexibility in the design of integrated developments than otherwise possible through strict application of land use regulations. In relation to this particular application, City staff acknowledge that the project falls outside of the regulations set forth by the signage section of the Folsom Municipal Code as previously discussed above. In reviewing the proposed project, staff identified a number of unique attributes associated with the hotel building that justify the increased wall sign area including: the large size of the building (85,690 square feet), the height of the building (five stories tall), the scale of the building (73 feet in length by 218 feet in width), and the prominent location of the building adjacent to East Bidwell Street (hotel building is 250 feet from East Bidwell Street).

In considering the applicant's request, staff concluded that there is merit to the proposal to increase the sign area for this particular building (as identified in the previous discussion of unique attributes). Based upon the current language in the Folsom Municipal Code, a 10,000-square-foot single-tenant commercial building is entitled to the same amount of sign area as this 80,000-square-foot single-tenant commercial building. As the City of Folsom competes with other surrounding cities to attract businesses, the ability to have visible and attractive signs becomes one of the paramount issues in enticing these businesses to stay in or locate to Folsom.

Both the Planning Commission and City Council have previously approved increases in sign area for businesses located along major roadways within the City, as well as along the U.S. Highway 50 corridor. The most common basis for these increases in wall sign area was the building's distance from the adjacent roadways and the need to have the signs that are legible to both pedestrians and motorists. This request is very similar to those previous requests, thus staff has concluded that the five wall signs and associated increase in sign area is warranted from a visibility perspective, is acceptable from an aesthetic point of view.

Staff recommends that the final location, design, and materials of any sign be subject to review and approval by the Community Development Department. In addition, staff recommends that the owner/applicant obtain a sign permit and that all signage associated with proposed project comply with the requirements established by the Folsom Municipal Code (FMC, Chapter 17.59, Signs) and the modified Palladio at Broadstone Sign Criteria. Condition No. 71 is included to reflect this requirement.

Noise

HELIX Environmental Planning, Inc. conducted a Noise and Vibration Assessment to support their analysis for the IS/MND. Noise modeling output files and quantitative results are presented in Appendix C of Attachment 5.

The existing noise environment in the vicinity of the project site is dominated by vehicular traffic, primarily on East Bidwell Street and Broadstone Parkway. Additional noise sources in the area include building heating, ventilation, and air conditioning (HVAC) systems for the shopping center to the southeast and typical parking lot noise. Noise-sensitive land uses in the project vicinity include the apartments in the Sherwood at Broadstone Apartment complex, approximately 230 feet west of the project site at the intersection of Clarksville Road and Broadstone Parkway. Additional future noise-sensitive land uses in the project vicinity are multi-family residences at the Broadstone Villas project, approximately 600 feet northeast of the project site, across East Bidwell Street

The Safety and Noise Element of the City of Folsom General Plan regulates noise emissions from public roadway traffic on new development of residential or other noise sensitive land uses. Policy SN 6.1.2 and Table SN-1 from the General Plan provide noise compatibility standards for land uses. For transient lodging (e.g., motels, hotels) noise due to traffic on public roadways, railroad line operations, and aircraft shall be reduced to or below 65 CNEL for outdoor activity areas and reduced to or below 45 CNEL for interior use areas. For other land uses that may be affected by project-generated traffic noise, the exterior noise compatibility limit is: 60 CNEL for single-family residential uses; 65 CNEL for multi-family residential uses; and 70 CNEL for commercial residential uses.

According to Folsom Municipal Code Section 8.42.060, noise sources associated with construction of the project which are conducted between the hours of 7:00 a.m. and 6:00 p.m., on Monday through Friday, and between 8:00 a.m. and 5:00 p.m. on Saturday and Sunday, are exempt from the City noise standard. Furthermore, the calculated short-term construction noise would be approximately 3 dBA higher than the calculated ambient traffic noise.

Implementation of Condition No. 55 (Mitigation Measure NOI-01) requires construction, delivery of materials or equipment and truck traffic to and from the site to occur only between the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday and between 9:00 a.m. to 5:00 p.m. on Saturdays (and prohibited on Sundays and holidays). The IS/MND concluded that implementation of this measure would deem construction noise impacts to be less than significant.

Impacts related to the project generating a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of General Plan standards from project-generated traffic was deemed less than significant in the IS/MND. Noise from the project's HVAC systems would not exceed the City noise ordinance nighttime standard of 45 dBA L_{EQ} . Since the City's daytime noise ordinance standard (50 dBA L_{EQ}) is higher than the nighttime standard, impacts from project on-site noise was also deemed less than significant. Both interior and exterior on-site traffic noise also fell below General Plan standards and were deemed less than significant.

Traffic/Access/Circulation

Existing Roadway Network:

Significant roads in the project vicinity include East Bidwell Street, Iron Point Road, Palladio Parkway and Broadstone Parkway. Near the project area, East Bidwell Street is a six-lane arterial roadway with a raised median, bike lanes, sidewalk, curb, and gutter. Turn pockets are provided at intersections. The speed limit on East Bidwell Street north of US 50 is 45 mph. East Bidwell Street fronts the eastern edge of the Palladio. Within the vicinity of the project, Iron Point Road has six lanes, bike lanes, sidewalk, curb, and gutter. The posted speed limit is 45 mph. Turn pockets are provided at intersections. Palladio Parkway is a private two-lane north-south roadway fronting the western edge of the Palladio. Folsom stage line route 10 utilizes Palladio Parkway. The roadway includes turn pockets, curb, gutter, and sidewalks. Raised medians are provided near the intersection with Iron Point Rd and the intersection with Broadstone Parkway. Posted speed limit is 25 mph. Broadstone Parkway in the project vicinity is a four-lane arterial. It is an east-west connection running from Iron Point Rd to Empire Ranch Road near the Sacramento - El Dorado County line, wrapping around the northern edge of the Palladio. Broadstone Parkway has bike lanes, sidewalk, curb, and gutter. Turn pockets are provided at intersections. Folsom Stage Line route 10 fronts the Project along Broadstone Parkway, with the nearest stops being approximately 250 feet and 350 feet from the Project (depending on direction of travel). Posted speed limit on Broadstone Parkway is 45 mph.

Traffic Impacts:

The traffic, access, and circulation analysis associated with the proposed project is based on the results of a Transportation Impact Study (TIS) that was prepared on April 2022 by T. Kear Transportation Planning & Management Inc. as part of the IS/MND and is included in Appendix D of the IS/MND (provided in Attachment 9 of this report).

The TIS evaluated traffic operations in the vicinity of the project site under two scenarios: Existing 2022 without project condition, and existing 2022 with project condition. According to the TIS, the project is expected to generate approximately 491 new daily vehicle trips including 38 new AM peak-hour vehicle trips, and 6 new PM peak-hour vehicle trips. Fewer than 50 peak-hour project trips are projected to pass through any intersection. Because the number of anticipated external trips from the project is less than the City's 50 peak-hour trip threshold for level-of-service analysis, level-of-service was not considered in the TIS. The study instead focused on anticipated trip generation, parking, internal circulation, and vehicle miles traveled (VMT) analysis.

According to the TIS, the project is located within an area with an average residential VMT of 15.45 miles per capita (per day). The project is anticipated to generate less than 85% of the regional, county, or City of Folsom average per capita residential daily VMT, and was therefore found to have a less than significant impact on VMT. The Project does not change the provided throat depth of the Palladio driveways and the minimum required throat depth of the project and Palladio driveways will continue to meet City

standards with the project in place.

The TIS found that emergency vehicle access is designed consistent with standards (minimum 25-foot inner and 50-foot turning radii) and is adequate.

Finally, The TIS found that the project does not inhibit the use of bicycle or pedestrian facilities, eliminate existing bicycle, or pedestrian facilities, or prevent the implementation of planned bicycle or pedestrian facilities, as on-site pedestrian walkways wrap around most of the project, and existing Class 2 bike lanes (located on all roads segments fronting the project) would not be removed.

Lastly, the TIS studied five years of collision data for the three Palladio driveways closest to the project site to identify any potential safety issues associated with the project access points. Two injury accidents occurred at the northernmost Palladio driveway to East Bidwell Street during that period. These two accidents were associated with through traffic on East Bidwell Street and downstream signals and would not be affected by project traffic utilizing that driveway. The TIS found that the Palladio driveway to Broadstone Parkway is located on the inside of a corner where landscaping could potentially limit visibility. As such, the TIS recommends that the project maintain street trees fronting the Palladio on Broadstone Parkway to maintain adequate site distance. Furthermore, it recommends that trucks accessing the project site be restricted to the northernmost driveway to Palladio Parkway to meet Caltrans Highway Design Manual sight distance guidelines for trucks. These recommendations have been included as Conditions No. 54 and 55.

Parking

The City requires 1 parking space per room for hotel uses, 1 space per 225 square feet of retail/dining spaces and 1 space per 250 feet for office spaces. As proposed, this leads to a parking requirement of 158 parking spaces. There are 188 existing surface parking spaces on the Project site that would be removed during construction. Project parking will be provided via 28 on-site spaces plus 134 parking spaces available via a reciprocal parking agreement in the adjacent Palladio lots, for a total parking supply of 162 spaces, thereby meeting the parking requirement for the proposed use.

Required parking within the Palladio per City requirements is 2,926 spaces for the existing uses within the Palladio. There are currently 3,272 spaces, which provides 508 excess parking spaces. Note that the project will increase required parking (for a total of 2,926 required parking spaces) while eliminating parking spaces (net loss of 190 spaces). In addition, the Palladio has unique parking requirements that reflect existing reciprocal parking agreements. According to the parking analysis provided with the IS/MND (provided in Attachment 9), total Palladio parking with the proposed project equates to 3,110 spaces. The project provides four excess parking spaces, and the Palladio as a whole provides 184 excess parking spaces with the addition of the project. As such, staff has determined that the project meets the vehicle parking requirements of the Folsom Municipal Code.

In accordance with the California Green Building Standards Code (2019 CalGreen), the project shall provide 10 electric vehicle charging stations based on the 162 parking spaces provided. The City of Folsom General Plan Goal M.4.2.4, encourages the installation of electric vehicle charging stations in parking spaces throughout the City. The site plan shows ten electric vehicle charging spaces distributed across the project site. By installing these electric vehicle charging stations, the applicant will be consistent with Goal M. 4.2.4 and GHG Reduction Measure T-8 of the General Plan.

The Folsom Municipal Code requires that commercial projects provide five bicycle parking spaces for up to 25 required vehicle parking spaces. An additional bicycle parking space is required for every 10 additional vehicle parking spaces required or portion thereof. With 157 required vehicle parking spaces, the project would require 18 bicycle parking spaces per the FMC. In accordance with the City General Plan GHG Reduction Measure T-3, the project also needs to provide a minimum of 5 percent more bicycle parking than required in the FMC. As such, staff has provided Condition No. 52, which states that 19 bicycle parking spaces are being required in the general vicinity of the project entrances. By installing these bicycle parking spaces, the applicant will be consistent with the FMC and GHG Reduction Measure T-3 of the General Plan.

Landscaping

The 1.45-acre project site currently consists of a parking lot with existing landscaping. All irrigation watering will be required to comply with the water conservation requirements established within the Folsom Municipal Code (FMC, Chapter 13.26 Water Conservation) and all state water conservation regulations pertaining to water conservation and outdoor landscaping. Condition No. 32 is included to reflect this requirement.

As shown on the landscape plans (Attachment 7), enhanced landscape areas are planned around the perimeter of the hotel, adjacent to retaining walls, and around the parking lot. Proposed landscaping features California-native and low water-use trees, shrubs, and groundcover selections intended to comply with the requirements of MWEL0.

Proposed landscape improvements include a variety of drought-tolerant trees, shrubs, and groundcover. Among the proposed trees are Magnolia, Holly Oak, Indian Hawthorne, Crape Myrtle, Fan Palm, Elm, and Juniper. The preliminary landscape plan meets the City of Folsom 2020 Design Standards by providing 51% shade in the parking lot area within fifteen (15) years. Staff recommends that the final landscape plans be reviewed and approved by the Community Development Department. Condition No. 31 is included to reflect this requirement.

The proposed project will include the removal of some parking lot trees within the footprint of the proposed hotel building, which was originally designated for development. As shown in Attachment 10, the 2006 Planned Development Permit Modification and Tentative Parcel Map approval for the Palladio (PN 06-498) included

two phases of development. Phase I included 432,000 square feet of retail and bookstore space, 55,000 square feet for a cinema, and 69,500 square feet of office space. Phase II included an additional 295,000 square feet of retail space where the hotel is now proposed. In conjunction with the Phase I development, the property owner improved and utilized the Phase II area for additional parking capacity with parking lot shade trees, although the trees have not grown to a size anticipated by the landscape plan at that time.

Because development was previously approved within the Phase II area, the parking lot shading trees that are proposed for removal within the footprint of the new hotel building are not considered protected. However, to make up for the loss of tree cover within the Palladio parking lot, staff has provided Condition No. 34, which states that landscape planters within the reciprocal parking area, as identified in Attachment 5, shall be replenished with new parking lot shading trees where previous trees have died and where existing trees are in poor health as determined by an arborist report in accordance with the city's Tree Care and Maintenance Standards. Implementation of this condition will result in more robust trees that will increase the tree shade within the parking lot and help offset the loss of trees within the footprint of the hotel building.

Conformance with Relevant General Plan Goals and Policies

The City of Folsom General Plan (2035) outlines a number of goals, policies, and implementation programs designed to guide the physical, economic, and environmental growth of the City. Staff has determined that the proposed project is consistent with the General Plan goals and policies as outlined and discussed below:

APPLICABLE GENERAL PLAN GOALS AND POLICIES

GP GOAL LU 1.1 (Land Use/Growth and Change)

Retain and enhance Folsom's quality of life, unique identity, and sense of community while continuing to grow and change.

GP POLICY LU 1.1.12-1 (Infill Development)

Respect the local context: New development should improve the character and connectivity of the neighborhood in which it occurs. Physical design should respond to the scale and features of the surrounding community, while improving critical elements such as transparency and permeability.

The proposed project is consistent with this policy in that the project features significant site and design improvements which will enhance the overall character of the area including introducing a new hotel intended to compliment the design of existing commercial buildings in the vicinity.

GP POLICY LU 1.1.15 (SACOG Blueprint Principles)

Strive to adhere to the Sacramento Regional Blueprint Growth Principles.

The proposed project is consistent with this policy in that the project has been designed to adhere to the primary SACOG Blueprint Principles including Compact Development, Use of Existing Assets, and Quality Design. Compact Development involves creating environments that are more compactly built and use space in an efficient but attractive manner and helps to encourage more walking, biking, and transit use and shorter auto trips. Use of Existing Assets entails intensification of the existing use or redevelopment in order to make better use of existing public infrastructure, including roads. Quality Design focuses on the design details of any land development (such as relationship to the street, placement of buildings, sidewalks, street widths, landscaping, etc.), which are all factors that influence the attractiveness of a compact development.

GP GOAL NCR 3.1

Improve the air quality in Folsom by meeting the State and Federal standards, minimizing public exposure to hazardous air pollutants, reducing particulate matter in the atmosphere, and minimizing odors.

GP POLICY M 4.1.3 (Reduce Vehicle Miles Traveled)

Encourage efforts to reduce the amount of vehicle miles traveled (VMT). These efforts could include encouraging mixed-use development promoting a jobs/housing balance, and encouraging alternative transportation such as walking, cycling, and public transit.

The project is located within an area with an average residential VMT of 15.45 miles per capita (per day) and is anticipated to generate less than 85% of the regional, county, or City of Folsom average per capita residential daily VMT, and was therefore found to have a less than significant impact on VMT, consistent with SB 743.

GP GOAL M 4.2 (Vehicle Traffic and Parking)

Provide and manage a balanced approach to parking that meets economic development and sustainability goals.

GP POLICY M 4.2.4 (Electric Vehicle Charging Stations)

Encourage the installation of electric vehicle charging stations in parking spaces throughout the city, prioritizing installations at multi-family residential units.

The proposed project is consistent with this policy in that the project includes 10 electric vehicle charging stations distributed across the project site intended for use by guests and employees of the hotel. The number of proposed electric vehicle charging stations is consistent with the California Green Buildings Standards Code's provisions for hotel development.

ENVIRONMENTAL REVIEW

Staff has prepared an Initial Study and Mitigated Negative Declaration (Attachment 9) for the project in accordance with the California Environmental Quality Act (CEQA) and determined that with the proposed mitigation measures, the project will not have a

significant effect on the environment. The Mitigated Negative Declaration has been prepared and noticed for public comment on the project, and mitigation measures regarding nesting bird impacts, cultural/tribal resources and human remain discovery, greenhouse gas, traffic safety and construction noise have been included as Conditions of Approval.

The public notice for the project and draft IS/MND were mailed to property owners within 300 feet of the project site and placed in the Sacramento Bee prior to publication of the draft IS/MND. No public comments have been received from the public or from public agencies during the Mitigated Negative Declaration public review period (April 22, 2022 to May 12, 2022) as of publication of this staff report.

Pursuant to AB 52, before the release of the mitigated negative declaration for this project, the City began the process of consultation with any California Native American tribes traditionally and culturally affiliated with the geographic area of the proposed project. The consultation was concluded and no changes to the project were required as a result of the consultation process.

RECOMMENDATION

Staff recommends that the Planning Commission approve the Tentative Parcel Map and Planned Development Permit Modification application for the proposed project (PN21-115) located at 510 Palladio Parkway, based on the below findings (Findings A-CC) and subject to the attached conditions of approval (Conditions 1-71).

PLANNING COMMISSION ACTION

Move to approve the Tentative Parcel Map and Planned Development Permit Modification application for the proposed project (PN21-115) located at 510 Palladio Parkway, based on the below findings (Findings A-CC) and subject to the attached conditions of approval (Conditions 1-71).

GENERAL FINDINGS

- A. NOTICE OF PUBLIC HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS GENERALLY CONSISTENT WITH THE GENERAL PLAN, THE APPLICABLE DEVELOPMENT STANDARDS AND ASSOCIATED REQUIREMENTS IN THE ZONING CODE, AND THE PALLADIO AT BROADSTONE DESIGN GUIDELINES.
- C. THE PROPOSED MODIFICATIONS TO THE APPLICABLE DEVELOPMENT STANDARDS AND ZONING CODE REQUIREMENTS ARE NOT

INCONSISTENT WITH THE INTENT AND PURPOSES OF THE GENERAL PLAN, THE FOLSOM MUNICIPAL CODE, OR THE PALLADIO AT BROADSTONE DESIGN GUIDELINES.

CEQA FINDINGS

- D. A MITIGATED NEGATIVE DECLARATION HAS BEEN PREPARED FOR THE PROJECT IN ACCORDANCE WITH CEQA.
- E. PURSUANT TO AB 52, BEFORE RELEASE OF THE MITIGATED NEGATIVE DECLARATION FOR THIS PROJECT, THE CITY CONTACTED ALL CALIFORNIA NATIVE AMERICAN TRIBES ON THE CITY'S AB 52 CONTACT LIST IN ASSOCIATION WITH THIS PROJECT.
- F. THE CITY RECEIVED ONE REQUEST FOR CONSULTATION FROM CALIFORNIA NATIVE AMERICAN TRIBES AND CONSULTATION WAS SUBSEQUENTLY CONCLUDED. NO CHANGES TO THE PROJECT WERE REQUIRED AS A RESULT OF THE CONSULTATION.
- G. THE PLANNING COMMISSION HAS CONSIDERED THE PROPOSED MITIGATED NEGATIVE DECLARATION AND ANY COMMENTS RECEIVED DURING THE PUBLIC REVIEW PROCESS BEFORE MAKING A DECISION REGARDING THE PROJECT.
- H. THE MITIGATED NEGATIVE DECLARATION REFLECTS THE INDEPENDENT JUDGMENT AND ANALYSIS OF THE CITY OF FOLSOM.
- I. THE MITIGATED NEGATIVE DECLARATION HAS DETERMINED THAT THE PROPOSED PROJECT WOULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT WITH THE REQUIRED MITIGATION MEASURES.
- J. ON THE BASIS OF THE WHOLE RECORD, THERE IS NO SUBSTANTIAL EVIDENCE THAT THE PROJECT WILL HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT WITH THE REQUIRED MITIGATION MEASURES.

TENTATIVE PARCEL MAP FINDINGS

- K. THE PROPOSED TENTATIVE PARCEL MAP, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.
- L. THE PROPOSED PROJECT IS SUBJECT TO CONDITIONS OF APPROVAL THAT WILL ENSURE THE PROJECT IS DEVELOPED IN COMPLIANCE WITH CITY STANDARDS.

- M. THE DESIGN OF THE TENTATIVE PARCEL MAP AND THE PROPOSED IMPROVEMENTS, WITH THE APPLICABLE MITIGATION MEASURES, IS NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.
- N. THE DESIGN OF THE TENTATIVE PARCEL MAP OR THE TYPE OF IMPROVEMENTS PROPOSED ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.
- O. THE DESIGN OF THE TENTATIVE PARCEL MAP OR THE TYPE OF IMPROVEMENTS PROPOSED WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED TENTATIVE PARCEL MAP.
- P. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.
- Q. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF THE DEVELOPMENT.
- R. SUBJECT TO SECTION 66474.4 OF THE SUBDIVISION MAP ACT, THE LAND IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965 (COMMENCING WITH SECTION 51200 OF THE GOVERNMENT CODE).

PLANNED DEVELOPMENT PERMIT MODIFICATION FINDINGS

- S. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF CHAPTER 17.38 (PLANNED DEVELOPMENT DISTRICT) OF THE FOLSOM MUNICIPAL CODE, THE APPLICABLE ORDINANCES OF THE CITY AND THE GENERAL PLAN.
- T. THE PROPOSED PROJECT IS CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY, THE PALLADIO AT BROADSTONE SHOPPING CENTER DESIGN GUIDELINES, AND ALL APPLICABLE STANDARDS PREVIOUSLY APPROVED THROUGH THE PLANNED DEVELOPMENT PERMIT PROCESS. THE MINOR MODIFICATIONS TO THOSE STANDARDS AND GUIDELINES PROPOSED AS A PART OF THIS PROJECT WILL RESULT IN A DEVELOPMENT THAT IS SUPERIOR TO THAT WHICH WOULD BE OBTAINED BY RIGID APPLICATION OF THE STANDARDS
- U. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE

PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS IS ACCEPTABLE.

- V. THERE ARE AVAILABLE NECESSARY PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO, WATER, SEWER AND DRAINAGE TO ALLOW FOR THE DEVELOPMENT OF THE PROJECT SITE IN A MANNER CONSISTENT WITH THIS PROPOSAL AND THE PROPOSED PROJECT HAS MADE ADEQUATE PROVISION FOR THE FURNISHING OF THOSE FACILITIES.
- W. THE PROPOSED PROJECT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS THAT HAVE NOT BEEN MITIGATED TO AN ACCEPTABLE LEVEL.
- X. THE PROPOSED PROJECT WILL NOT CAUSE UNACCEPTABLE VEHICULAR TRAFFIC LEVELS ON SURROUNDING ROADWAYS, AND THE PROPOSED PROJECT WILL PROVIDE ADEQUATE INTERNAL TRAFFIC CIRCULATION, INCLUDING INGRESS AND EGRESS.
- Y. THE PROPOSED PROJECT WILL NOT BE DETRIMENTAL TO THE HEALTH, SAFETY AND GENERAL WELFARE OF THE PERSONS OR PROPERTY WITHIN THE VICINITY OF THE PROJECT SITE, AND THE CITY AS A WHOLE.
- Z. ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICES AND EMERGENCY PUBLIC SAFETY SERVICES TO THE DEVELOPMENT.

DESIGN REVIEW FINDINGS

- AA. THE PROJECT COMPLIES WITH THE GENERAL PLAN AND IS GENERALLY IN COMPLIANCE WITH APPLICABLE REQUIREMENTS IN THE ZONING CODE. THE MINOR MODIFICATIONS TO THOSE REQUIREMENTS PROPOSED AS A PART OF THIS PROJECT ARE NOT INCONSISTENT WITH THE INTENT AND PURPOSES OF THE ZONING CODE FROM A DESIGN PERSPECTIVE.
- BB. THE PROJECT GENERALLY CONFORMS TO THE PALLADIO AT BROADSTONE SHOPPING CENTER DESIGN GUIDELINES AND APPLICABLE STANDARDS PREVIOUSLY APPROVED THROUGH THE PLANNED DEVELOPMENT PERMIT PROCESS. THE MINOR MODIFICATIONS TO THOSE STANDARDS AND GUIDELINES PROPOSED AS A PART OF THIS PROJECT ARE NOT INCONSISTENT WITH THE INTENT AND PURPOSES OF THOSE DOCUMENTS FROM A DESIGN PERSPECTIVE
- CC. THE BUILDING MATERIALS, TEXTURES AND COLORS USED IN THE

PROPOSED PROJECT ARE COMPATIBLE WITH SURROUNDING DEVELOPMENT AND ARE CONSISTENT WITH THE GENERAL DESIGN THEME OF THE NEIGHBORHOOD.

ATTACHMENT 2 BACKGROUND

BACKGROUND

On December 15, 2004, the Planning Commission approved a Planned Development Permit and Conditional Use Permit for development of the 930,000-square-foot Palladio at Broadstone Shopping Center and the Kaiser Permanente Medical Center. On February 7, 2007, the Planning Commission approved a Tentative Parcel Map and Planned Development Permit Modification for Palladio at Broadstone, which included minor modifications to the previously approved site plan and building elevations. As part of the aforementioned approval, the Commission approved the Palladio at Broadstone Sign Criteria. The sign criteria created a site-wide signage program with the intent to establish a coordinated exterior package that affords the project prominent identification while at the same time achieving a unified overall attractive appearance.

On August 18, 2010, the Planning Commission approved a Planned Development Permit Modification for a decorative wall banner system on each of the two parking structures located within the Palladio at Broadstone regional commercial center. On June 15, 2011, the Planning Commission approved a Planned Development Permit Modification for modifications to the Palladio Sign Criteria, including the allowance of alternative lighting technologies for tenant signs within Palladio at Broadstone. On December 7, 2011, the Planning Commission approved a Planned Development Permit Modification for revisions to the Palladio at Broadstone Sign Criteria to accommodate wall signage on the multi-story office building for the individual office building tenants. Further modifications to the multi-story office building signage were approved at the May 15, 2013 Planning Commission hearing.

GENERAL PLAN DESIGNATION	RCC (Regional Commercial Center), within East Bidwell Mixed Use Overlay
ZONING	C-3 (PD), Central Business, Broadstone Specific Plan
ADJACENT LAND USES/ZONING	North: East Bidwell Street with vacant property (C-2 SP 95-1) beyond South: Palladio Parkway with vacant land (C-3 PD) beyond East: Palladio Shopping Center (C-3 PD) West: Broadstone Parkway with Broadstone Plaza shopping center (C-3 PD) beyond

SITE CHARACTERISTICS

The 14.22-acre project site is located on an existing parking lot within the Palladio Shopping Center.

APPLICABLE CODES

FMC Chapter 16.24, Parcel Maps
FMC Chapter 17.22, Commercial Land Use Zones
FMC Chapter 17.38, Planned Development District
FMC Chapter 17.57, Parking Requirements
FMC Chapter 17.59, Signs

ATTACHMENT 3

Conditions of Approval

CONDITIONS OF APPROVAL FOR AC HOTEL BY MARRIOTT TENTATIVE PARCEL MAP AND PLANNED DEVELOPMENT PERMIT MODIFICATION (PN 21-115)				
Cond. No.	Mitigation Measure	GENERAL REQUIREMENTS	When Required	Responsible Department
1.		<p>The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> 1. Architectural Plans, dated March 25, 2022 (as provided in Attachment 5) 2. Preliminary Grading and Utility Plan (as provided in Attachment 6) 3. Landscape Plan, dated August 3, 2021 (as provided in Attachment 7) 4. Tentative Parcel Map, dated May 14, 2021 (as provided in Attachment 8) <p>The project is approved for a Tentative Parcel Map and Planned Development Permit Modification Application for a five-story AC Marriott hotel located at 510 Palladio Parkway. Implementation of the project shall be consistent with the above-referenced items as modified by these conditions of approval.</p>	B	CD (P)(E)
2.		<p>Building plans shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	B	CD (P)(E)(B)
3.		<p>The project approvals granted under this staff report (Tentative Parcel Map and Planned Development Permit Modification) shall remain in effect for two years from final date of approval (May 18, 2024). Failure to obtain the relevant building (or other) permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval.</p>	B	CD (P)

4.		<p>The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney’s fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
5.	✓	<p>The owner/applicant shall be required to participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Mitigated Negative Declaration prepared for this project have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified with a check mark (✓) in the mitigation measure column.</p>	G, I	CD (P)(E)
DEVELOPMENT COSTS AND FEE REQUIREMENTS				
6.		<p>The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount in effect at the time such taxes, fees and charges become due and payable.</p>	I, B	CD (P)(E)
7.		<p>If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	B	CD (E)
8.		<p>The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	I	CD (P)(E)

9.		If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Final Map, improvement plans, or beginning inspection, whichever is applicable.	I, M, B	CD (P)(E)
10.		This project shall be subject to all applicable City-wide development impact fees, unless exempt by previous agreement. This project shall be subject to all applicable City-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, fees for fire protection, park facilities, park equipment, Humbug-Willow Creek Parkway, Light Rail, TSM, capital facilities and traffic impacts. The 90-day protest period for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (November 17, 2021). The fees shall be calculated at the fee rate in effect at the time of building permit issuance.	B	CD (P)(E), PW, PK
11.		The owner/applicant agrees to pay to the Folsom-Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970) of the Government Code; and Sections 65995, 65995.5 and 65995.7 of the Government Code.	B	CD (P)
SITE DEVELOPMENT REQUIREMENTS				
12.		Prior to the issuance of any grading and/or building permit, the owner/applicant shall have a geotechnical report prepared by an appropriately licensed engineer that includes an analysis of site suitability, proposed foundation design for all proposed structures, and roadway and pavement design.	G, B	CD (E)
13.		Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the current edition of the City of Folsom <i>Standard Construction Specifications</i> and the <i>Design and Procedures Manual and Improvement Standards</i> .	I, B	CD (P)(E)
14.		The owner/applicant shall submit water, sewer and drainage studies to the satisfaction of the Community Development Department and provide sanitary sewer, water and storm drainage improvements with corresponding easements and quit claims, as necessary, in accordance with these studies and the current edition of the City of Folsom <i>Standard Construction Specifications</i> and the <i>Design and Procedures Manual and Improvement Standards</i> .	I	CD (E)
15.		The improvement plans for the required public and private improvements shall be reviewed and approved by the Community Development Department prior to issuance of a building permit for the project.	B	CD (E)

16.		Final lot and building configurations may be modified to allow for overland release of storm events greater than the capacity of the underground system.	B	CD (E)
17.		The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.).	I	CD (P)(E)
18.		The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.	O	CD (E)
19.		The owner/applicant shall enter into the Palladio at Broadstone Management Association, which is responsible for maintenance of all private streets, maintenance of all common areas, maintenance of all on-site landscaping, maintenance of private storm drain facilities, maintenance of water quality swales, maintenance of water quality ponds, maintenance of sanitary sewer improvements, and maintenance of any other on-site facilities throughout the life of the project to the satisfaction of the Community Development Department.	I, B, OG	CD (P)(E)
20.		For any improvements constructed on private property that are not under ownership or control of the owner/applicant, a right-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City prior to issuance of a grading permit and/or approval of improvement plans.	G, I	CD (E)
21.		The on-site water and sewer systems shall be privately owned and maintained. The fire protection system shall be separate from the domestic water system. The fire system shall be constructed to meet the National Fire Protection Association Standard 24. The domestic water and irrigation system shall be metered per City of Folsom <i>Standard Construction Specifications</i> .	I	CD (E)
22.		Any reimbursement for public improvements constructed by the applicant shall be in accordance with a formal reimbursement agreement entered into between the City and the owner/applicant prior to approval of the improvement plans.	I	CD (E)
23.		The owner/applicant shall dedicate a 12.5-foot-wide public utility easement for underground facilities and appurtenances adjacent to all public rights-of-way. The PUE width may be reduced with Public Utility company approval.	I	CD (E)
24.		Final exterior building and site lighting plans shall be submitted for review and approval by Community Development Department for location, height, aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. All proposed lighting, including but not limited to landscape/walkway lights, and building-attached lights shall be designed to be screened, shielded, and directed downward onto the project site and away from adjacent properties and public rights-of-way. The final design of the building-attached lights shall be subject to review and approval by the Community Development Department. Lighting shall be equipped with a timer or photo condenser.	I, B	CD (P)

25.		Future dry utility connection services (electrical, gas, telephone, etc.) for new buildings shall be placed underground at the project site.	B	CD (E)
26.		Each parcel shall have an independent water and sanitary sewer service which does not encroach into any other parcel and connects directly to the right-of-way. Prior to the issuance of building permits, any existing sanitary sewer or water service which encroaches into another parcel shall be relocated in accordance with the City of Folsom <i>Standard Construction Specifications</i> and the <i>Design and Procedures Manual and Improvement Standards</i> .	I,G,B	CD (E)
STORM WATER POLLUTION/CLEAN WATER ACT REQUIREMENTS				
27.		The owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).	G, I, B	CD (E)
28.		The storm drain swale or onsite improvement plans shall provide for “Best Management Practices” that meet the requirements of the water quality standards of the City’s National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.	G, I, B, O	CD (E)
29.		Erosion and sedimentation control measures shall be incorporated into construction plans. These measures shall conform to the City of Folsom requirements and the County of Sacramento <i>Erosion and Sedimentation Control Standards and Specifications</i> -current edition and as directed by the Community Development Department.	G, I	CD (E)
30.		Prior to issuance of grading permits, the owner/applicant shall obtain coverage under the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific Storm Water Pollution Prevention Plan (SWPPP) at the time the Notice of Intent (NOI) is filed. The project applicant shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to the City of Folsom.	G, I	CD (E), PW
LANDSCAPE/TREE PRESERVATION REQUIREMENTS				
31.		The owner/applicant shall be responsible for on-site landscape maintenance throughout the life of the project to the satisfaction of the Community Development Department. Vegetation or planting shall not be less than that depicted on the final landscape plan, unless tree removal is approved by the Community Development Department because the spacing between trees will be too close on center as they mature. The final landscape plans shall be updated to incorporate more native species trees, plants, shrubs, and groundcover to the satisfaction of the Community Development Department.	B, OG	CD (P)(E)

32.		<p>Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans shall comply with all State and local rules, regulations, Governor’s declarations and restrictions pertaining to water conservation and outdoor landscaping.</p> <p>Landscaping of the parking area shall meet shade requirements as outlined in the City of Folsom 2020 Design Standards (50 percent shading in the parking lot within 15 years). The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, view protection, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. The owner/applicant shall comply with city-wide landscape rules or regulations on water usage. The owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions on all landscaping in the AC Hotel by Marriott project.</p>	I	CD (P)(E)
33.		<p>The final tree planting design shall incorporate appropriate species selection and placement to avoid infrastructure conflicts and monocultural issues to the satisfaction of the City Arborist.</p> <p>All irrigation and plant material shall be maintained in accordance with the approved as-built plans in perpetuity. Any requests by the property owner or manager to alter the approved landscape installation shall be subject to review and approval by the City Arborist.</p>	I	CD (E)
34.		<p>Landscape planters within the reciprocal parking area, as identified in Attachment 5, shall be replenished with new parking lot shading trees where previous trees have died and where existing trees are in poor health as determined by an arborist report in accordance with the city’s Tree Care and Maintenance Standards. The replacement parking lot shading trees shall be from minimum 15-gallon containers and shall be included on the landscape plans, subject to review and approval by the CDD.</p>	I	CD (E)

MAP REQUIREMENTS				
35.		The owner/applicant shall provide a digital copy of the recorded Parcel Map (in AutoCAD format) to the Community Development Department.	M	CD (E)
36.		The owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Parcel Map.	M	CD (P)
37.		The owner/applicant shall dedicate private easements for utilities, drainage, water, and sanitary sewer on the Parcel Map.	M	CD (E)
38.		Prior to the recording of the Parcel Map, the owner/applicant shall enter into a deferred improvement agreement with the City, identifying public improvements, if any, to be constructed. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.	M	CD (P) (E)
BIOLOGICAL RESOURCES REQUIREMENTS				
39.	✓	<p><u>Impacts to Nesting Birds</u> If project (construction) ground-disturbing and grubbing activities commence during the avian breeding season (February 1 through August 31), a qualified biologist shall conduct a pre-construction nesting bird survey no more than 14 days prior to initiation of project activities and again immediately prior to construction. The survey area shall include suitable raptor nesting habitat within 500-feet of the project boundary (inaccessible areas outside of the project site can be surveyed from the site or from public roads using binoculars or spotting scopes). Pre-construction surveys are not required in areas where project activities have been continuous since prior to February 1, as determined by a qualified biologist. Areas that have been inactive for more than 14 days during the avian breeding season must be re-surveyed prior to resumption of project activities. If no active nests are identified, no further mitigation is required. If active nests are identified, the following measure is required:</p> <ul style="list-style-type: none"> • A suitable buffer (e.g., typically 300-500-feet for raptors; and 50-100-feet for passerines) shall be established by a qualified biologist around active nests and no construction activities within the buffer shall be allowed until a qualified biologist has determined that the nest is no longer active (i.e., the nestlings have fledged and are no longer reliant on the nest, or the nest has failed). Encroachment into the buffer may occur at the discretion of a qualified biologist. Any encroachment into the buffer shall be monitored by a qualified biologist to determine whether nesting birds are being impacted. 	G, I	CD (E)(P)

CULTURAL RESOURCE REQUIREMENTS

40.	✓	In the event that cultural resources are exposed during ground-disturbing activities, construction activities should be halted in the immediate vicinity of the discovery. If the site cannot be avoided during the remainder of construction, an archaeologist who meets the Secretary of the Interior’s Professional Qualifications Standards should then be retained to evaluate the find’s significance under the California Environmental Quality Act (CEQA). If the discovery proves to be significant, additional work, such as data recovery excavation, may be warranted and should be discussed in consultation with the City.	G, I, B	CD (P)(E)
41.	✓	If potentially significant TCRs are discovered during ground disturbing construction activities, all work shall cease within 50 feet of the find. A Native American Representative from traditionally and culturally affiliated Native American Tribes that requested consultation on the Project shall be immediately contacted and invited to assess the significance of the find and make recommendations for further evaluation and treatment, as necessary. If deemed necessary by the City, a qualified cultural resources specialist, who meets the Secretary of Interior’s Standards and Qualifications for Archaeology, may also assess the significance of the find in joint consultation with Native American Representatives to ensure that Tribal values are considered. Work at the discovery location cannot resume until the City, in consultation as appropriate and in good faith, determines that the discovery is either not a TCR, or has been subjected to culturally appropriate treatment, if avoidance and preservation cannot be accommodated.	G, I, B	CD (P)(E)

42.	✓	<p>If suspected human remains are encountered during project implementation, the specific procedures outlined by the NAHC, in accordance with Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the Public Resources Code, would be followed:</p> <p>All excavation activities within 60-feet of the remains would immediately stop, and the area would be protected with flagging or by posting a monitor or construction worker to ensure that no additional disturbance occurs.</p> <ol style="list-style-type: none"> 1. The project owner or their authorized representative would contact the County Coroner. 2. The coroner would have two working days to examine the remains after being notified in accordance with HSC 7050.5. If the coroner determines that the remains are Native American and are not subject to the coroner’s authority, the coroner would notify NAHC of the discovery within 24 hours. 3. NAHC would immediately notify the Most Likely Descendant (MLD), who would have 48 hours after being granted access to the location of the remains to inspect them and make recommendations for treatment of them. Work would be suspended in the area of the find until the senior archaeologist approves the proposed treatment of human remains. 4. If the coroner determines that the human remains are neither subject to the coroner’s authority nor of Native American origin, then the senior archaeologist would determine mitigation measures appropriate to the discovery. 	G, I, B	CD (P)(E)
AIR QUALITY REQUIREMENTS				
43.		<p>In compliance with Rule 201 of the Sacramento Metropolitan Air Quality Management District (SMAQMD), the applicant/developer of the project shall verify with SMAQMD if a permit is required before equipment capable of releasing emissions to the atmosphere are used at the project site. The applicant/developer shall comply with the approved permit or provide evidence that a permit is not required.</p>	G, I, B	CD (P)(E)(B)
44.		<p>In compliance with Rule 442 of SMAQMD, the applicant/developer of the project shall use architectural coatings that comply with the volatile organic compound content limits specified in the general rule.</p>	G, I, B	CD (P)(E)(B)
45.		<p>Dust generated on the project site shall be controlled by selective watering of exposed areas, especially during clearing and grading operations. All unpaved areas of the project site that are being graded, excavated or used as construction haul roadways shall be sprayed with water as often as is necessary to assure that fugitive dust does not impact nearby properties. Stockpiles of soil or other fine materials being left for periods in excess of one day during site construction shall be sprayed and track walked after stockpiling is complete.</p>	I, B	CD (P)(E)(B)

46.		Paving shall be completed as soon as is practicable to reduce the time that bare surfaces and soils are exposed. In areas where construction is delayed for an extended period of time, the ground shall be revegetated to minimize the generation of dust.	G, I, B	CD (P)(E)(B)
47.		Street sweeping shall be conducted to control dust and dirt tracked from the project site onto any of the surrounding roadways. Construction equipment access shall be restricted to defined entry and exit points to control the amount of soil deposition.	G, I, B	CD (P)(E)(B)
48.		<p>Control of fugitive dust is required by District Rule 403 and enforced by SMAQMD staff. The owner/applicant shall implement the following measures as identified by the SMAQMD:</p> <ul style="list-style-type: none"> • Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. • Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. • Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. • Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). • All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. • Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site. • Maintain all construction equipment in proper working condition according to manufacturer’s specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated. 	G, I, B	CD (P)(E)(B)

GREENHOUSE GAS EMISSIONS REQUIREMENTS

49.	✓	<p>The following greenhouse gas emissions requirements shall be met to fulfill the City’s General Plan Greenhouse Gas Reduction Measures:</p> <ul style="list-style-type: none"> a) In accordance with the City General Plan Reduction Measure E-1, the project shall meet one of the four Building Energy Sector Requirements of the GHG Reduction Measures Consistency Checklist (Attachment B). b) In accordance with the City General Plan GHG Reduction Measure T-3, the project shall provide a minimum of 5 percent more bicycle parking than required in the City’s Municipal Code Section 17.57.090 (for a total of 19 bicycle parking spaces). c) In accordance with the City General Plan GHG Reduction Measure T-6, the project shall use high-performance diesel (also known as Diesel-HPR or Reg-9000/RHD) for all diesel-powered equipment utilized in construction of the project. d) In accordance with the City General Plan GHG Reduction Measure SW-1, the project shall divert to recycle or salvage a minimum 65 of nonhazardous construction and demolition waste generated at the project site in accordance with Appendix A4 (Residential) as outlined in 2019 CALGreen. e) Per GHG Reduction Measure W-1, the project shall comply with all applicable indoor and outdoor water efficiency and conservation measures required under CALGreen Tier 1, as outlined in the California Green Building Standards Code 	G, I, B	CD (P)(E)(B)
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HAZARDOUS MATERIALS REQUIREMENTS

50.		<p>Discovery of unknown contaminated soils during construction. If during construction, currently unknown contaminated soils are discovered (i.e., discolored soils, odorous, other indications), construction within the area shall be halted, the extent and type of contamination shall be characterized, and a clean-up plan shall be prepared and executed. The plan shall require remediation of contaminated soils. The plan shall be subject to the review and approval of SCEMD, RWQCB, the City of Folsom, or other agencies, as appropriate. Remediation can include in-situ treatment, disposal at an approved landfill, or other disposal methods, as approved. Construction can proceed within the subject area upon approval of and in accordance with the plan.</p>	G, I, B	CD (P)(E)(B)
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TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS

51.		<p>A minimum of 158 parking spaces, including 28 on-site spaces and 130 spaces provided via the Palladio’s reciprocal parking agreement, as shown on Sheel A-SD4 in Attachment 5, shall be provided for the project.</p>	I, O	CD (P)(E)
52.		<p>A minimum of 19 on-site bicycle parking spaces shall be provided for the project at a location in close proximity to the primary building entrances.</p>	I, O	CD (P)(E)

53.	✓	The applicant/property owner shall ongoingly maintain street trees fronting the project along Broadstone Parkway, southwest of the Palladio driveway to maintain a 430-foot sight distance for right-turning vehicles exiting the Palladio.	I, O	CD (P)(E)
54.	✓	The applicant/property owner shall ongoingly ensure all commercial delivery trucks for the project would utilize the northern most Palladio driveway to Palladio Parkway.	I, O	CD (P)(E)
NOISE REQUIREMENTS				
55.	✓	Construction Hours/Scheduling: Construction activities for all phases of construction, including servicing of construction equipment shall only be permitted during the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday and between 9:00 a.m. to 5:00 p.m. on Saturdays. Construction shall be prohibited on Sundays and on all holidays. Delivery of materials or equipment to the site and truck traffic coming to and from the site shall be restricted to the same construction hours specified above.	I, B	CD (P)(E)
ARCHITECTURE/SITE DESIGN REQUIREMENTS				
56.		Trash/recycling/organic waste enclosure is to be painted beige to match the primary color utilized on the first floor of the proposed hotel. The final location and design of all trash/recycling/organic waste enclosure shall be subject to review by the Community Development Department and the Solid Waste Division.	I, B	CD (P)(E) EWR

57.		<p>The project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> 7. This approval is for a five-story, 85,690-square-foot hotel building and associated site work associated with the AC Hotel by Marriott project. The applicant shall submit building plans that comply with this approval, the attached building elevations dated March 25, 2022. 8. The design, materials, and colors of the proposed hotel building shall be consistent with the submitted building elevations, color renderings, materials samples, and color board dated March 25, 2022 to the satisfaction of the Community Development Department. 9. Roof-mounted mechanical equipment, including satellite dish antennas, shall not extend above the height of the parapet walls. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis type features. 10. Utility equipment such as transformers, electric and gas meters, electrical panels, and junction boxes shall be screened by walls and or landscaping. 11. The final design of the building-attached light fixtures shall be subject to review and approval by the Community Development Department to ensure architectural consistency with the hotel building. 12. The final location, design, height, material, and colors for any walls and/or fences shall be subject to review and approval by the Community Development Department. 	B	CD (P)
GEOLOGY AND SOILS REQUIREMENT				
58.	✓	<p>In the event paleontological or other geologically sensitive resources (such as fossils or fossil formations) are identified during any phase of project construction, all excavations within 100 feet of the find shall be temporarily halted until the find is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the appropriate representative at the City of Folsom who shall coordinate with the paleontologist as to any necessary investigation of the find. If the find is determined to be significant under CEQA, the City shall implement those measures which may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code Section 21083.2.</p>	G, I, B	CD (E)(B)

HAZARDS AND HAZARDOUS MATERIAL REQUIREMENT

59.		Prior to the first occupancy permit, the project applicant shall conduct site-specific radon testing to confirm that radon levels on-site are at acceptable levels for habitation on-site. Should results of the radon testing indicate that radon levels exceed State standards for habitation, the project applicant shall follow recommended remediation procedures per the testing report prior to issuance of an occupancy permit by the City. Results from this testing shall be submitted to the City of Folsom.	O	CD (E)
60.		This project is located in a geologic unit within the boundaries of the City of Folsom, which is likely to contain naturally occurring asbestos. The owner/applicant shall be required to obtain approval from the Sacramento Metropolitan Air Quality Management District (SMAQMD) prior to approval of any grading and/or construction on the project site. The owner/applicant shall provide to the Community Development Department a copy of the written approval from SMAQMD prior to approval of grading and/or site improvement plans.	G, I, B	CD (P)(E)(B)
POLICE/SECURITY REQUIREMENT				
61.		The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be required: <ul style="list-style-type: none"> • A security guard shall be on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. (This requirement shall be included on the approved construction drawings). • Security measures for the safety of all construction equipment and unit appliances shall be employed. Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting. 	G, I, B	PD
FIRE DEPARTMENT REQUIREMENTS				
62.		The building shall have an illuminated address visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Marshal.	I	FD
63.		Prior to the issuance of any improvement plans or building permits, the Community Development and Fire Departments shall review and approve all detailed design plans for accessibility of emergency fire equipment, fire hydrant flow location, and other construction features.	I, B	FD
64.		All fire protection devices shall be designed to be located on site: fire hydrants, fire department connections, post indicator valves, etc. off-site devices cannot be used to serve the building. A water model analysis that proves the minimum fire flow will be required before any permits are issued. The fire sprinkler riser location shall be inside a Fire Control Room (5' X 7' minimum) with a full-sized 3'-0" door. This room can be a shared with other building utilities. The room shall only be accessible from the exterior.	I, B	FD

65.		All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on site. All-weather access is defined as 6” of compacted AB from May 1 to September 30 and 2”AC over 6” AB from October 1 to April 30.	I, B	FD
ENVIRONMENTAL AND WATER RESOURCE REQUIREMENTS				
66.		The owner/applicant shall be subject to all requirements established by <u>Folsom Municipal Code (FMC, Chapter 13.26, Water Conservation)</u> relative to water conservation.	I, OG	EWR, CD (E)
MISCELLANEOUS REQUIREMENTS				
67.		The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review and approval of any grading or improvement plan.	G, I	CD (P)(E)
68.		The final trash and recycling collection plan, location, design, materials, and color shall be subject to review and approval by the Community Development Department.	I, B	CD (P)
69.		The owner/applicant shall obtain permission (permit, letter, agreement, etc.) from all applicable public utility companies (SMUD, PG&E, WAPA, etc.) in a form acceptable to the Community Development Department for construction-related activities proposed within the existing public utility easements.	I	CD (P)
70.		The final location, design, and materials of any signs for the project shall be subject to review and approval by the Community Development Department. In addition, the owner/applicant shall obtain a sign permit and all signage associated with proposed project shall comply with the requirements established by the <u>Folsom Municipal Code (FMC, Section 17.59, Signs)</u> and the Palladio at Broadstone sign criteria, as amended by this approval.	OG	(P)
71.		The proposed project shall comply with all State and local rules, regulations, Governor’s Declarations, and restrictions including but not limited to: Executive Order B-29-15 issued by the Governor of California on April 1, 2015 relative to water usage and conservation, requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the <u>Folsom Municipal Code, (Section 13.26 Water Conservation)</u> , or amended from time to time.	I, B, OG	CD (P)(E)

RESPONSIBLE DEPARTMENT		WHEN REQUIRED	
CD (P) (E) (B) (F)	Community Development Department	I	Prior to approval of Improvement Plans
	Planning Division	M	Prior to approval of Final Map
	Engineering Division	B	Prior to issuance of first Building Permit
	Building Division	O	Prior to approval of Occupancy Permit
	Fire Division	G	Prior to issuance of Grading Permit
PW	Public Works Department	DC	During construction
PR	Park and Recreation Department	OG	On-going requirement
PD	Police Department		
FD	Fire Department		

Attachment 4

Applicant's Project Narrative

PROJECT NARRATIVE: AC Hotel by Marriott, Palladio

The AC Hotel by Marriott at the Palladio shopping center is planned to be five levels with 127 hotel Guestrooms and 7 Executive Suites. The 1st floor of the hotel will not have any guestroom as that space is reserved for the AC Lobby Lounge, breakfast, AC Lobby Bar with outdoor patio, and business functions within the mixed-use occupancy. AC Hotels by Marriott celebrate the importance of purposeful design. Founded in 1999 in Madrid, Spain, the brand has both Spanish and European Soul and will be an ideal fit in the Palladio master plan. The Palladio master plan has always envisioned a hotel use within the center development to complement the restaurant and retail.

The plan is to situate the AC Hotel on a 1.45 +/- acre parcel (portion of the existing 14.22 +/- acre parcel APN 072-3080-042-0000) in the North West corner of Palladio shopping center. The task was to design a hotel which balances the AC Brand's simplistic and elegant identities with the Center's overall traditional architectural character. Due to its location in an area of European Urbane environment, special attention was given in the mixture of indoor and outdoor F&B spaces at pedestrian level, modest building-height development with height variations to blend in with Palladio's skyline, and last but not least, in creating a unique modern hotel in the context of today's contemporary marketplace. The result is an "L" shaped building with a main drop off entry at the parking lot side and a corner outdoor patio at front following the natural pedestrian flow through the Palladio.

All sides of the building are designed with consistent architectural detailing. Both the front and back entrances are highlighted by a large cantilevered canopy and small entry piazza, giving the place the deserved importance. Pedestrian scale is part of the design while still providing the functionality of the car services needed. Stairs and accessible ramps have been provided to connect the upper and lower parking lots to the building entries—strong access to the shopping center for guests walking to dine and shop.

The project is committed to work with the existing environment and context and to grant high connectivity for our guests to the Palladio center while anchoring the edge of the development.

Attachment 5
Architectural Plans, dated March 25, 2022

PROPOSED AC HOTEL

BY MARRIOTT

FOLSOM, CALIFORNIA

BROADSTONE PKWY & PALLADIO PKWY

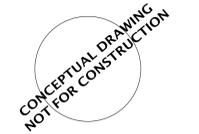
FOLSOM, CA, 95630

OWNER:
INSIGNIA HOSPITALITY GROUPS, INC.
CONTACT: DARPAN BHAKTA
401 N. TRADEWINDS
MIDLAND, TX 79706
PHONE: 432.699.0989
EMAIL: DARPAN@INSIGNIAMGMT.COM

ARCHITECT:
MAYSE & ASSOCIATES
CONTACT: RONALD K. SMITH, AIA, P.E.
HAO XU, AIA
14881 QUORUM DRIVE, SUITE 800
DALLAS, TEXAS 75254
PHONE: 972.386.0338
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**AC HOTEL
FOLSOM CA**

PALLADIO PKWY
FOLSOM, CA 95630



INSIGNIA HOSPITALITY GROUP, INC.
401 TRADEWINDS
MIDLAND, TEXAS 79706

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03/25/2022

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COVER SHEET

sheet no.

A-SD1



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03/25/2022
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19084
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SITE PICTURES
sheet no.

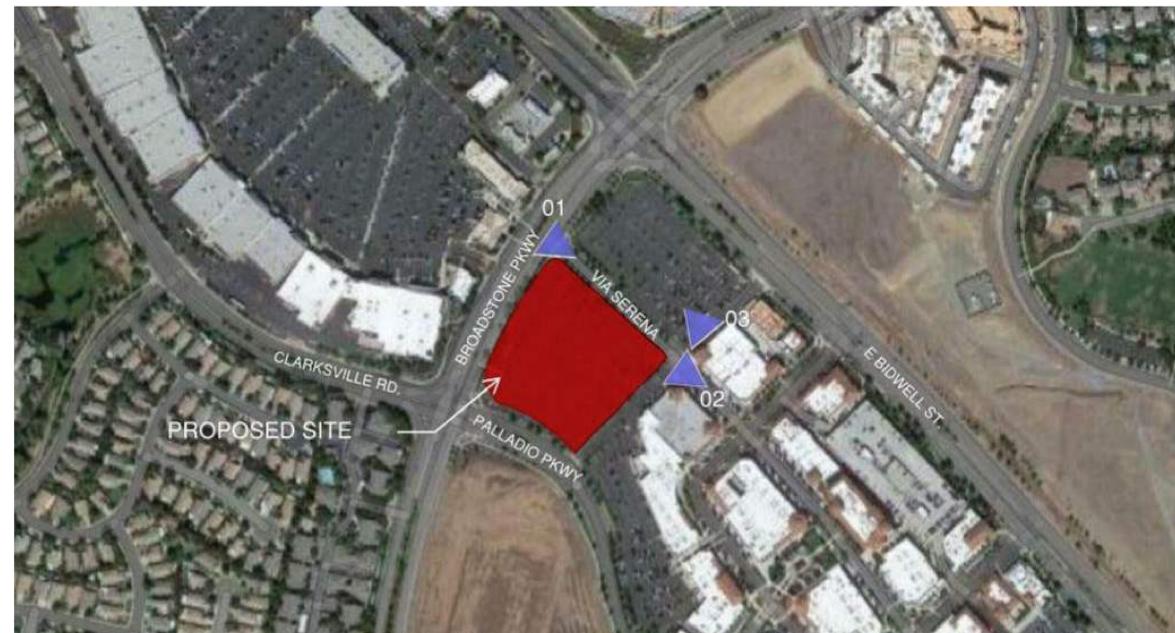
A-SD3



01. LOOKING FROM NORTH



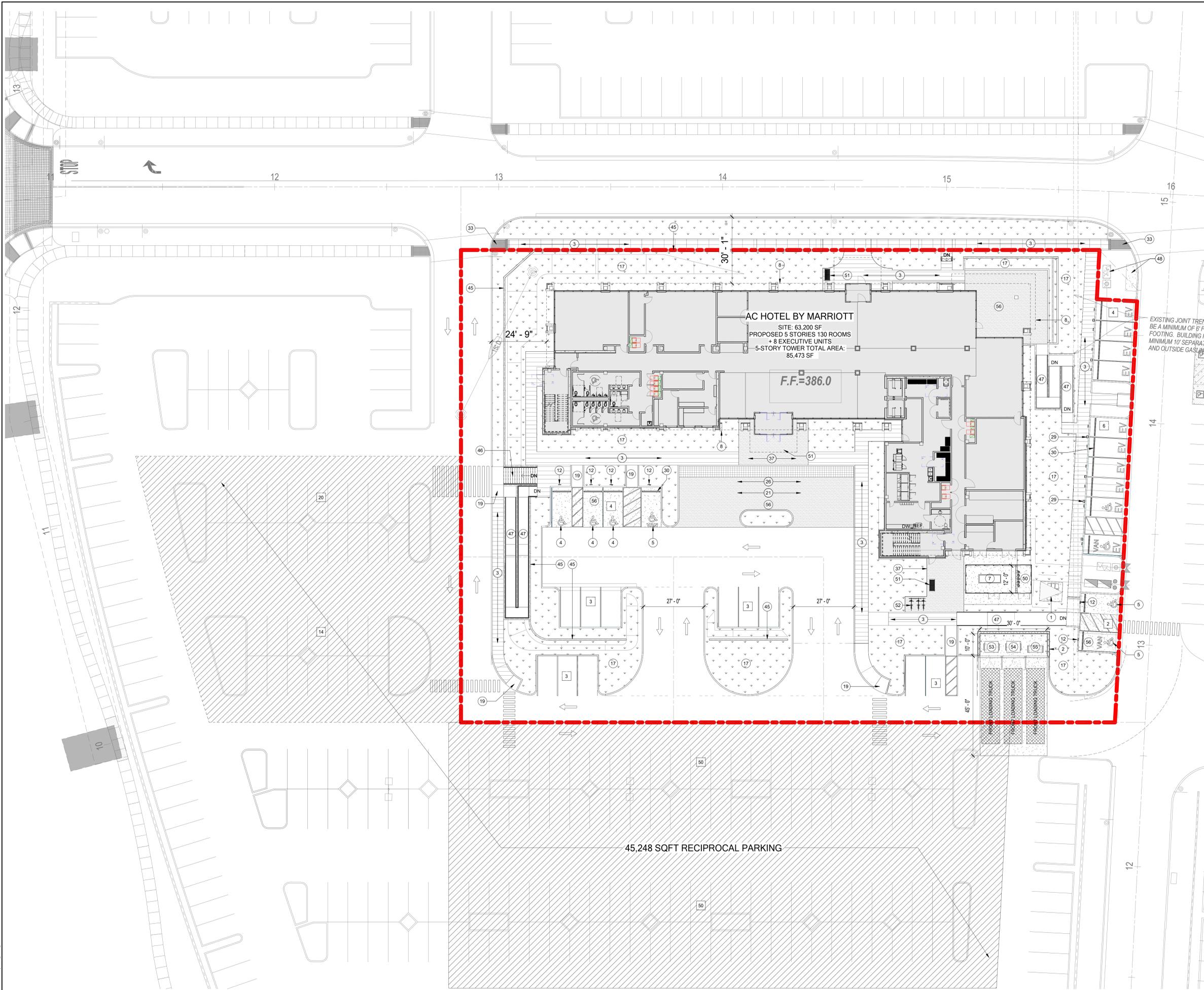
02. LOOKING FROM EAST



VICINITY MAP



03. LOOKING FROM SOUTHEAST



BUILDING SQUARE FOOTAGE

FLOOR	AREA PER FLOOR SF
1ST FLOOR	16,000 SF
2ND FLOOR	17,423 SF
3RD FLOOR	17,350 SF
4TH FLOOR	17,350 SF
5TH FLOOR	17,350 SF
TOTAL	85,473 SF +/-

PARKING TABULATION

PARKING SPACE REQUIRED:	
GUESTROOMS: 138 SPACES	
138 HOTEL ROOMS TOTAL	
1 SPACE PER HOTEL ROOM	
OTHER FACILITIES: 20 SPACES	
TOTAL PARKING REQUIRED	158
TOTAL ADA PARKING REQUIRED	6
TOTAL EV PARKING REQUIRED	10
TOTAL ADA EV PARKING REQUIRED	2
PARKING SPACE PROVIDED:	
ON SITE PARKING	28
REGULAR CARS-9'X18'	12
HANDICAP CAR PARKING-9'X18'	5
HANDICAP VAN PARKING-9'X18'	1
REGULAR EV CHARGING	8
VAN ACCESSIBLE EV CHARGING	1
STANDARD ACCESSIBLE EV CHARGING	1
OFF SITE SHARED PARKING	134
REGULAR CARS	134
HANDICAP CAR PARKING	0
TOTAL PARKING PROVIDED	162
TOTAL ADA PARKING PROVIDED	6

SITE LEGEND

- [Symbol] LANDSCAPE
- [Symbol] SIDEWALK
- [Symbol] RECIPROCAL PARKING
- [Symbol] FIRE LANE
- [Symbol] PAVERS
- [Symbol] INDICATES TRAFFIC DIRECTION
- [Symbol] PROPERTY LINE
- [Symbol] EASEMENT LINE AS INDICATED
- [X] PARKING COUNT
- [X] KEY NOTE

KEYNOTE LEGEND

- 1 TRANSFORMER LOCATION, PROVIDE CONCRETE PAD & CONFIRM REQUIRED CLEARANCE, REFER TO CIVIL
- 2 TRASH ENCLOSURE AREA, REFER TO 6/A0.30
- 3 NEW CONCRETE SIDE WALK, REFER TO CIVIL & 9/A0.31 & 11/A0.31
- 4 PAINTED ACCESSIBLE SIGN, REFER TO 1/A0.31
- 5 PAINTED VAN ACCESSIBLE PARKING SIGN, REFER TO 1/A0.31
- 7 EMERGENCY GENERATOR, REFER TO MEP
- 8 ROOF LINE ABOVE, SHOWN DASHED
- 12 MOUNTED ACCESSIBILITY SIGN, REFER TO 2/A0.31
- 17 LANDSCAPE AREA, REFER TO LANDSCAPE DRAWINGS
- 19 CURB RAMP, REFER TO CIVIL & 10/A0.31
- 21 TRAFFIC LOAD RATED PAVERS, REFER TO FINISH SCHEDULE
- 26 GUEST DROP OFF / LOADING AREA, REFER TO 5/A0.30 FOR ENLARGED PLAN
- 29 OWNER PROVIDED ELECTRIC CHARGING STATIONS, REFER TO MEP FOR POWER
- 30 WHEEL STOP DETAIL, REFER TO CIVIL
- 33 ADA ACCESSIBLE ROUTE TO PUBLIC SIDEWALK
- 37 CONCRETE PAVERS, REFER TO FINISH SCHEDULE
- 45 PROPOSED RETAINING WALL, REFER TO CIVIL AND STRUCTURE
- 46 PROPOSED EXTERIOR STAIRS
- 47 PROPOSED ADA RAMP
- 48 EXISTING UTILITIES TO REMAIN
- 50 PROPOSED GAS METER, REFER TO MEP
- 51 TRANSITIONAL SEATING
- 52 BICYCLE RACKS
- 53 6 YARD TRASH DUMPSTER
- 54 6 YARD MIXED RECYCLABLES
- 55 3 YARD ORGANICS RECYCLING
- 56 CONCRETE COOL PAVEMENT, REFER TO CIVIL

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**AC HOTEL
 FOLSOM CA**
 PALLADIO PKWY
 FOLSOM, CA 95630



INSIGNIA
 Where Hospitality Begins

INSIGNIA HOSPITALITY GROUP, INC.
 401 TRADEWINDS
 MIDLAND, TEXAS 79706

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SITE PLAN
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A-SD4



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401 TRADEWINDS
MIDLAND, TEXAS 79706

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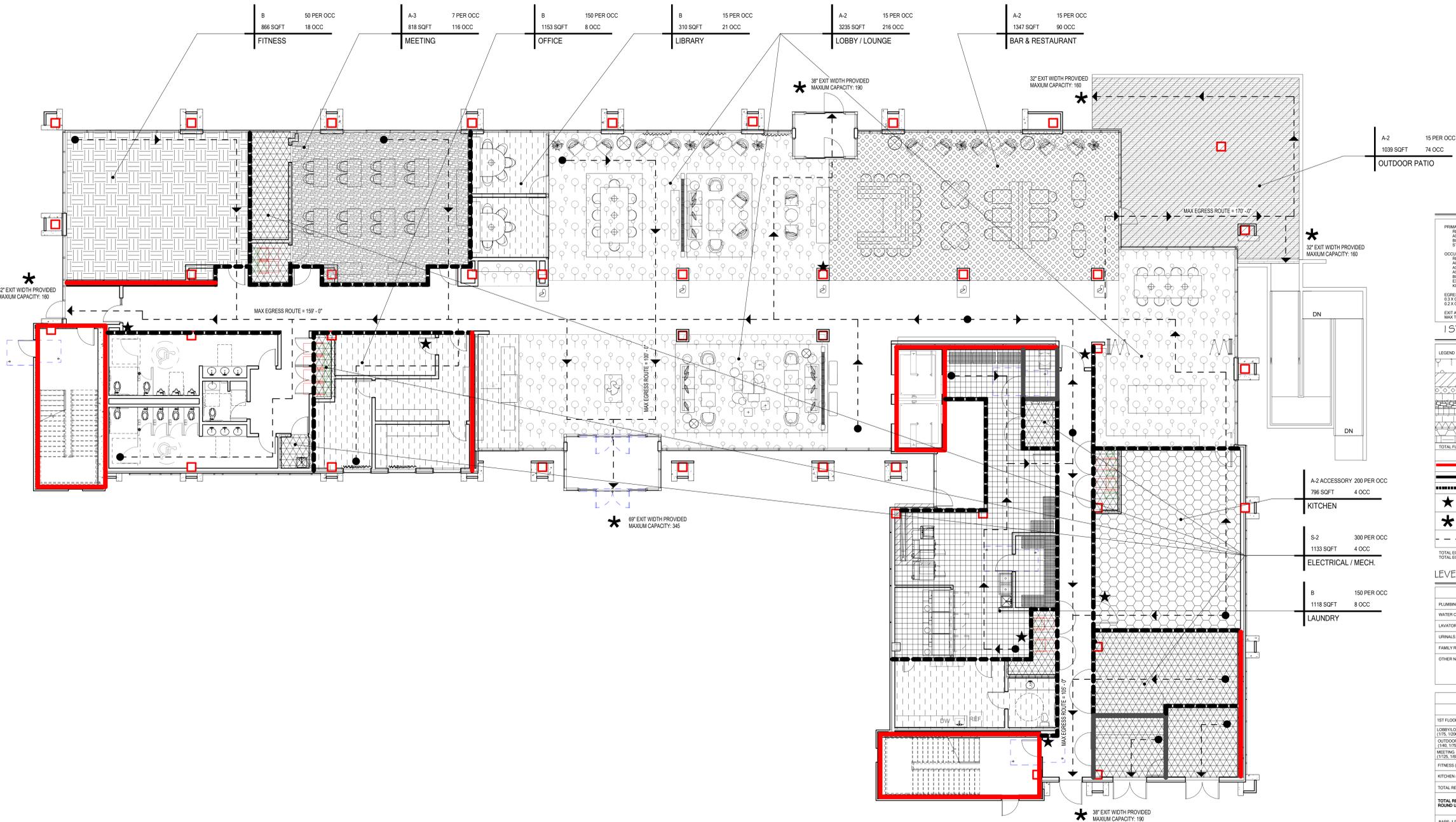
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date
03/25/2022

job no.
19084

sheet title
OCCUPANCY SHEET

sheet no.
A-SD5.1



CODE ANALYSIS

PRIMARY OCCUPANT CLASSIFICATIONS (IBC 2018 CHAPTER 10):
 RESIDENTIAL GROUP I (PRIMARY)
 BUSINESS GROUP B (SECONDARY)
 STORAGE GROUP S (SECONDARY)

OCCUPANT LOAD FACTORS (IBC 2018 CHAPTER 10, TABLE 1004.5):
 RESIDENTIAL LEVEL 2-5: 200 GROSS
 ACCESSORY STORAGE AREA, MECHANICAL ROOM, 300 GROSS
 ASSEMBLY WITHOUT FIXED SEAT'S UNCONCENTRATED: 15 NET
 ASSEMBLY CONCENTRATED CHAIRS ONLY (NOT FIXED): 7 NET
 BUSINESS AREA: 10 GROSS
 EXERCISE ROOM: 50 GROSS
 KITCHENS COMERCIAL: 300 GROSS

EGRESS WIDTH (IBC 2018 CHAPTER 10, SEC. 1005.3):
 0.3 X OCCUPANT LOAD FOR STAIR ELEMENTS
 0.2 X OCCUPANT LOAD FOR ALL OTHER EXIT COMPONENTS

EXIT ACCESS TRAVEL DISTANCE (IBC 2018 CHAPTER 10, SEC. 1016.2):
 MAX TRAVEL DISTANCE = 200'-0"

1ST FLOOR OCCUPANT LOAD

LEGEND	FUNCTION OF SPACE (IBC TABLE 1006.1.1)	AREA / OCC. FACTOR	OCC. LOAD
1	ASSEMBLY UNCONCENTRATED	3235/15	216
2	ASSEMBLY UNCONCENTRATED	1039/15	74
3	BAR (A-2)	1347/15	90
4	LIBRARY (B)	310/15	21
5	MEETING (A-3)	818/7	116
6	LAUNDRY (B)	1118/150	8
7	ADMN (B)	1133/150	8
8	ELECTRICAL / MECH (S-2)	1133/150	4
9	KITCHEN (A-2 ACCESSORY)	796/200	4
10	FITNESS (B)	866/50	18
TOTAL FLOOR OCCUPANCY LOAD			559

WALL PARTITIONS	3 HOUR RATED WALL	2 HOUR RATED WALL	1 HOUR RATED WALL
★	FIRE EXTINGUISHER (5LFT MAX TRAVEL DISTANCE); COORDINATE REQUIRED LOCATIONS WITH FIRE MARSHALL		
✱	EXIT WIDTH CLEAR OPENING (AS NOTED)		
---	TRAVEL DISTANCE (AS NOTED)		

LEVEL 1 PLUMBING FIXTURE COUNT

	MALE		FEMALE	
	OCC.	WC	OCC.	WC
PLUMBING OCCUPANT LOAD	280	280		
WATER CLOSETS REQUIRED VS. PROVIDED	5	2	6	6
LAVATORIES REQUIRED VS. PROVIDED	3	3	3	3
URINALS REQUIRED VS. PROVIDED (IN LIEU OF WC)	0	3		
FAMILY RESTROOM REQUIRED VS. PROVIDED	1	REQUIRED, 1 PROVIDED		

OTHER NOTES / EXCEPTIONS: DRINKING WATER PROVIDED BY RESTAURANT TO SUBSTITUTE DRINKING FOUNTAINS

	MALE		FEMALE	
	OCC.	WC	OCC.	WC
1ST FLOOR BAR (146, 175)	37	0.94	37	0.94
LOBBY/LOUNGE (175, 1300)	120	1.60	120	1.60
OUTDOOR PATIO (146, 175)	45	1.12	45	1.12
MEETING (125, 1000)	58	0.46	58	0.29
FITNESS (125, 140)	9	0.36	9	0.36
KITCHEN (175, 1200)	2	0.03	0.01	2
TOTAL REQUIRED	4.50	2.22	4.03	2.22
TOTAL REQUIRED ROUND UP	5	3	5	3

BAR: 1 PER 40 FOR WC, 1 PER 75 FOR LAVATORIES
 RESTAURANTS AND WALLS: 1 PER 75 FOR WC, 1 PER 200 FOR LAVATORIES
 AUDITORIUMS WITHOUT PERMANENT SEATING: 1 PER 125 FOR MALE WC, 1 PER 65 FOR FEMALE WC, 1 PER 200 FOR LAVATORIES

BUSINESS: WC: 1 PER 25 FOR FIRST 50 AND 1 PER 50 FOR THE REMAINDER
 LAVATORIES: 1 PER 40 FOR THE FIRST 80 AND 1 PER 80 FOR THE REMAINDER

1 LEVEL 1 Occupancy

A-SD5.1/8" = 1'-0"



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FOLSOM, CA 95630



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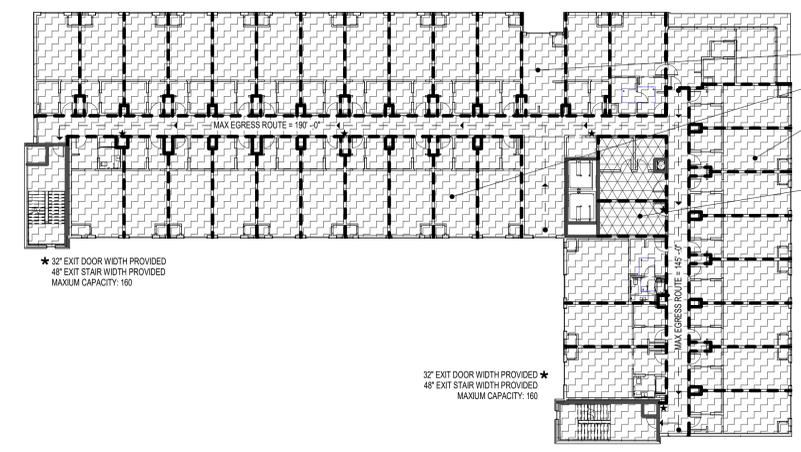
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sheet title
OCCUPANCY SHEET
sheet no.

A-SD5.2

R-1 RESIDENTIAL 200/OCC	16,701 SQFT	84 OCC
GUEST ROOMS		
S-2	300/OCC	565 SQFT 2 OCC
STORAGE / ELEC.		



3 LEVEL 4 Occupancy
A-SD5.21" = 20'-0"

4TH FLOOR OCCUPANT LOAD
R-1 HOTEL OCCUPANCY WITH ACCESSORY USES (TYPE VA CONSTRUCTION)

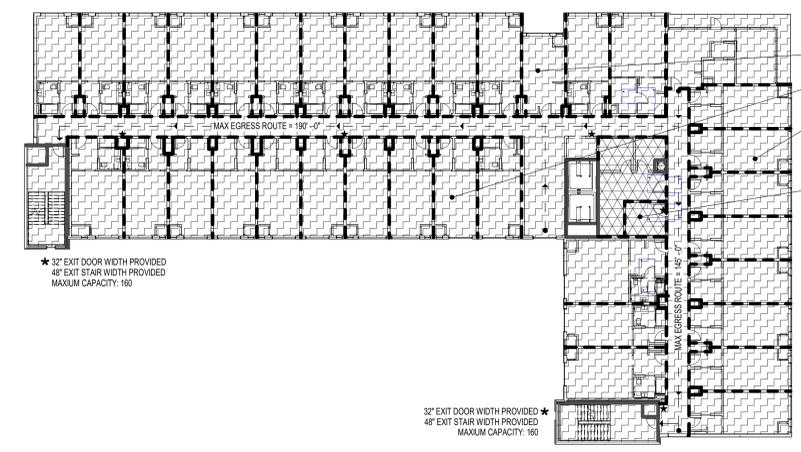
LEGEND	FUNCTION OF SPACE (OR TABLE 1004.5)	AREA/OCC FACTOR	OCC. LOAD
[Symbol]	GUESTROOM (R-1)	16701 / 200	84
[Symbol]	STORAGE/ELECTRICAL/INENS-2	762 / 300	2
TOTAL FLOOR OCCUPANCY LOAD			86

WALL PARTITIONS
 2 HOUR RATED WALL
 1 HOUR RATED WALL

★ FIRE EXTINGUISHER (75-FT MAX TRAVEL DISTANCE); COORDINATE REQUIRED LOCATIONS WITH FIRE MARSHAL
 ✱ EXIT WIDTH CLEAR OPENING (AS NOTED)
 --- TRAVEL DISTANCE (AS NOTED)

TOTAL EGRESS WIDTH REQUIRED = 71 X 0.2 = 14.2 INCHES
 TOTAL EGRESS WIDTH PROVIDED = 64 INCHES

R-1 RESIDENTIAL 200/OCC	16,701 SQFT	84 OCC
GUEST ROOMS		
S-2	300/OCC	565 SQFT 2 OCC
STORAGE / ELEC.		



2 LEVEL 3 Occupancy
A-SD5.21" = 20'-0"

3RD FLOOR OCCUPANT LOAD
R-1 HOTEL OCCUPANCY WITH ACCESSORY USES (TYPE VA CONSTRUCTION)

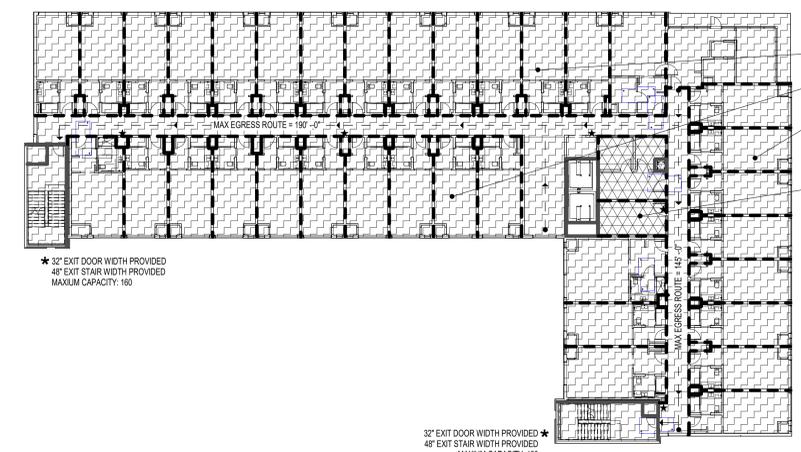
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[Symbol]	GUESTROOM (R-1)	16701 / 200	84
[Symbol]	STORAGE/ELECTRICAL/INENS-2	762 / 300	2
TOTAL FLOOR OCCUPANCY LOAD			86

WALL PARTITIONS
 2 HOUR RATED WALL
 1 HOUR RATED WALL

★ FIRE EXTINGUISHER (75-FT MAX TRAVEL DISTANCE); COORDINATE REQUIRED LOCATIONS WITH FIRE MARSHAL
 ✱ EXIT WIDTH CLEAR OPENING (AS NOTED)
 --- TRAVEL DISTANCE (AS NOTED)

TOTAL EGRESS WIDTH REQUIRED = 71 X 0.2 = 14.2 INCHES
 TOTAL EGRESS WIDTH PROVIDED = 64 INCHES

R-1 RESIDENTIAL 200/OCC	16,701 SQFT	84 OCC
GUEST ROOMS		
S-2	300/OCC	565 SQFT 2 OCC
STORAGE / ELEC.		



1 LEVEL 2 Occupancy
A-SD5.21" = 20'-0"

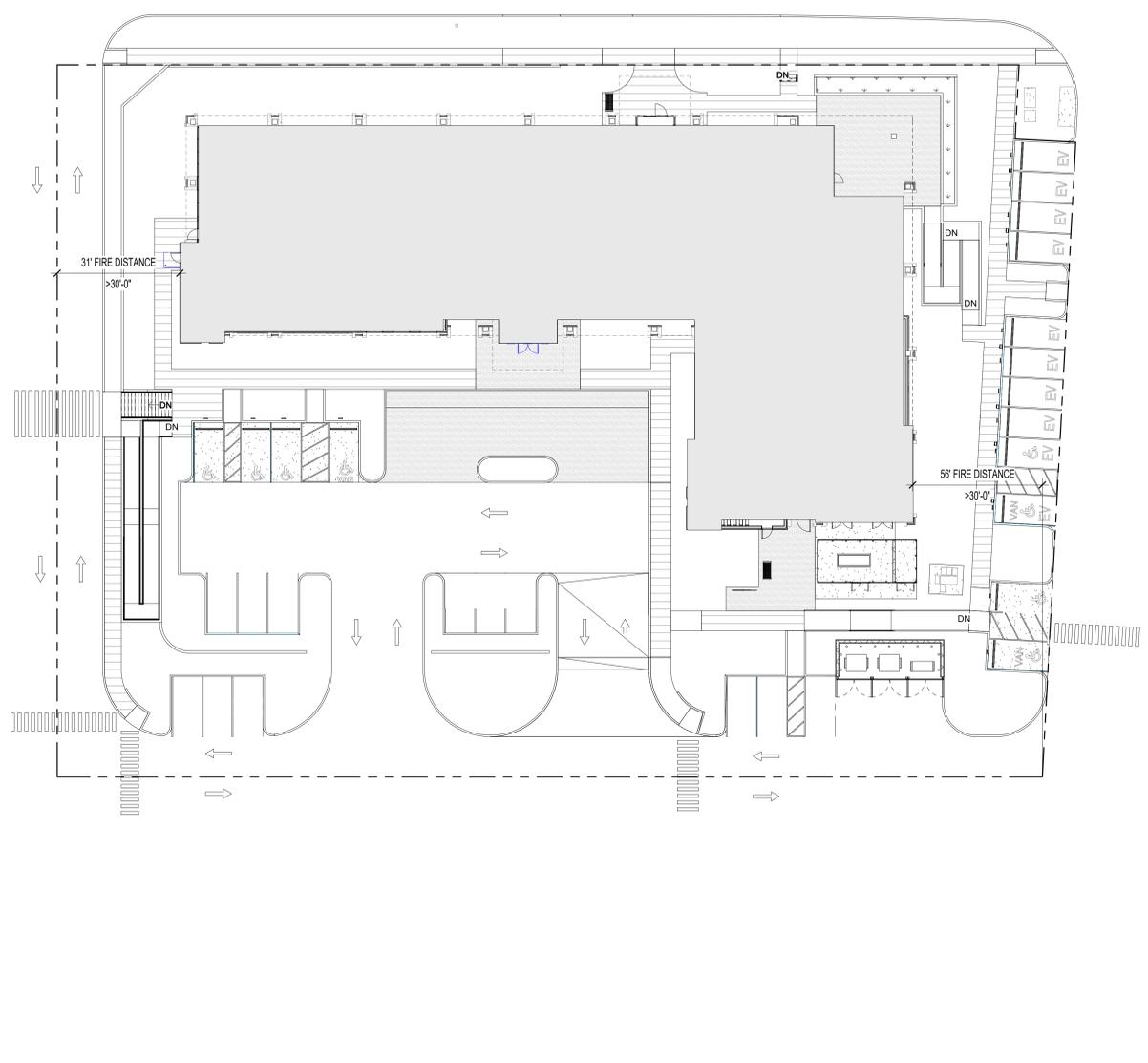
2ND FLOOR OCCUPANT LOAD
R-1 HOTEL OCCUPANCY WITH ACCESSORY USES (TYPE VA CONSTRUCTION)

LEGEND	FUNCTION OF SPACE (OR TABLE 1004.5)	AREA/OCC FACTOR	OCC. LOAD
[Symbol]	GUESTROOM (R-1)	16701 / 200	84
[Symbol]	STORAGE/ELECTRICAL/INENS-2	762 / 300	2
TOTAL FLOOR OCCUPANCY LOAD			86

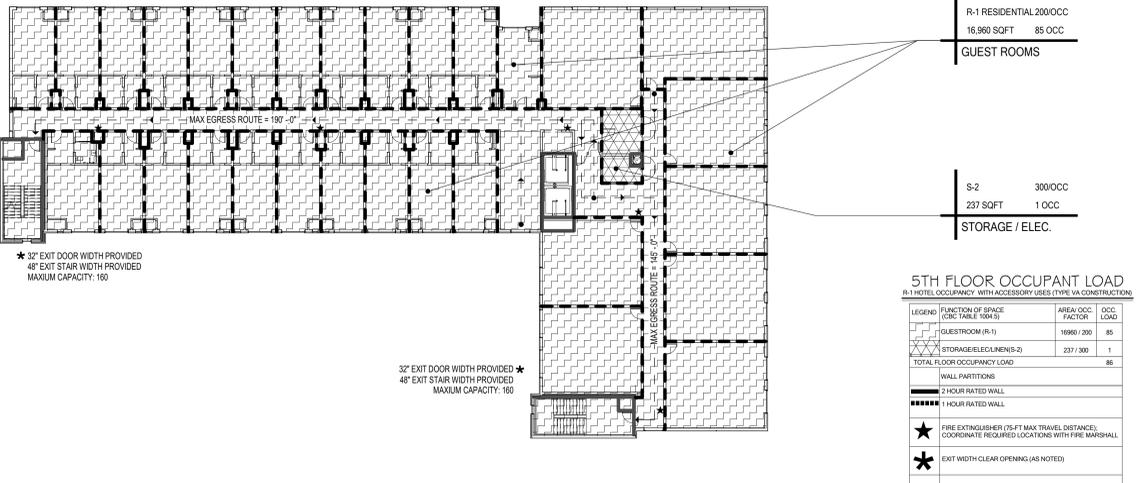
WALL PARTITIONS
 2 HOUR RATED WALL
 1 HOUR RATED WALL

★ FIRE EXTINGUISHER (75-FT MAX TRAVEL DISTANCE); COORDINATE REQUIRED LOCATIONS WITH FIRE MARSHAL
 ✱ EXIT WIDTH CLEAR OPENING (AS NOTED)
 --- TRAVEL DISTANCE (AS NOTED)

TOTAL EGRESS WIDTH REQUIRED = 86 X 0.2 = 17.2 INCHES
 TOTAL EGRESS WIDTH PROVIDED = 64 INCHES



5 SITE KEY PLAN CODE ANALYSIS
A-SD5.21" = 20'-0"



4 LEVEL 5 Occupancy
A-SD5.21" = 20'-0"

5TH FLOOR OCCUPANT LOAD
R-1 HOTEL OCCUPANCY WITH ACCESSORY USES (TYPE VA CONSTRUCTION)

LEGEND	FUNCTION OF SPACE (OR TABLE 1004.5)	AREA/OCC FACTOR	OCC. LOAD
[Symbol]	GUESTROOM (R-1)	16960 / 200	85
[Symbol]	STORAGE/ELECTRICAL/INENS-2	237 / 300	1
TOTAL FLOOR OCCUPANCY LOAD			86

WALL PARTITIONS
 2 HOUR RATED WALL
 1 HOUR RATED WALL

★ FIRE EXTINGUISHER (75-FT MAX TRAVEL DISTANCE); COORDINATE REQUIRED LOCATIONS WITH FIRE MARSHAL
 ✱ EXIT WIDTH CLEAR OPENING (AS NOTED)
 --- TRAVEL DISTANCE (AS NOTED)

TOTAL EGRESS WIDTH REQUIRED = 71 X 0.2 = 14.2 INCHES
 TOTAL EGRESS WIDTH PROVIDED = 64 INCHES



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19084
sheet title
1ST FLOOR PLAN
sheet no.

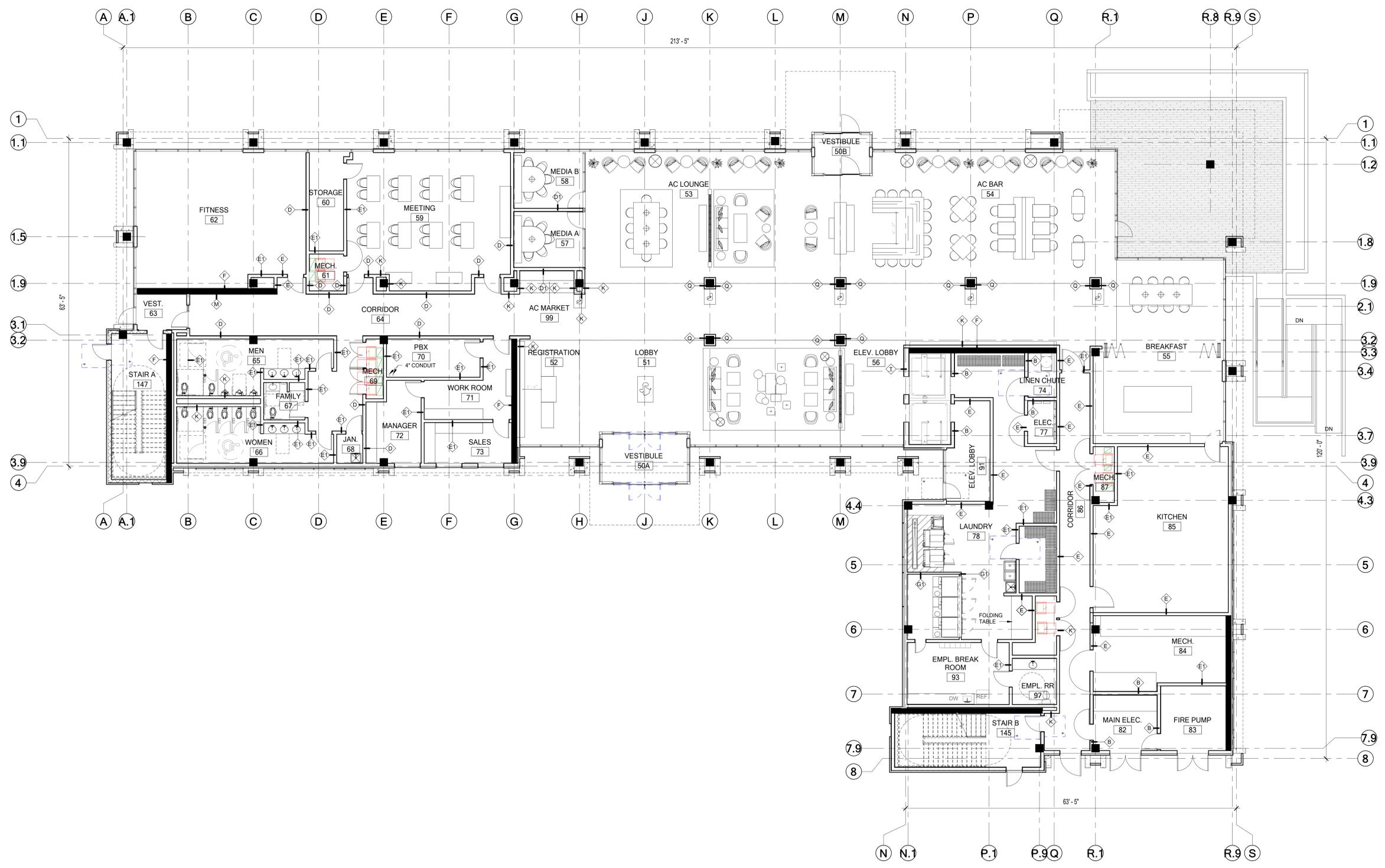
A-SD6

BUILDING SQUARE FOOTAGE

FLOOR	AREA PER FLOOR SF
1ST FLOOR	16,000 SF
2ND FLOOR	17,423 SF
3RD FLOOR	17,350 SF
4TH FLOOR	17,350 SF
5TH FLOOR	17,350 SF
TOTAL	85,473 SF +/-

GUESTROOM SUMMARY

	KING A	KING B ACC (TUB)	KING B ACC (TUB)-ALT 1	KING C ACC (ROLL-IN)	KING D	KING E	DO F	DO G ACC (TUB)	DO H ACC (ROLL-IN)	DO J	SUITE K W/BALCONY	TOTAL (HOTEL ROOMS)	EXEC UNIT
1ST FLOOR	0	0	0	0	0	0	0	0	0	0	0	0	0
2ND FLOOR	0	0	1	1	0	0	0	31	0	1	1	36	0
3RD FLOOR	15	1	0	1	1	15	1	1	1	1	1	36	0
4TH FLOOR	30	1	0	1	1	0	0	0	0	0	0	36	0
5TH FLOOR	20	0	0	1	1	0	0	0	0	0	0	22	0
TOTAL	65	2	1	1	3	3	46	2	1	3	3	130	0



1 LEVEL 1
A-SD6 1/8" = 1'-0"

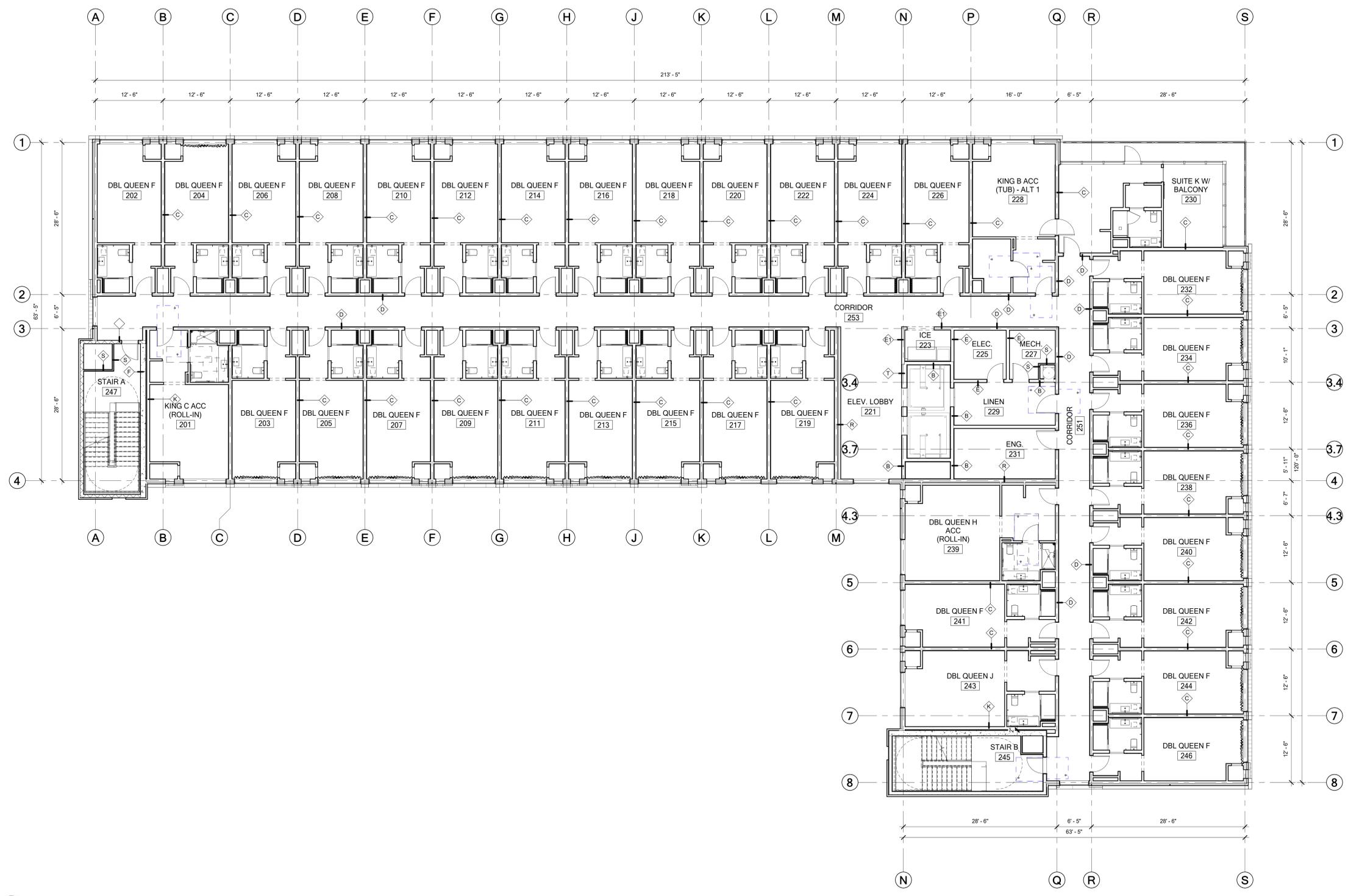
FLOOR	AREA PER FLOOR SF
1ST FLOOR	16,000 SF
2ND FLOOR	17,423 SF
3RD FLOOR	17,350 SF
4TH FLOOR	17,350 SF
5TH FLOOR	17,350 SF
TOTAL	85,473 SF +/-

	KING A	KING B ACC (TUB)	KING B ACC (TUB)-ALT 1	KING C ACC (ROLL-IN)	KING D	KING E	DO F	DO G ACC (TUB)	DO G ACC (ROLL-IN)	DO J	SUITE K W/ BALCONY	TOTAL (HOTEL ROOMS)	EXEC. UNIT
1ST FLOOR	0	0	0	0	0	0	0	0	0	0	0	0	0
2ND FLOOR	0	1	1	0	0	0	0	31	0	1	1	36	0
3RD FLOOR	15	1	0	0	1	1	15	1	0	1	1	36	0
4TH FLOOR	30	1	0	0	1	1	0	1	0	1	1	36	0
5TH FLOOR	20	0	0	0	1	1	0	0	0	0	0	22	0
TOTAL	65	2	1	1	3	3	46	2	1	3	3	130	0

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 PALLADIO PKWY
 FOLSOM, CA 95630



INSIGNIA HOSPITALITY GROUP, INC.
 401 TRADEWINDS
 MIDLAND, TEXAS 79706

Revisions:

No.	Description	Date
1	Development Application	05/14/2021
2	Development Resubmittal #1	07/30/2021
3	Development Resubmittal #2	03/25/2022

date
03/25/2022
 job no.
19084
 sheet title
2ND FLOOR PLAN
 sheet no.

A-SD7



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BUILDING SQUARE FOOTAGE

FLOOR	AREA PER FLOOR SF
1ST FLOOR	16,000 SF
2ND FLOOR	17,423 SF
3RD FLOOR	17,350 SF
4TH FLOOR	17,350 SF
5TH FLOOR	17,350 SF
TOTAL	85,473 SF +/-

GUESTROOM SUMMARY

	KING A	KING B ACC (TUB)	KING B ACC (TUB)-ALT 1	KING C ACC (ROLL-IN)	KING D	KING E	DO, F	DO, G ACC (TUB)	DO, H ACC (ROLL-IN)	DO, J	SUITE K W/BALCONY	TOTAL (HOTEL ROOMS)	EXEC. UNIT
1ST FLOOR	0	0	0	0	0	0	0	0	0	0	0	0	0
2ND FLOOR	0	0	1	1	0	0	0	0	0	0	1	1	36
3RD FLOOR	15	1	0	0	1	1	15	1	0	1	1	36	0
4TH FLOOR	30	1	0	0	1	1	0	1	0	1	1	36	0
5TH FLOOR	20	0	0	0	1	1	0	0	0	0	0	22	8
TOTAL	65	2	1	1	3	3	46	2	1	3	3	130	8



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401 TRADEWINDS
MIDLAND, TEXAS 79706

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date
03/25/2022
job no.
19084
sheet title
3RD FLOOR PLAN
sheet no.

A-SD8

FLOOR	AREA PER FLOOR SF
1ST FLOOR	16,000 SF
2ND FLOOR	17,423 SF
3RD FLOOR	17,360 SF
4TH FLOOR	17,360 SF
5TH FLOOR	17,350 SF
TOTAL	85,473 SF +/-

	KING A	KING B ACC (TUB)	KING B ACC (TUB)-ALT 1	KING C ACC (ROLL-IN)	KING D	KING E	DIG G ACC (TUB)	DIG H ACC (ROLL-IN)	DIG J	SUITE K W/ BALCONY	TOTAL (HOTEL ROOMS)	EXEC. UNIT
1ST FLOOR	0	0	0	0	0	0	0	0	0	0	0	0
2ND FLOOR	0	0	1	0	0	0	31	1	1	1	36	0
3RD FLOOR	15	1	0	1	1	1	1	0	1	1	22	0
4TH FLOOR	30	1	0	1	1	1	0	1	1	1	36	0
5TH FLOOR	20	0	0	1	1	0	0	0	0	0	22	0
TOTAL	65	2	1	3	3	3	32	2	3	3	130	0

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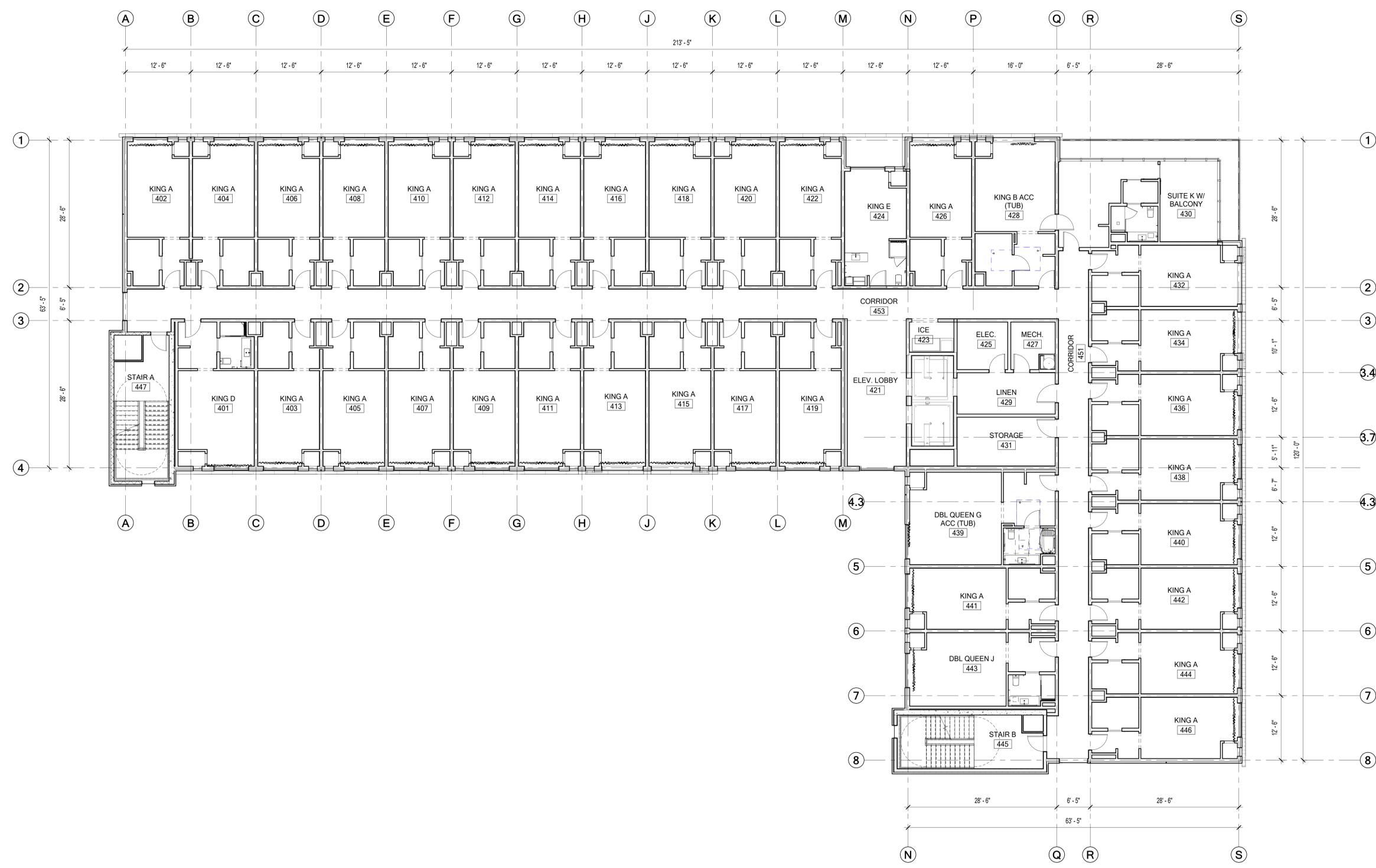
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Revisions:

No.	Description	Date
1	Development Application	05/14/2021
2	Development Resubmittal #1	07/30/2021
3	Development Resubmittal #2	03/25/2022

date
03/25/2022
 job no.
19084
 sheet title
4TH FLOOR
 sheet no.

A-SD9



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1 LEVEL 4
 A-SD9 1/8" = 1'-0"

BUILDING SQUARE FOOTAGE

FLOOR	AREA PER FLOOR SF
1ST FLOOR	16,000 SF
2ND FLOOR	17,423 SF
3RD FLOOR	17,350 SF
4TH FLOOR	17,350 SF
5TH FLOOR	17,350 SF
TOTAL	85,473 SF +/-

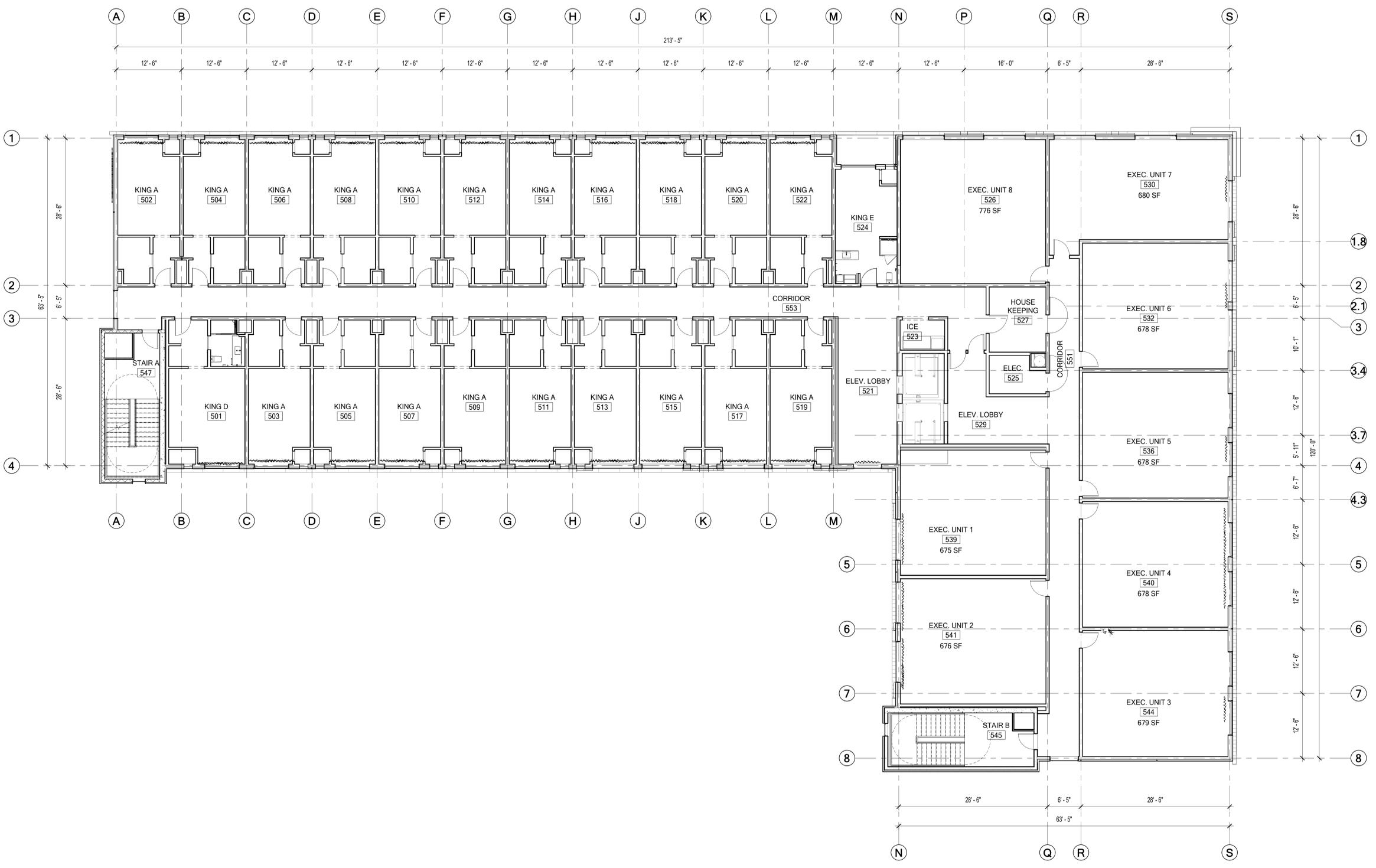
GUESTROOM SUMMARY

	KING A	KING B ACC (TUB)	KING B ACC (TUB-ALT 1)	KING C ACC (ROLL-IN)	KING D	KING E	DO F	DO G ACC (TUB)	DO H ACC (ROLL-IN)	DO J	SUITE K W/BALCONY	TOTAL (HOTEL ROOMS)	EXEC. UNIT
1ST FLOOR	0	0	0	0	0	0	0	0	0	0	0	0	0
2ND FLOOR	0	1	1	0	0	0	31	0	1	1	1	36	0
3RD FLOOR	15	1	0	1	1	15	1	1	1	1	1	36	0
4TH FLOOR	30	1	0	1	1	0	1	1	1	1	1	36	0
5TH FLOOR	20	0	0	1	1	0	0	0	0	0	0	22	8
TOTAL	65	2	1	3	3	46	2	1	3	3	130	36	8

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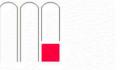
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03/25/2022
 job no.
19084
 sheet title
FIFTH FLOOR
 sheet no.

A-SD10



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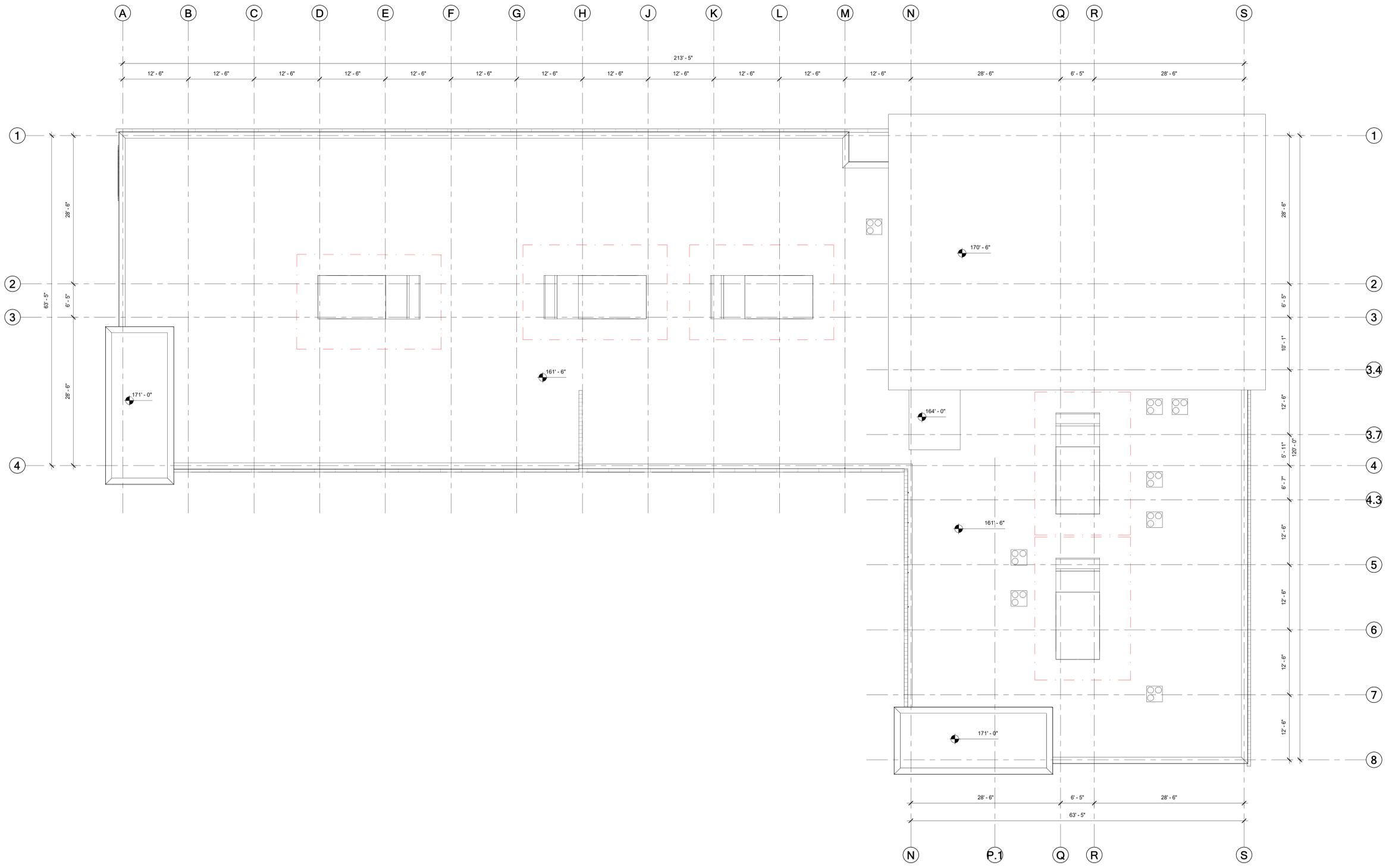
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401 TRADEWINDS
MIDLAND, TEXAS 79706

Revisions:

No.	Description	Date
1	Development Resubmittal #2	03/25/2022

date
03/25/2022
job no.
19084
sheet title
ROOF PLAN
sheet no.

A-SD24



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1 ROOF PLAN
A-SD24 1/8" = 1'-0"



2 NORTH BUILDING ELEVATION

A-SD11 1/8" = 1'-0"



1 EAST BUILDING ELEVATION

A-SD11 1/8" = 1'-0"

- T1 DALTILE**
ASTRONOMY ECLIPSE AT70
COLORBODY PORCELAIN
12 X24 MATTE FINISH
- T2 DALTILE**
DIGNITARY LUMINARY WHITE DR07
COLORBODY PORCELAIN
TEXTURED FINISH
- T3 MARAZZI**
MODERN FORMATION
PEAK WHITE MF01
COLORBODY PORCELAIN
TEXTURED FINISH
- E1 PRAEX** EXTERIOR INSULATION
FINISH SYSTEM
COLOR SW 7512 PAVILLION BEIGE
TEXTURE TUSCAN
- E2 PRAEX** EXTERIOR INSULATION
FINISH SYSTEM
COLOR SW 6001 GRAYISH
TEXTURE SAND SMOOTH
- E3 PRAEX** EXTERIOR INSULATION
FINISH SYSTEM
COLOR SW 6004 MINK
TEXTURE SAND FINE
- E4 PRAEX** EXTERIOR INSULATION
FINISH SYSTEM
COLOR SW 2739 CHARCOAL BLUE
TEXTURE SAND FINE
- G1**
CLEAR THERMAL GLASS
- M1**
WROUGHT IRON STYLE
METAL RAILING / SCREEN
- M2**
BRUSHED ALUMINUM METAL

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PALLADIO PKWY
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03/25/2022
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19084
sheet title
ELEVATIONS
sheet no.

A-SD11



2 SOUTH BUILDING ELEVATION
A-SD12 1/8" = 1'-0"



1 WEST BUILDING ELEVATION
A-SD12 1/8" = 1'-0"

T1 DALTILE
ASTRONOMY ECLIPSE AT70
COLORBODY PORCELAIN
12 X24 MATTE FINISH

T2 DALTILE
DIGNITARY LUMINARY WHITE DR07
COLORBODY PORCELAIN
TEXTURED FINISH

T3 MARAZZI
MODERN FORMATION
PEAK WHITE MF01
COLORBODY PORCELAIN
TEXTURED FINISH

E1 PRAEX EXTERIOR INSULATION
FINISH SYSTEM
COLOR SW 7512 PAVILLION BEIGE
TEXTURE TUSCAN

E2 PRAEX EXTERIOR INSULATION
FINISH SYSTEM
COLOR SW 6001 GRAYISH
TEXTURE SAND SMOOTH

E3 PRAEX EXTERIOR INSULATION
FINISH SYSTEM
COLOR SW 6004 MINK
TEXTURE SAND FINE

E4 PRAEX EXTERIOR INSULATION
FINISH SYSTEM
COLOR SW 2739 CHARCOAL BLUE
TEXTURE SAND FINE

G1
CLEAR THERMAL GLASS

M1
WROUGHT IRON STYLE
METAL RAILING / SCREEN

M2
BRUSHED ALUMINUM METAL



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date
03/25/2022

job no.
19084

sheet title
ELEVATIONS

sheet no.

A-SD12

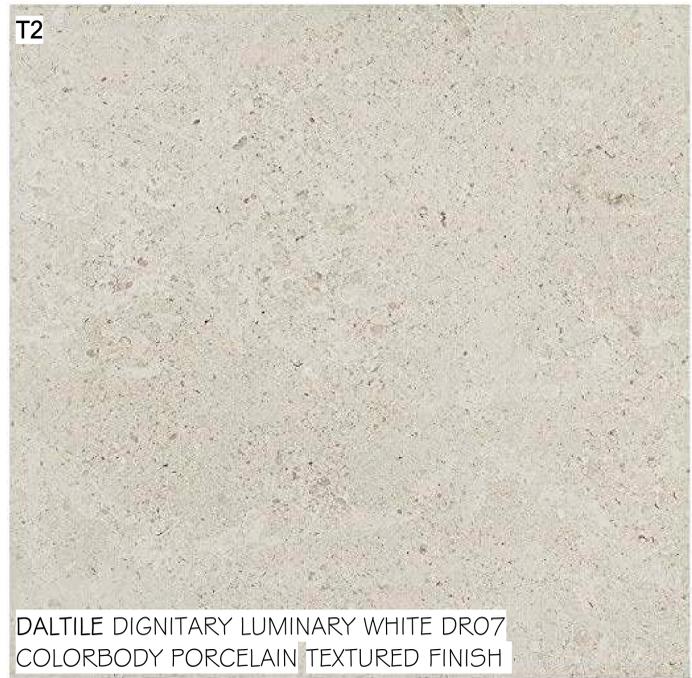


M1 T1 T2 E4 E1 E3 E2

PORCELIAN TILES OVER CONTINUOUS INSULATION



T1
DAL TILE ASTRONOMY ECLIPSE AT70
COLORBODY PORCELAIN 12 X24 MATTE FINISH

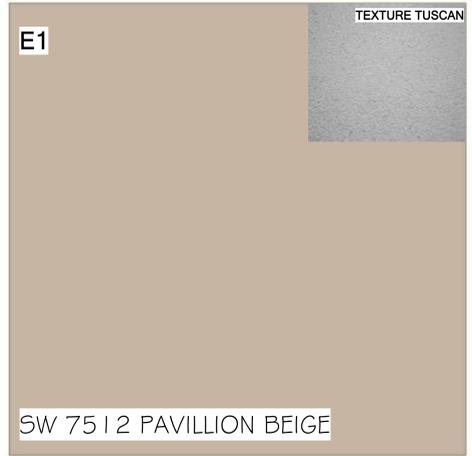


T2
DAL TILE DIGNITARY LUMINARY WHITE DR07
COLORBODY PORCELAIN TEXTURED FINISH



T3
MARAZZI MODERN FORMATION PEAK WHITE MFO I
COLORBODY PORCELAIN TEXTURED FINISH

PRAEX EXTERIOR INSULATION FINISH SYSTEM



E1
SW 7512 PAVILLION BEIGE



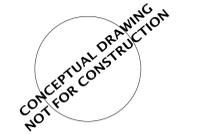
E2
SW 6001 GRAYISH



E3
SW 6004 MINK



E4
SW 2739 CHARCOAL BLUE



No.	Description	Date
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MATERIALS & DESIGN TO MATCH WITH REST OF PALLADIO



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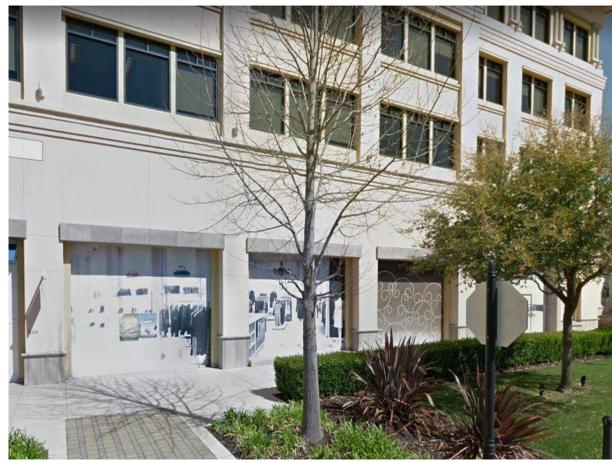
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03/25/2022
job no.
19084
sheet title
PERSPECTIVE
sheet no.

A-SD13



MATERIALS & DESIGN TO MATCH
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MIDLAND, TEXAS 79706

Revisions:

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03/25/2022
job no.
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sheet title
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A-SD14



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03/25/2022
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 19084
 sheet title
 PERSPECTIVE
 sheet no.

A-SD15



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03/25/2022

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PERSPECTIVE

sheet no.

A-SD16



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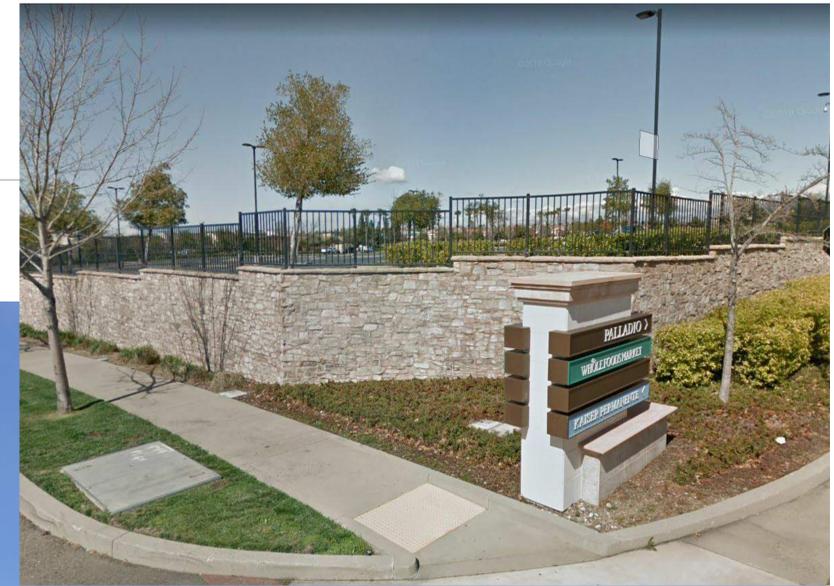
Revisions:

No.	Description	Date
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 sheet title
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 sheet no.

A-SD17

RETAINING WALL TO MATCH WITH REST OF PALLADIO



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date
03/25/2022
 job no.
 19084
 sheet title
PERSPECTIVE
 sheet no.

A-SD18



DECORATIVE SCREEN

WALL SCONCE

METAL SUN SHADE

LANDSCAPE

STOREFRONT WINDOW



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Revisions:

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#2	Development Resubmittal	03/25/2022

date
03/25/2022

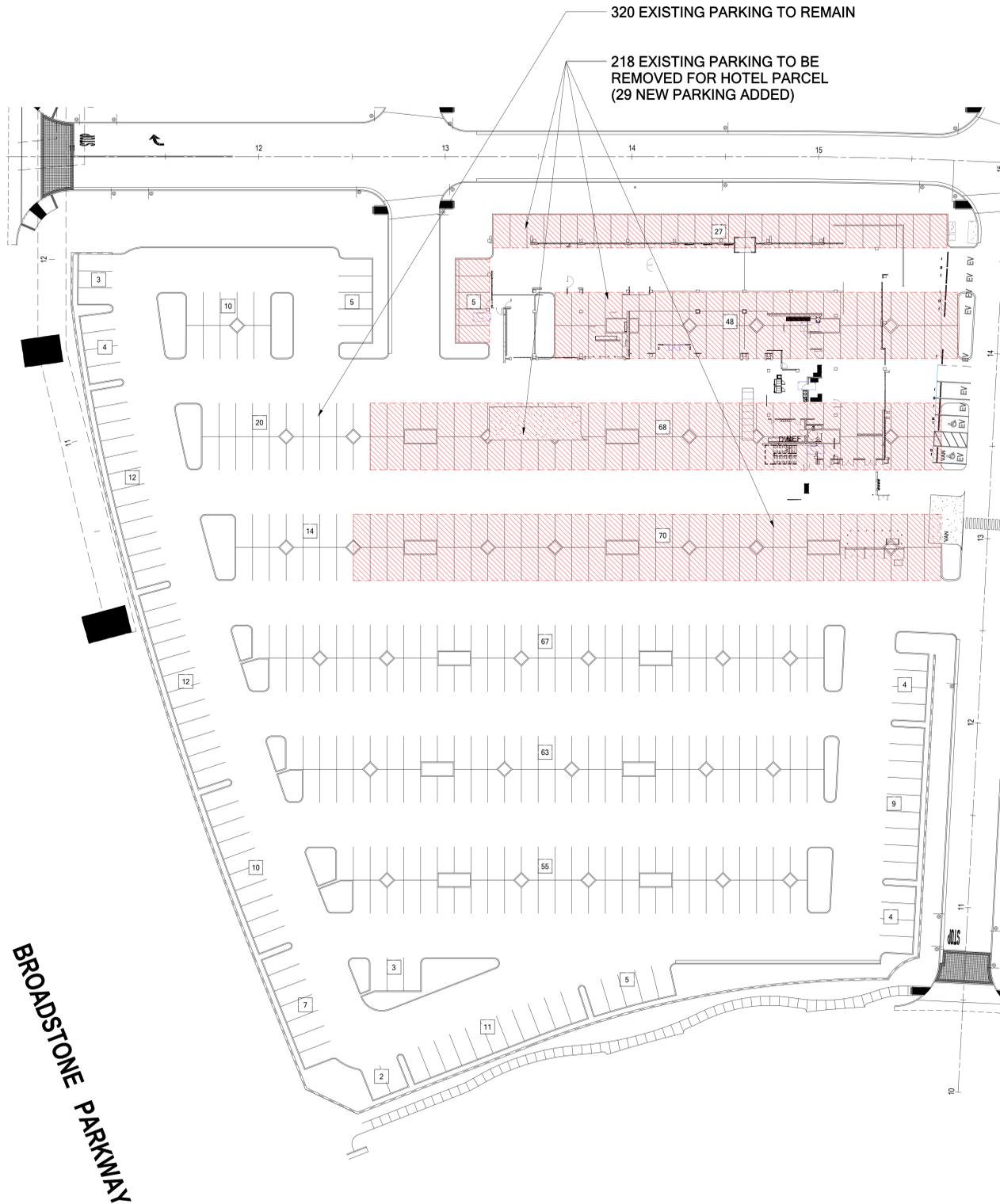
job no.
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sheet title
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sheet no.

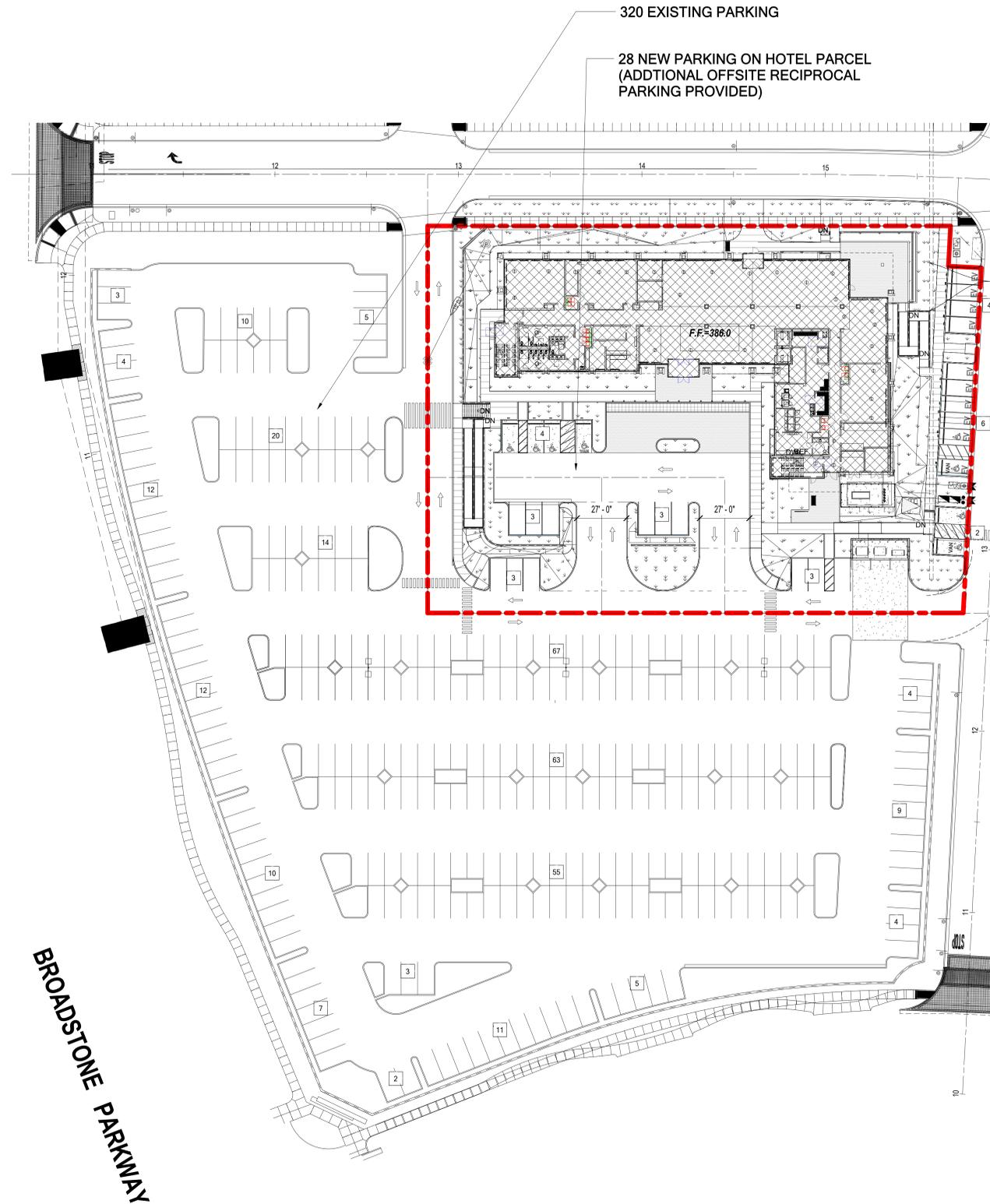
A-SD19

BEFORE
538 TOTAL EXISTING PARKING
@ BROADSTONE PARKING 2



2 BROADSTONE PARKING 2 - EXISTING

AFTER
348 TOTAL PARKING @
BROADSTONE PARKING 2
(-190)



1 BROADSTONE PARKING 2 - NEW



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job no.
19084
sheet title
PARKING EXHIBIT
sheet no.

A-SD20



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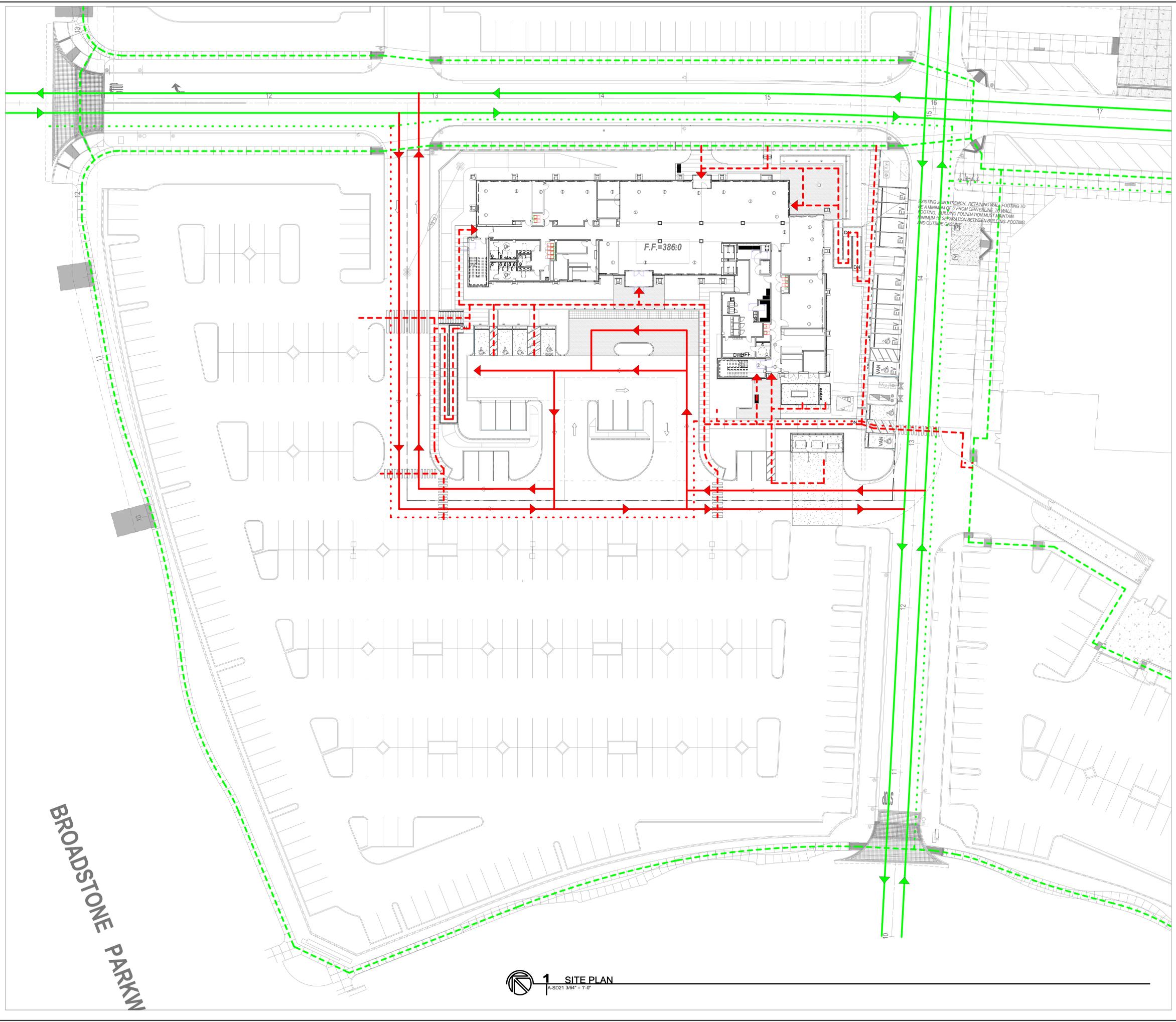
Revisions:

No.	Description	Date
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#2	Development Resubmittal	03/25/2022

date
03/25/2022
 job no.
 19084
 sheet title
CIRCULATION DIAGRAM
 sheet no.

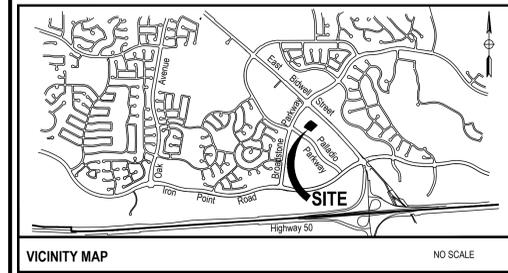
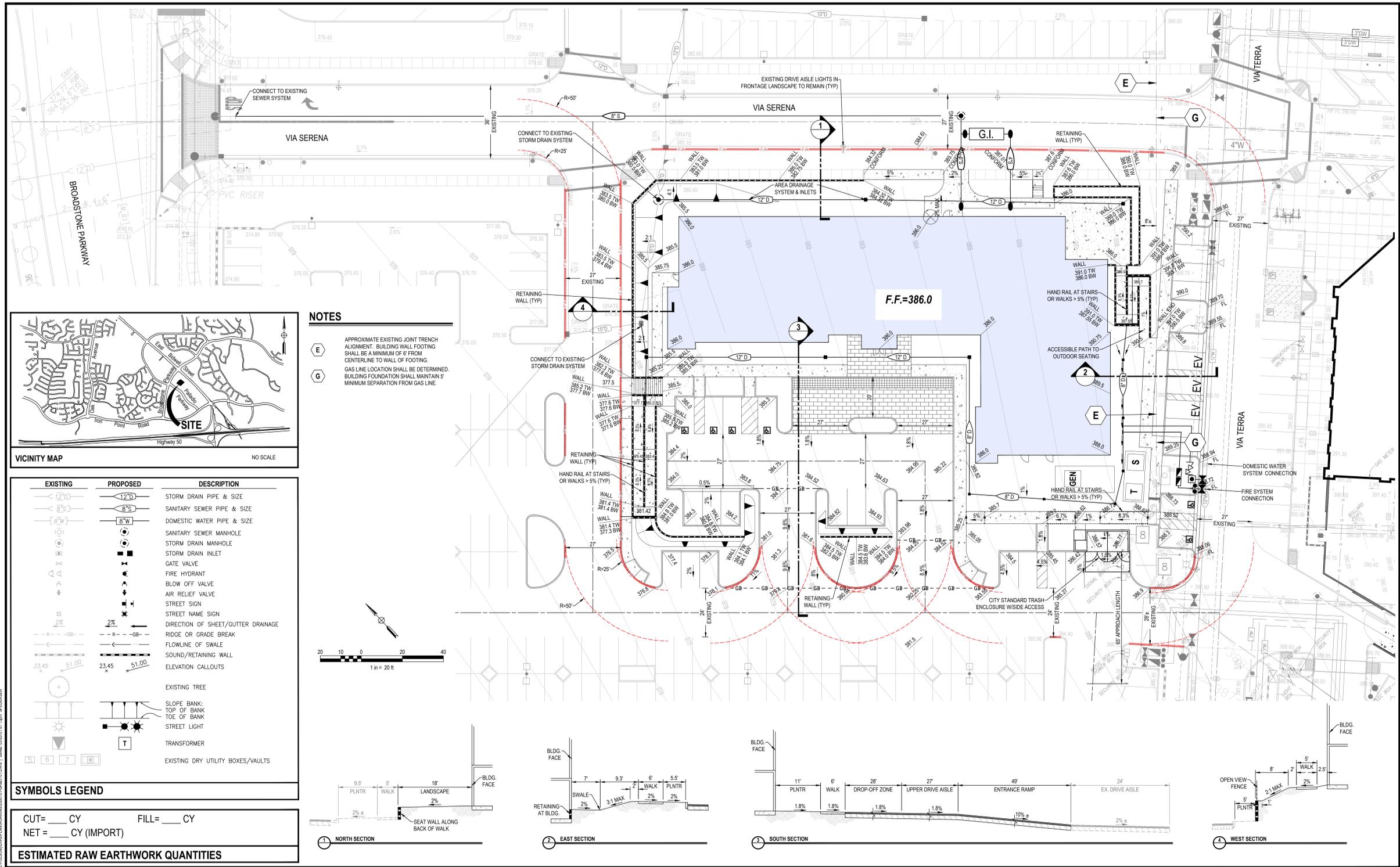
A-SD21

- ACCESS LEGEND
- EXISTING VEHICLE
 - - - - - EXISTING BICYCLE
 - · - · - EXISTING PEDESTRIAN
 - PROPOSED VEHICLE
 - - - - - PROPOSED BICYCLE
 - · - · - PROPOSED PEDESTRIAN



1 SITE PLAN
 A-SD21 3/64" = 1'-0"

Attachment 6
Preliminary Grading and Utility Plan, dated
May 14, 2021



SYMBOLS LEGEND

CUT= ___ CY FILL= ___ CY
NET = ___ CY (IMPORT)

ESTIMATED RAW EARTHWORK QUANTITIES

NO.	DESCRIPTION	APPRO. ENGR.	DATE	APPRO. E.U.	DATE

SYMBOLS LEGEND

CUT= ___ CY FILL= ___ CY
NET = ___ CY (IMPORT)

ESTIMATED RAW EARTHWORK QUANTITIES

NO.	DESCRIPTION	APPRO. ENGR.	DATE	APPRO. E.U.	DATE

SYMBOLS LEGEND

CUT= ___ CY FILL= ___ CY
NET = ___ CY (IMPORT)

ESTIMATED RAW EARTHWORK QUANTITIES

NO.	DESCRIPTION	APPRO. ENGR.	DATE	APPRO. E.U.	DATE

SYMBOLS LEGEND

CUT= ___ CY FILL= ___ CY
NET = ___ CY (IMPORT)

ESTIMATED RAW EARTHWORK QUANTITIES

NO.	DESCRIPTION	APPRO. ENGR.	DATE	APPRO. E.U.	DATE

MORTON & PITALO, INC.
CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING
Folsom • Fresno
600 Coolidge Drive, Suite #140
Folsom, CA 95630
phone: (916) 984-7621
web: www.mpengr.com

ENTITLEMENT EXHIBIT FOR
AC HOTEL
PRELIMINARY GRADING & UTILITY PLAN
510 PALLADIO PARKWAY
FOLSOM, CALIFORNIA

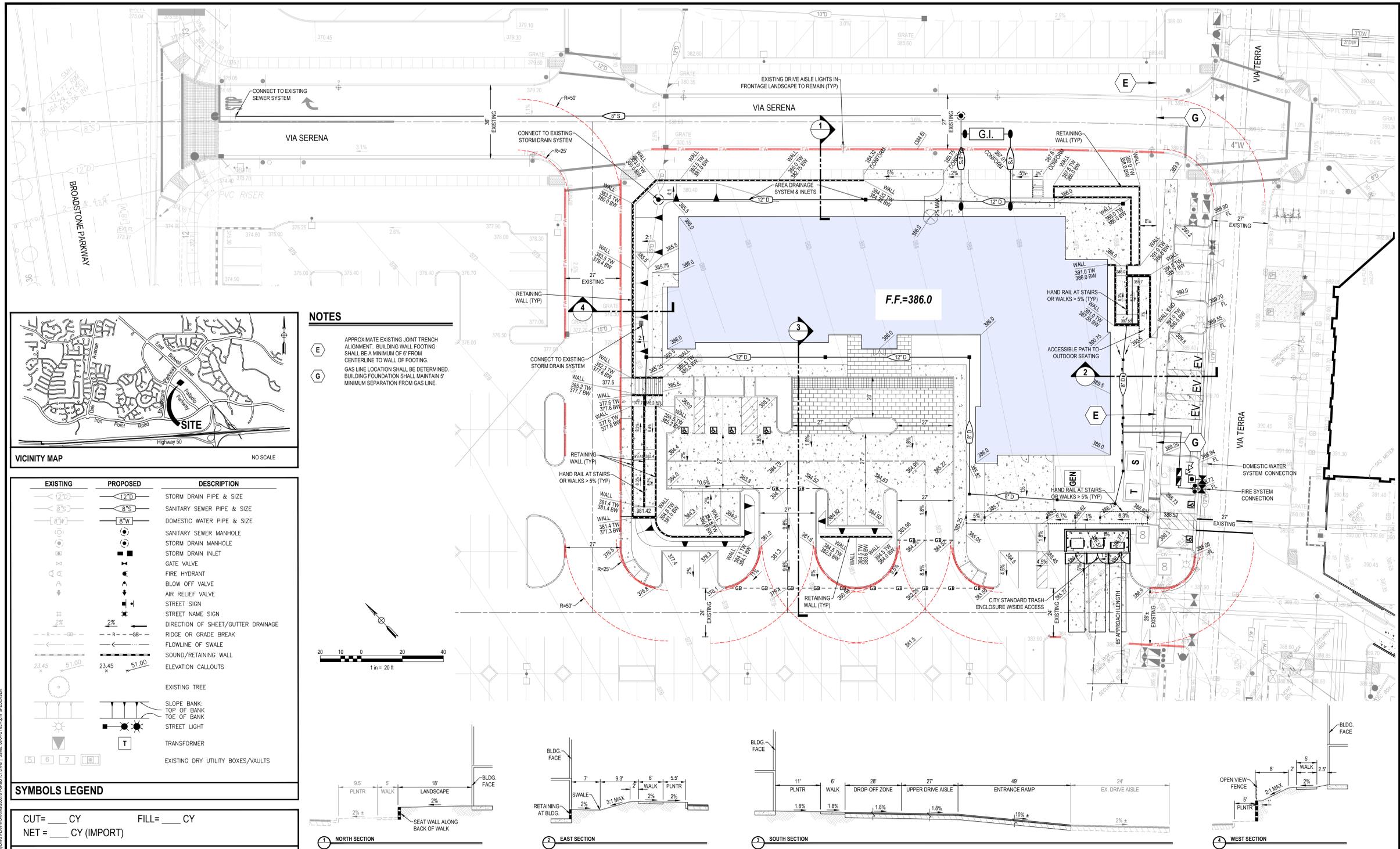
DATE	MAY 14, 2021
SHEET	C-SD1
OF	1

JOB NO. 20-0001-01

NOT FOR CONSTRUCTION

AC HOTEL - FOLSOM

Attachment 7
Landscape Plan, dated August 3, 2021



NOT FOR CONSTRUCTION

AC HOTEL - FOLSOM

DATE: 11/20/2020 09:01 AM | PROJECT: FOLSOM HOTEL | DRAWN BY: MORTON & PITALO, INC. | SHEET: 20-0001-01 | SCALE: 1" = 20'

NO.	DESCRIPTION	APPROX. QUANTITY
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2	FILL	___ CY
3	NET	___ CY (IMPORT)

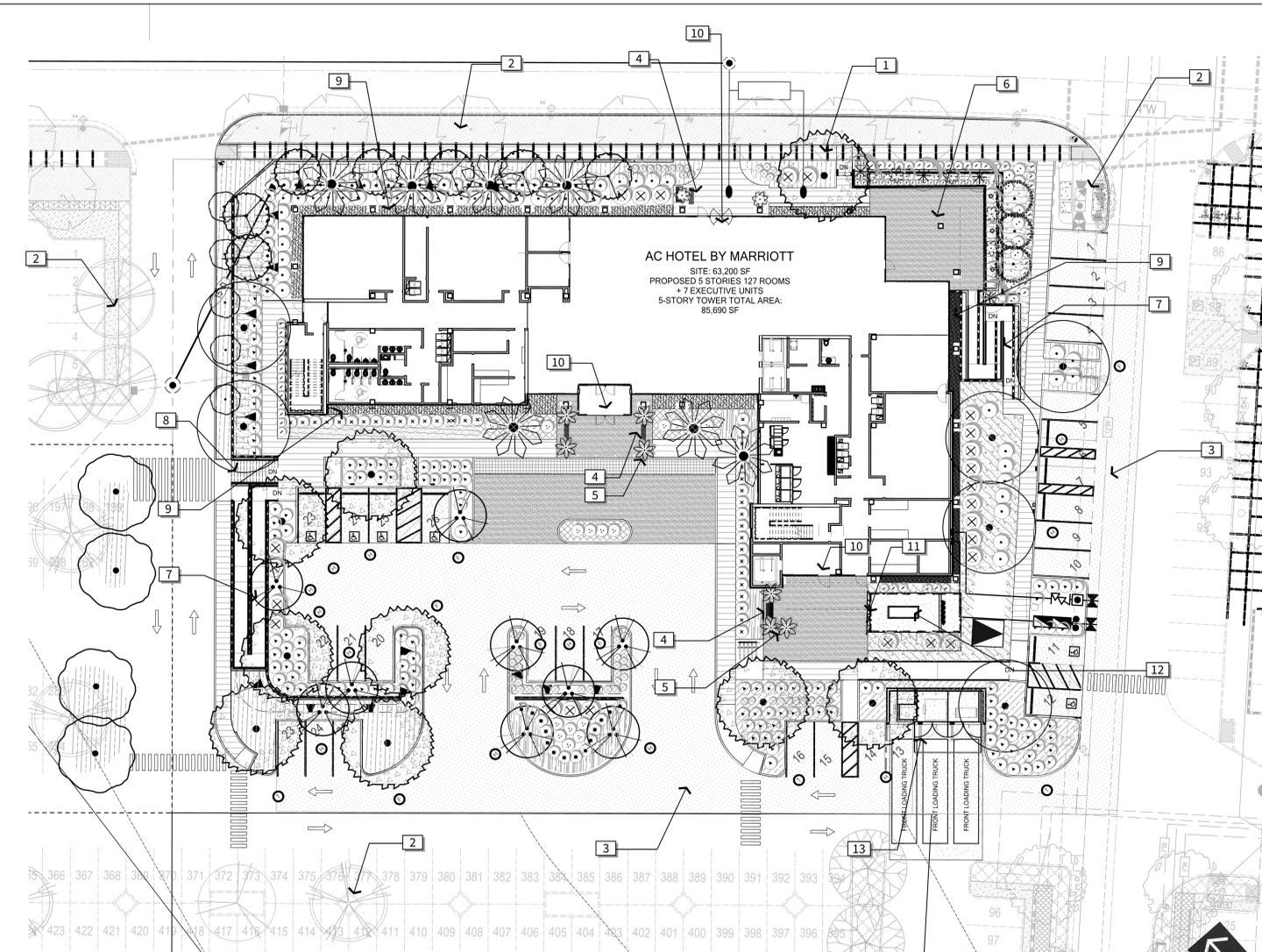
REVISIONS	NO.	DESCRIPTION	DATE

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ENTITLEMENT EXHIBIT FOR
AC HOTEL
 PRELIMINARY GRADING & UTILITY PLAN
 510 PALLADIO PARKWAY
 FOLSOM, CALIFORNIA

DATE	NO.
AUGUST 3, 2021	1

JOB NO. 20-0001-01



PRELIMINARY LANDSCAPE NOTES

- CALIFORNIA CODE OF REGULATIONS, TITLE 23, DIVISION 2, CHAPTER 2.7, MODEL WATER EFFICIENCY LANDSCAPE ORDINANCE (MWELO), REQUIRES LANDSCAPING ON ALL PROJECTS TO BE PREPARED BY A DESIGN PROFESSIONAL AND SUBMITTED TO THE COMMUNITY DEVELOPMENT DEPARTMENT FOR REVIEW. THE LANDSCAPE DOCUMENTATION PACKAGE WILL BE INCLUDED AS PART OF THE BUILDING PERMIT SUBMITTAL.
- IRRIGATION SYSTEMS SHALL BE DESIGNED SO THAT THE EVAPOTRANSPIRATION ADJUSTMENT FACTOR (ETAF) COMPLIES WITH THE MOST CURRENT VERSION OF THE MWELO.
- UPON PROJECT COMPLETION, CITY INSPECTOR WILL REQUIRE A COMPLETE AUDIT, IRRIGATION SURVEY AND IRRIGATION WATER USE AUDIT, BY A CERTIFIED LANDSCAPE AUDITOR PRIOR TO ACCEPTANCE OF THE LANDSCAPE IMPROVEMENTS OR CERTIFICATE OF OCCUPANCY.
- ALL IRRIGATION SYSTEMS SHALL BE DESIGNED TO MINIMIZE VANDALISM. ALL CONTROLLERS AND BACKFLOW PREVENTERS ARE TO BE WITHIN STANDARD APPROVED ENCLOSURES.
- IRRIGATION SYSTEMS SHALL BE DESIGNED TO APPLY WATER AT A RATE, WHICH DOES NOT EXCEED THE INFILTRATION RATE OF THE SOIL, AND SYSTEMS SHALL BE PROGRAMMABLE TO PREVENT PONDING AND MINIMIZE RUNOFF.
- IRRIGATION SYSTEMS SHALL BE DESIGNED TO MEET THE PEAK MOISTURE DEMAND OF ALL PLANT MATERIALS USED WITHIN THE DESIGN AREA. INDIVIDUAL STATION RUN TIME SHALL MEET PEAK EVAPOTRANSPIRATION (E.T.) RATE.
- SEPARATE REMOTE-CONTROL VALVES SHALL BE USED FOR SHRUB AND GROUND COVER AREAS VERSUS TURF, WITH SUN AND SHADED AREAS ALSO SEGREGATED.
- IRRIGATION SYSTEMS SHALL BE DESIGNED SO THAT SEPARATE REMOTE-CONTROL VALVES ARE USED TO IRRIGATE PLANT MATERIAL WITH DIFFERING WATER NEEDS. SEPARATE REMOTE-CONTROL VALVES SHALL ALSO BE USED FOR TREES VERSUS SHRUBS, GROUNDCOVERS, AND TURF.
- ON ALL SLOPES OR MOUNDED AREAS REQUIRING IRRIGATION, LATERAL LINES SHALL BE INSTALLED PARALLEL WITH CONTOURS. PROVIDE SEPARATE REMOTE-CONTROL VALVES FOR SPRINKLER LINES OPERATING SYSTEMS AT THE TOP, TOE, AND INTERMEDIATE AREAS OF SLOPES.
- ALL BACKFLOW PREVENTION DEVICES SHALL COMPLY WITH REQUIREMENTS OF TITLE 17 OF THE CALIFORNIA ADMINISTRATIVE CODE, SACRAMENTO COUNTY HEALTH DEPARTMENT, AND CITY OF FOLSOM. REDUCED PRESSURE TYPE BACKFLOW PREVENTERS ARE REQUIRED FOR IRRIGATION SYSTEMS USING DOMESTIC WATER.
- ALL PLANT MATERIAL SHALL BE IN ACCORDANCE WITH THE APPROPRIATE ORDINANCES, RESOLUTIONS, AND SPECIFICATIONS ESTABLISHED BY THE CITY.
- ALL PLANT MATERIAL SHALL BE IN CONFORMANCE WITH CITY-APPROVED STREETSCAPE/ STREET TREE MASTER PLANS WHERE APPLICABLE. THE CITY RETAINS THE RIGHT TO PROHIBIT ANY PLANT MATERIAL GENERALLY KNOWN TO REQUIRE EXCESSIVE MAINTENANCE, BECAUSE OF FACTORS SUCH AS, BUT NOT LIMITED TO, DISEASE, PEST CONTROL, TROUBLESOME ROOT DEVELOPMENT, ULTIMATE SIZE, HIGH WATER NEEDS, OVERPLANTING, DIFFICULT GROWTH HABITS, AND INVASIVE REGENERATION HABITS.
- A DIVERSE TREE PALETTE IS REQUIRED FOR LANDSCAPING PROJECTS. WITH THE EXCEPTION OF PROJECTS UTILIZING A CITY APPROVED TREE MITIGATION PLAN, ALL LANDSCAPING PROJECTS SHALL MAINTAIN THE FOLLOWING TREE PERCENTAGES:
IF MORE THAN 20 TREES, BUT LESS THAN 60 TREES SHALL BE PLANTED FOR A PROJECT, THE TOTAL NUMBER OF TREES:
• NOT TO EXCEED 35% GENUS
• NOT TO EXCEED 30% SPECIES
• NOT TO EXCEED 25% CULTIVAR
IF MORE THAN 60 TREES SHALL BE PLANTED FOR A PROJECT, THE TOTAL NUMBER OF TREES:
• NOT TO EXCEED 25% GENUS
• NOT TO EXCEED 20% SPECIES
• NOT TO EXCEED 15% CULTIVAR
- IN ADDITION TO MINIMUM SETBACK REQUIREMENTS FOR CERTAIN SPECIES AS REQUIRED BY THE "FOLSOM MASTER TREE LIST" AND "FOLSOM TREE CARE AND MAINTENANCE STANDARDS," THE FOLLOWING MINIMUM DISTANCES SHALL BE REQUIRED:
• THREE FEET FROM CITY MAINTENANCE LIMIT LINE.
• FOUR FEET FROM UTILITY INSTALLATIONS INCLUDING, SEWER, GAS, WATER, METER VAULTS, CATCH BASINS, ETC.
• TEN FEET FROM DRIVEWAYS.
• TEN FEET FROM FIRE HYDRANTS.
• TWENTY FEET FROM LIGHT STANDARDS.
• TREE LIMBS MUST HAVE A CLEARANCE OF 14.5 FEET OVER STREETS, 7 FEET OVER PEDESTRIAN-TRAVELED WAYS.
- MINIMUM SIZES OF TREES SHALL BE #15, OR AS APPROVED BY THE DIRECTOR.
- THE DISTANCE FROM INFRASTRUCTURE AS SPECIFIED IN THE "FOLSOM MASTER TREE LIST", WHERE THE MINIMUM REQUIRED DISTANCE FROM INFRASTRUCTURE CANNOT BE MET, INSTALLATION OF CITY APPROVED ROOT BARRIERS REQUIRED. THE CITY RETAINS THE RIGHT TO PROHIBIT USAGE OF INAPPROPRIATE TREE SPECIES FOR LANDSCAPE AREAS TOO SMALL TO ACCOMMODATE THE MATURE TREE SIZE.

SHADE STUDY CALCULATIONS
City of Folsom
PROJECT: AC MARRIOTT @ PALLADIO JOB # MAA-21030 8/3/2021

TOTAL PAVED PARKING AREA:	19,565
TOTAL SURFACED AREA:	19,565
TOTAL SHADE REQUIRED: 50%	9,783
TOTAL SHADE PROVIDED:	10,062

SYMBOL	QTY.	F	T	H	Q	SUBTOTAL SQ. FT.	TOTAL SQ. FT.
35' DIA TREES LEGEND							
Magnolia g. Edith Bouge	2	2	4		X	5,292	
Quercus ilex	1	1	2		X	2,646	
Existing Elm				1	X	240	
						0	8,178
20' DIA TREES LEGEND							
Lagerstroemia i. x f. Arapaho	3	6			X	1,884	
Acer palmatum Sangu kaku					X	0	
							1,884
TOTAL							10,062

PLANT SCHEDULE

TREES	CODE	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE	QTY	
JUN BLU		JUNIPERUS CHINENSIS 'BLUE POINT'	BLUE POINT JUNIPER	24" BOX	LOW	3	
LAG HRU		LAGERSTROEMIA INDICA X FAURIEI 'ARAPAH'	RED CRAPE MYRTLE	15 GAL	LOW	9	
MAG EDI		MAGNOLIA GRANDIFLORA 'EDITH BOGUE'	EDITH BOGUE SOUTHERN MAGNOLIA	15 GAL	MEDIUM	9	
MAG LIT		MAGNOLIA GRANDIFLORA 'LITTLE GEM'	LITTLE GEM DWARF SOUTHERN MAGNOLIA	24" BOX	MEDIUM	7	
QUE ILE		QUERCUS ILEX	HOLLY OAK	15 GAL	MEDIUM	6	
RHA M11		RHAPHIDOLEPS X 'MONTIC' TM	MAJESTIC BEAUTY INDIAN HAWTHORN	15 GAL	MEDIUM	5	
ULM JFS		ULMUS PROPINQUA	ELM	15 GAL	LOW	4	
WAS ROB		WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	12 BTF	MEDIUM	7	
SHRUBS	CODE	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE	QTY	
ACE RDR		ACER PALMATUM DISSECTUM 'RED DRAGON'	RED DRAGON JAPANESE MAPLE	5 GAL	MEDIUM	3	
BER WIL		BERBERIS X GLADWYNESIS 'WILLIAM PENN'	WILLIAM PENN BARBERRY	5 GAL	MEDIUM	35	
CYC REV		CYCAS REVOLUTA	SAGO PALM	24" BOX	MEDIUM	4	
DYP BIC		DIETES BICOLOR 'AFRICAN GOLD' TM	PURE GOLD FORTNIGHT LILY	1 GAL	LOW	61	
ELA LIT		ELAEAGARBUS DECIPENS 'LITTLE EMPEROR'	DWARF JAPANESE BLUEBERRY TREE	5 GAL	LOW	24	
EVO CHO		EUONYMUS JAPONICUS 'CHOLLIPO'	CHOLLIPO JAPANESE EUONYMUS	9 GAL	MEDIUM	6	
EVO UPR		EUONYMUS JAPONICUS 'GREEN SPIRE'	GREEN SPIRE EUONYMUS	15 GAL	LOW	48	
FIC PUM		FICUS PUMILA	CREeping FIG	1 GAL	MEDIUM	3	
LIG SUS		LIGUSTRUM SINENSE 'SUNSHINE'	SUNSHINE CHINESE PRIVET	5 GAL	MEDIUM	14	
LIR SUN		LIRIOPE MUSCARI 'SILVER SUNPROOF'	SILVERY SUNPROOF LILYTURF	1 GAL	MEDIUM	37	
OLE LIT		OLEA EUROPAEA 'LITTLE OLLIE' TM	LITTLE OLLIE OLIVE	15 GAL	LOW	7	
PHO AMR		PHORMIUM X 'AMAZING RED'	AMAZING RED NEW ZEALAND FLAX	15 GAL	LOW	16	
PIT GOL		PITTIOSPORUM TENUIFOLIUM 'GOLF BALL'	GOLF BALL TAIWANH	5 GAL	MEDIUM	35	
POL MUN		POLYSTICHUM MUNITUM	WESTERN SWORD FERN	1 GAL	MEDIUM	9	
PRU OTT		PRUNUS LAUROCERASUS 'OTTO LUYKEN'	OTTO LUYKEN ENGLISH LAUREL	5 GAL	LOW	43	
RHA ERW		RHAPHIDOLEPS UMBELLATA 'SOUTHERN MOON'	SOUTHERN MOON HAWTHORN	5 GAL	LOW	125	
RHO HIN		RHODODENDRON KURUME 'HINO CRIMSON'	KURUME AZALEA	5 GAL	MEDIUM	18	
GROUND COVERS	CODE	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE	SPACING	QTY
ACA CIT		ACACIA COGNATA 'ACCOG01'	COUSIN ITT LITTLE RIVER WATTLE	1 GAL	LOW	36" o.c.	4,867 SF
DIA OCD		DIANELLA REVOLUTA CASSA BLUE	SPREADING FLAX LILY	1 GAL	LOW	12" o.c.	251 SF
NAN LIM		NANDINA DOMESTICA 'LEMON LIME'	LEMON LIME HEAVENLY BAMBOO	1 GAL	LOW		418 SF
PIT TRI		PITTIOSPORUM TOBIRA 'DWARF VARIEGATA'	DWARF VARIEGATED PITTIOSPORUM	1 GAL	MEDIUM	24" o.c.	526 SF
TRA ASI		TRACHELOSPERMUM ASIATICUM	ASIATIC JASMINE	1 GAL	MEDIUM	18" o.c.	2,496 SF

REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION
1	EXISTING SIDEWALK TO REMAIN
2	EXISTING LANDSCAPE TO REMAIN
3	NEW PAVED AREA FOR PARKING - SEE SHADE STUDY CALCULATIONS. F=FULL, T=3 QTRS., H=HALF, AND Q=QTR.
4	PROPOSED BENCH
5	PROPOSED POTTERY
6	PROPOSED ENHANCED PAVED COURTYARD
7	PROPOSED RAMP
8	PROPOSED STAIRS
9	PROPOSED SMOOTH RIVER STONE BAND @ BASE OF BUILDING
10	HOTEL ENTRY
11	VINES ON SCREEN FENCE
12	PROPOSED GENERATOR WITH SCREEN FENCE
13	PROPOSED TRASH ENCLOSURE

TOTAL # OF TREES = 50, 29% ARE MAGNOLIA GRANDIFLORA GENUS, AND SPECIES, 19% LAGERSTROEMIA ARAPAHO CULTIVAR.

MAYSE & ASSOCIATES, INC.
Architecture • Planning • Construction Management

4881 Canyon Dr. Suite 800
Folsom, CA 95630
Phone: 925.386.0338 Fax: 925.386.0574
www.mayseassociates.com

SEAL:

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AC HOTEL
FOLSOM CA
PALLADIO PKWY
FOLSOM, CA 95630



INSIGNIA
Where Hospitality Begins

INSIGNIA HOSPITALITY GROUP, INC.
401 TRADEWINDS
MIDLAND, TEXAS 79706

Revisions:

No.	Description	Date
	Development Application	05/14/2021

FLUHRMAN LEAMY
LAND GROUP
DESIGN • SERVICE • SOLUTIONS
3440 PROFESSIONAL DRIVE, SUITE 100 ROSELILLE, CA 95068
(925) 831-5124 FAX: (925) 831-5125
MAA.21030

date: 8/3/2021
job no: 19084
sheet title: LANDSCAPE PLAN
sheet no:

L-SD1

Attachment 8
Tentative Parcel Map, dated May 14, 2021

Attachment 9
AC Hotel by Marriott Initial Study/Mitigated
Negative Declaration, dated April 2022

AC Hotel by Marriott

Initial Study/Mitigated Negative Declaration

Prepared for:

City of Folsom
Community Development Department
50 Natoma Street
Folsom, CA 95630

Prepared by:

HELIX Environmental Planning, Inc.
11 Natoma Street, Suite 155
Folsom, CA 95630

April 2022

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
APE	Area of Potential Effects
APN	Assessors Parcel Number
BMP	Best Management Practices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalGreen	California Green Building Standards Code
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Control Board
CBC	California Building Code
CCAA	California Clean Air Act
CCTS	Central California Taxonomic System
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CH ₄	Methane
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
CO ₂ e	carbon dioxide equivalents
CNEL	Community Noise Equivalent Level
CRHR	California Register of Historic Resources
CWA	Clean Water Act
CY	cubic yards
C-3	General Commercial
dB	Decibels
dBA	A-weighted Decibel
DPM	Deiseal Particulate Matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EO	Executive Order
EPA	U.S. Environmental Protection Agency
EPAP	Existing plus Approved Project
EQ Zapp	Earthquake Hazards Zone Application
EV	Electric Vehicle
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
GHG	Greenhouse Gas Emissions

GWh	Gigawatt hours
GWP	Global Warming Potential
HFC	Hydrofluorocarbons
HVAC	Heating, Ventilation and Air Conditioning
IPCC	Intergovernmental Panel on Climate Change
ISMND	Initial Study/Mitigated Negative Declaration
ITE	Institute of Transportation Engineers
LOS	Level of Service
LSAA	Lake and Streambed Alteration Agreement
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendent
MMRP	Mitigation Monitoring and Reporting Program
MRTD	Minimum Required Throat Depth
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NO _x	Nitrogen Oxides
NPDES	National Pollution Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
N ₂ O	Nitrous Oxide
OHP	Office of Historic Preservation
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
O ₃	Ozone
PM _{2.5}	Fine Particulate Matter
PM ₁₀	Coarse Particulate Matter
PD	Planned Development
PFC	Perfluorocarbons
PG&E	Pacific Gas & Electric
PM	Particulate Matter
PRC	Public Resources Code
RCC	Regional Commercial Center
ROG	Reactive Organic Gases
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SACOG	Sacramento Area Council of Governments
SCS	Sustainable Communities Strategy

sf	Square foot/feet
SF ₆	Sulfur Hexafluoride
SIP	State Implementation Plan
SMAQMD	Sacramento Metropolitan Air Quality Management District
SUV	Sport Utility Vehicles
SMUD	Sacramento Municipal Utility District
SSO	Sanitary Sewer Overflows
STC	Sound Transmission Class
SWITRS	Statewide Integrated Traffic Records System
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
SVAB	Sacramento Valley Air Basin
TAC	Toxic Air Contaminants
TCR	Tribal Cultural Resources
TIS	Transportation Impact Study
TNM	Traffic Noise Model
UAIC	United Auburn Indian Community
USACE	U.S. Army Corps of Engineers
USGS	U.S. Geological Survey
VMT	Vehicle Miles Traveled

1.0 INTRODUCTION

Insignia Hospitality Groups, Inc. (Applicant) proposes to construct the AC Hotel by Marriott (proposed project), which includes 130 rooms and 8 executive units on a 1.45-acre project site located at 510 Palladio Parkway in the City of Folsom, California.

This Initial Study addresses the proposed project and whether it may cause significant effects on the environment. These potential environmental effects are further evaluated to determine whether they were examined in the Folsom General Plan 2035 Environmental Impact Report (EIR; 2018). In particular, consistent with Public Resources Code (PRC) §21083.3, this Initial Study focuses on any effects on the environment which are specific to the proposed project, or to the parcels on which the project would be located, which were not analyzed as potentially significant effects in the General Plan EIR, or for which substantial new information shows that identified effects would be more significant than described in the previous EIRs. For additional information regarding the relationship between the proposed project and the previous EIRs, see Section 6 of this Initial Study.

The Initial Study is also intended to assess whether any environmental effects of the project are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or by other means [§15152(b)(2)] of the California Environmental Quality Act (CEQA) Guidelines. If such revisions, conditions, or other means are identified, they will be identified as mitigation measures.

This Initial Study relies on CEQA Guidelines §15064 and 15064.4 in its determination of the significance of environmental effects. According to §15064, the finding as to whether a project may have one or more significant effects shall be based on substantial evidence in the record, and that controversy alone, without substantial evidence of a significant effect, does not trigger the need for an EIR.

2.0 PROJECT BACKGROUND

The following technical reports, quantified analysis and/or surveys were used in preparation of this Initial Study and are incorporated by reference:

- Air Quality Modeling and Greenhouse Gas Reduction Strategy Consistency Checklist performed by HELIX Environmental Planning, Inc. (April 2022).
- Cultural resources assessment prepared by HELIX Environmental Planning. (2022).
- Noise modeling performed by HELIX Environmental Planning, Inc. (April 2022).
- Tribal Cultural Resource Technical Memo, prepared by ECORP Consulting, Inc. (April 2022)
- Transportation Impact Study prepared by T. Kear Transportation Planning and Management, Inc. (April 2022).

3.0 PROJECT DESCRIPTION

3.1 Project Location

The project site is located at 510 Palladio Parkway in the City of Folsom (City) in Sacramento County, California. The project site is 1.45-acres and is located in the southeastern corner of the intersection of East Bidwell Street and Broadstone Parkway. The project site consists of Assessor’s Parcel Number (APN) 072-308-042. The project site is in the middle of an existing parking lot for the Palladio at Broadstone Shopping Center, and is bounded by Via Serena to the northeast, Broadstone Parkway to the west, the Palladio at Broadstone Shopping Center to the east, and Palladio Parkway to the southwest. The 1.45-acre project site is a part of a larger, estimated 14.22-acre parcel; the applicant proposes subdividing this parcel between the 1.45-acre site for this project and the remaining 12.77-acre parcel for parking for both the proposed project and for the existing Palladio at Broadstone Shopping Center. The site is located within Section 8, Township 9 North, Range 8 East (Mount Diablo Base and Meridian, United States Geological Survey 7.5-minute “Clarksville Quadrangle”). Refer to **Figure 1** for the project site and vicinity map and **Figure 2** for the site plan. Note: All figures are located in **Appendix A**.

3.2 Project Setting and Surrounding Land Uses

The project site is currently an asphalt paved parking lot for the Palladio at Broadstone Shopping Center. The Palladio at Broadstone Shopping Center is located just east of the proposed project site. Vacant, rough graded land is located to the northeast of the project site, as well as to the south. The vacant land areas may be developed into multifamily residential or mixed-use commercial development in the future. Broadstone Plaza, a commercial shopping center, is located west of the project site, and Broadstone Marketplace, a commercial shopping center, is located north of the project site. A residential development is located southwest of the project site, in between Broadstone Plaza and vacant, rough graded land.

Neighboring land uses are summarized in **Table 1**.

Table 1. Neighboring Land Uses

Direction	Land Use
North	Commercial shopping centers; vacant, rough graded land; East Bidwell Street; Broadstone Parkway
East	Commercial shopping center; East Bidwell Street; Via Serena
South	Vacant, rough graded land; commercial shopping center; Palladio Parkway
West	Commercial shopping center; residential development; Broadstone Parkway

3.3 Project Characteristics

The proposed project includes the construction of a new hotel on a 1.45-acre project site within a total 14.22-acre parcel. A total of 130 hotel rooms and 8 executive units would be constructed in an “L-shaped” five-story tower. The first floor of the five-story hotel would be 16,000 square feet (sf), the second floor would be 17,423 sf, and floors three through five would be 17,350 sf. The total square footage of the hotel building would be 85,473 sf. The height of the proposed hotel building would be 73 feet from grade.

Level 1 would include community amenities such as a lobby and lounge area, an outdoor patio, a library, office space, a restaurant and bar, a fitness center, meeting rooms, restrooms, a kitchen, a breakfast room, a bar, and a laundry room.

Level 2, Level 3, and Level 4 would each include 36 guest rooms. The total floor occupancy load on each floor would be 86 people. Level 2 would include an elevator lobby, an ice machine room, a linen room, a mechanical room, an electrical room, and an engineer office. Level 3 would include an elevator lobby, an ice machine room, a linen room, a mechanical room, an electrical room, and a guest laundry room. Level 4 would include an elevator lobby, an ice machine room, a linen room, a mechanical room, an electrical room, and a storage room.

Level 5 would include 22 guest rooms and 8 executive units. The total floor occupancy would be 86 people. Level 5 would include an ice machine room, housekeeping space, an electrical room, and two elevator lobbies.

3.3.1. Parking and Circulation

Vehicle access for the proposed project would be located on the southern end of the project site. The proposed project would include two (2) 27-foot driveways that would be separated by three parking spaces and a landscape buffer. The internal turning radius for emergency vehicles would be 25 feet and the external turning radius would be 50 feet. The two driveways would allow access the main hotel entrance and guest drop-off/ loading area with six (6) regular car parking spaces, four (4) American Disabilities Act (ADA) parking spaces (with one (1) being a van ADA parking space). This proposed driveway would continue to wrap around the project site and would connect with Via Serena and the remaining parking lot for the Palladio at Broadstone Shopping Center in the 14.55-acre parcel. The 14.55-acre parcel would be accessible by vehicle from existing driveways on East Bidwell Street, Broadstone Parkway, and Palladio Parkway. Internal circulation would be facilitated by a series of drive aisles from the existing paved parcel. The drive aisles would be redesigned to allow access to the hotel building and to surrounding parking spaces.

Pedestrian access would be available from proposed sidewalks located on the northern, western, and eastern sides the project boundary lines, as well as internally within the project site. The proposed sidewalks located along the boundary lines would connect to internal sidewalks that would surround the hotel building and the main guest drop-off/ loading area. The proposed sidewalks would also provide access to the Palladio at Broadstone Shopping Center, located just east of the project site. The existing and proposed sidewalks would double as bicycle access as well as pedestrian access. Three proposed bicycle racks are located in the southeastern portion of the project site, just south of the hotel building.

The proposed project would include a total of 162 parking spaces, on and off site. There would be 28 on-site parking spaces and 134 off-site parking spaces. On-site parking would consist of 12 regular car parking spaces (9 feet by 18 feet), 5 handicap car parking spaces (9 feet by 18 feet), 1 handicap van parking space (9 feet by 18 feet), and 10 electric vehicle (EV) charging parking spaces (8 regular, 1 van accessible, and 1 standard accessible). Off-site parking would include 134 regular car parking spaces (9 feet by 18 feet). Total parking provided would be 162 spaces with 6 being ADA compliant, and 10 being EV compliant. Proposed parking would be provided at a ratio of 1.2 spaces per dwelling unit. The City of

Folsom Zoning Code 17.57.040 requires one parking space per one sleeping room or one hotel unit in a commercial zone. However, since the proposed project site is located on existing asphalt paved parking lot for the Palladio at Broadstone Shopping Center, the proposed project would deviate from the parking standards approved for this shopping center. Therefore, a parking analysis would be required to demonstrate that sufficient parking is available to serve the hotel and the remainder of the shopping center. Please refer to Section XVII. Transportation for a summary of the parking analysis.

3.3.2. Utilities

Proposed utilities include water lines, sanitary sewer lines, electrical lines, gas lines, and telephone lines. The proposed storm-drain pipe would connect to an existing storm drain system along the western boundary line of the project site. An existing domestic water system would connect to proposed domestic water pipes associated with the project site. Adjacent to the existing domestic water system would be an existing fire system connection, which would connect to proposed fire hydrants and water pipes. The proposed sanitary sewer pipes would connect to an existing sewer system next to the stop sign on the intersection of Via Serena from Broadstone Parkway. Mounted wall sconces would surround the hotel and would be subject to City standard practices regarding night lighting. Water and sewer service lines would be provided by the City of Folsom, gas lines would be provided by Pacific Gas & Electric (PG&E), electricity lines would be provided by Sacramento Metropolitan Utilities District (SMUD), and the telephone lines would be connected to Sure West. A gas meter and emergency generator would be located in the southeastern portion of the project site, directly south of the hotel building.

3.3.3. Sustainability Features

The project design incorporates sustainable features consistent with General Plan Goal LU 9.1 and the California Green Building Standards Code (CALGreen). The project would be mitigated to meet one of the four Building Energy Sector options in the GHG Reduction Measures Consistency Checklist. The project provides 10 electric vehicle (EV) parking spaces as required under the City's General Plan GHG Reduction Measure T-8 (See Attachment B in Appendix B). Hardscapes, such as parking spaces, an outdoor patio, and the main entrance would be constructed with cool paving materials. Cool paving areas, including shaded areas, account for approximately 51 percent of the non-roof impervious area.

3.3.4. Trash/Recycling

One 6-yard trash dumpster, one 6-yard mixed recyclables dumpster, and one 3-yard organics recycling dumpster would all be located in the southeastern corner of the project site. The dumpsters would be surrounded by a 30-foot by 10-foot enclosure that would have a 45-foot approach length for three total trucks.

3.3.5. Fencing and Signage

The project site would not be enclosed by fencing. The hotel building would be externally designed with consistent architectural detailing with the surrounding land uses. A retaining wall is proposed to be located outside the main hotel building entrance, in between the two (2) main entrance driveways. The three dumpsters proposed on the project site would be enclosed by a 30-foot by 10-foot wall. Signs

with the name of the hotel “AC Hotel Folsom” would be attached to the outside of the proposed hotel building. ADA parking spaces would have painted and mounted accessible signs.

3.3.6. Landscaping

Outdoor amenities located on the project site would include a paved courtyard, benches, and pedestrian/ bicycle access sidewalks. Pottery would be located near benches to enhance the visual appearance. Landscaping would be designed to complement the buildings and make a positive contribution to the overall aesthetic of the site. The landscape would be water efficient and low maintenance. Currently, a few ornamental trees exist on the project site and would be incorporated into the landscaping design for the project. Fifty (50) trees would be planted along the project boundary lines and around the hotel building. Trees on the project site would include Juniperus Chinensis ‘Blue Point’, Lagerstroemia Indica x Fauriei ‘Arapaho’, Magnolia Grandiflora ‘Edith Bogue’, Magnolia Grandiflora ‘Little Gem’, Quercus Ilex, Rhapsiolepis x ‘Montic’ TM, Ulmus Propinqua, and Washington Robusta. Low-profile shrubs, including screening shrubs, would be planted with proposed shade and canopy trees throughout the project site. The total sf of paved parking area within the project site would be 19,565 sf. The project would comply with the 50% shade requirement by providing 10,062 sf of shade, which is approximately 51% of the total paved area.

3.4 Construction and Phasing

The project would require the need for limited soil excavation on the project site. Although the majority of the development would be situated on previously developed pads and improvements, the foundation is anticipated to require piers for footings.

The construction activity is anticipated to begin March-June 2023 and would take approximately two years to complete. The project would be constructed in a phases including site preparation, demolition, grading, underground infrastructure/ utilities, physical building construction, and paving. The project would require the use of excavators, backhoes, and scaffolding.

3.5 City Regulation of Urban Development

3.5.1. General Plan

The site is designated as Regional Commercial Center (RCC) in the Folsom 2035 General Plan. The RCC designation provides for highway-oriented, large-scale regional retail, entertainment, business, lodging, and public uses. The proposed hotel and related amenities are consistent with the existing General Plan designation.

3.5.2. Zoning Ordinance

The zoning designation of the site is General Commercial, Planned Development District (C-3, PD). The purpose of the C-3 PD is to designate areas appropriate for heavy commercial activities. While all types of commercial activities are permitted, the C-3 zone is intended for the highest-intensity commercial activities, which include heavy auto and truck traffic. The C-3 zone should be located on major arteries and thoroughfares. Hotels are identified as a permitted land use within the Folsom Municipal Code for the C-3 PD zoning district.

The Planned Development District (PD) component of the zoning designation requires a Planned Development Permit Review (PD Permit) entitlement for design review purposes (Zoning Code 17.38.050). Preliminary design plans show that the five-story hotel building would be approximately 66 feet in height (with towers that extend up to 73 feet in height), whereas the Palladio at Broadstone Development Standards indicate that the maximum height for major buildings is three stories and 60 feet in height. A PD Permit modification would be required to modify the Development Standards to accommodate the building stories and building height. The hotel appears to meet required building setbacks based on estimated distance from the property lines. With a PD Permit, the project would be deemed consistent with the existing zoning of the project site.

Additionally, the proposed project would deviate from the parking standards approved for the Palladio at Broadstone Shopping Center; as a result, a parking analysis would be required to demonstrate that sufficient parking is available to serve the hotel and the remainder of the shopping center. Please refer to Section XVII for a summary of the parking analysis.

3.5.3. Community Development Department Standard Construction Conditions

The City's standard construction requirements are set forth in the City of Folsom, Community Development Standard Construction Specifications updated in July of 2020. A summary of these requirements is set forth below and incorporated by reference into the project description. Copies of these documents may be reviewed at the City of Folsom, Community Development Department, 50 Natoma Street, Folsom, California 95630.

The Department's standard construction specifications are required to be adhered to by any contractor constructing a public or private project within the City.

Use of Pesticides – Requires contractors to store, use, and apply a wide range of chemicals consistent with all local, state, and federal rules and regulations.

Air Pollution Control – Requires compliance with all Sacramento Metropolitan Air Quality Management District (SMAQMD) and City air pollution regulations.

Water Pollution – Requires compliance with City water pollution regulations, including National Pollutant Discharge Elimination System (NPDES) provisions.

Sound Control Requirements – Requires that all construction work comply with all local sound control and noise level rules, including the Folsom Noise Ordinance (discussed further below), and that all construction vehicles be equipped with a muffler to control sound levels.

Naturally Occurring Asbestos – Requires compliance with all SMAQMD and City air pollution regulations, including preparation and implementation of an Asbestos Dust Mitigation Plan consistent with the requirements of Section 93105 of the State Government Code.

Weekend, Holiday, and Night Work – Prohibits construction work during evening hours, or on Sunday or holidays, to reduce noise and other construction nuisance effects.

Public Convenience and Safety – Regulates traffic through the work area, operations of existing traffic signals, roadway cuts for pipelines and cable installation, effects to adjacent property owners, and notification of adjacent property owners and businesses.

Public Safety and Traffic Control – Regulates signage and other traffic safety devices through work zones.

Existing Utilities – Regulates the relocation and protection of utilities.

Preservation of Property – Requires preservation of trees and shrubbery and prohibits adverse effects to adjacent property and fixtures.

Cultural Resources – Requires that contractors stop work upon the discovery of unknown cultural or historic resources, and that an archaeologist be retained to evaluate the significance of the resource and to establish mitigation requirements, if necessary.

Protection of Existing Trees – Specifies measures necessary to protect both ornamental trees and native oak trees.

Clearing and Grubbing – Specifies protection standards for signs, mailboxes, underground structures, drainage facilities, sprinklers and lights, trees and shrubbery, and fencing. Also requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP) to control erosion and siltation of receiving waters.

Reseeding – Specifies seed mixes and methods for reseeded of graded areas.

3.5.4. City of Folsom Municipal Code

The City regulates many aspects of construction and development through requirements and ordinances established in the Folsom Municipal Code. These requirements are summarized in **Table 2**, and hereby incorporated by reference into the Project Description as though fully set forth herein. Copies of these documents may be reviewed at the City of Folsom, Office of the City Clerk, 50 Natoma Street; Folsom, California 95630.

Table 2: City of Folsom Municipal Code Regulating Construction and Development

Code Section	Code Name	Effect of Code
8.42	Noise Control	Establishes interior and exterior noise standards that may not be exceeded within structures, including residences; establishes time periods for construction operations.
8.70	Stormwater Management and Discharge Control	Establishes conditions and requirements for the discharge of urban pollutants and sediments to the storm-drainage system; requires preparation and implementation of Stormwater Pollution Prevention Plans.
9.34	Hazardous Materials Disclosure	Defines hazardous materials; requires filing of a Hazardous Material Disclosure Form by businesses that manufacture, use, or store such materials.
9.35	Underground Storage of Hazardous Substances	Establishes standards for the construction and monitoring of facilities used for the underground storage of hazardous substances and establishes a procedure for issuance of permits for the use of these facilities.

Code Section	Code Name	Effect of Code
12.16	Tree Preservation	Regulates the cutting or modification of trees, including oaks and specified other trees; requires a Tree Permit prior to cutting or modification; establishes mitigation requirements for cut or damaged trees.
13.26	Water Conservation	Prohibits the wasteful use of water; establishes sustainable landscape requirements; defines water use restrictions.
14.19	Energy Code	Adopts the California Energy Code, 2019 Edition, published as Part 6, Title 24, C.C.R. to require energy efficiency standards for structures.
14.20	Green Building Standards Code	Adopts the California Green Building Standards Code (CALGreen Code), 2019 Edition, excluding Appendix Chapters A4, A5, and A6.1 published as Part 11, Title 24, C.C.R. to promote and require the use of building concepts having a reduced negative impact or positive environmental impact and encourage sustainable construction practices.
14.29	Grading Code	Requires a grading permit prior to the initiation of any grading, excavation, fill or dredging; establishes standards, conditions, and requirements for grading, erosion control, stormwater drainage, and revegetation.
14.32	Flood Damage Prevention	Restricts or prohibits uses that cause water or erosion hazards, or that result in damaging increases in erosion or in flood heights; requires that uses vulnerable to floods be protected against flood damage; controls the modification of floodways; regulates activities that may increase flood damage or that could divert floodwaters.

4.0 PROJECT OBJECTIVES

The objective of the proposed project is to develop a five-story hotel, with 130 hotel rooms and eight executive suites, in an underused parking lot for the Palladio at Broadstone Shopping Center.

5.0 REQUIRED APPROVALS

A listing and brief description of the regulatory permits and approvals required to implement the proposed project are provided below. This Initial Study is intended to address the environmental impacts associated with all of the following decision actions and approvals:

- Planned Development Permit (PD Permit) for a 130 room and eight executive suite hotel project in the C-3 PD zone.

The City of Folsom has the following discretionary powers related to the proposed project:

- Adoption of the Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program: The City of Folsom Planning Commission will act as the lead agency as defined by the California Environmental Quality Act (CEQA) and will have authority to determine if the Initial Study is adequate under CEQA.
- Approval of project: The City of Folsom Planning Commission will consider approval of the project and the entitlement described above.

6.0 PREVIOUS RELEVANT ENVIRONMENTAL ANALYSIS

6.1 City of Folsom General Plan

The Program EIR for the City of Folsom General Plan (2018) provides relevant policy guidance for this environmental analysis. The EIR evaluated the environmental impacts that could result from implementation of the City of Folsom 2035 General Plan (2035 General Plan) (City of Folsom 2018a). The Program EIR is intended to provide information to the public and to decision makers regarding the potential effects of adoption and implementation of the 2035 General Plan, which consists of a comprehensive update of Folsom’s current General Plan. The 2035 General Plan consists of a policy document, including Land Use and Circulation Diagrams.

6.2 Tiering

“Tiering” refers to the relationship between a program-level EIR (where long-range programmatic cumulative impacts are the focus of the environmental analysis) and subsequent environmental analyses such as the subject document, which focus primarily on issues unique to a smaller project within the larger program or plan. Through tiering a subsequent environmental analysis can incorporate, by reference, discussion that summarizes general environmental data found in the program EIR that establishes cumulative impacts and mitigation measures, the planning context, and/or the regulatory background. These broad-based issues need not be reevaluated subsequently, having been previously identified and evaluated at the program stage.

Tiering focuses the environmental review on the project-specific significant effects that were not examined in the prior environmental review, or that are susceptible to substantial reduction or avoidance by specific revisions in the project, by the imposition of conditions or by other means. Section 21093(b) of the Public Resources Code requires the tiering of environmental review whenever feasible, as determined by the Lead Agency.

In the case of the proposed project, this Initial Study tiers from the EIR for the Broadstone Unit No. 3 Specific Plan, and the EIR for the City of Folsom General Plan. The Folsom General Plan, as amended, is a project that is related to the proposed project and, pursuant to §15152(a) of the CEQA Guidelines, tiering of environmental documents is appropriate.

The above mentioned EIRs can be reviewed at the following location:

City of Folsom
Community Development Department
50 Natoma Street (2nd Floor)
Folsom, CA 95630
Contact: Mr. Josh Kinkade, Associate Planner
(916) 461-6209

7.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources	<input type="checkbox"/> Air Quality
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Energy
<input checked="" type="checkbox"/> Geology and Soils	<input checked="" type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards and Hazardous Materials
<input type="checkbox"/> Hydrology and Water Quality	<input type="checkbox"/> Land Use and Planning	<input type="checkbox"/> Mineral Resources
<input checked="" type="checkbox"/> Noise	<input type="checkbox"/> Population and Housing	<input type="checkbox"/> Public Services
<input type="checkbox"/> Recreation	<input checked="" type="checkbox"/> Transportation	<input checked="" type="checkbox"/> Tribal Cultural Resources
<input type="checkbox"/> Utilities and Service Systems	<input type="checkbox"/> Wildfire	<input type="checkbox"/> Mandatory Findings of Significance

7.1 DETERMINATION

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

Date

Printed Name

Title

8.0 ENVIRONMENTAL INITIAL STUDY CHECKLIST

The lead agency has defined the column headings in the environmental checklist as follows:

- A. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant even with the incorporation of mitigation. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- B. “Less Than Significant with Mitigation Incorporated” applies where the inclusion of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” All mitigation measures are described, including a brief explanation of how the measures reduce the effect to a less than significant level. Mitigation measures from earlier analyses may be cross-referenced.
- C. “Less Than Significant Impact” applies where the project does not create an impact that exceeds a stated significance threshold.
- D. “No Impact” applies where a project does not create an impact in that category. “No Impact” answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency which show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project specific screening analysis).

The explanation of each issue identifies the significance criteria or threshold used to evaluate each question; and the mitigation measure identified, if any, to reduce the impact to less than significance. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [CEQA Guidelines Section 15063(c)(3)(D)]. Where appropriate, the discussion identifies the following:

- a) Earlier Analyses Used. Identifies where earlier analyses are available for review.
- b) Impacts Adequately Addressed. Identifies which effects from the checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and states whether such effects were addressed by mitigation measures based on the earlier analysis.
- c) Mitigation Measures. For effects that are “Less Than Significant with Mitigation Incorporated,” describes the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

I. AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The project site is currently an asphalt paved parking lot for the Palladio at Broadstone Shopping Center. The Palladio at Broadstone Shopping Center, bounded by East Bidwell to the north, Palladio Parkway to the west and south, and Iron Point Road to the south, is located just east of the proposed project site. Vacant, rough graded land is located to the northeast of the project site, as well as to the south. Both of these vacant land areas may be developed into multifamily residential or mixed-use commercial development in the future. Broadstone Plaza, a commercial shopping center, is located west of the project site, and Broadstone Marketplace, a commercial shopping center, is located north of the project site. A residential development is located southwest of the project site, in between Broadstone Plaza and vacant, rough graded land.

The proposed project would include the construction of 130 hotel rooms and 8 executive suites in one, five (story) building (85,473 sf). Maximum building height for the proposed hotel would be approximately 73 feet from grade. A total of 28 onsite parking spaces, and 134 off-site parking spaces would be available for the proposed project. Parking for the proposed project would connect to the existing parking lot for the Palladio at Broadstone Shopping Center. An outdoor patio would be located on the northeastern corner of the hotel building, and benches, pottery, and pedestrian/ bicycle access sidewalks would be located throughout the project site to enhance the visual design. The hotel building would be externally designed with consistent architectural detailing with the Palladio at Broadstone Shopping Center.

Landscaping is proposed to complement the proposed building design and would include low-profile shrubs and canopy trees. Trees of various sizes would be planted along the boundary lines and would

surround the hotel building. The canopy trees would provide 10,062 sf, or 51%, of shade for the total 19,655 sf paved area. A few existing trees within the project site would not be removed, and the project would blend the existing landscaping in with the proposed landscape design.

Evaluation of Aesthetics

a) Have a substantial adverse effect on a scenic vista?

No impact. Neither the project site nor the surrounding areas are scenic vistas due to the existing nearby commercial and residential developments, and vacant land. Further, neither the project site, nor views to or from the project site, have been designated as important scenic resources by the City or any other public agency. Therefore, the proposed development would not interfere with or degrade a scenic vista, and no impact would occur.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No impact. The site is currently an asphalt paved parking lot for the Palladio at Broadstone Shopping Center. Existing landscape, including a few existing trees are located throughout the parcel, and would be incorporated in the overall design of the project. No potential scenic resources are located within the project site. The nearest officially designated state scenic highway is the segment of US Highway 50 from Placerville to Echo Summit, beginning approximately 19 miles east of the project site (Caltrans 2021). Given that no eligible or designated state scenic highways are located near the project site, there would be no impact.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than significant impact. The proposed project is located within an urbanized area of Folsom, surrounded by vacant land and commercial and residential development. The 1.45 acre project site is part of a larger 14.22 acre parcel, surrounded by East Bidwell Street, Broadstone Parkway, Palladio Parkway, and the Palladio at Broadstone Shopping Center. The project would convert a portion of an existing asphalt paved parking lot for the Palladio at Broadstone Shopping Center into a five-story hotel building with outdoor and indoor amenities. The proposed project would be consistent with the overall use of quality design, materials, and colors of the surrounding developments. The project design would incorporate existing landscape into the proposed landscape design to enhance visual character to the site. Although the proposed project would alter the existing visual character of the site, the proposed project is consistent with the overall suburban character and ongoing development in the vicinity of the project site. The proposed project would have a less than significant impact on visual character and no mitigation is necessary.

d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Less than significant impact. The project would include mounted wall sconces surrounding the proposed hotel building. Additionally, free-standing parking lot lights would remain along Via Serena and

within the remaining parking lot space outside the project site. The existing free-standing lights are screened, shielded, and directed downwards to minimize glare towards the surrounding areas. New lighting installed with the development of the proposed project would be subject to City standard practices regarding night lighting that would be made a condition of approval of the PD Permit. The proposed hotel and other project features would comply with design standards outlined in the Folsom Municipal Code. The exterior of the proposed hotel building would be designed with architectural detailing that would not produce glare and would not affect day or nighttime views. Therefore, impacts would be a less than significant impact, and no mitigation is necessary.

II. AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non- forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

No agricultural activities or timber management occur on the project site or in adjacent areas and the project site is not designated for agricultural or timberland uses. The California Important Farmlands Map prepared by the California Department of Conservation (CDC) classifies the project site and surrounding area as Urban and Built-Up land (CDC 2021a). Urban and Built-Up Land is land occupied by structures or infrastructure to accommodate a building density of at least one unit to 1.5-acres, or approximately six structures to 10.0-acres.

The Natural Resources Conservation Service (NRCS) soil survey report generated for the project site (NRCS 2021) indicates that the soil unit at the site, Argonaut-Auburn complex, 3 to 8 percent slopes, is not Prime Farmland, Farmland of Statewide Importance, Farmland of Local Importance, or Unique Farmland.

Evaluation of Agriculture and Forestry Resources

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No impact. The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide importance (Farmland), as indicated in the CDC Important Farmland Finder (CDC 2021a). Therefore, the project would have no impact on important farmland resources.

- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No impact. The project site is not zoned for agricultural use and is not under Williamson Act contract. No impact would occur.

- c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

OR

- d) Result in the loss of forest land or conversion of forest land to non-forest use?

No impact. The project site is not zoned for, nor used as, timberland or forest land, and is mostly devoid of tree cover except for a few existing ornamental trees located within the project that would be incorporated into the overall landscape design. Because the project site is not designated nor zoned as forest land or timber land, is not used for such a purpose, and would not naturally support a crop of commercial timber species, no impact would occur for c) and d).

- e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No impact. Because no portion of the City or the project site are zoned for forest land or timberland, and the project site is not zoned for agriculture nor designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, no impact would occur.

III. AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

HELIX Environmental Planning, Inc. conducted air quality modeling (CalEEMod) for the proposed project based primarily on the preliminary site plan and the Transportation Impact Study conducted by T. Kear Transportation Planning and Management, Inc. (2022). Air quality modeling output files and quantitative results are presented in **Appendix B**.

Environmental Setting

The City of Folsom lies within the eastern edge of the Sacramento Valley Air Basin (SVAB). The Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for implementing emissions standards and other requirements of federal and state laws in the project area. As required by the California Clean Air Act (CCAA), SMAQMD has published various air quality planning documents as discussed below to address requirements to bring the SVAB into compliance with the federal and state ambient air quality standards. The Air Quality Attainment Plans are incorporated into the State Implementation Plan (SIP), which is subsequently submitted to the U.S. Environmental Protection Agency (EPA), the federal agency that administrates the Federal Clean Air Act of 1970, as amended in 1990.

Climate in the Folsom area is characterized by hot, dry summers and cool, rainy winters. During summer's longer daylight hours, plentiful sunshine provides the energy needed to fuel photochemical reactions between Oxides of Nitrogen (NOX) and Reactive Organic Gasses (ROG), which result in Ozone (O3) formation. High concentrations of O3 are reached in the Folsom area due to intense heat, strong and low morning inversions, greatly restricted vertical mixing during the day, and daytime subsidence that strengthens the inversion layer. The greatest pollution problem in the Folsom area is from NOX.

Ambient air quality is described in terms of compliance with state and national standards, and the levels of air pollutant concentrations considered safe, to protect the public health and welfare. These

standards are designed to protect people most sensitive to respiratory distress, such as people with asthma, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. The EPA has established national ambient air quality standards (NAAQS) for seven air pollution constituents. As permitted by the Clean Air Act, California has adopted more stringent air emissions standards (California Ambient Air Quality Standards, or CAAQS) and expanded the number of regulated air constituents.

The California Air Resources Board (CARB) is required to designate areas of the state as attainment, nonattainment, or unclassified for any state standard. An “attainment” designation for an area signifies that pollutant concentrations do not violate the standard for that pollutant in that area. A “nonattainment” designation indicates that a pollutant concentration violated the standard at least once. The air quality attainment status of the SVAB, including the City of Folsom, is shown in **Table 3**.

Table 3: Sacramento County – Attainment Status

POLLUTANT	STATE OF CALIFORNIA ATTAINMENT STATUS	FEDERAL ATTAINMENT STATUS
Ozone (1-hour)	Nonattainment	No Federal Standard
Ozone (8-hour)	Nonattainment	Nonattainment
Coarse Particulate Matter (PM ₁₀)	Nonattainment	Attainment
Fine Particulate Matter (PM _{2.5})	Attainment	Nonattainment
Carbon Monoxide (CO)	Attainment	Attainment/Unclassified
Nitrogen Dioxide (NO ₂)	Attainment	Attainment/Unclassified
Lead	Attainment	Attainment/Unclassified
Sulfur Dioxide (SO ₂)	Attainment	Unclassified
Sulfates	Attainment	No Federal Standard
Hydrogen Sulfide	Unclassified	No Federal Standard
Visibility Reducing Particles	Unclassified	No Federal Standard

Sources: SMAQMD 2020.

Sacramento County is designated as nonattainment for the state and federal ozone standards, the state PM₁₀ standards, and the federal PM_{2.5} standards. Concentrations of all other pollutants meet state and federal standards.

Ozone is not emitted directly into the environment, but is generated from complex chemical reactions between ROG, or non-methane hydrocarbons, and NO_x that occur in the presence of sunlight. ROG and NO_x generators in Sacramento County include motor vehicles, recreational boats, other transportation sources, and industrial processes. PM₁₀ and PM_{2.5} arise from a variety of sources, including road dust, diesel exhaust, fuel combustion, tire and brake wear, construction operations, and windblown dust.

Toxic Air Contaminants

Toxic air contaminants (TAC) are a diverse group of air pollutants that may cause or contribute to an increase in deaths or in serious illness or that may pose a present or potential hazard to human health. TACs can cause long-term chronic health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage, or short-term acute effects such as eye watering, respiratory irritation (a cough), runny nose, throat pain, and headaches. TACs are considered either carcinogenic or

noncarcinogenic based on the nature of the health effects associated with exposure to the pollutant. For carcinogenic TACs, there is no level of exposure that is considered safe and impacts are evaluated in terms of overall relative risk expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

The Health and Safety Code (§39655[a]) defines TAC as “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health.” All substances that are listed as hazardous air pollutants pursuant to subsection (b) of Section 112 of the CAA (42 United States Code Sec. 7412[b]) are designated as TACs. Under State law, the California Environmental Protection Agency (CalEPA), acting through CARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or an increase in serious illness, or that may pose a present or potential hazard to human health.

Diesel engines emit a complex mixture of air pollutants, including both gaseous and solid material. The solid material in diesel exhaust is referred to as diesel particulate matter (DPM). Almost all DPM is 10 microns or less in diameter, and 90 percent of DPM is less than 2.5 microns in diameter (CARB 2022). Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung. In 1998, CARB identified DPM as a TAC based on published evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects. DPM has a notable effect on California’s population—it is estimated that about 70 percent of total known cancer risk related to air toxics in California is attributable to DPM (CARB 2022).

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved and are referred to as sensitive receptors. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB and the Office of Environmental Health Hazard Assessment (OEHHA) have identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis (CARB 2005; OEHHA 2015).

Residential areas are considered sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Children and infants are considered more susceptible to health effects of air pollution due to their immature immune systems, developing organs, and higher breathing rates. As such, schools are also considered sensitive receptors, as children are present for extended durations and engage in regular outdoor activities.

The closest existing sensitive receptors to the project site are the apartments in the Sherwood at Broadstone Apartment complex, approximately 230 feet southwest of the project site at the intersection of Clarksville Road and Broadstone Parkway. The closest school to the project site is Gold Ridge Elementary School approximately 2,226 feet (0.42 miles) to the southwest.

Methodology and Assumptions

Criteria pollutant, precursor, and GHG emissions for project construction and operation were estimated using the California Emissions Estimator Model (CalEEMod), Version 2020.4.0. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. The model was developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California air districts. CalEEMod allows for the use of default data (e.g., emission factors, trip lengths, meteorology, source inventory) provided by the various California air districts to account for local requirements and conditions, and/or user-defined inputs. The calculation methodology and default data used in the model are available in the CalEEMod User's Guide, Appendices A, D, and E (CAPCOA 2021). The CalEEMod output files are included in Attachment A to this letter.

Construction of the project is anticipated to begin as early as March 2023 and be completed in February 2025. Construction modeling assumes the longest anticipated schedule reported by the project applicant: demolition 20 days; site preparation 2 days; grading 87 days; building construction 394 days; and paving 10 days. A significant level of architectural coating is not anticipated to be used as building exterior materials would be pre-finished. Construction equipment assumptions were based on estimates from the project applicant and CalEEMod defaults. An estimated 4,500 cubic yards (CY) of cut/fill was included as soil movement during grading and 3,500 CY of import of soil was included during grading. Additionally, approximately 10 trucks of vegetation and other cleared materials would be exported during the site preparation phase, and approximately 10 trucks of demolition debris would be hauled off site during demolition. Construction emissions modeling assumes implementation of dust mitigation (watering exposed areas twice per day) to comply with the requirements of: SMAQMD Rule 403, *Fugitive Dust*.

Operational mobile emissions were modeled using the project trip generation of 504 average daily trips, including 38 new AM peak-hour vehicle trips and 6 new PM peak-hour vehicle trips, from the project Transportation Impact Study (T. Kear Transportation Planning and Management, Inc. 2022). Operational Emissions resulting from energy use, water use, and solid waste generation were modeled using CalEEMod defaults with an added 20 percent reduction in water use to account for the requirements of the 2019 CalGreen, and an additional 25 percent solid waste diversion to account for AB 341 requirements.

Standards of Significance

While the final determination of whether or not a project has a significant effect is within the purview of the lead agency pursuant to CEQA Guidelines Section 15064(b), SMAQMD recommends that its air pollution thresholds be used to determine the significance of project emissions. The criteria pollutant thresholds and various assessment recommendations are contained in SMAQMD's Guide to Air Quality Assessment in Sacramento County (CEQA Guide; 2020, revised), and are discussed under the checklist questions below.

Evaluation of Air Quality

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. In accordance with SMAQMD’s CEQA Guide, construction-generated NO_x, PM₁₀, and PM_{2.5}, and operational-generated ROG and NO_x (all ozone precursors) are used to determine consistency with the Ozone Attainment Plan. The Guide states (SMAQMD 2020 p. 4-6):

By exceeding the District’s mass emission thresholds for operational emissions of ROG, NO_x, PM₁₀, or PM_{2.5}, the project would be considered to conflict with or obstruct implementation of the District’s air quality planning efforts.

As shown in the discussion for question 2) below, the project’s construction-generated emissions of NO_x, PM₁₀, and PM_{2.5} and operation-generated emissions ROG and NO_x would not exceed SMAQMD thresholds. The project would not conflict with or obstruct implementation of the applicable air quality plan and the impact would be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less than Significant Impact. The Sacramento region is in non-attainment for ozone (ozone precursors NO_x and ROG) and particulate matter (PM_{2.5} and PM₁₀). The project’s emissions of these criteria pollutants and precursors during construction and operation are evaluated below.

Construction Emissions

CalEEMod version 2020.4.0 was used to quantify project-generated construction emissions. Assumptions included in the model are described previously and detailed model output sheets are included in Attachment A. Construction activities were assumed to commence as early as March 2023 and be completed in early 2025. The quantity, duration, and intensity of construction activity influence the amount of construction emissions and related pollutant concentrations that occur at any one time. As such, the emission forecasts provided herein reflect a specific set of conservative assumptions based on the expected construction scenario wherein a relatively large amount of construction activity is occurring in a relatively intensive manner. Because of this conservative assumption, actual emissions could be less than those forecasted. If construction is delayed or occurs over a longer time period, emissions could be reduced because of: (1) a more modern and cleaner-burning construction equipment fleet mix than assumed in CalEEMod; and/or (2) a less intensive buildout schedule (i.e., fewer daily emissions occurring over a longer time interval).

The project’s construction period emissions of ROG, NO_x, PM₁₀, and PM_{2.5} are compared to the SMAQMD construction thresholds in **Table 4**. The SMAQMD does not have a recommended threshold for construction-generated ROG. However, quantification and disclosure of ROG emissions is recommended. The SMAQMD considers any emissions of PM₁₀ and PM_{2.5} to be significant unless the Basic Construction Emissions Control Practices are implemented, also known as Best Management Practices (BMPs). The project would implement all of the SMAQMD BMPs to control fugitive dust in accordance with SMAQMD Rule 403. The modeling accounts for emissions reductions resulting from watering exposed surfaces twice daily. As shown in **Table 4**, the proposed project construction period emissions of the ozone precursor NO_x, PM₁₀, and PM_{2.5} would not exceed the SMAQMD thresholds.

Impacts related to construction-generated emissions of ROG, NO_x, PM₁₀, and PM_{2.5} would be less than significant.

Table 4: Construction Criteria Pollutant and Precursor Emissions

Construction Activity	ROG (pounds/day)	NO_x (pounds/day)	PM₁₀ (pounds/day)	PM_{2.5} (pounds/day)
Demolition	1.5	14.5	0.9	0.7
Site Preparation	1.2	14.5	3.6	1.9
Grading	1.4	15.3	4.0	2.1
Building Construction	1.6	12.5	0.9	0.6
Paving	0.6	5.3	0.3	0.2
Maximum Daily Emissions	1.6	15.3	4.0	2.1
<i>SMAQMD Thresholds</i>	<i>None</i>	<i>85</i>	<i>80</i>	<i>82</i>
<i>Exceed Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Source: CalEEMod (output data is provided in Attachment A)

ROG = reactive organic gases; NO_x = nitrogen oxides; PM₁₀ = particulate matter 10 microns or less in diameter; PM_{2.5} = particulate matter 2.5 microns or less in diameter; SMAQMD= Sacramento Metropolitan Air Quality Management District

Operational Emissions

Emissions generated from operational activities would include:

- Areas sources – combustion emissions from the use of landscape maintenance equipment, the reapplication of architectural coatings for maintenance, and the use of consumer products.
- Energy sources – combustion emissions from the use of natural gas appliances, water heaters, and heating systems.
- Mobile emissions – combustion, fuel evaporation, brake and tire wear, and road dust emission resulting from worker, customer, and vendor vehicle traveling to and from the project site.
- Offroad emissions – combustion emissions from backup emergency generators.

The results of the modeling for project operational activities are shown in **Table 5**, *Maximum Daily Operational Emissions*. The data is presented as the maximum anticipated daily emissions for comparison with the SMAQMD thresholds, the model output and calculation sheets are included as Attachment A to this letter. As shown in **Table 5**, the proposed project operation period emissions of the ozone precursors NO_x and ROG, PM₁₀, and PM_{2.5} would not exceed the SMAQMD thresholds. Impacts related to operation-generated emissions of ROG, NO_x, PM₁₀, and PM_{2.5} would be less than significant.

Table 5: Maximum Daily Operational emissions

Source	ROG (pounds/day)	NO _x (pounds/day)	PM ₁₀ (pounds/day)	PM _{2.5} (pounds/day)
Area	2.1	<0.01	<0.01	<0.01
Energy	0.1	0.9	0.1	0.1
Mobile	1.0	1.2	1.7	0.4
Offroad	<0.01	0.1	<0.01	<0.01
Maximum Daily Emissions	3.2	2.2	1.7	0.5
<i>SMAQMD Thresholds</i>	<i>65</i>	<i>65</i>	<i>80</i>	<i>82</i>
Exceed Thresholds?	No	No	No	No

Source: CalEEMod (output data is provided in Attachment A)

ROG = reactive organic gases; NO_x = nitrogen oxides; PM₁₀ = particulate matter 10 microns or less in diameter; PM_{2.5} = particulate matter 2.5 microns or less in diameter; SMAQMD= Sacramento Metropolitan Air Quality Management District

As shown in **Table 4** and **Table 5**, the project's maximum daily construction or operational emissions would not exceed the SMAQMD's thresholds. Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment, and the impact would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. CARB and OEHHA have identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis (CARB 2005, OEHHA 2015). Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved and are referred to as sensitive receptor locations. Examples of these sensitive receptor locations are residences, schools, hospitals, and daycare centers.

The closest existing sensitive receptors to the project site are apartments in the Sherwood at Broadstone Apartment complex, approximately 230 feet southwest of the project site at the intersection of Clarksville Road and Broadstone Parkway. The closest school to the project site is Gold Ridge Elementary School approximately 2,226 feet (0.42 miles) to the southwest.

The dose (of TAC) to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance in the environment and the extent of exposure a person has with the substance; a longer exposure period to a fixed quantity of emissions would result in higher health risks. Current models and methodologies for conducting cancer health risk assessments are associated with longer-term exposure periods (typically 30 years for individual residents based on guidance from OEHHA) and are best suited for evaluation of long duration TAC emissions with predictable schedules and locations. These assessment models and methodologies do not correlate well with the temporary and highly variable nature of construction activities. Cancer potency factors are based on animal lifetime studies or worker studies where there is long-term exposure to the carcinogenic agent. There is considerable uncertainty in trying to evaluate the cancer risk from projects that will only last a small fraction of a lifetime (OEHHA 2015). In addition, concentrations of mobile

source DPM emissions disperse rapidly and are typically reduced by 70 percent at approximately 500-feet (CARB 2005). Considering this information, the highly dispersive nature of DPM, and the fact that construction activities would occur at various locations throughout the project site, it is not anticipated that construction of the project would expose sensitive receptors to substantial DPM concentrations.

According to the SMAQMD, land use development projects do not typically have the potential to result in localized concentrations of criteria air pollutants that expose sensitive receptors to substantial pollutant concentrations. This is because criteria air pollutants are predominantly generated in the form of mobile-source exhaust from vehicle trips associated with the land use development project. These vehicle trips occur throughout a paved network of roads, and, therefore, associated exhaust emissions of criteria air pollutants are not generated in a single location where high concentrations could be formed (SMAQMD 2020). Therefore, localized concentration of CO from exhaust emissions, or “CO hotspots,” would only be a concern on high-volume roadways where vertical and/or horizontal mixing is substantially limited, such as tunnels or below grade highways. There are no high-volume roadways in the region with limited mixing that would be affected by project generated traffic. Once operational, the project would not be a significant source of TACs. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations, and the impact would be less than significant.

- d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. The project could produce odors during construction activities resulting from heavy diesel equipment exhaust and VOC released during application of asphalt. The odor of these emissions is objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not be at a level that would affect a substantial number of people. Any odors emitted during construction activities would be temporary, short-term, and intermittent in nature, and would cease upon the facility maintenance. As a result, impacts associated with temporary odors during construction are not considered significant.

As a hotel development, operation of the project would not result in odors affecting a substantial number of people. Solid waste generated by the project would be collected by a contracted waste hauler, ensuring that any odors resulting from on-site waste would be managed and collected in a manner to prevent the proliferation of odors. The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people, and the impact would be less than significant.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The project site is currently an asphalt paved parking lot for the Palladio at Broadstone Shopping Center, and is bounded by Via Serena to the northeast, Broadstone Parkway to the west, the Palladio at Broadstone Shopping Center to the east, and Palladio Parkway to the southwest. The entire project site has been previously rough graded and covered with asphalt. Currently, a few ornamental trees exist on the project site, and would be incorporated into the landscaping design for the project.

Regulatory Framework Related to Biological Resources

State and Federal Endangered Species Acts

Special status species are protected by state and federal laws. The California Endangered Species Act (CESA; California Fish and Game Code Sections 2050 to 2097) protects species listed as threatened and endangered under CESA from harm or harassment. This law is similar to the Federal Endangered Species Act of 1973 (FESA; 16 USC 1531 et seq.) which protects federally threatened or endangered species (50 CFR 17.11, and 17.12; listed species) from take. For both laws, take of the protected species may be allowed through consultation with and issuance of a permit by the agency with jurisdiction over the protected species.

California Code of Regulations and California Fish and Game Code

The official state listing of endangered and threatened animals and plants is contained in the California Code of Regulations Title 14 § 670.5. A state candidate species is one that the California Fish and Game Code has formally noticed as being under review by CDFW for inclusion on the state list pursuant to Sections 2074.2 and 2075.5 of the California Fish and Game Code. CDFW also designates Species of Special Concern that are not currently listed or candidate species.

Legal protection is also provided for wildlife species in California that are identified as “fully protected animals.” These species are protected under Sections 3511 (birds), 4700 (mammals), 5050 (reptiles and amphibians), and 5515 (fishes) of the California Fish and Game Code. These statutes prohibit take or possession of fully protected species at any time. The CDFW is unable to authorize incidental take of fully protected species when activities are proposed in areas inhabited by these species. The CDFW has informed non-federal agencies and private parties that they must avoid take of any fully protected species. However, Senate Bill (SB) 618 (2011) allows the CDFW to issue permits authorizing the incidental take of fully protected species under the CESA, so long as any such take authorization is issued in conjunction with the approval of a Natural Community Conservation Plan that covers the fully protected species (California Fish and Game Code Section 2835).

California Native Plant Protection Act

The California Native Plant Protection Act of 1977 (California Fish and Game Code Sections 1900 to 1913) requires all state agencies to use their authority to implement programs to conserve endangered and otherwise rare species of native plants. Provisions of the act prohibit the taking of listed plants from the wild and require notification of CDFW at least 10 days in advance of any change in land use other than changing from one agricultural use to another, which allows CDFW to salvage listed plants that would otherwise be destroyed.

Nesting and Migratory Birds

Nesting birds are protected by state and federal laws. California Fish and Game Code (§3503, 3503.5, and 3800) prohibits the possession, incidental take, or needless destruction of any bird nests or eggs; Fish and Game Code §3511 designates certain bird species “fully protected” (including all raptors), making it unlawful to take, possess, or destroy these species except under issuance of a specific permit. The Attorney General of California has released an opinion that the Fish and Game Code prohibits incidental take. Under the Migratory Bird Treaty Act (MBTA) of 1918 (16 USF §703-711), migratory bird species and their nests and eggs that are on the federal list (50 CFR §10.13) are protected from injury or

death, and project-related disturbance must be reduced or eliminated during the nesting cycle. The U.S. Court of Appeals for the 9th Circuit (with jurisdiction over California) has ruled that the MBTA does not prohibit incidental take (952 F 2d 297 – Court of Appeals, 9th Circuit, 1991).

City of Folsom Tree Preservation Ordinance

Requirements related to biological resources also include protection of existing trees and specifies measures necessary to protect both ornamental and native oak trees. Chapter 12.16 of the Folsom Municipal Code, the Tree Preservation Ordinance, further regulates the cutting or modification of trees, including oaks and specified other trees; requires a Tree Permit prior to cutting or modification; and establishes mitigation requirements for cut or damaged trees (City of Folsom 2021c). The Tree Preservation Ordinance establishes policies, regulations, and standards necessary to ensure that the City will continue to preserve and maintain its “urban forests”. Anyone who wishes to perform “Regulated Activities” on “Protected Trees” must apply for a permit with the City. Regulated activities include:

- Removal of a Protected Tree;
- Pruning/trimming of a Protected Tree; and/or,
- Grading or trenching within the Protected zone.

Protected trees include:

- Native oak trees with a diameter of 6 inches or larger for single trunk trees 20 inches or larger combined diameter of native oak multi-trunk trees;
- Heritage oak trees - native oaks with a trunk diameter of 19 inches or greater and native oaks with a multi-trunk diameter of 38 inches or greater;
- Landmark trees identified individually by the City Council through resolution as being a significant community benefit; and/or,
- Street trees within the tree maintenance strip.

Jurisdictional Waters

Any person, firm, or agency planning to alter or work in “waters of the U.S.,” including discharge of dredged or fill material, must first obtain authorization from the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act (CWA). Section 401 requires an applicant for a federal license or permit that allows activities resulting in a discharge to waters of the U.S. must obtain a state certification that the discharge complies with other provisions of the CWA. The Regional Water Quality Control Boards (RWQCB) administer the certification program in California. The RWQCBs also regulate discharges of pollutants or dredged or fill material to waters of the State, which are more broadly defined than waters of the U.S.

California Fish and Game Code Section 1602 – Lake and Streambed Alteration Program

Diversions or obstructions of the natural flow of, or substantial changes or use of material from the bed, channel, or bank of, any river, stream, or lake in California that supports wildlife resources are subject to

regulation by CDFW, pursuant to Section 1602 of the California Fish and Game Code. The CDFW requires notification prior to commencement of any such activities, and a Lake and Streambed Alteration Agreement (LSAA) pursuant to Fish and Game Code Sections 1601-1603, if the activity may substantially adversely affect an existing fish and wildlife resource.

Evaluation of Biological Resources

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less than significant. The proposed project would be located on an existing asphalt paved parking lot for the Palladio at Broadstone Shopping Center. The current project site includes a few ornamental trees that would be incorporated into the landscaping design for the project. Common bird species protected by the federal Migratory Bird Treaty Act and California Fish and Game Codes may nest on the trees on or adjacent to the project site. Project construction activities would potentially result in impacts to nesting birds if construction of the proposed project commences during the typical avian breeding season (February 1– August 31). Construction activities and construction-related disturbance (noise, vibration and increased human activity) could adversely affect these species if they were to nest in or adjacent to the project area. Mitigation Measure BIO-1 would be implemented to avoid and minimize impacts to nesting birds:

Mitigation Measure BIO-1: Avoid and Minimize Impacts to Nesting Birds

- If project (construction) ground-disturbing and grubbing activities commence during the avian breeding season (February 1 through August 31), a qualified biologist shall conduct a pre-construction nesting bird survey no more than 14 days prior to initiation of project activities and again immediately prior to construction. The survey area shall include suitable raptor nesting habitat within 500-feet of the project boundary (inaccessible areas outside of the project site can be surveyed from the site or from public roads using binoculars or spotting scopes). Pre-construction surveys are not required in areas where project activities have been continuous since prior to February 1, as determined by a qualified biologist. Areas that have been inactive for more than 14 days during the avian breeding season must be re-surveyed prior to resumption of project activities. If no active nests are identified, no further mitigation is required. If active nests are identified, the following measure is required:
 - A suitable buffer (e.g., typically 300-500-feet for raptors; and 50-100-feet for passerines) shall be established by a qualified biologist around active nests and no construction activities within the buffer shall be allowed until a qualified biologist has determined that the nest is no longer active (i.e., the nestlings have fledged and are no longer reliant on the nest, or the nest has failed). Encroachment into the buffer may occur at the discretion of a qualified biologist. Any encroachment into the buffer shall be monitored by a qualified biologist to determine whether nesting birds are being impacted.

With implementation of the above mitigation measure, potential impacts to special-status species and nesting birds would be less than significant and no additional mitigation measures would be required.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No impact. No riparian habitats, sensitive natural communities, or other protected habitats are located on or adjacent to the project site. Therefore, no impact would occur.

- c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No impact. There are no potential waters of the U.S. or state on the site. Therefore, there would be no impact to potential waters of the U.S. or state.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No impact. The project site is an existing asphalt paved parking lot for the Palladio at Broadstone Shopping Center. The project site is surrounded by commercial development, residential development, and vacant lands that may be developed into multifamily residential or mixed-use commercial development in the future. The project site does not provide any wildlife movement corridors or wildlife nursery sites. Therefore, there would be no impacts to wildlife corridors or the use of native wildlife nursery sites as a result of the proposed project.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The project does not conflict with any local policies or ordinances protecting biological resources. None of the ornamental trees existing on the project site meet the definition of protected trees per the City's Tree Preservation Ordinance (City of Folsom 2021c). However, the existing ornamental trees on site would be incorporated into the landscape design. The project would plant 50 additional trees and low-profile shrubs, including screening shrubs, throughout the project site. No trees would be removed and therefore there would be no impact.

- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No impact. No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan has been approved for the City of Folsom. Therefore, no impacts to an existing adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan would occur.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

This assessment, which addresses both archaeological and historic architectural resources, is based on the results of an archival records search and Native American coordination. No pedestrian survey of the Area of Potential Effects (APE) was conducted as the entirety of the APE is covered by an asphalt parking lot.

Regulatory Framework

California Environmental Quality Act

Pursuant to CEQA, a historical resource is a resource listed in, or eligible for listing in, the California Register of Historical Resources (CRHR). In addition, resources included in a local register of historic resources, or identified as significant in a local survey conducted in accordance with state guidelines, are also considered historic resources under CEQA unless a preponderance of the facts demonstrates otherwise. According to CEQA, the fact that a resource is not listed in, or determined eligible for listing in, the CRHR, or is not included in a local register or survey, shall not preclude a Lead Agency, as defined by CEQA, from determining that the resource may be a historic resource as defined in California Public Resources Code (PRC) Section 5024.1.7.

CEQA applies to archaeological resources when (1) the historic or prehistoric archaeological resource satisfies the definition of a historical resource, or (2) the historic or prehistoric archaeological resource satisfies the definition of a “unique archaeological resource.” A unique archaeological resource is an archaeological artifact, object, or site that has a high probability of meeting any of the following criteria (PRC § 21083.2(g)):

1. The archaeological resource contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information.
2. The archaeological resource has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. The archaeological resource is directly associated with a scientifically recognized important prehistoric or historic event or person.

California Register of Historical Resources

Created in 1992 and implemented in 1998, the CRHR is “an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state’s historical resources and to

indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change” (PRC § 5024.1(a)). Certain properties, including those listed in or formally determined eligible for listing in the National Register of Historic Places (NRHP) and California Historical Landmarks (CHLs) numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historic resources surveys, or designated by local landmarks programs may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria (PRC § 5024.1(c)):

Criterion 1: It is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.

Criterion 2: It is associated with the lives of persons important in our past.

Criterion 3: It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.

Criterion 4: It has yielded, or may be likely to yield, information important in history or prehistory.

Resources nominated to the CRHR must retain enough of their historic character or appearance to be recognizable as historic resources and to convey the reasons for their significance. It is possible that a resource whose integrity does not satisfy NRHP criteria may still be eligible for listing in the CRHR. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if, under Criterion 4, it maintains the potential to yield significant scientific or historical information or specific data. Resources that have achieved significance within the past 50 years also may be eligible for inclusion in the CRHR, provided that enough time has lapsed to obtain a scholarly perspective on the events or individuals associated with the resource.

Native American Heritage Commission

PRC Section 5097.91 established the Native American Heritage Commission (NAHC), whose duties include the inventory of places of religious or social significance to Native Americans and the identification of known graves and cemeteries of Native Americans on private lands. Under PRC Section 5097.9, a State policy of noninterference with the free expression or exercise of Native American religion was articulated along with a prohibition of severe or irreparable damage to Native American sanctified cemeteries, places of worship, religious or ceremonial sites, or sacred shrines located on public property. PRC Section 5097.98 specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner.

Cultural Context

The following is a brief summary providing a context in which to understand the background and relevance of resources that may occur in the general project area. This section is not intended to be a comprehensive review of the current resources available; rather, it serves as a general overview. Further details can be found in ethnographic studies, mission records, and major published sources.

Prehistoric Background

Early archaeological investigations in central California were conducted at sites located in the Sacramento-San Joaquin Delta region. The first published account documents investigations in the Lodi and Stockton area (Schenck and Dawson 1929). The initial archaeological reports typically contained descriptive narratives, with more systematic approaches sponsored by Sacramento Junior College in the 1930s. At the same time, University of California at Berkeley excavated several sites in the lower Sacramento Valley and Delta region which resulted in recognizing archaeological site patterns based on variations of inter-site assemblages. Research during the 1930s identified temporal periods in central California prehistory and provided an initial chronological sequence (Lillard and Purves 1936; Lillard, et al. 1939). In 1939, Lillard noted that each cultural period led directly to the next and that influences spread from the Delta region to other regions in central California (Lillard, et al. 1939). In the late 1940s and early 1950s, Beardsley documented similarities in artifacts among sites in the San Francisco Bay region and the Delta and refined his findings into a cultural model that ultimately became known as the Central California Taxonomic System (CCTS). This system proposed a uniform, linear sequence of cultural succession (Beardsley 1948 and 1954). The CCTS system was challenged by Gerow (1954; 1974; Gerow with Force 1968), whose work looked at radiocarbon dating to show that Early and Middle Horizon sites were not subsequent developments but, at least partially, contemporaneous.

To address some of the flaws in the CCTS system, Fredrickson (1973) introduced a revision that incorporated a system of spatial and cultural integrative units. Fredrickson separated cultural, temporal, and spatial units from each other and assigned them to six chronological periods: Paleo-Indian (10000 to 6000 B.C.); Lower, Middle and Upper Archaic (6000 B.C. to A.D. 500), and Emergent (Upper and Lower, A.D. 500 to 1800). The suggested temporal ranges are like earlier horizons, which are broad cultural units that can be arranged in a temporal sequence (Moratto 1984). In addition, Fredrickson defined several patterns—a general way of life shared within a specific geographical region. These patterns include:

- Windmiller Pattern or Early Horizon (3000 to 1000 B.C.);
- Berkeley Pattern or Middle Horizon (1000 B.C. to A.D. 500); and,
- Augustine Pattern or Late Horizon (A.D. 500 to historic period).

Brief descriptions of these temporal ranges and their unique characteristics follow.

Windmiller Pattern or Early Horizon (3000 to 1000 B.C.)

Characterized by the Windmiller Pattern, the Early Horizon was centered in the Cosumnes district of the Delta and emphasized hunting rather than gathering, as evidenced by the abundance of projectile points in relation to plant processing tools. Additionally, atlatl, dart, and spear technologies typically included stemmed projectile points of slate and chert but minimal obsidian. The large variety of projectile point types and faunal remains suggests exploitation of numerous types of terrestrial and aquatic species (Bennyhoff 1950; Ragir 1972). Burials occurred in cemeteries and intra-village graves. These burials typically were ventrally extended, although some dorsal extensions are known with a westerly orientation and a high number of grave goods. Trade networks focused on acquisition of ornamental and ceremonial objects in finished form rather than on raw material. The presence of artifacts made of exotic materials such as quartz, obsidian, and shell indicate an extensive trade network that may represent the arrival of Utian populations into central California. Also indicative of this period are rectangular Haliotis and Olivella shell beads, and charmstones that usually were perforated.

Berkeley Pattern or Middle Horizon (1000 B.C. to A.D. 500)

The Middle Horizon is characterized by the Berkeley Pattern, which displays considerable changes from the Early Horizon. This period exhibited a strong milling technology represented by minimally shaped cobble mortars and pestles, although metates and manos were still used. Dart and atlatl technologies during this period were characterized by non-stemmed projectile points made primarily of obsidian. Fredrickson (1973) suggests that the Berkeley Pattern marked the eastward expansion of Miwok groups from the San Francisco Bay Area. Compared with the Early Horizon, there is a higher proportion of grinding implements at this time, implying an emphasis on plant resources rather than on hunting. Typical burials occurred within the village with flexed positions, variable cardinal orientation, and some cremations. As noted by Lillard et al. (1939), the practice of spreading ground ochre over the burial was common at this time. Grave goods during this period are generally sparse and typically include only utilitarian items and a few ornamental objects. However, objects such as charmstones, quartz crystals, and bone whistles occasionally were present, which suggest the religious or ceremonial significance of the individual (Hughes 1994). During this period, larger populations are suggested by the number and depth of sites compared with the Windmill Pattern. According to Fredrickson (1973), the Berkeley Pattern reflects gradual expansion or assimilation of different populations rather than sudden population replacement and a gradual shift in economic emphasis.

Augustine Pattern or Late Horizon (A.D. 500 to Historic Period)

The Late Horizon is characterized by the Augustine Pattern, which represents a shift in the general subsistence pattern. Changes include the introduction of bow and arrow technology; and most importantly, acorns became the predominant food resource. Trade systems expanded to include raw resources as well as finished products. There are more baked clay artifacts and extensive use of *Haliotis* ornaments of many elaborate shapes and forms. Burial patterns retained the use of flexed burials with variable orientation, but there was a reduction in the use of ochre and widespread evidence of cremation (Moratto 1984). Judging from the number and types of grave goods associated with the two types of burials, cremation seems to have been reserved for individuals of higher status, whereas other individuals were buried in flexed positions. Johnson (1976) suggests that the Augustine Pattern represents expansion of the Wintuan population from the north, which resulted in combining new traits with those established during the Berkeley Pattern.

Central California research has expanded from an emphasis on defining chronological and cultural units to a more comprehensive look at settlement and subsistence systems. This shift is illustrated by the early use of burials to identify mortuary assemblages and more recent research using osteological data to determine the health of prehistoric populations (Dickel et al. 1984). Although debate continues over a single model or sequence for central California, the general framework consisting of three temporal/cultural units is generally accepted, although the identification of regional and local variation is a major goal of current archaeological research.

Ethnographic Background

Southern Maidu

At the time of European contact, the Southern Maidu tribe of California Native Americans, sometimes referred to as the Nisenan, occupied the project vicinity. The Southern Maidu occupied the drainages of the Yuba, Bear, and American rivers and the lower drainages of the Feather River, bounded by the west

bank of the Sacramento River to the west, the crest of the Sierra Nevada to the east, and a few miles south of the American River to the south. The northern boundary is not well established due to the Southern Maidu's linguistic similarity with neighboring groups but extended somewhere between the Feather and Yuba rivers.

The Southern Maidu constructed villages on natural rises along streams and rivers ranging in size from three to fifty houses. The houses were typically dome or conical shaped and covered with earth, tule mats, or grasses, and major villages contained a semi-subterranean dance house structure covered by earth, tule, and brush (Wilson and Towne 1978). The Southern Maidu subsistence base varied and included gathering seeds and seasonal plant resources, hunting, and fishing. The Southern Maidu were not dependent on one staple, as their territory provided abundant year-round sources of different food. Acorns were a primary food source and were stored in granaries, in addition to buckeye nuts, gray and sugar pine nuts, and hazelnuts. Ethnographic reports indicate the Southern Maidu obtained large game such as deer, antelope, tule elk, mountain lions, and black bears, by game drives, snares, decoys, deadfalls, and bows and arrows. Rabbits and other small game were hunted with sticks, blunted arrows, traps, snares, nets, fire, and rodent hooks.

The Southern Maidu political organization was centered on the tribelet and each village was governed by a headman who served as an advisor and whose position was typically passed on patrilineally, although some chiefs were chosen by the villagers (Beals 1933; Wilson and Towne 1978). Very little contact existed for the Southern Maidu outside of their tribelet area, and outside contact was typically only for ceremonies, trade, and warfare (Beals 1933). Southern Maidu disposed of their dead by cremation and then burial, usually on the morning after the person died. The deceased person's property would be burned and their house moved or destroyed. After the cremation, the bones and ashes would be gathered and buried in the village cemetery. When a death occurred away from the person's village, they would be cremated where they died and their remains returned to their village to be buried (Wilson and Towne 1978).

Historic Background

The history of the northern Central Valley and Sierra Nevada foothills can be divided into several periods of influence; pertinent historic periods are briefly summarized below.

Spanish Period

The arrival and expansion of the Spanish did not have a significant effect on the Southern Maidu way of life, as contact with the Spanish was limited, and only in the southern edge of their territory. Spanish exploration of the greater Southern Maidu territory occurred when José Canizares explored the adjacent Plains Miwok territory in 1776. There is no recorded history of any Southern Maidu being removed and forced into the Spanish Mission system as neophytes, unlike their Miwok neighbors (Wilson and Towne 1978). There are numerous accounts of neophytes fleeing the missions, and a series of "Indian Wars" broke out when the Spanish tried to return them to the missions (Johnson 1976). The Southern Maidu received some of the escaped mission neophytes and felt pressure on their southern borders from displaced Miwok villages.

Mexican Period

With the declaration of Mexican independence in 1821, Spanish control of Alta California ended, although little change actually occurred. Political change did not take place until mission secularization in 1834, when Native Americans were released from missionary control and the mission lands were granted to private individuals. Shoup and Milliken (1999) state that mission secularization exposed Native Americans to further exploitation by outside interests, often forcing them into a marginal existence as laborers for large ranchos. Following mission secularization, the Mexican population grew as the native population continued to decline. Anglo-American settlers began to arrive in Alta California during this period and often married into Mexican families, becoming Mexican citizens, which made them eligible to receive land grants. In 1846, on the eve of the U.S.-Mexican War (1846 to 1848), the estimated population of Alta California was 8,000 non-natives and 10,000 Native Americans. However, these estimates have been debated. Cook (1976) suggests the Native American population was 100,000 in 1850; the U.S. Census of 1880 reports the Native American population as 20,385.

European Expansion

Jedediah Smith was the first European-American to explore the Central Valley in 1828, but other fur-trapping expeditions soon followed. In the late 1820s, American trappers, as well as ones from the Hudson's Bay Company, began establishing camps in the Southern Maidu territory to trap beavers, an occupation that was said to have been peaceful (Wilson and Towne 1978). During this period, Native American populations were declining rapidly, due to an influx of Euro-American diseases. In 1832, a party of trappers from the Hudson's Bay Company, led by John Work, traveled down the Sacramento River unintentionally spreading a malaria epidemic to Native Californians. This epidemic wiped out much of the Southern Maidu, and survivors moved into the hills. Four years later, a smallpox epidemic decimated local populations, and it is estimated that up to 75 percent of the Southern Maidu population died (Cook 1976).

After the upheaval of the Bear Flag Revolt in 1846, John Sutter sent James Marshall to construct a sawmill in the Sierra Nevada foothills at Coloma in 1847 (Severson 1973). In January of 1848, Marshall discovered gold near the Southern Maidu village of "Culloma", (Coloma) which marked the start of the Gold Rush. The influx of miners and entrepreneurs increased the population of California, not including Native Californians, from 14,000 to 224,000 in just four years. This, in turn, stimulated commercial growth in the Sacramento Valley as eager entrepreneurs set up businesses to support the miners and mining operations. When the Gold Rush was over, many miners settled in the area and established farms, ranches, and lumber mills.

City of Folsom

The City of Folsom's history can be traced back to 1847 when William Leidesdorff traveled to the Sacramento area to see the 35,000 acres he had purchased years earlier. Following Leidesdorff's death in 1848, US Army Captain Joseph Folsom purchased the land from Leidesdorff's heirs and with the help of Theodore Judah established a town site near the Negro Bar mining spot on the American River. Naming the town Granite City, the original plans were for a railroad terminus although at that time there were no trains in northern California. Folsom died before the first railroad arrived in 1856 but the name of the town was changed from Granite City to "Folsom" in his honor.

The town soon began to prosper with new hotels and businesses, but the real boost to the local economy came with the establishment of Folsom Prison in 1880 and the Folsom Powerhouse in 1895. Plans for Folsom Prison moved forward when the wealthy Robert Livermore and family offered to donate land in exchange for prison labor to build a hydro-electric dam across the American River to power a sawmill. Although the sawmill was never established, the family soon realized that force of the dammed water could be used to provide power to Sacramento and in 1895, Folsom made history when the first long-distance transmission of electricity spanned 22 miles from Folsom to Sacramento. As Folsom continued to grow, bridges were constructed across the American River including the Truss Bridge in 1895 and the Rainbow Bridge in 1919. In 1945, the City of Folsom was incorporated and in 1955, Folsom Dam was constructed to provide hydroelectric power and recreation for the burgeoning local population. In the mid-1960s, Johnny Cash made the City of Folsom famous with his hit single “Folsom Prison Blues” coinciding with a time when the city’s economy was centered around the prison. A huge economic boom came to Folsom in 1984 when Intel opened its vast campus and established itself as the largest private employer in the Sacramento area. In the 1990s, Folsom grew rapidly as a suburb community to Sacramento and it continues to grow today as an upscale community.

Cultural Resource Record Search

On February 14, 2022, an archival records search in support of the proposed project was conducted at the North Central Information Center (NCIC) of the California Historical Resources Information System, located at California State University, Sacramento. The records searches addressed all portions of the APE and a 0.25-mile radius around the APE (hereafter referred to as the study area). Sources of information included previous survey and cultural resources files; the National Register of Historic Places (NRHP); the California Register of Historical Resources (CRHR); the Office of Historic Preservation (OHP) Archaeological Determinations of Eligibility; the OHP Directory of Properties in the Historic Property Data File; historical topographic maps; and historical aerial photographs.

The records search identified 9 studies that have previously been conducted within the study area (**Table 6**). One study directly examined the current APE during its survey. This study is shown in bold in **Table 6** and discussed briefly below.

Table 6: Previous Studies Conducted within the Study Area

Report	Year	Author(s)	Title	Affiliation
003925	1990/1995	Derr, Eleanor / ASI Archaeology and Cultural Resources Management	A Cultural Resources Study for the Broadstone Master Plan Project, Sacramento County, California: Final Report / Historic Properties Treatment Plan: Broadstone II Master Plan Study Area	Cultural Resources Unlimited / ASI Archaeology and Cultural Resources Management
003830	1997	Windmiller, R., L. A. Payen, and P. Payen	Evaluation of Cultural Resources Broadstone Unit 3 Folsom Sacramento County, California	None
004481	1991	Derr, Eleanor	A Cultural Resource Evaluation of the Broadstone 3 Project Involving 570 Acres Near Folsom, California, Sacramento County	None
006384	2005	Golden Hills Environmental Services	Cultural Resources Evaluation for the Golf Links Substations and Interconnecting 69kV Powerline Loop	Golden Hills Environmental Services
007121	2004	Clar, Matthew	The Status of Cultural Resources Research for the Kaiser Folsom Project Area in the City of Folsom, Sacramento County, CA	None

Report	Year	Author(s)	Title	Affiliation
009185	1991	Jones, Deborah A., Marianne Babal, Stephen D. Mikesell, and Stephen R> Wee	A Cultural Resources Study for the Folsom East Area Facilities Plan and Portions of the Sewer and Water Line System	Far Western Anthropological Research Group and Jackson Research Projects
012381	2016	Pappas, Stephen	Cultural Resources Inventory Report for the Broadstone Parkway Apartments, City of Folsom, Sacramento County, California	ECORP Consulting Inc.
012382	2016	Webb, Megan and Kim Tanksley	Cultural Resources Inventory Report for East Bidwell Commercial, Sacramento County, California	ECORP Consulting, Inc.
013491	2020	Adams, Jeremy	Addendum to Natomas Ditch System, Rhoades' Branch Ditch HAER CA-144-B, Black and White Photographs, Written Historical and Descriptive Data and Field Notes	ECORP Consulting, Inc.

Of these nine studies, one directly addressed the current APE:

- Report 003925** – NCIC subsumes two reports under this report number: *A Cultural Resources Study for the Broadstone Master Plan Project, Sacramento County, California: Final Report*, prepared by Cultural Resource Management in August, 1990; and *Historic Properties Treatment Plan: Broadstone II Master Plan Study Area*, prepared by ASI Archaeology and Cultural Resources Management in 1995. The 1995 report, which is most relevant to the current project, details a cultural resource investigation and archaeological survey conducted by ASI in 1994 in advance of the proposed Broadstone II Master Plan development project, a project which encompassed an 805-acre project area bordered by Bidwell Street on the east, U.S. Highway 50 on the south, an aggregated processing plant and undeveloped area to the west, and the Broadstone Unit I development and SMUD substation to the north. ASI's investigation located 87 separate cultural resources within the project area, and these were subsequently organized by the NCIC into four discrete archaeological sites and numerous archaeological isolates. The sites include **CA-SAC-308-H** (a collection of mining features associated with the Prairie Diggings Placer Mining District, which is now understood to be part of the Folsom Mining District, a district which, as a whole, is not considered eligible for listing in the NRHP, although individual elements of the district may be eligible), **CA-SAC-458/H** (the Carpenter Ranch Complex, recommended not eligible for inclusion in the NRHP due to poor site integrity), **CA-SAC-344/H** (a multicomponent historic and prehistoric period site determined eligible for inclusion in the NRHP) and **CA-SAC-434** (a series of water conveyance features, associated with the Rhodes Branch Ditch, a major component of the Natomas Water Conveyance system, portions of which have been determined eligible for inclusion in NRHP). A series of isolates including stone piles, fence alignments and isolated artifacts, were also identified during the survey, but were not recorded as archaeological sites and therefore are considered not eligible for inclusion in NRHP. Of the cultural resources identified and documented within **Report 003925** only elements of resource **CA-SAC-308H** (also known as **P-34-000335**, or the Folsom Mining District) have the potential to be present either within, or within 0.25 miles of, the currently proposed APE. As a result, of the four sites recorded by ASI only elements of site **CA-SAC-308H** have the potential to be impacted by the currently proposed project.

In addition to revealing that elements of the Folsom Mining District (**CA-SAC-308H**, or **P-34-000335**) may be present within the currently proposed APE or within the current study area, HELIX's records search also indicated that there are three more previously recorded cultural resources located within the study

area (see **Table 7** below). Resource **CA-SAC-308H** is shown in bold in **Table 7** and discussed further below the table.

Table 7: Previously Documented Resources within the Study Area

Primary	Trinomial	Year	Author(s)	Description
P-34-000335	CA-SAC-308H	1992	Maniery, Mary L.	Folsom Mining District
P-34-000021	None	1991	Jones, D., D. Glover, and L. Glover	Isolated projectile point fragment
P-34-001480	CA-SAC-903H	1990	Derr, Eleanor and Ken Mcivers	Historic walls/fences and water conveyance system
P-34-005120	None	1991	Lindstrom, S., L. Lundemo, M. Panelli, J. Wells, and N. Wilson	Southern Pacific Railroad line

- Resource **CA-SAC-308H** (or **P-34-00335**): known as the Folsom Mining District, is comprised of a variety of elements from the Folsom region’s historic mining period (spanning from the 1840s through the mid-twentieth century) including mines, quarries, tailings, mining equipment, habitation sites, roads, railroad grades, water conveyances, and structural foundations. The results of HELIX’s records search suggest that elements of this historic district may be present within the currently proposed APE, and or within 0.25 miles of the APE. NCIC records suggest that the Folsom Mining District taken as a unified entity has been determined to be ineligible for listing on the NRHP and CRHR, but individual elements within the district may be eligible for listing and should be evaluated as eligible or ineligible on a case-by-case basis.

Historic maps and aerial photographs examined the 1953 *Clarksville, CA* USGS 7.5-minute quadrangle map and a series of aerial photographs dating from 1952 through 2018 (NETROnline 2022). The historic USGS quadrangle map does not reveal any signs of development or site occupation within the APE as of 1953, but does show that East Bidwell Street (which runs northwest by southeast just to the north of the currently proposed APE) was already developed. The map also depicts an extension of the Southern Pacific Railroad running parallel to East Bidwell Street. Less than one mile to the south of the APE, the 1953 map also depicts US Route 50 (also known as the El Dorado Freeway).

Examination of the historic aerial photograph series suggests that the APE remained undeveloped until at least 1993. By 1998 however, aerial photographs show dirt roads within the APE, which were likely used in conjunction with the development taking place on parcels adjacent west and south of the APE, as well as on parcels to the south, east, and north of the APE which lie in the current 0.25 mile study area. By 2002 the northern portion of the APE had been completely cleared and is covered in dirt and or gravel paths while its southern portion remained in vegetated cover bisected only by a dirt path. It is also clear from the 2002 photo that Broadstone Parkway (which runs approximately northeast to southwest forming the APE’s western boundary) had been developed into its current (2022) form, and that by this time the parcels to the adjacent north and west of the APE had been developed into a commercial space and residential neighborhood respectively. Finally, between 2005 and 2009 the APE in its entirety was developed into a paved parking lot intended to serve the Palladio Shopping Center, which had also been built during this four-year time period, and is located adjacent to the APE’s southeast boundary. These conditions remained constant within the APE and on any adjacent lots throughout the remainder of the historic aerial photograph series (NETROnline 2022).

Native American Coordination

On February 14, 2022, HELIX requested that the Native American Heritage Commission (NAHC) conduct a search of their Sacred Lands File for the presence of Native American sacred sites or human remains in the vicinity of the proposed project area. A written response received from the NAHC on March 24, 2022, stated that the Sacred Lands File failed to indicate the presence of Native American cultural resources in the immediate area.

On March 30, 2022, HELIX sent letters to 10 Native American contacts that were recommended by the NAHC as potential sources of information related to cultural resources in the vicinity of the project area:

- Dahlton Brown, Director of Administration, Wilton Rancheria
- Grayson Coney, Cultural Director, Tsi Akim Maidu
- Pamela Cubbler, Treasurer, Colfax-Todds Valley Consolidated Tribe
- Regina Cuellar, Chairperson, Shingle Springs Band of Miwok Indians
- Sara Dutschke, Chairperson, Lone Band of Miwok Indians
- Steven Hutchason, Tribal Historic Preservation Officer, Wilton Rancheria
- Rhonda Morningstar Pope, Chairperson, Buena Vista Band of Me-Wuk Indians
- Clyde Prout, Chairperson, Colfax-Todds Valley Consolidated Tribe
- Jesus Tarango, Chairperson, Wilton Rancheria
- Gene Whitehouse, Chairperson, United Auburn Indian Community of the Auburn Rancheria

The letters advised the tribes and specific individuals of the proposed project and requested information regarding cultural resources in the immediate area, as well as any feedback or concerns they may have related to the proposed project. As of the date of this document no responses have been received.

Evaluation of Cultural Resources

- a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?
- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than significant impact with mitigation.

The records search determined that the entire APE has previously been surveyed for cultural resources and that elements of one resource, **CA-SAC-308H** (or **P-34-00335**), known as the Folsom Mining District, have been identified as potentially lying within the currently proposed APE. NCIC records indicate that the Folsom Mining District taken as a unified entity has been determined ineligible for listing on the NRHP and CRHR, but that individual elements within the district may be eligible for listing and should be evaluated as eligible or ineligible on a case-by-case basis. No pedestrian survey of the APE was conducted because the entire area is currently capped by an asphalt parking lot; nevertheless, the records search results suggest that the APE should be considered to have a low to moderate sensitivity for undocumented historic-era cultural resources.

The Sacred Lands File search by the NAHC provided no evidence that sites considered important by local Native American are located in the vicinity, although replies from individual tribal members regarding potential resources in the area are still pending. Previous research has not determined that the area has more than a low potential to contain prehistoric cultural resources, and absent additional information

from Native American sources the area should be considered to have a low sensitivity for undocumented prehistoric resources.

In summary, there is a low to moderate potential for the proposed project to encounter as yet-undiscovered historical resources or unique archaeological resources, particularly those associated with the Gold Rush era. If potential historical resources or unique archaeological resources are discovered during construction, implementation of Mitigation Measure CUL-1 would reduce any potential impact to a less than significant level for questions a) and b).

Mitigation Measure CUL-1: Inadvertent Discovery

In the event that cultural resources are exposed during ground-disturbing activities, construction activities should be halted in the immediate vicinity of the discovery. If the site cannot be avoided during the remainder of construction, an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards should then be retained to evaluate the find's significance under the California Environmental Quality Act (CEQA). If the discovery proves to be significant, additional work, such as data recovery excavation, may be warranted and should be discussed in consultation with the City.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less than significant impact with mitigation. No human remains are known to exist within the project area nor were there any indications of human remains found during the field survey. However, there is always the possibility that subsurface construction activities associated with the proposed project, such as trenching and grading, could potentially damage or destroy previously undiscovered human remains. This is a potentially significant impact. However, if human remains are discovered, implementation of Mitigation Measure CUL-2 would reduce this potential impact to a less than significant level.

Mitigation Measure CUL-2: Treatment of Human Remains

If suspected human remains are encountered during project implementation, the specific procedures outlined by the NAHC, in accordance with Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the Public Resources Code, would be followed:

All excavation activities within 60 feet of the remains would immediately stop, and the area would be protected with flagging or by posting a monitor or construction worker to ensure that no additional disturbance occurs.

1. The project owner or their authorized representative would contact the County Coroner.
2. The coroner would have two working days to examine the remains after being notified in accordance with HSC 7050.5. If the coroner determines that the remains are Native American and are not subject to the coroner's authority, the coroner would notify NAHC of the discovery within 24 hours.
3. NAHC would immediately notify the Most Likely Descendant (MLD), who would have 48 hours after being granted access to the location of the remains to inspect them and make recommendations for treatment of them. Work would be suspended in the area of the find until the senior archaeologist approves the proposed treatment of human remains.

4. If the coroner determines that the human remains are neither subject to the coroner's authority nor of Native American origin, then the senior archaeologist would determine mitigation measures appropriate to the discovery.

VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

California's electricity needs are satisfied by a variety of entities, including investor-owned utilities, publicly owned utilities, electric service providers and community choice aggregators. In 2020, the California power mix totaled 272,576 gigawatt hours (GWh). In-state generation accounted 51 percent of the state's power mix. The remaining electricity came from out-of-state imports (CEC 2021a). **Table 8** provides a summary of California's electricity sources as of 2020.

Table 8: California Electricity Sources 2020

Fuel Type	Percent of California Power
Coal	2.74
Large Hydro	12.21
Natural Gas	37.06
Nuclear	9.33
Oil	0.01
Other (Petroleum Coke/Waste Heat)	0.19
Renewables (Excluding Large Hydro)	33.09
Unspecified	5.36

Source: CEC 2021a.

Natural gas provides the largest portion of the total in-state capacity and electricity generation in California, with nearly 45 percent of the natural gas burned in California used for electricity generation in a typical year. Much of the remainder is consumed in the residential, industrial, and commercial sectors for uses such as cooking, space heating, and as an alternative transportation fuel. In 2012, total natural gas demand in California for industrial, residential, commercial, and electric power generation was 2,313 billion cubic feet per year (bcf/year), up from 2,196 bcf/year in 2010 (CEC 2021b).

Transportation accounts for a major portion of California's energy budget. Automobiles and trucks consume gasoline and diesel fuel, which are nonrenewable energy products derived from crude oil.

Gasoline is the most used transportation fuel in California, with 97 percent of all gasoline being consumed by light-duty cars, pickup trucks, and sport utility vehicles (SUVs). In 2015, 15.1 billion gallons of gasoline were sold in California (CEC 2021c). Diesel fuel is the second most consumed fuel in California, used by heavy-duty trucks, delivery vehicles, buses, trains, ships, boats, and farm and construction equipment. In 2015, 4.2 billion gallons of diesel were sold in California (CEC 2021d).

Evaluation of Energy

- a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than significant impact. Project construction would require the use of construction equipment for clearing and grubbing, grading, hauling, and building activities, as well as construction workers and vendors traveling to and from the project site. Construction equipment requires gasoline, diesel, and potentially other fuel sources to operate.

Construction of the project would incorporate on-site energy conservation features. The following practices would be implemented during project construction to reduce waste and energy consumption:

- Limit on-site truck and equipment idling to five minutes per CARB Offroad Regulation Section 2449; and,
- In accordance with CALGreen criteria as well as state and local laws, at least 50 percent of on-site construction waste and ongoing operational waste would be diverted from landfills through reuse and recycling.

The project's construction-related energy usage would not represent a significant demand on energy resources because it is temporary in nature. Additionally, with implementation of the low impact design features, project construction would avoid or reduce inefficient, wasteful, and unnecessary consumption of energy. Therefore, the project's construction-phase energy impacts would be less than significant.

Operation of the proposed project would increase the consumption of energy related to electricity, natural gas, water, and wastewater. However, implementation of low impact design, energy efficient, and sustainable features would also reduce the energy usage. The project design incorporates sustainable features consistent with General Plan Goal LU 9.1 and the California Green Building Standards Code (CALGreen). The project would be mitigated to meet one of the four Building Energy Sector options in the GHG Reduction Measures Consistency Checklist. The project would provide 10 electric vehicle charging stations, as required under the City's General Plan GHG Reduction Measure T-8 (See Appendix B).

Hardscapes, such as pedestrian and bicycle pathways, an outdoor patio, and the main entrance would be constructed with cool paving materials (e.g., slab concrete). Cool paving areas, including shaded areas, account for approximately 51 percent of the non-roof impervious area.

Additionally, the Folsom Municipal Code requires bicycle parking 5 percent or more higher than the requirements of City Code section 17.57.00. Finally, adequate energy facilities are already located within and adjacent to the site serving the existing uses. Thus, the incremental increase associated with implementation of the project would not require the construction of new energy facilities or sources of

energy that would not otherwise be needed to serve the region. It is anticipated that these services would be provided from existing utilities on site, or from extensions from existing facilities immediately abutting the site. Therefore, energy impacts from project operation would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No impact. The proposed project would not conflict with or obstruct a state or local plan for renewable energy efficiency. The project would conform to all applicable state, federal, and local laws and codes. Therefore, the proposed project would have no impact.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Geology

The project site is situated on the eastern edge of Sacramento County, located within the western foothills of the Sierra Nevada geomorphic province of California. The project site is not located with an Alquist-Priolo Earthquake Fault Zone and there are no active faults or Earthquake Fault Zones located on the project site.

Soils

Soils on the project site are mapped entirely as Argonaut-Auburn complex, 3 to 8 percent slopes (NRCS 2021). This soil class is identified as having a high drainage.

The project would require the need for limited soil excavation on the project site. Although the majority of the development would be situated on previously developed pads and improvements, the foundation is anticipated to require piers for footings.

City Regulation of Geology and Soils

The City of Folsom regulates the effects of soils and geological constraints on urban development primarily through enforcement of the California Building Code, which requires the implementation of engineering solutions for constraints to urban development posed by slopes, soils, and geology. Additionally, the City has adopted a Grading Code (Folsom Municipal Code Section 14.29) that regulates grading citywide to control erosion, storm water drainage, revegetation, and ground movement.

Evaluation of Geology and Soils

- a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?

Less than significant impact. According to the CDC Earthquake Hazards Zone Application (EQ Zapp) Map, there are no known active faults crossing the property, and the project site is not located within an Earthquake Fault Zone (CDC 2021b). Therefore, ground rupture is unlikely at the subject property, and impacts would be less than significant.

- ii. Strong seismic ground shaking?

Less than significant impact. While earthquake-induced ground shaking could occur in the project vicinity, historically, seismic activity in the Folsom area has been limited. The proposed project would be constructed in accordance with standards imposed by the City of Folsom through the Grading Code, and in compliance with California Building Code requirements. Potential impacts would be reduced to levels considered acceptable in the City and region. As a result, the project would not expose people or structures to substantial adverse effects of seismic events. This would be a less than significant impact and no mitigation would be required.

- iii. Seismic-related ground failure, including liquefaction?

Less than significant impact. The project site is a relatively flat parking lot with elevations ranging from 377 feet to 390 feet. Additionally, the project site is not located within an Earthquake Fault Zone, as mentioned in i.) and therefore, has a low seismicity. According to the soils mapping for the site, the Argonaut-Auburn complex soils onsite have a depth to the water table greater than 80 inches (NRCS 2016). The soils on the project site do not contain the characteristics typical of soils most susceptible to

liquefaction, and because the depths to groundwater are more than 80 inches below the ground surface, it is unlikely that the proposed project would be exposed to liquefaction hazards. Therefore, liquefaction is unlikely at the project site and impacts would be less than significant.

iv. Landslides?

Less than significant impact. The project site is currently an existing parking lot and has relatively flat topography. Elevations in the project site range from 377 feet to 390 feet. According to the NRCS Web Soil Survey, the existing on-site soil ranges from 0 to 3 percent slopes. Additionally, as mentioned in i.), the project site is not located near a fault and is not located within an Earthquake Fault Zone. The topography and location of the project reduces the potential of site liquefaction, slope instability, and surface rupture to almost negligible. Therefore, landslides are unlikely at the subject property and impacts would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

Less than significant impact. Soils on the project site, Argonaut-Auburn, are well drained; however, have a high runoff potential, which would indicate a higher potential for water erosion. Ground disturbing activities during construction of the project would further increase the potential for soil erosion. The 2019 CBC (California Building Code) and the City's Grading Code and standard conditions for project approval contain requirements to minimize or avoid potential effects from erosion hazards. As a condition of approval, prior to the issuance of a grading or building permit, the City would require the applicant to prepare a soils report, a detailed grading plan, and an erosion control plan by a qualified and licensed engineer. The soils report would identify soil hazards, including potential impacts from erosion. The City would be required to review and approve the erosion control plan based on the California Department of Conservation's "Erosion and Control Handbook." The erosion control plan would identify protective measures to be implemented during excavation, temporary stockpiling, disposal, and revegetation activities.

Compliance with the City's regulations and the California Building Code requirements would reduce potential impacts related to soil erosion from water to less than significant and no mitigation would be required.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less than significant impact. Liquefaction is the sudden loss of soil shear strength and sudden increase in porewater pressure caused by shear strains, which could result from an earthquake. Research has shown that saturated, loose to medium-dense sands with a silt content less than about 25 percent located within the top 40-feet are most susceptible to liquefaction and surface rupture or lateral spreading. Slope instability can occur as a result of seismic ground motions and/or in combination with weak soils and saturated conditions.

As also discussed under "a" ii and iii, the potential for damage due to liquefaction, slope instability, and surface ruptures was considered negligible due to the relatively flat topography and location of the project site. Therefore, the project would have less than significant impact regarding unstable geological units or soils.

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than significant impact. Expansive soils shrink and swell in response to changes in moisture levels. The changes in soil volumes can result in damage to structures including building foundations, and infrastructure, if the project design does not appropriately accommodate the changing soil conditions. The project site is mapped as Argonaut-Auburn complex, 0 to 3 percent slopes (Unit 107), and NRCS does not have information regarding the shrink-swell of this soil type (NRCS 2021). The proposed project would be designed to meet seismic safety requirements specified in the California Building Code, including standards to minimize impacts from expansive soils. Therefore, impacts related to the potential hazards of construction on expansive soils would be less than significant, and no mitigation would be required.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No impact. The proposed sewer system would connect to the public sewer system and would not require septic systems or an alternative waste disposal system. No impact would occur.

- f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than significant impact with mitigation. No previous surveys conducted in the project area have identified the project site as sensitive for paleontological resources or other geologically sensitive resources, nor have testing or ground disturbing activities performed to date uncovered any paleontological resources or geologically sensitive resources. While the likelihood of encountering paleontological resources and other geologically sensitive resources is considered low, project-related ground disturbing activities could affect the integrity of a previously unknown paleontological or other geologically sensitive resource, resulting in a substantial change in the significance of the resource. Therefore, the proposed project could result in potentially significant impacts to paleontological resources. Implementation of Mitigation Measure GEO-1 would reduce potentially significant impacts to a level of less than significant.

Mitigation Measure GEO-1: Avoid and Minimize Impacts to Paleontological Resources

In the event paleontological or other geologically sensitive resources (such as fossils or fossil formations) are identified during any phase of project construction, all excavations within 100 feet of the find shall be temporarily halted until the find is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the appropriate representative at the City of Folsom who shall coordinate with the paleontologist as to any necessary investigation of the find. If the find is determined to be significant under CEQA, the City shall implement those measures which may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code Section 21083.2.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

HELIX Environmental Planning, Inc. completed the City's Greenhouse Gas Reduction Strategy Consistency Checklist for the proposed project. This checklist is presented in **Appendix B**.

Environmental Setting

Global climate change refers to changes in average climatic conditions on Earth including temperature, wind patterns, precipitation, and storms. Global temperatures are moderated by atmospheric gases. These gases are commonly referred to as greenhouse gasses (GHGs) because they function like a greenhouse by letting sunlight in but preventing heat from escaping, thus warming the Earth's atmosphere.

GHGs are emitted by natural processes and human (anthropogenic) activities. Anthropogenic GHG emissions are primarily associated with: burning of fossil fuels during motorized transport; electricity generation; natural gas consumption; industrial activity; manufacturing; and other activities such as deforestation, agricultural activity, and solid waste decomposition.

The GHGs defined under California's Assembly Bill (AB) 32, described below, include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. Estimates of GHG emissions are commonly presented in carbon dioxide equivalents (CO₂e), which weigh each gas by its global warming potential (GWP). Expressing GHG emissions in CO₂e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted. GHG emissions quantities in this analysis are presented in metric tons (MT) of CO₂e. For consistency with United Nations Standards, modeling, and reporting of GHGs in California and the U.S. use the GWPs defined in the Intergovernmental Panel on Climate Change's (IPCC) Fourth Assessment Report (IPCC 2007): CO₂ – 1; CH₄ – 25; N₂O – 298.

GHG Reduction Regulations and Plans

The primary GHG reduction regulatory legislation and plans (applicable to the project) at the State, regional, and local levels are described below. Implementation of California's GHG reduction mandates

is primarily under the authority of CARB at the state level, SMAQMD and the Sacramento Area Council of Governments (SACOG) at the regional level, and the City at the local level.

Executive Order S-3-05: On June 1, 2005, Executive Order (EO) S-3-05 proclaimed that California is vulnerable to climate change impacts. It declared that increased temperatures could reduce snowpack in the Sierra Nevada, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To avoid or reduce climate change impacts, EO S-3-05 calls for a reduction in GHG emissions to the year 2000 level by 2010, to year 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. Executive Orders are not laws and can only provide the governor's direction to state agencies to act within their authority to reinforce existing laws.

Assembly Bill 32 – Global Warming Solution Act of 2006: The California Global Warming Solutions Act of 2006, widely known as AB 32, requires that CARB develop and enforce regulations for the reporting and verification of statewide GHG emissions. CARB is directed by AB 32 to set a GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill requires CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG emission reductions.

Executive Order B-30-15: On April 29, 2015, EO B-30-15 established a California GHG emission reduction target of 40 percent below 1990 levels by 2030. The EO aligns California's GHG emission reduction targets with those of leading international governments, including the 28 nation European Union. California is on track to meet or exceed the target of reducing GHGs emissions to 1990 levels by 2020, as established in AB 32. California's new emission reduction target of 40 percent below 1990 levels by 2030 will make it possible to reach the goal established by EO S-3-05 of reducing emissions 80 percent under 1990 levels by 2050.

Senate Bill 32: Signed into law by Governor Brown on September 8, 2016, Senate Bill (SB) 32 (Amendments to the California Global Warming Solutions Action of 2006) extends California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the State's continuing efforts to pursue the long-term target expressed in EO B-30-15 of 80 percent below 1990 emissions levels by 2050.

California Air Resources Board: On December 11, 2008, the CARB adopted the Climate Change Scoping Plan (Scoping Plan) as directed by AB 32. The Scoping Plan proposes a set of actions designed to reduce overall GHG emissions in California to the levels required by AB 32. Measures applicable to development projects include those related to energy-efficiency building and appliance standards, the use of renewable sources for electricity generation, regional transportation targets, and green building strategy. Relative to transportation, the Scoping Plan includes nine measures or recommended actions related to reducing vehicle miles traveled (VMT) and vehicle GHGs through fuel and efficiency measures. These measures would be implemented statewide rather than on a project-by-project basis (CARB 2008).

In response to EO B-30-15 and SB 32, all state agencies with jurisdiction over sources of GHG emissions were directed to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 targets. The mid-term target is critical to help frame the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure needed to continue driving

down emissions (CARB 2014). In December 2017, CARB adopted the 2017 Climate Change Scoping Plan Update, the Strategy for Achieving California’s 2030 Greenhouse Gas Target, to reflect the 2030 target set by EO B-30-15 and codified by SB 32 (CARB 2017).

Sacramento Area Council of Governments: As required by the Sustainable Communities and Climate Protection Act of 2008 (SB 375), SACOG has developed the 2020 Metropolitan Transportation Plan and Sustainable Communities Strategy. This plan seeks to reduce GHG and other mobile source emissions through coordinated transportation and land use planning to reduce VMT.

City of Folsom: As part of the 2035 General Plan, the City prepared an integrated Greenhouse Gas Emissions Reduction Strategy (Appendix A to the 2035 General Plan; adopted August 28, 2018). The purpose of the Greenhouse Gas Emissions Reduction Strategy (GHG Strategy) is to identify and reduce current and future community GHG emissions and those associated with the City’s municipal operations. The GHG Strategy includes GHG reduction targets to reduce GHG emissions (with a 2005 baseline year) by 15 percent in 2020, 51 percent in 2035, and 80 percent in 2050. The GHG Strategy identifies policies within the City of Folsom General Plan that would decrease the City’s emissions of greenhouse gases. The GHG Strategy also satisfies the requirements of CEQA to identify and mitigate GHG emissions associated with the General Plan Update as part of the environmental review process and serves as the City’s “plan for the reduction of greenhouse gases”, per Section 15183.5 of the CEQA Guidelines, which provides the opportunity for tiering and streamlining of project-level emissions for certain types of discretionary projects subject to CEQA review that are consistent with the General Plan (City 2018).

Standards of Significance

The final determination of whether or not a project has a significant effect is within the purview of the lead agency pursuant to CEQA Guidelines Section 15064(b). The City’s GHG Strategy, described above, is a qualified plan for the reduction of greenhouse gases pursuant to CEQA Guidelines Section 15183.5. Consistency with the GHG Strategy may be used to determine the significance of the project’s GHG emissions.

The City’s 2035 General Plan Policy NCR 3.2.8 and GHG Strategy include criteria to determine whether the potential greenhouse gas emissions of a proposed project are significant (City 2018).

NCR 3.2.8 Streamlined GHG Analysis for Projects Consistent with the General Plan

Projects subject to environmental review under CEQA may be eligible for tiering and streamlining the analysis of GHG emissions, provided they are consistent with the GHG reduction measures included in the General Plan and EIR. The City may review such projects to determine whether the following criteria are met:

- Proposed project is consistent with the current general plan land use designation for the project site;
- Proposed project incorporates all applicable GHG reduction measures (as documented in the Climate Change Technical Appendix to the General Plan EIR) as mitigation measures in the CEQA document prepared for the project; and,

- Proposed project clearly demonstrates the method, timing and process for which the project will comply with applicable GHG reduction measures and/or conditions of approval, (e.g., using a CAP/GHG reduction measures consistency checklist, mitigation monitoring and reporting plan, or other mechanism for monitoring and enforcement as appropriate).

Evaluation of Greenhouse Gas Emissions

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant with Mitigation. GHG emissions would be generated by the project during construction (vehicle engine exhaust from construction equipment, on-road hauling trucks, vendor trips, and worker commuting trips) and during long-term operation (electricity and natural gas use, electricity resulting from water consumption; solid waste disposal, and vehicle engine exhaust).

GHG emissions were calculated used CalEEMod, as described in Methodology and Assumptions. The results of the 2025 Operational GHG Emissions are disclosed below in **Table 9**. Additionally, the results of Construction GHG Emissions are disclosed below in **Table 10**.

Table 9: Operational GHG Emissions

Emission Sources	2025 Emissions (MT CO ₂ e)
Area	<0.01
Energy	306.9
Mobile	259.9
Offroad	0.1
Waste	28.5
Water	4.2
Subtotal¹	599.7

Source: CalEEMod (output data is provided in Attachment A)

¹ Totals may not sum due to rounding.

GHG = greenhouse gas; MT = metric tons; CO₂e = carbon dioxide equivalent

Table 10: Construction GHG Emissions

Year of Emissions	Emissions (MT CO ₂ e)
2023	246.92
2024	300.54
2025	32.53
<i>SMAQMD Construction Threshold</i>	<i>1,100</i>

Source: CalEEMod (output data is provided in Attachment A)

To determine significance of the project's GHG emissions, the City's Greenhouse Gas Reduction Strategy Consistency Checklist was completed (City of Folsom 2021a; included as Attachment B)

Part 1: Land Use Consistency

The proposed project is consistent with the City's 2035 General Plan land use and zoning designations?

The project parcel is designated as Regional Commercial Center (RCC) in the Folsom 2035 General Plan. The zoning designation of the project site is General Commercial District (C-3) Planned Development (PD). In accordance with the Greenhouse Gas Reduction Strategy Consistency Checklist, if the project would require a change in land use designation or a rezone, consistency would be determined by calculating the estimated the GHG emissions resulting from maximum buildout of the project site allowed using the current zoning and using the proposed zoning change. If the land use designation/zoning change would not result in an increase in annual GHG emissions, the project would be consistent (City 2021a). The project would not result in a land use designation/zoning change and therefore, there would be no change in GHG emissions.

A hotel would be an allowable use for the C-3 PD zoning district. The Planned Development District (PD) component of the zoning designation requires a Planned Development Permit Review (PD Permit) entitlement for design review purposes (Zoning Code 17.38.050). Preliminary design plans show that the five-story hotel building would be approximately 66 feet in height (with towers extending up to 73 feet in height), whereas the Palladio at Broadstone Development Standards indicate that the maximum height for major buildings is three stories and 60 feet in height. A PD Permit modification would be required to modify the Development Standards to accommodate the building stories and building height. The resulting maximum buildout for the project parcel under the existing zoning would be a hotel totaling 85,473 SF of floor space. Using CalEEMod and all model defaults, 85,473 SF of a hotel building would result in approximately 600 MT CO₂e per year.

Part 2: GHG Reduction Measures Consistency (only applicable measures shown):

E-1 Building Energy Sector: The project will meet one of the four Building Energy Sector standards in the GHG Reduction Measures Consistency Checklist?

Consistent with mitigation. Mitigation Measure GHG-1 requires that the project meet one of the four Building Energy Sector requirements of the GHG Reduction Measures Consistency Checklist (Attachment B in Appendix B).

T-1 Mix of Uses: The project is a mixed-use building with two or more uses (i.e., residential, commercial, office, etc.) or if the site is five acres or larger there are two or more uses on the site connected by protected pedestrian paths (e.g., sidewalks, elevated walkways) excluding driveways?

Consistent. The project is less than 5 acres and is located within the existing parking lot associated with the Palladio at Broadstone Shopping Center. Implementation of the proposed hotel development would include a mix of uses including office space, a library, a fitness center, laundry rooms, a restaurant and bar, and a kitchen. Sidewalks and/or pedestrian paths would connect the hotel with adjacent land uses, including the Palladio at Broadstone Shopping Center.

T-3 Bicycle Parking: Project provides 5 percent more bicycle parking spaces than required in the City's Municipal Code?

Consistent with Mitigation. Mitigation Measure GHG-2 would require the installation of bicycle parking 5 percent or more higher than the requirements of City Code section 17.57.090.

T-6 High-Performance Diesel (Construction only): Use high-performance diesel (also known as Diesel-HPR or Reg-9000/RHD) for construction equipment?

Consistent with Mitigation. Mitigation Measure GHG-3 would require the use of high-performance diesel for all project construction activities.

T-8 Electric Vehicle Charging (Residential): For multifamily projects with 17 or more dwelling units, provide electric vehicle charging in 5 percent of total parking spaces?

Consistent. The project would provide 10 electrical vehicle charging stations, pursuant to the 2019 CalGreen Standards. The City used the CALGreen standard for land use designation, which classifies a hotel as a residential development, rather than a commercial development and calls for 10 EV parking spaces for a hotel with 151 to 200 parking spaces. Mandatory compliance with CalGreen regulations would ensure consistency with City General Plan GHG Reduction Measure T-8 for residential electric vehicle charging station standards.

SW-1 Enhanced Construction Waste Diversion: Project diverts to recycle or salvage at least 65 percent of nonhazardous construction and demolition waste generated at the project site in accordance with Appendix A4 (Residential) of CALGreen?

Mitigation Measure GHG-4 would require a minimum of 65 percent of nonhazardous construction and demolition waste to be diverted, recycled or salvaged.

W-1 Water Efficiency: For new residential and non-residential projects, the project will comply with all applicable indoor and outdoor water efficiency and conservation measures required under CALGreen Tier 1?

Mitigation Measure GHG-5 would require implementation of all 2019 CALGreen Tier 1 applicable indoor and outdoor water efficiency and conservation measures.

With implementation of Mitigation Measures GHG-1 through -5, the project would be consistent with the City's GHG Strategy. Therefore, the project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, and the impact would be less than significant with mitigation.

Mitigation Measure GHG-1: Building Energy Sector

In accordance with the City General Plan Reduction Measure E-1, the project shall meet one of the four Building Energy Sector Requirements of the GHG Reduction Measures Consistency Checklist (Attachment B in Appendix B).

Mitigation Measure GHG-2: Bicycle Parking

In accordance with the City General Plan GHG Reduction Measure T-3, the project shall provide a minimum of 5 percent more bicycle parking than required in the City's Municipal Code Section 17.57.090.

Mitigation Measure GHG-3: High-Performance Diesel

In accordance with the City General Plan GHG Reduction Measure T-6, the project shall use high-performance diesel (also known as Diesel-HPR or Reg-9000/RHD) for all diesel-powered equipment utilized in construction of the project.

Mitigation Measure GHG-4: Enhanced Construction Waste Diversion

In accordance with the City General Plan GHG Reduction Measure SW-1, the project shall divert to recycle or salvage a minimum 65 of nonhazardous construction and demolition waste generated at the project site in accordance with Appendix A5 (Residential) of the as outlined in the California Green Building Standards Code (2019 CALGreen).

Mitigation Measure GHG-5: Water Efficiency

In accordance with the City General Plan GHG Reduction Measure W-1, the project shall comply with all applicable indoor and outdoor water efficiency and conservation measures required under 2019 CALGreen Tier 1, as outlined in the California Green Building Standards Code.

- b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact with Mitigation. There are numerous State plans, policies, and regulations adopted for the purpose of reducing GHG emissions. The principal overall State plan and policy is AB 32, the California Global Warming Solutions Act of 2006. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020. SB 32 would require further reductions of 40 percent below 1990 levels by 2030. The mandates of AB 32 and SB 32 are implanted at the state level by the CARB's Scoping Plan. Because the project's operational year is post-2020, the project aims to reach the quantitative goals set by SB 32. Statewide plans and regulations such as GHG emissions standards for vehicles (AB 1493), the LCFS, and regulations requiring an increasing fraction of electricity to be generated from renewable sources are being implemented at the statewide level; as such, compliance at the project level is not addressed. Therefore, the proposed project would not conflict with those plans and regulations.

The Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for Sacramento County is the 2020 MTP/SCS adopted by the SACOG on November 18, 2019. The 2020 MTP/SCS lays out a transportation investment and land use strategy to support a prosperous region, with access to jobs and economic opportunity, transportation options, and affordable housing that works for all residents. The plan also lays out a path for improving our air quality, preserving open space and natural resources, and helping California achieve its goal to reduce greenhouse gas emissions (SACOG 2019). The transportation sector is the largest source of GHG emissions in the state. A project's GHG emissions from cars and light trucks are directly correlated to the project's vehicle miles traveled (VMT). According to the Transportation Impact Study (TIS) prepared for the project, the Project is anticipated to generate

at least 15 percent less VMT per capita than the regional average (T. Kear Transportation Planning and Management, Inc. 2022). This VMT reduction meets the 15 percent reduction required by SB 743. In addition to regional VMT projections, SACOG utilizes local growth projections to develop the strategies and measures in the 2020 MTP/SCS. As discussed in question a), above, there would be no change in land use and zoning, and no change in GHG emissions would result. Therefore, the regional VMT and population growth resulting from implementation of the project would be consistent with the assumptions used in the 2020 MTP/SCS.

As discussed in question a), above, with implementation of Mitigation Measures GHG-1 through GHG-5, the project would be consistent with the City's GHG Strategy, a qualified plan for the reduction of greenhouse gases pursuant to CEQA Guidelines Section 15183.5. Therefore, the project would not conflict with CARB's 2017 Scoping Plan, the SACOG's 2020 MTP/SCS, or the City's GHG Strategy, and the impact would be less than significant with mitigation.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The existing project site is a paved parking lot for the Palladio at Broadstone Shopping Center, that has been previously rough graded. The project site has no known past land uses associated with potentially hazardous sites.

The school nearest to the project site is Gold Ridge Elementary, located approximately 0.40 miles southwest of the project site at 735 Halidon Way. Other schools in the vicinity include Folsom lake College, approximately 1 mile northwest of the project, and Vista Del Lago High School, approximately 1.6 miles northeast of the project site.

The following databases were reviewed for the project site and surrounding area to identify potential hazardous contamination sites: the State Water Resources Control Board's GeoTracker tool (SWRCB 2021), California Department of Toxic Substance Control's EnviroStor online tool (DTSC 2021); and the EPA's Superfund National Priorities List (USEPA 2021b). Based on the results of the databases reviewed, no hazardous waste sites are on the project site.

Federal and state laws include provisions for the safe handling of hazardous substances. The federal Occupational Safety and Health Administration (OSHA) administers requirements to ensure worker safety. Construction activity must also be in compliance with the California OSHA regulations (Occupational Safety and Health Act of 1970).

Evaluation of Hazards and Hazardous Materials

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than significant impact. The site has no known history of past land uses associated with potentially hazardous sites. Construction of the proposed project would result in an increase in the generation, storage, and disposal of hazardous wastes. During project construction oil, gasoline, diesel fuel, paints, solvents, and other hazardous materials may be used. If spilled, these substances could pose a risk to the environment and to human health.

Following construction, hazardous materials such as various cleaners, paints, solvents, pesticides, and automobile fluids would be expected to be used. The routine transport, use, and disposal of hazardous materials are subject to local, state, and federal regulations to minimize risk and exposure.

Further, the City has set forth its hazardous materials goals and policies in the Hazardous Materials Element of the General Plan. The preventative policies protect the health and welfare of residents of Folsom through management and regulation of hazardous materials. Consequently, use of the listed materials above for their intended purpose would not pose a significant risk to the public or environment, and any impacts would be less than significant.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than significant impact. As discussed above, the proposed project site has no known history of past land uses associated with potentially hazardous sites and construction of the proposed project would follow all local, state, and federal regulations. Following project construction, hazardous materials such as various cleansers, paints, solvents, pesticides, pool chemicals, and automobile fluids would be expected to be used. The routine transport, use, and disposal of hazardous materials such as these are subject to local, state, and federal regulations to minimize risk and exposure.

Further, the City has set forth its hazardous materials goals and policies in the Safety and Noise Element of the General Plan. The preventative policies protect the health and welfare of residents of Folsom through management and regulation of hazardous materials. Consequently, use of the listed materials above for their intended purpose would not pose a significant risk to the public or environment, and impacts would be less than significant.

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No impact. The nearest school is Golden Ridge Elementary, located 0.4 miles southwest of the project site. There would be no impact, as there is no school within 0.25-miles of the project site.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No impact. The site is not included on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No hazardous materials sites are located at the project site based on review of *EnviroStor* (DTSC 2021), *Geotracker* (SWRCB 2021), and *EPA Superfund Priority List* (EPA 2021b). Therefore, project implementation would have no impact on hazards to the public or environment.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No impact. The nearest public or public use airport is Cameron Airpark, approximately 8.0-miles northeast of the project site. At this distance, the project is not within the airport land use plan area and the project would have no impact on safety hazards or excessive noise related to airports.

- f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than significant impact. The City of Folsom maintains pre-designated emergency evacuation routes as identified in the *City of Folsom Evacuation Plan* (City of Folsom 2021b). The proposed project is located in evacuation plan area #29-Broadstone, which identifies East Bidwell Street as a major evacuation route, and Broadstone Parkway and Palladio Parkway as minor evacuation routes. The proposed project would not modify any pre-designated emergency evacuation route or preclude their continued use as an emergency evacuation route. Emergency vehicle access would be maintained throughout the project site to meet the Fire Department standards for fire engine maneuvering, location of fire engine to fight a fire, rescue access to the units, and fire hose access to all sides of the building. Therefore, project impacts to the City's adopted evacuation plan and emergency plans would be less than significant.

- g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than significant impact. The project site is located in a Local Responsibility Area. It is not in a Very High Fire Hazard Severity Zone or a State Responsibility Area (CAL FIRE 2021). The project site is in an urbanized area in the City of Folsom and is provided with urban levels of fire protection by the City. The site is designed for clear fire lane/fire engine access and fire hose access to all parts of the buildings. Access roads would have an internal turning radius of 25 feet and an external turning radius of 50 feet. The site does not border any areas of natural vegetation as the project site is an existing parking lot and is surrounded by residential and commercial development. Therefore, the proposed project would not

expose people or structures to a significant risk of loss due to wildland fires, and any impacts would be less than significant.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The regional setting of the project site is primarily characterized by residential development, vacant land, and commercial shopping centers. The project site gently slopes downward from east to west, with elevations ranging from 377 feet to 390 feet. Precipitation is the only apparent source of surface water as there are no wetlands or natural drainages located on the project site.

Proposed storm drains pipes would be installed throughout the project site and would connect to existing storm drain systems along the western project boundary line. On site landscaping would also manage some on-site stormwater. The storm drain system for the proposed project would conform to City of Folsom standards and include design features consistent with the Stormwater Quality Design

Manual for the Sacramento and South Placer Regions. The project would incorporate standard best management practices (BMP) to maintain water quality in accordance with City regulations. Because the project site is currently an existing parking lot for the Palladio at Broadstone Shopping Center, there would be no increase in impervious surface. Landscape would be added throughout the site to increase the area of pervious surface.

Federal Emergency Management Agency (FEMA) flood insurance rate maps were reviewed for the project's proximity to a 100-year floodplain. The proposed project is on FEMA panel 06067C0140H, effective August 16, 2012. The project site is not located within a 100-year floodplain (FEMA 2018). The site is not located in an area of important groundwater recharge. Domestic water in the City is provided solely by surface water sources, and the City is the purveyor of water to the project area.

Regulatory Framework Relating to Hydrology and Water Quality

The City is a signatory to the Sacramento Countywide National Pollutant Discharge Elimination Program (NPDES) permit for the control of pollutants in urban stormwater. Since 1990, the City has been a partner in the Sacramento Stormwater Quality Partnership, along with the County of Sacramento and the Cities of Sacramento, Citrus Heights, Elk Grove, Galt, and Rancho Cordova. These agencies are implementing a comprehensive program involving public outreach, construction and industrial controls (i.e., BMPs), water quality monitoring, and other activities designed to protect area creeks and rivers. This program would be unchanged by the proposed project, and the project would be required to implement all appropriate program requirements.

In addition to these activities, the City maintains the following requirements and programs to reduce the potential impacts of urban development on stormwater quality and quantity, erosion and sediment control, flood protection, and water use. These regulations and requirements would be unchanged by the proposed project.

Standard construction conditions required by the City include:

- Water Pollution – requires compliance with City water pollution regulations, including NPDES provisions.
- Clearing and Grubbing – specifies protection standards for signs, mailboxes, underground structures, drainage facilities, sprinklers and lights, trees and shrubbery, and fencing. Also requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP) to control erosion and siltation of receiving waters.
- Reseeding – specifies seed mixes and methods for reseeding of graded areas.

Additionally, the City enforces the following requirements of the Folsom Municipal Code as presented in **Table 11**.

Table 11: City of Folsom Municipal Code Sections Regulating the Effects on Hydrology and Water Quality from Urban Development

Code Section	Code Name	Effect of Code
8.70	Stormwater Management and Discharge Control	Establishes conditions and requirements for the discharge of urban pollutants and sediments to the storm-drainage system; requires preparation and implementation of Stormwater Pollution Prevention Plans.
13.26	Water Conservation	Prohibits the wasteful use of water; establishes sustainable landscape requirements; defines water use restrictions.
14.20	Green Building Standards Code	Adopts the California Green Building Standards Code (CALGreen Code), 2010 Edition, excluding Appendix Chapters A4 and A5, published as Part 11, Title 24, C.C.R. to promote and require the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices.
14.29	Grading Code	Requires a grading permit prior to the initiation of any grading, excavation, fill or dredging; establishes standards, conditions, and requirements for grading, erosion control, stormwater drainage, and revegetation
14.32	Flood Damage Prevention	Restricts or prohibits uses that cause water or erosion hazards, or that result in damaging increases in erosion or in flood heights; requires that uses vulnerable to floods be protected against flood damage; controls the modification of floodways; regulates activities that may increase flood damage or that could divert floodwaters.
14.33	Hillside Development	Regulates urban development on hillsides and ridges to protect property against losses from erosion, ground movement and flooding; to protect significant natural features; and to provide for functional and visually pleasing development of the city's hillsides by establishing procedures and standards for the siting and design of physical improvements and site grading.

Source: City of Folsom 2021c.

Evaluation of Hydrology and Water Quality

- a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?
- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - i. Result in substantial erosion or siltation on- or off-site?
 - ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site?
 - iii. Create or contribute runoff water which would exceed the capacity of existing or planned

stormwater drainage systems or provide substantial additional resources of polluted runoff?

- iv. Impede or redirect flood flows?
- e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than significant impact. The project site is highly modified, completely rough graded, and is currently an asphalt paved parking lot. Proposed utility pipes would connect to an existing sewer system, a storm drain connection, a domestic water system connection, and a fire system connection. The project site would convert a portion of an existing parking lot into a hotel with indoor and outdoor amenities. Landscaping would be incorporated throughout the site, and existing ornamental trees on site would be incorporated into the landscape design. Impervious surfaces already exist on the project site as the site is an asphalt paved parking lot.

Although the project would be constructed mainly on previously developed pads and improvement, limited and localized soil excavation would be needed for pier footings. With minimal soil excavation required for the construction of a hotel building on an existing asphalt paved parking lot, a NPDES permit would not be required. Compliance with various State and local water quality standards would ensure the proposed project would not violate water quality standards or waste discharge permits, or otherwise substantially degrade water quality. The proposed project would also be subject to all of the City's standard code requirements, including conditions for the discharge of urban pollutants and sediments to the storm drainage system, and restrictions on uses that cause water or erosion hazards.

Further, prior to the issuance of grading and building permits, the applicant would be required to submit a drainage plan to the City that shows how project BMPs capture storm water runoff during project operations. Compliance with these requirements would ensure that water quality standards and discharge requirements would not be violated, and water quality in the project area is protected. Impacts would be less than significant, and no mitigation would be necessary for questions a), c), d), and e).

- b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than significant impact. Implementation of the proposed project would not result in the use of groundwater supplies because domestic water in the City is provided solely from surface water sources from the Folsom Reservoir. The development of the proposed project would not increase the amount of impervious surface as the existing project site is a paved parking lot with minimal landscape. The proposed project would decrease impervious surface through the planting of trees and shrubs throughout the project site. Further, because the proposed project would not rely on groundwater for domestic water and irrigation purposes, and the site is not an important area of groundwater recharge, the proposed project would not deplete groundwater supplies or interfere substantially with groundwater recharge that would result in a net deficit in aquifer volume or a lowering of the local groundwater table. Therefore, impacts to groundwater supplies and recharge would be less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than significant impact. The project site is not located within a 100-year floodplain and is not subject to flood hazard. The project site is also approximately 70 miles northeast of the nearest tsunami inundation area near Benicia, CA (California Emergency Management Agency 2009). The nearest lake is Folsom Lake, approximately 3.0 miles to the north. Based on the site's location away from the 100-year floodplain, distance from tsunami inundation area, and distance to Folsom Lake, the project site is not subject to release of pollutants due to inundation. Impacts would be less than significant, and no mitigation is required.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Land use in the project area is regulated by the City of Folsom through the various plans and ordinances adopted by the City. These include the City of Folsom General Plan and the City of Folsom Municipal Code, including the Zoning Code.

The site is designated as Regional Community Commercial (RCC) in the Folsom 2035 General Plan. The RCC designation provides for highway-oriented, large-scale regional retail, entertainment, business, lodging, and public uses. The proposed hotel is consistent with the existing General Plan designation.

The zoning designation of the site is General Commercial Planned Development District (C-3, PD). The purpose of the C-3 PD is to designate areas appropriate for heavy commercial activities. While all types of commercial activities are permitted, the C-3 zone is intended for the highest-intensity commercial activities, which include heavy auto and truck traffic. The C-3 zone should be located on major arteries and thoroughfares. Hotels are identified as a permitted land use within the Folsom Municipal Code for the C-3 PD zoning district.

Evaluation of Land Use and Planning

a) Physically divide an established community?

No impact. The project site is surrounded by residential and commercial land uses, as well as vacant land. The proposed project would be constructed on a 1.45 acre project site within an existing 14.55 acre parcel that is currently being used as a parking for the Palladio at Broadstone Shopping Center. The proposed project would not barricade East Bidwell Street, Palladio Parkway, or Broadstone Parkway. The proposed hotel would not be gated, and the proposed driveways would connect with the remaining parking lot within the parcel. The 14.55 acre parcel, including the project site and existing parking lot, would be accessible by existing driveways on East Bidwell Street, Broadstone Parkway, and Palladio Parkway. The proposed project would not interfere with the surrounding shopping centers including the Palladio at Broadstone Shopping center, Broadstone Plaza, and Broadstone Marketplace. A parking analysis was completed by T. Kear Transportation Planning & Management, Inc. which determined parking was sufficient for both the proposed project and the Palladio at Broadstone Shopping Center.

Please refer to Section XVII. Transportation for a summary of the Parking Analysis. Therefore, the proposed project would not divide an established community, and there would be no impact.

- b) Cause significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than significant impact. The proposed project site has a general plan land use designation of Regional Commercial Center (RCC), and a zoning designation of General Commercial Center Planned Developed District (C-3, PD).

The Planned Development District (PD) component of the zoning designation requires a Planned Development Permit Review (PD Permit) entitlement for design review purposes (Zoning Code 17.38.050). Preliminary design plans show that the five-story hotel building would be approximately 66 feet in height (with towers that extend up to 73 feet in height), whereas the Palladio at Broadstone Development Standards indicate that the maximum height for major buildings is three stories and 60 feet in height. A PD Permit modification would be required to modify the Development Standards to accommodate the building stories and building height. The hotel appears to meet required building setbacks based on estimated distance from the property lines. Additionally, the proposed project would deviate from the parking standards approved for the Palladio at Broadstone Shopping Center; as a result, a parking analysis would be required to demonstrate that sufficient parking is available to serve the hotel and the remainder of the shopping center. The parking analysis prepared by T. Kear Transportation Planning & Management, Inc. concluded parking was sufficient for both the proposed project and the Palladio at Broadstone Shopping Center. Please refer to Section XVII for a summary of the Parking Analysis.

With a PD Permit, the project would be deemed consistent with the existing zoning and Development Standards and impacts would be less than significant.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The Folsom area regional geologic structure is defined by the predominantly northwest- to southeast-trending belt of metamorphic rocks and the strike-slip faults that bound them. The structural trend influences the orientation of the feeder canyons into the main canyons of the North and South Forks of the American River. This trend is interrupted where the granodiorite plutons outcrop (north and west of Folsom Lake) and where the metamorphic rocks are blanketed by younger sedimentary layers (west of Folsom Dam) (Wagner et al. 1981 in Geotechnical Consultants 2003). The four primary rock divisions found in the area are: ultramafic intrusive, metamorphic, granodiorite intrusive, and volcanic mud flows (Geotechnical Consultants 2003).

The presence of mineral resources within the City has led to a long history of gold extraction, primarily placer gold. No areas of the City are currently designated for mineral resource extraction. Based on a review of the *Mineral Land Classification of the Folsom 15' Quadrangle, Sacramento, El Dorado, Placer, and Amador Counties, California* (CDC 1984), no known mineral resources are mapped in the project area.

Evaluation of Mineral Resources

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No impact. The proposed project is not located in a zone of known mineral or aggregate resources. No active mining operations are present on or near the site. Implementation of the project would not interfere with the extraction of any known mineral resources. Thus, no impacts would result, and no mitigation would be necessary for questions a) and b).

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

HELIX Environmental Planning, Inc. conducted a Noise and Vibration Assessment. Noise modeling output files and quantitative results are presented in **Appendix C**.

Environmental Setting

Existing Noise Environment

The project site is located within the northwest parking lot of the Palladio at Broadstone shopping center. Noise sources in the project vicinity are dominated by traffic noise from East Bidwell Street and Broadstone Parkway. Additional noise sources in the area include building heating, ventilation, and air conditioning (HVAC) systems for the shopping center to the southeast and typical parking lot noise.

Noise-Sensitive Land Uses

Noise-sensitive land uses (NSLUs) are land uses that may be subject to stress and/or interference from excessive noise, including residences, hospitals, schools, hotels, resorts, libraries, sensitive wildlife habitat, or similar facilities where quiet is an important attribute of the environment. Noise receptors (receivers) are individual locations that may be affected by noise. The closest existing NSLUs to the project site are the apartments in the Sherwood at Broadstone Apartment complex, approximately 230 feet west of the project site at the intersection of Clarksville Road and Broadstone Parkway. Additional future NSLUs in the project vicinity are multi-family residences at the Broadstone Villas project, approximately 600 feet northeast of the project site, across East Bidwell Street. As of this analysis, the Broadstone Villas project has been approved by the City but has not been constructed. See Figure 3 in Appendix C as attached to this document.

Noise Survey

A site visit and noise survey were conducted on March 22, 2022, which included two short-term (10 minute) ambient noise measurements. Measurement M1 was conducted on the eastern corner of the project site on the sidewalk next to Via Serena (an internal street for the Palladio at Broadstone shopping center). Measurement M2 was conducted on the southeast side of Broadstone Parkway, between the intersection with Clarksville Road and Via Serena. Traffic counts were conducted during measurement M2. The noise measurement survey notes are included as Attachment A to this report. The measured noise levels are shown on Table 12, *Noise Measurement Results*.

Table 12: Noise Measurement Results

M1	
Date	March 22, 2022
Time	1:51 p.m. – 2:01 p.m.
Location	Via Serena, eastern side of the project site
Noise Level	53.6 dBA L_{EQ}
Notes	Noise primarily from vehicular traffic on East Bidwell Street, Via Serena, and within the Palladio at Broadstone parking lots.
M2	
Date	March 22, 2022
Time	2:07 p.m. – 2:17 p.m.
Location	Southeast side of Broadstone Parkway, between Clarksville Road and Via Serena.
Noise Level	62.5 dBA L_{EQ}
Notes	Noise primarily from traffic on Broadstone Parkway. Traffic count: 99 cars, 1 medium truck.

Regulatory Framework

City of Folsom General Plan Noise Element

The Safety and Noise Element of the City of Folsom General Plan regulates noise emissions from public roadway traffic on new development of residential or other noise sensitive land uses. Policy SN 6.1.2 and Table SN-1 from the General Plan provide noise compatibility standards for land uses. For transient lodging (e.g., motels, hotels) noise due to traffic on public roadways, railroad line operations, and aircraft shall be reduced to or below 65 CNEL for outdoor activity areas and reduced to or below 45 CNEL for interior use areas. For other land uses that may be affected by project-generated traffic noise, the exterior noise compatibility limit is: 60 CNEL for single-family residential uses; 65 CNEL for multi-family residential uses; and 70 CNEL for commercial residential uses (City 2021d).

Policy SN 6.1.8 requires construction projects and new development anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby noise-sensitive uses based on Federal Transit Administration criteria. Table SN-3 from the General Plan provides vibration impact criteria. For construction with infrequent vibration events, impacts would be significant if nearby residences are subject to ground borne vibrations in excess of 80 VdB (City 2021d).

City of Folsom Municipal Code

For stationary noise sources, the City has adopted a Noise Ordinance as Section 8.42 of the City Municipal Code (City of Folsom 1993). The Noise Ordinance establishes hourly noise level performance standards that are most commonly quantified in terms of the one-hour average noise level (L_{EQ}). Using the limits specified in Section 8.42.040 of the Noise Ordinance, noise levels generated on the project site for 30 or more minutes in any hour would be significant if they exceed 50 dBA L_{EQ} from 7:00 a.m. to 10:00 p.m. and 45 dBA L_{EQ} from 10:00 p.m. to 7:00 a.m., measured at off-site residential property boundaries. Section 8.42.060 exempts construction noise from these standards provided that construction does not occur before 7:00 a.m. or after 6:00 p.m. on weekdays, or before 8:00 a.m. or after 5:00 p.m. on Saturday or Sunday.

Methodology and Assumptions

Noise Modeling Software

Project construction noise was analyzed using the U.S. Department of Transportation (USDOT) Roadway Construction Noise Model ([RCNM]; USDOT 2008), which utilizes estimates of sound levels from standard construction equipment.

Modeling of the exterior noise environment for this report was accomplished using the Computer Aided Noise Abatement (CadnaA) model version 2021. Traffic noise was evaluated within CadnaA using the U.S. Department of Transportation Federal Highway Administration (FHWA) Traffic Noise Model (TNM) version 2.5 (USDOT 2004). The noise models used in this analysis were developed from the site plan provided by the project architect. Input variables included building mechanical equipment reference noise levels, road alignment, lane configuration, projected traffic volumes, estimated truck composition percentages, and vehicle speeds.

Off-Site Traffic Noise

The one-hour L_{EQ} traffic noise level is calculated utilizing peak-hour traffic. The model-calculated afternoon peak hour (PM peak hour) L_{EQ} noise output is the equivalent to the CNEL (Caltrans 2009). The modeling includes the project buildings but does not account for terrain or off-site buildings and structures. The project Transportation Impact Analysis (TIA) did not include an intersection analysis or data for calculation of peak hour traffic volumes on streets in the project vicinity (T. Kear 2022). Existing and future traffic for East Bidwell Street and Broadstone Parkway Traffic was estimated from intersection turning counts included in the TIA for the Broadstone Villas project (T. Kear 2021). Because the project trip distribution was not available, all project PM peak hour trips reported in the project TIA (6 total) were conservatively assumed to travel on all analyzed roadway segments. The PM peak hour traffic volumes used in the analysis is shown in Table 13, *PM Peak Hour Traffic Volumes*. The noise modeling input and output is included as Attachment B to this report. Traffic was assumed to be comprised of a typical mix of vehicles for suburban streets in California: 96 percent cars and light trucks; 3 percent medium trucks and buses; and 1 percent heavy trucks.

Table 13: PM Peak Hour Traffic Volumes

Roadway Segment	Existing (2021)	Existing (2021) + Project	Cumulative (2026) ¹	Cumulative (2026) + Project ¹
East Bidwell Street – Iron Point Road to Broadstone Parkway	3,894	3,900	4,621	4,627
East Bidwell Street – Broadstone Parkway to Scholar Way	3,469	3,475	4,103	4,109
Broadstone Parkway – Iron Point Road to East Bidwell Street	1,822	1,828	1,842	1,848
Broadstone Parkway – East Bidwell Street to Scholar Way	1,795	1,801	1,802	1,808

Source: T. Kear 2021; T. Kear 2022

¹ Cumulative traffic volumes include approved projects.

Heating, Ventilation, and Air Conditioning

The project would use commercial-sized HVAC units located on the rooftop of the building. The units would be located behind a parapet wall of equal or greater height to the HVAC unit, which would provide substantial noise attenuation. The exact HVAC model has not been determined as of this analysis. For the purposes of this analysis, twenty Carrier 50PG 12-ton HVAC units, with a sound power level (S_{WL}) of 80.0 dBA, were used to model the noise impacts from the proposed project's HVAC system (Carrier 2008). The manufacturer's noise data for the HVAC units is provided below in Table 14, *HVAC Condenser Noise Data*. Standard HVAC planning assumes approximately one ton of HVAC for every 350 SF of habitable space (American Society of Heating, Refrigeration, and Air Conditioning Engineers [ASHRAE] 2012). Based on the 85,473 SF building size, approximately 244 tons of HVAC would be required for the project which equals twenty Carrier 50PG 12-ton units (or similar systems).

Table 14: HVAC Condenser Noise Data (S_{WL} dBA)

63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz	Overall Noise Level
90.4	83.1	80.9	77.8	75.2	70.0	66.1	57.6	80.0

Source: Carrier 2008

S_{WL} = sound power level; Hz = Hertz; kHz = kilohertz

Emergency Generator

The project would include an approximately 77-kilowatt (kW) emergency generator. The site plan shows a security enclosure around the generator. However, the details of the enclosure construction were not known at the time of this analysis. Therefore, no noise reduction from noise barriers around the generator was assumed in the modeling. The specific model of generator has not been determined as of this analysis. For the purposes of this analysis, a Generac model QT080 80 kW generator with a rated sound output of 74 dBA measured at 23 feet was used to model the noise impacts from the proposed project's generator (Generac 2022).

Standards of Significance

Based on Appendix G of the CEQA Guidelines, implementation of the project would result in a significant adverse impact if it would:

1. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the City of Folsom General Plan or noise ordinance;
2. Generate excessive ground-borne vibration or ground borne noise levels; or
3. For a project located within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public use airport or private airstrip, expose people residing or working in the project area to excessive noise.

Per the City General Plan, impacts related to the generation of noise on the project site would be significant if noise levels generated on the project site would be significant if they exceed 50 dBA L_{EQ} from 7:00 a.m. to 10:00 p.m. and 45 dBA L_{EQ} from 10:00 p.m. to 7:00 a.m. at off-site residential property boundaries. For traffic-related noise, impacts would be considered significant if the project would cause ambient noise levels at nearby NSLUs to exceed the noise compatibility limits defined in the City General Plan or would increase by ambient noise levels by 1.5 CNEL or more.

In accordance with the City Municipal Code, any noise from project construction activity would be considered significant for construction occurring before 7:00 a.m. or after 6:00 p.m. on weekdays, or before 8:00 a.m. or after 5:00 p.m. on Saturday or Sunday. In addition, construction noise measured at off-site NSLUs would be significant if it resulted in a perceived doubling of loudness, estimated to be an increase of 10 dBA above ambient noise levels.

In accordance with the City Municipal Code, excessive ground-borne vibration would occur if construction-related ground-borne vibration exceeds 80 VdB at nearby residential properties.

Evaluation of Noise

- a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than significant impact with mitigation.

Construction Noise

The nearest NSLUs to the project site area are multi-family residences approximately 230 feet west of the project site. Heavy earthmoving equipment would have the potential to be used along the project's periphery, including rubber-tired dozers, backhoes, and graders. Modeling shows that the combined noise from a dozer, backhoe and grader would result in 69.9 dBA L_{EQ} at the closest residential property. Because construction equipment would be mobile as it moves across the project site, the noise level experienced by the neighboring uses would vary throughout the day. The modeling output for the anticipated construction equipment is included in Attachment B to this report.

According to the City Code Section 8.42.060, noise sources associated with construction of the project which are conducted between the hours of 7:00 a.m. and 6:00 p.m., on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, and between 9:00 a.m. and 6:00 p.m. on Sunday, are exempt from the City noise standard (City 1993). Furthermore, the calculated short-term construction noise would be

approximately 3 dBA higher than the calculated ambient traffic noise (see the off-site traffic noise discussions, below). A 3 dBA increase in ambient noise levels is generally just perceptible in typical outdoor environments and daytime construction noise increases would be less than significant. Nighttime construction noise is not anticipated for the project. However, nighttime construction is not exempt from the City Noise Ordinance and would exceed the nighttime standard of 45 dBA if it were to occur, resulting in a temporarily significant noise impact.

Operational Noise

Off-Site Traffic Noise

As described above, modeling of the exterior noise environment for this report was accomplished using CadnaA and the TNM. According to the TIA, the project is expected to generate approximately 504 daily trips and 6 trips during the PM peak hour (T. Kear 2022). Future traffic noise levels presented in this analysis are based on traffic volumes (as described above) for the existing (2021), existing (2021) plus project; cumulative (2026); and cumulative (2026) plus project scenarios. The modeling does not account for intervening terrain or structures (e.g., sound walls, buildings).

The calculated off-site traffic noise levels are shown in Table 15, *Off-Site Traffic Noise Levels*. In typical outdoor environments, a 3 dBA increase in ambient noise level is considered just perceptible and a 5 dBA increase is considered distinctly perceptible. In areas where existing or future ambient noise exceeds the land use compatibility standards, an individual project's contribution to increases in ambient noise level could be considered significant if it exceeds 1.5 dBA. Because most of the areas along the analyzed road segments already exceed the land use noise compatibility standard listed in the city General Plan (60 dBA CNEL for low density residential; 65 dBA CNEL for multi-family residential and hotels, and 70 dBA for commercial), this analysis uses a threshold of a 1.5 dBA CNEL increase to determine significance of the impact.

The maximum change in CNEL as a result of project-generated traffic would be 0.1 dBA CNEL, a change in ambient noise level that is lower than the threshold and is not discernable. Therefore, impacts related to the project generating a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of General Plan standards from project-generated traffic would be less than significant.

On-Site Noise

Potential noise sources on the project site, including roof-top mounted HVAC systems and a ground level mounted emergency generator, were analyzed using the CadnaA software. Modeling assumed one hour of continuous operation of all equipment. Modeled noise levels were analyzed at receivers placed at the property line of nearby NSLUs (see Figure 3 for NSLU areas), and at the closest buildings of the Palladio at Broadstone shopping center to the southeast, at a height of five feet above the ground. The modeled 1-hour (L_{EQ}) noise level at the adjacent property lines is compared with the City nighttime standard in Table 4, *Operational On-Site Noise*. As shown in Table 16, noise from the project's HVAC systems would not exceed the City noise ordinance nighttime standard of 45 dBA L_{EQ} . Since the City's daytime noise ordinance standard (50 dBA L_{EQ}) is higher than the nighttime standard, impacts from project on-site noise would be less than significant.

Table 15: Off-Site Traffic Noise Levels

Roadway Segment	Existing (2021) (CNEL)	Existing + Project (CNEL)	Change in CNEL	2026 (CNEL)	2026 + Project (CNEL)	Change in CNEL
East Bidwell Street – Iron Point Road to Broadstone Parkway (multi- family residential uses)	67.0	67.0	<0.1	67.1	67.1	<0.1
East Bidwell Street – Broadstone Parkway to Scholar Way (commercial uses)	69.5	69.5	<0.1	69.6	69.6	<0.1
Broadstone Parkway – Iron Point Road to East Bidwell Street (multi- family residential uses)	69.5	69.5	<0.1	70.1	70.2	0.1
Broadstone Parkway – East Bidwell Street to Scholar Way (single- family residential uses)	72.4	72.4	<0.1	73.1	73.1	<0.1

Source: TNM version 2.5

Table 16: Operational On-Site Noise

Receptor	Description			
		Modeled Nighttime Noise	Nighttime Standard	Exceed Standards?
R1	Multi-family residences across Broadstone Parkway	28.9	45	No
R2	Future multi-family residences across East Bidwell Street	28.5	45	No
C1	Palladio at Broadstone retail building	31.2	45	No ¹
C2	Palladio at Broadstone retail building	32.1	45	No ¹

Source: CadnaA; City Noise Ordinance Sections 8.42.050

¹ Commercial land uses are not considered noise sensitive and the ordinance standard does not apply.

On-Site Traffic Noise

Modeling of the exterior noise environment on the project site was accomplished using the CadnaA model and the road segment traffic volumes, as described above.

Exterior Noise

As discussed above, the City General Plan Safety and Noise Element has established an exterior noise standard of 65 dBA CNEL for transient lodging outdoor activity areas, defined as: “Outdoor activity areas for nonresidential developments are considered to be those common areas where people generally congregate, including outdoor seating areas.” (City 2021d). The patio located at the eastern corner of the hotel would be the outdoor activity areas for the project. The modeling shows ground level noise for the patio area would be approximately 64 dBA CNEL. This noise level would not exceed the City exterior noise standard and the impact would be less than significant.

Interior Noise

Standard building design and construction using current building codes provides approximately 20 dBA of exterior to interior noise reduction with the windows and doors closed. The noise at the exterior facades for the project buildings was modeled for hotel rooms on the second through fifth floors facing towards East Bidwell Street (northeast) and Broadstone Parkway (northwest), and is shown in Table 17, *Building Exterior Noise Levels*.

Table 17: Building Exterior Noise Levels

Hotel Room Floor	Northeast Wall (CNEL)	Northwest Wall (CNEL)
Second	63.7	63.7
Third	63.6	63.7
Fourth	63.6	63.7
Fifth	63.6	63.8

Source: CadnaA version 2021

Buildings with exterior noise levels exceeding 65 dBA could result in interior noise levels in excess of the City General Plan Safety and Noise Element standard of 45 dBA CNEL. No exterior noise levels would exceed 65 dBA CNEL. Interior noise impacts would be less than significant.

Impact Conclusion

If project construction activities were to occur outside the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and 9:00 a.m. to 5:00 p.m. on Saturday, construction noise generated by the project would not be exempt for the City's noise ordinance nighttime exterior standard of 45 dBA, and the impact would be potentially significant. Implementation of mitigation measure NOI-1 would restrict construction hours.

The addition of permanent project-generated traffic vicinity on roadways would not result in a discernable increase in ambient noise levels. The project would not expose future project customers to noise levels that exceed compatibility guidelines in the General Plan.

Long-term operation of project would not result in noise levels from on-site sources, including HVAC systems and an emergency generator, exceeding the city noise ordinance standards, measured at the property line of the closest NSLUs to the project site.

Therefore, with implementation of Mitigation Measure NOI-01, the project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the Folsom General Plan or noise ordinance and the impact would be less than significant.

Mitigation Measure NOI-01: Construction Noise Reduction Measures

Construction Hours/Scheduling: Construction activities for all phases of construction, including servicing of construction equipment shall only be permitted during the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and between 9:00 a.m. to 5:00 p.m. on Saturdays. Construction shall be prohibited on Sundays and on all holidays. Delivery of materials or equipment to the site and truck traffic coming to and from the site shall be restricted to the same construction hours specified above.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than significant impact. An on-site source of vibration during project construction would be a vibratory roller (primarily used to achieve soil compaction as part of the foundation and paving construction), which could be used within approximately 230 feet of the multi-family residences across Broadstone Parkway to the west. A large vibratory roller creates approximately 0.21 in/sec PPV at a distance of 25 feet, or 94.4 VdB. At a distance of 230 feet, a vibratory roller would create a PPV of 0.018 in/sec, or 73 VdB.¹ This would not exceed the City General Plan residential standard of 80 VdB for infrequent events. Once operational, the project would not be a source of groundborne vibrations. Therefore, the project would not result in the generation of excessive groundborne vibration or groundborne noise levels, and the impact would be less than significant.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less than significant impact. The closest airports to the project site are the Cameron Park Airport, approximately 7.6 miles to the northeast, and Mather Airport, approximately 10.7 miles to the southwest. The project site is not located within the influence area or noise contours for the Cameron Park Airport (El Dorado County 2012). The project site is located within the review area identified in the Mather Airport Land Use Compatibility Plan (ALUCP). The project site is beneath the approach paths for runways 22 Left and 22 Right, however, the project site is not within the 60 dBA noise contour for the airport (Sacramento County Association of Governments 2020). Therefore, although the project site is subject to overflight by aircraft approaching and departing Mather Airport, the customers of the proposed project or people working in the project area would not be exposed to excessive levels of noise due to aircraft or airport operations, and the impact would be less than significant.

¹ Equipment PPV = Reference PPV * (25/D)ⁿ(in/sec), where Reference PPV is PPV at 25 feet, D is distance from equipment to the receptor in feet, and n= 1.1 (the value related to the attenuation rate through the ground); formula from Caltrans 2020. VdB = 20 * Log(PPV/4/10⁻⁶).

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Folsom’s estimated population in 2019 was 81,328 people (U.S. Census Bureau 2019). The population is projected to increase to 97,485 by 2035 (City of Folsom 2018a). The proposed project would construct a five (5) story hotel with 130 rooms and 8 executive suites on a 1.45-acre project site.

Evaluation of Population and Housing

- a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than significant impact. Implementation of the proposed project would result in the construction of an 85,473 sf hotel building with 130 hotel rooms and 8 executive suites. The project would be constructed on an existing parking lot for the Palladio at Broadstone Shopping Center. Existing backbone infrastructure and roads in the area would not need to be expanded or extended as a result of the project. Proposed vehicle and pedestrian entrance driveways would connect to existing roads in the vicinity of the project site. The proposed project would not interfere with existing driveways on East Bidwell Street, Palladio Parkway, Broadstone Parkway, and Via Serena.

The proposed project would not induce substantial growth in the City of Folsom. The proposed hotel complex would bring in guests for a temporary period of time and would not result in permanent population growth. It is anticipated that employees associated with the proposed project would reside locally. However, if future employees move to the City of Folsom for work, it would be within the projected increase in population from planned growth as projected in the City’s Housing Element. Therefore, the project would result in a less than significant impact, and no mitigation would be required.

- b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No impact. The project site is currently a parking lot for the Palladio at Broadstone Shopping Center. Therefore, there would be no impact on displacement of existing people or housing.

XV. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The proposed project is in an area currently served by urban levels of all utilities and services. Public services provided by the City of Folsom in the project area include fire, police, school, library, and park services. The site is served by all public utilities including domestic water, wastewater treatment, and storm water utilities.

The City of Folsom Fire Department provides fire protection services. There are five fire stations providing fire/rescue and emergency medical services within the City of Folsom. Station 37 is nearest to the project site and is located at 70 Clarksville Road, approximately 1.0 mile northwest of the project site. The Fire Department responded to 8,474 requests for service in 2020, with an average of 23.2 per day (City of Folsom 2021a). The City of Folsom Police Department is located at 46 Natoma Street, approximately 3.7-miles northwest of the project site.

The project site is located within the Folsom Cordova Unified School District and is within the attendance area for Gold Ridge Elementary School, Folsom Middle School, and Vista del Lago High School. There are several parks near the project site, including the Handy Family Park, Hillcrest Park, Nisenan Community Park, and John Kemp Community Park.

The Sacramento Municipal Utility District (SMUD) would supply electricity to the project site. Pacific Gas & Electric (PG&E) provides natural gas to the area and would provide natural gas to the project site. Water and sewer services would be provided by the City of Folsom, and telephone lines would be provided by SureWest.

Evaluation of Public Services

a) Fire protection?

Less than significant impact. The proposed project would connect on-site fire suppression to an existing fire suppression system on the eastern boundary line. The project would include fire hydrants, exterior Fire Department Connection assemblies, and fire riser rooms. Emergency vehicle access would be maintained to meet the Fire Department standards for fire engine maneuvering, location of fire engine to fight a fire, rescue access to the units, and fire hose access to all sides of the building. The internal turning radius for emergency vehicles would be 25 feet and the external turning radius would be 50 feet. The proposed project would not significantly increase fire service demands or render the current service level to be inadequate, and impacts would be less than significant.

b) Police Protection?

Less than significant impact. The project site is within an urbanized area of Folsom and would temporarily increase the population requiring police protection services. The project would be required to pay the City's Capital Improvement New Construction Fee (Folsom Municipal Code Chapter 3, Title 3.80) to fund police services and facilities. The project includes features that reduce opportunities for crime such as existing and proposed lighting on and off the project site, on-site management services, and no dead-end low-visibility areas. Potential impacts from implementation of the proposed project would be less than significant.

c) Schools?

Less than significant impact. Pursuant to Government Section 65995.1, the project would be required to pay development impact fees to the Folsom Cordova Unified School District. No new school facilities would be necessary to serve the proposed project. Potential impacts from implementation of the proposed project would be less than significant.

d) Parks?

Less than significant impact. The proposed hotel would accommodate guests staying in the City of Folsom and would create a temporary demand for park and recreational facilities. The nearest park is Handy Family Park, located approximately 0.5 miles east of the project site at 1560 Cavitt Drive. Some additional temporary use of community parks is anticipated, however, the parks in the area have sufficient size, facilities, and infrastructure to accommodate any increased use that may result from the project. The proposed project would include outdoor recreational facilities, such as an outdoor patio and pedestrian/ bicycle access pathways, and indoor amenities, such as a fitness center, a bar and restaurant, meeting rooms, a lobby and lounge area, etc. Even with the inclusion of outdoor and indoor amenities, the development of the proposed project could create a short-term, temporary increase of nearby parks and recreational facilities. However, a temporary increase to nearby recreational facilities due to short-term guests staying in the hotel would not create any long-term impacts to parks. Additionally, the project would be required to pay park fees to offset the project's impact on existing park facilities and fund new park and recreation facilities. Therefore, potential impacts from the proposed project on parks would be less than significant and no mitigation would be required.

e) Other Facilities?

Less than significant impact. The project site is within the urban area of Folsom served by adequate police, fire, and emergency services. The proposed hotel building could create a short-term, temporary increase in park demand, but would not create a long-term impact. Construction and operation of the proposed project would not require the construction or expansion of parks and other public facilities or would result in the degradation of those facilities. Potential impacts would be less than significant, and mitigation would not be necessary.

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The nearest park is Handy Family Park, located approximately 0.5 miles east of the project site at 1560 Cavitt Drive. The proposed project would provide some on-site recreational amenities to residents, including an outdoor patio, benches, and pedestrian/ bicycle access pathways throughout the project site. The proposed project would also include a variety of indoor amenities including a fitness center, meeting rooms, a lobby and lounge area, a kitchen, a library, office space, a bar and restaurant, and a laundry room. Additionally, the proposed project would have a pedestrian access pathway to the Palladio at Broadstone Shopping Center located just east of the project site, as well as pedestrian/ bicycle access to additional commercial shopping centers in the vicinity of the project site.

Evaluation of Recreation

- a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less than significant impact. The proposed project would bring in temporary guests that might result in an increase of short-term use of community parks. However, parks in the area have sufficient size, facilities, and infrastructure to accommodate any short-term increased use that may result from the project. Onsite outdoor and indoor facilities associated with the hotel would moderate any increase in demand for offsite parks. The project would be required to pay park fees to offset the project's impact on existing park facilities and fund new park and recreation facilities. Potential impacts to existing parks would be less than significant.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less than significant impact. Indoor and outdoor amenities would be located throughout the project site. Indoor amenities include a fitness center, a lobby and lounge area, restrooms, a library, a kitchen, a bar and restaurant, meeting rooms, office space, and a laundry room. Outdoor amenities include an

outdoor patio on the eastern side of the hotel building, and benches, pedestrian access, and bicycle access pathways located throughout the project site. The proposed pedestrian pathways would connect to the Palladio at Broadstone Shopping Center located just east of the project site.

The projects indoor and outdoor facilities as well as existing neighborhood parks are anticipated to adequately serve the recreation demands of temporary guests of the proposed hotel. Potential impacts on recreational facilities would be less than significant.

XVII. TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion below is based on a Transportation Impact Study (TIS) prepared by T. Kear Transportation Planning & Management, Inc. (T. Kear 2022). The TIS is summarized below and included in **Appendix D**.

Environmental Setting

Study Scenarios

Two scenarios were identified for inclusion in this TIS through consultation with City staff. These study scenarios were used to evaluate Project impacts:

- Existing 2022 without Project condition
- Existing 2022 with Project condition

Analysis of the existing condition reflects the traffic volumes and roadway geometry at the time the study began. This scenario quantifies performance measures for the existing condition and serves as a known reference point for those familiar with the study area. These scenarios, with and without the Project, identify Project related impacts anticipated to occur if the Project opened this year.

The Palladio and Project Area Roadways

The Palladio shopping center, where the Project is located, consists of approximately 562.7 ksf of commercial space plus two cinemas with a combined 23 movie screens.

- 500,394 square feet of Retail/Restaurant space,
- 62,352 square feet of office space, and
- 1,450 cinema seats

Required parking per City requirements is 2,764 spaces for the existing uses. There are currently 3,272 spaces, which provides 508 excess parking spaces. (Note that the Project will increase required parking while eliminating parking spaces. Adequacy of the supplied parking with the Project is discussed in Section 4.1 of this report.

East Bidwell Street runs through the City of Folsom from White Rock Road to Riley Street. Near the Project area, East Bidwell Street is a six-lane arterial roadway with a raised median, bike lanes, sidewalk, curb, and gutter. Turn pockets are provided at intersections. The speed limit on East Bidwell Street north of US 50 is 45 mph. East Bidwell Street fronts the eastern edge of the Palladio.

Iron Point Road is an east-west arterial roadway with a raised median that runs from Folsom Boulevard to the eastern city limit along the north side of US 50. Within the vicinity of the Project, Iron Point Road has six lanes, bike lanes, sidewalk, curb, and gutter. The posted speed limit is 45 mph. Turn pockets are provided at intersections.

Palladio Parkway is a private two-lane north-south roadway fronting the western edge of the Palladio. Folsom stage line route 10 utilizes Palladio Parkway. The roadway includes turn pockets, curb, gutter, and sidewalks. Raised medians are provided near the intersection with Iron Point Rd and the intersection with Broadstone Parkway. Posted speed 25 mph.

Broadstone Parkway in the project vicinity is a four-lane arterial. It is an east-west connection running from Iron Point Rd to Empire Ranch Road near the Sacramento - El Dorado County line, wrapping around the northern edge of the Palladio. Broadstone Parkway has bike lanes, sidewalk, curb, and gutter. Turn pockets are provided at intersections. Folsom Stage Line route 10 fronts the Project along Broadstone Parkway, with the nearest stops being approximately 250 feet and 350 feet from the Project (depending on direction of travel). Posted speed is 45 mph.

Methodology and Significance Criteria

Trip Generation

Trip Generation is estimated as part of the Project analysis and used to document that traditional level-of-service analysis is not required for the Project. Project trip generation is based on the Institute of Transportation Engineers (ITE) trip generation manual², to estimate daily, AM peak-hour, and PM peak-hour trips for the Project, and the remainder of the Palladio shopping center. Internal trip capture between the Project and the remainder of the Palladio was estimated based on the methodologies published by the Transportation research board³, and ITE⁴

Vehicles Miles Traveled

Under State Law (SB 743), on July 1, 2020, vehicle miles traveled (VMT) will become the only metric for evaluating significant transportation impacts in environmental impact analyses required under the California Environmental Quality Act (CEQA). Without specific General Plan guidance for VMT thresholds, this analysis uses a qualitative screening against The Governors' Office of Planning and Research (OPR) guidance of a 15% per capita VMT reduction and utilizes OPR's suggested exemption for affordable housing projects.

Folsom General Plan policy NCR 3.1.3 addresses VMT, as stated below:

² ITE (2021) ITE Trip Generation Manual 11th ed, Institute of Transportation Engineers, Washington DC.

³ NCHRP (2011) Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, Transportation Research Board, Washington DC.

⁴ ITE (2017) Trip Generation Handbook, Institute of Transportation Engineers, Washington DC.

Policy NCR 3.1.3 “Encourage efforts to reduce the amount of vehicle miles traveled (VMT). These efforts could include encouraging mixed-use development promoting a jobs/housing balance, and encouraging alternative transportation such as walking, cycling, and public transit.”

OPR has published guidance recommending a CEQA threshold for transportation impacts of land use projects of a 15% VMT reduction per capita, relative to either city or regional averages based on the California’s Climate Scoping Plan⁵. Qualitative assessment of VMT reduction is acceptable to screen projects⁶.

Based on these criteria, a project will be considered to have a potentially significant impact if:

- Per capita VMT from residential projects is anticipated to be greater than 85% of the regional average per capita VMT.
- The project is anticipated to inhibit implementation of planned pedestrian, bicycle, or transit improvements.

To support jurisdictions’ SB743 implementation, The Sacramento Area Council of Governments (SACOG) staff developed thresholds and screening maps for residential and office projects, using outputs from the 2016 base year travel demand model run for the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategies (MTP/SCS). SACOG travel demand model is activity/tour based and is designed to estimate an individual’s daily travel, accounting for land use, transportation and demographics that influence peoples’ travel behaviors.

For residential projects, the threshold is defined as total household VMT per capita achieving 15% of reduction compared to regional (or any appropriate sub-area) average. The SACOG screening map uses “hex” geography, with each hex being about 1000 feet on edge. Residential VMT per capita per hex is calculated by tallying all household VMTs, including VMT traveling outside the region, generated by the residents living at the hex and divided by the total population in the hex. Hexes are then color coded with green and blue hexes depicting neighborhoods with at least a 15% reduction in residential VMT relative to the SACOG region. Yellow, orange, pink and red hexes have less than a 15% VMT reduction.

Bicycle/Pedestrian/Transit Facilities

Pedestrian, bicycle, and transit impacts are based on a review of attributes of the proposed project and published plans from the City and schedule/route information from Sacramento Regional RT, Folsom Stage Lines, and El Dorado County Transit. A Project impact is considered significant if implementation of the Project would:

- Inhibit the use of bicycle, pedestrian, or transit facilities;
- Eliminate existing bicycle, pedestrian, or transit facilities;
- Prevent the implementation of planned bicycle, pedestrian, or transit facilities.

⁵ OPR (2018) Technical Advisory on Evaluating Transportation Impacts In CEQA, http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

⁶ OPR’s webinar on SB 743 implementation, 4/16/2020.

Parking and Onsite Circulation Review Methodology

Parking and internal circulation analysis is based on a comparison between the attributes of the Project and City requirements for parking and emergency vehicle access. Crash history at the Palladio's adjacent driveways is also summarized and discussed. Access or parking that fail to meet city requirements are considered to be deficient⁷, as is the potential addition of traffic to any driveway found to have a comparatively high rate of accidents which could be prevented or reduced by safety treatments would be considered an impact.

Assessment of Proposed Project

Trip Generation

Projected traffic generated by the proposed Project is provided in **Table 18**. Because the Project is anticipated to generate fewer than 50 new external AM or PM peak-hour trips, no level-of-service analysis is required or performed. Internal trip calculations are attached for reference.

Vehicles Miles Traveled

Folsom General Plan policy NCR 3.1.3 addressed vehicle miles traveled (VMT) as shown below:

Policy NCR 3.1.3 "Encourage efforts to reduce the amount of vehicle miles traveled (VMT). These efforts could include encouraging mixed-use development promoting a jobs/housing balance, and, encouraging alternative transportation such as walking, cycling, and public transit."

The Governors' Office of Planning and Research (OPR) has published guidance recommending a CEQA threshold for transportation impacts of land use projects of a 15% VMT reduction per capita, relative to either city or regional averages, based on the California's Climate Scoping Plan⁸. Qualitative assessment of VMT reduction is acceptable to screen projects⁹.

Under State Law (SB 743), VMT became the only CEQA threshold of significance for transportation impacts on July 1, 2020. Without specific General Plan guidance for VMT thresholds, this analysis uses qualitative screening against OPR's guidance of a 15% per capita VMT reduction.

⁷ "Deficient" is used rather than "impact" where the concern relates to a General Plan or City requirement rather than a CEQA impact.

⁸ OPR (2018) Technical Advisory on Evaluating Transportation Impacts In CEQA, http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

⁹ OPR's webinar on SB 743 implementation, 4/16/2020.

Table 18: Project Trip Generation

Land Use	ITE Land Use	Quantity	Units	Category	Daily	AM Peak Hour			PM Peak Hour		
						Tot	In	Out	Tot	In	Out
AC Hotel (Project)	#312	138	Rooms	Total Rate	4.02	0.34	41%	59%	0.35	59%	41%
				Total Veh Trips	555	47	19	28	48	28	20
Palladio Retail (Occupied)	#820	263.2	KSF	Total Rate	37.01	2.87	55%	45%	4.09	50%	50%
				Total Veh Trips	9741	755	415	340	1076	538	538
Palladio Retail (Available)	#820	108.3	KSF	Total Rate	37.01	2.87	55%	45%	4.09	50%	50%
				Total Veh Trips	4008	311	171	140	443	222	221
Palladio Restaurants (Occupied)	#932	90.9	KSF	Total Rate	66.72	13.68	57%	43%	16.35	51%	49%
				Total Veh Trips	9,744	1244	709	535	1486	758	728
Preschool & Daycare (Occupied)	#565	4.4	KSF	Total Rate	47.62	11.73	57%	43%	11.82	47%	53%
				Total Veh Trips	210	52	30	22	52	24	28
Medical (Occupied)	#720	10.1	KSF	Total Rate	36.00	3.74	59%	41%	4.79	40%	60%
				Total Veh Trips	364	38	22	16	48	19	29
Aquarium (Occupied)	#580	22.5	KSF	Total Rate	n/a	0.35	40%	60%	0.66	71%	29%
				Total Veh Trips	n/a	8	3	5	15	11	4
Palladio Cinemas	#445	23	Screens	Total Rate	220	n/a	n/a	n/a	27.11	49%	521%
				Total Veh Trips	5060	n/a	n/a	n/a	624	306	318
Palladio Office Uses (Occupied)	#712	29	KSF	Total Rate	14.39	2.61	60%	40%	3.15	42%	58%
				Total Veh Trips	417	76	46	30	91	38	53
Palladio Office Uses (Available)	#712	34.3	KSF	Total Rate	14.39	2.61	60%	40%	3.15	42%	58%
				Total Veh Trips	494	90	54	36	108	45	63
Palladio Total (Occupied without Project)				Total Veh Trips	25,536	2173	1225	948	3392	1694	1698
Palladio Total (Available)				Total Veh Trips	4,502	401	225	176	551	267	284
Project				Total Veh Trips	555	47	19	28	48	28	20
				Palladio Internal to/from Hotel	> 51	9	1	8	42	25	17
				New External Project Trips	< 504	38	18	20	6	3	3

Trip Generation Source

ITE (2021) ITE Trip Generation Manual 11th ed, Institute of Transportation Engineers, Washington DC.

Trip Internalization Source

NCHRP (2011) Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, Transportation Research Board, Washington DC.

ITE (2017) Trip Generation Handbook, Institute of Transportation Engineers, Washington DC.

To support jurisdictions' SB743 implementation, SACOG developed thresholds and screening maps. Commercial (office) and residential projects have separate screening tools to screen office projects located in areas with work-tour VMT 15% below the regional average for office projects and residential projects located in areas with residential VMT 15% below the regional average. The Project (a hotel) is being treated as a residential project for screening purposes because its primary function is short to medium term housing. It should also be noted that, in general, hotel projects reduce VMT. The Project site is not located in an area with a unique draw, but rather will pull from other existing hotels. The proximity to gas, food, and general retail establishments in the adjacent shopping center is anticipated to reduce trips over a stand-alone hotel development. The net effect of the Project on VMT should shift

trips from other properties to create more efficient origin-destination pairs, and to reduce ancillary trips by hotel guests and employees through utilization of the adjacent shopping. If the Project is not constructed, potential guests would stay at the next most convenient hotel which is in general going to be further from the business or resident the hotel guests ultimately need to visit. SACOG generated these maps using outputs from the 2016 base year travel demand model run for the 2020 MTP/SCS. SACOG's travel demand model is activity/tour based and is designed to estimate an individual's daily travel, accounting for land use, transportation and demographics that influence peoples' travel behaviors. For residential projects, the threshold is defined as total household VMT per capita achieving 15% of reduction compared to regional average VMT. The map uses HEX geography. Residential VMT per capita per HEX is calculated by tallying all household VMTs, including VMT traveling outside the region, generated by the land uses within the HEX and divided by the total population in the HEX. Green hexagons denote areas where residential VMT is 50% to 85% of the regional average and yellow hexagons denote areas where residential VMT is 85% to 100% of the regional average. Orange denotes anticipated VMT greater than the regional average.

The Project is located within one of the green hexagons with average residential VMT of 15.45 miles per capita (per day). The Project is anticipated to generate less than 85% of the regional, county, or City of Folsom average per capita residential daily VMT.

Internal Circulation and Site Plan Review

Parking Requirements

Parking is discussed both in terms of the Project, and the Palladio shopping center as a whole (accounting for reciprocal parking). Note that the Palladio has unique parking requirements that reflect existing reciprocal parking agreements.

City requirements for the Project:

- 138 rooms at 1 space per room = 138 spaces;
- Other facilities (retail, office, food services @ 1 space per 225 for sqft for retail/dining and 1 space per 250 sqft for office) = 20 spaces;
- Total required parking = 158 spaces.

Project parking spaces provided:

- On-site parking: 28 spaces (12 regular + 5 handicap + 1 handicap van accessible + 8 regular EV charging + 1 handicap EV Charging + 1 handicap van accessible EV Charging = 28);
- Reciprocal Parking in adjacent Palladio surface lot: 134 spaces;
- Total parking provided = 162 spaces.

City Requirements for the Palladio with the Project:

Note that the Palladio has unique parking requirements that reflect existing reciprocal parking agreements.

- Retail/Restaurant: 500,394 sqft @ 1 space per 225 sqft = 2,224 spaces.
- Office: 62,352 sqft @ 1 space per 250 sqft = 250 spaces.
- Cinema: 1450 seats at 1 space per 5 seats = 290 spaces.
- Project (AC Hotel) = 162 spaces.
- Total required parking = 2,926 spaces.

Palladio with Project parking provided:

- Existing 3272 spaces;
- Less, lost surface parking at Project site of 218 spaces;
- Plus, new on-site parking at Project site of 28 spaces;
- Total Palladio parking with Project = 3,110 spaces.

The project provides four excess parking spaces, and the Palladio, as a whole, provides 184 excess parking spaces with the addition of the Project.

Minimum Required Throat Depth

Minimum Required Throat-Depth (MRTD): The Project does not change the provided throat depth of the Palladio driveways. The Palladio includes less than 800 ksf of space (existing land uses, assuming 120 KSF for the cinemas and 86 KSF for the Project). Development standards require 975-feet of throat depth for an 800 ksf shopping center accessing streets with greater than a 60' right-of-way¹⁰. This 975-foot length represents vehicle storage equivalents, which means the total required length may be achieved by summing the throat depths for several access points if more than one access point is to serve the site.

Throat-Depth Provided: Aerial imagery shows 10 Palladio driveways with a combined throat depth of approximately 1,600 feet.

Emergency Vehicle Access

The Project's internal drive aisles are designed with minimum 25-foot inner and 50-foot turning radii to accommodate Fire Department access.

Bicycle/Pedestrian/Transit Facilities

The Project does not inhibit the use of bicycle or pedestrian facilities; eliminate existing bicycle, or pedestrian facilities; or prevent the implementation of planned bicycle, or pedestrian facilities. On-site pedestrian walkways wrap around most of the Project, with seven crosswalks connecting to the rest of the Palladio.

Accident History and Safety

Five years (1/1/2015 – 12/31/2020) of Statewide Integrated Traffic Records System (SWITRS) collision data for the three Palladio driveways closest to the Project were reviewed to identify any potential safety issues associated with the Project access points. Two injury accidents occurred at the northernmost Palladio driveway to East Bidwell Street during that period:

- All parties in both accidents were headed southbound on East Bidwell Street;
- Both were rear-end crashes where the at-fault party rear-ended a stopped vehicle and were cited for unsafe speed.

¹⁰ Folsom (2020) Design and Procedures Manual and Improvement Standards, site access Table 12-1, <https://www.folsom.ca.us/civicax/filebank/blobload.aspx?t=66183.89&BlobID=38340>.

These two accidents associated with through traffic on East Bidwell Street and downstream signals and would not be affected by Project traffic utilizing that driveway. There were no reported accidents at the Palladio driveways to Broadstone Parkway or Palladio Parkway.

Site triangles were also reviewed at the three Palladio driveways closest to the Project. The Palladio driveway to Broadstone Parkway is located on the inside of a corner where landscaping can limit visibility. It should be noted that this potential issue was not identified during site visits and likely does not exist today, but should be monitored and maintained by the applicant.

Evaluation of Transportation

- a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than significant impact. The project does not inhibit the use of bicycle or pedestrian facilities; eliminate existing bicycle, or pedestrian facilities; or prevent the implementation of planned bicycle, or pedestrian facilities. On-site pedestrian walkways wrap around most of the project, with crosswalks connecting to the rest of the Palladio at Broadstone Shopping Center. The project would have a less than significant impact on program plans, ordinances, or policies addressing the circulation system.

- b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than significant impact. SB 743, passed in 2013, required OPR to develop new CEQA Guidelines that address traffic metrics under CEQA. As stated in the legislation (and Section 21099[b][2] of CEQA), upon adoption of the new CEQA guidelines, “automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the CEQA guidelines, if any.” The Office of Administrative Law approved the updated CEQA Guidelines on December 28, 2018, and the changes are reflected in new CEQA Guidelines (Section 15064.3). CEQA Guidelines Section 15064.3 was added December 28, 2018, to address the determination of significance for transportation impacts. Pursuant to the new CEQA Guidelines, VMT replaced congestion as the metric for determining transportation impacts.

To support jurisdictions’ SB743 implementation, SACOG developed thresholds and screening maps. Commercial (office) and residential projects have separate screening tools to screen office projects located in areas with work-tour VMT 15% below the regional average for office projects and residential projects located in areas with residential VMT 15% below the regional average. The Project (a hotel) is being treated as a residential project for screening purposes because its primary function is short to medium term housing. It should also be noted that, in general, hotel projects reduce VMT. The Project site is not located in an area with a unique draw, but rather will pull from other existing hotels. The proximity to gas, food, and general retail establishments in the adjacent shopping center is anticipated to reduce trips over a stand-alone hotel development. The net effect of the Project on VMT should shift trips from other properties to create more efficient origin-destination pairs, and to reduce ancillary trips by hotel guests and employees through utilization of the adjacent shopping. If the Project is not constructed, potential guests would stay at the next most convenient hotel which is in general going to be further from the business or resident the hotel guests ultimately need to visit.

SACOG generated these maps using outputs from the 2016 base year travel demand model run for the 2020 MTP/SCS. SACOG's travel demand model is activity/tour based and is designed to estimate an individual's daily travel, accounting for land use, transportation and demographics that influence peoples' travel behaviors. For residential projects, the threshold is defined as total household VMT per capita achieving 15% of reduction compared to regional average VMT. The map uses HEX geography. Residential VMT per capita per HEX is calculated by tallying all household VMTs, including VMT traveling outside the region, generated by the land uses within the HEX and divided by the total population in the HEX. Green hexagons denote areas where residential VMT is 50% to 85% of the regional average and yellow hexagons denote areas where residential VMT is 85% to 100% of the regional average. Orange denotes anticipated VMT greater than the regional average.

The project is located within one of the green hexagons with average residential VMT of 15.45 miles per capita (per day). The Project is anticipated to generate less than 85% of the regional, county, or City of Folsom average per capita residential daily VMT, and therefore is anticipated to have a less than significant impact on VMT.

- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than significant impact with mitigation. Access to the project site would be provided from existing driveways on Palladio Parkway, Broadstone Parkway, and East Bidwell Street.

The project does not change the provided throat depth of the Palladio driveways. The Palladio includes less than 800 ksf of space (existing land uses, assuming 120 KSF for the cinemas and 86 KSF for the Project). Development standards require 975-feet of throat depth for an 800 ksf shopping center accessing streets with greater than a 60' right-of-way. This 975 foot length represents vehicle storage equivalents, which means the total required length may be achieved by summing the throat depths for several access points if more than one access point is to serve the site. Aerial imagery shows 10 Palladio driveways with a combined throat depth of approximately 1,600 feet which would meet the City's minimum throat depth standard. Therefore, the project would have a less than significant impact on minimum required throat depth.

Five years (1/1/2015 – 12/31/2020) of Statewide Integrated Traffic Records System (SWITRS) collision data for the three Palladio driveways closest to the Project were reviewed to identify any potential safety issues associated with the Project access points. Two injury accidents occurred at the northernmost Palladio driveway to East Bidwell Street during that period:

- All parties in both accidents were headed southbound on East Bidwell Street;
- Both were rear-end crashes where the at-fault party rear-ended a stopped vehicle and were cited for unsafe speed.

These two accidents associated with through traffic on East Bidwell Street and downstream signals and would not be affected by Project traffic utilizing that driveway. There were no reported accidents at the Palladio driveways to Broadstone Parkway or Palladio Parkway.

Crash history does not indicate any safety concerns at Project driveways. However, corner sight distance for right turning vehicles from the Palladio driveway to northeast bound Broadstone Parkway is limited.

Implementation of Mitigation Measures TRA-1 and TRA-2 would reduce all potential impacts regarding limited visibility and traffic safety to a less than significant level.

Mitigation Measure TRA-1: Maintain Street Trees

The applicant shall ongoingly maintain street trees front the Project along Broadstone Parkway, southwest of the Palladio driveway to maintain a 430 foot sight distance for right turning vehicles exiting the Palladio.

Mitigation Measure TRA-2: Driveway Utilization

The applicant shall ongoingly ensure all commercial delivery trucks for the project would utilize the northern most Palladio driveway to Palladio Parkway.

d) Result in inadequate emergency access?

No impact. The Project's internal drive aisles are designed with minimum 25 foot inner turning radii and 50-foot external turning radii to accommodate Fire Department engine access and turning movements. Emergency vehicle access would be available to the site from existing driveways on Palladio Parkway, Broadstone Parkway, and East Bidwell Street. Emergency vehicle access is designed consistent with standards and is adequate. There would be no impact.

XVIII. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A Tribal Cultural Resources (TCR) Memo was prepared by ECORP Consulting, Inc. on April 6, 2022. The TCR Memo is included as **Appendix E**.

Environmental Setting

CEQA, as amended by Assembly Bill 52 (AB 52), requires that the City provide notice to any California Native American tribes that have requested notice of projects subject to CEQA review and consult with tribes that responded to the notice within 30 days of receipt with a request for consultation. For the City, these included the following tribes that previously submitted general request letters, requesting such noticing:

- Wilton Rancheria (letter dated January 13, 2020);
- Lone Band of Miwok Indians (letter dated March 2, 2016); and,
- United Auburn Indian Community (UAIC) of the Auburn Rancheria (letter dated November 23, 2015 and updated per UAIC via email on September 29, 2021).

The purpose of consultation is to identify Tribal Cultural Resources (TCRs) that may be significantly impacted by the proposed project, and to allow the City to avoid or mitigate significant impacts prior to project approval and implementation. Section 21074(a) of the PRC defines TCRs for the purpose of CEQA

as:

Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

- a) included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or,*
- b) included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or,*
- c) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.*

Because the first two criteria also meet the definition of a Historical Resource under CEQA, a TCR may also require additional consideration as a Historical Resource. TCRs may or may not exhibit archaeological, cultural, or physical indicators and can only be identified by a culturally affiliated tribe, which has been determined under State law to be the subject matter expert for TCRs.

CEQA requires that the City initiate consultation with tribes at the commencement of the CEQA process to identify TCRs. Furthermore, because a significant effect on a TCR is considered a significant impact on the environment under CEQA, consultation is required to develop appropriate avoidance, impact minimization, and mitigation measures. Therefore, in accordance with the requirements summarized above, the City carried out, or attempted to carry out, tribal consultation for the project.

Within 14 days of initiating CEQA review for the Project, on January 28, 2022, the City sent Project notification letters to the three California Native American tribes named above that had previously submitted general consultation request letters pursuant to Section 21080.3.1(d) of the PRC. The letter provided each tribe with a brief description of the Project and its location, the contact information for the City's authorized representative, and a notification that the tribe has 30 days to request consultation.

The Lone Band of Miwok Indians did not respond to the City's notification letter, and therefore, the threshold for conducting tribal consultation with that tribe under PRC 21080.3.1(e) was not met. No further attempts at consultation were required by state law.

Wilton Rancheria did not respond to the City's notification letter, and therefore, the threshold for conducting tribal consultation with that tribe under PRC 21080.3.1(e) was not met. No further attempts at consultation were required by state law.

On February 9, 2022, the City received an email from tribal representative Anna Starkey, within the 30-day response timeframe, that acknowledged receipt of the City's notification letter and informed the City that they did not find any areas of oral history, sacred lands, or other culturally sensitive areas of concern in or near the Project Area. Ms. Starkey, however, noted that there are previously recorded sites in the general area, according to the California Historical Resources Information System (CHRIS) and inquired about the archaeological recommendations and whether any subsurface testing would be

recommended for the Project Area. She provided UAIC's standard unanticipated discovery measures and some suggested language for the CEQA document and stated that unless indigenous cultural resources are identified through the cultural study, consultation can be concluded with the City in agreement.

Subsequently, on March 23, 2022, Ms. Starkey emailed the City to inquire on the City's reaction to her February 9 email. Because HELIX was waiting on the results of the records search, no information could be shared by the City at that time. On March 25 and 28, 2022, and on behalf of the City, ECORP Consulting, Inc. provided a copy of a previous cultural resources report obtained from the CHRIS by HELIX and information from the design team about the grading plans, respectively. After reviewing the information provided by the City, UAIC responded on April 5, 2022 to indicate that because the area was primarily composed of fill, the tribe recommends standard unanticipated discovery measures and use of tribe-specific language in the CEQA document, as originally provided in February 2022, and included in **Appendix F**. On April 5, 2022, the City responded to confirm agreement and concluded consultation with UAIC.

Evaluation of Tribal Cultural Resources

- a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

Less than significant impact. As discussed in Section V., Cultural Resources, the records search determined that the entire APE has previously been surveyed for cultural resources and that elements of one resource, **CA-SAC-308H** (or **P-34-00335**), known as the Folsom Mining District, have been identified as potentially lying within the currently proposed APE. NCIC records indicate that the Folsom Mining District taken as a unified entity has been determined ineligible for listing on the NRHP and CRHR, but that individual elements within the district may be eligible for listing and should be evaluated as eligible or ineligible on a case-by-case basis. No pedestrian survey of the APE was conducted because the entire area is currently capped by an asphalt parking lot; nevertheless, the records search results suggest that the APE should be considered to have a low to moderate sensitivity for undocumented historic-era cultural resources.

The Sacred Lands File search by the NAHC provided no evidence that sites considered important by local Native American are located in the vicinity, and the individual tribal members confirmed there are no potential resources or areas of concern on or near the project site. Previous research has not determined that the area has more than a low potential to contain prehistoric cultural resources, and absent additional information from Native American sources the area should be considered to have a low sensitivity for undocumented prehistoric resources.

From the conclusions from the records search, Sacred Lands File search, and the confirmations from the individual tribal members, impacts to tribal cultural resources would be less than significant.

- ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than significant impact with mitigation. Information about potential impacts to TCRs was drawn from UAIC's provided information, the ethnographic context, and the results of a records search conducted by HELIX with the CHRIS. In summary, the ethnographic information reviewed for the Project, including ethnographic maps, does not identify any villages, occupational areas, or resource procurement locations in or around the current Project Area. The cultural resources records search did not reveal any Native American archaeological sites within or adjacent to the Proposed Project Area, and the property had been graded and fully paved at the time the Palladio was constructed. Finally, as summarized in **Appendix E**, of the three tribes notified of the Project, only UAIC responded to the City's offer to consult. As part of that consultation, UAIC provided information that there are no known TCRs in the Project Area.

Based on the consultation record summarized above and included in **Appendix E**, the City concludes that there would be a less than significant impact on TCR's with the incorporation of Mitigation Measure TCR-1 regarding unanticipated discoveries.

Mitigation Measure TCR-1: Unanticipated Discovery of TCRs

If potentially significant TCRs are discovered during ground disturbing construction activities, all work shall cease within 50 feet of the find. A Native American Representative from traditionally and culturally affiliated Native American Tribes that requested consultation on the Project shall be immediately contacted and invited to assess the significance of the find and make recommendations for further evaluation and treatment, as necessary. If deemed necessary by the City, a qualified cultural resources specialist, who meets the Secretary of Interior's Standards and Qualifications for Archaeology, may also assess the significance of the find in joint consultation with Native American Representatives to ensure that Tribal values are considered. Work at the discovery location cannot resume until the City, in consultation as appropriate and in good faith, determines that the discovery is either not a TCR, or has been subjected to culturally appropriate treatment, if avoidance and preservation cannot be accommodated.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Existing utilities on the project site include electricity (SMUD), underground gas lines (PG&E), underground telephone lines (Sure West), solid waste disposal (City of Folsom), and water and sewer facilities (City of Folsom). The City of Folsom employs a design process that includes coordination with potentially affected utilities as part of project development. Identifying and accommodating existing utilities is part of the design process, and utilities are considered when finalizing public project plans. The City of Folsom coordinates with the appropriate utility companies to plan and implement any needed accommodation of existing utilities, including water, sewer, telephone, gas, electricity, and cable television lines. Based on the results of an initial request for comments from the utility providers, all utility services are able to accommodate the proposed project.

Evaluation of Utilities and Service Systems

- a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

- b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years
- c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than significant impact. Discussion of the project's impact on water, wastewater treatment or storm water drainage, electric power, natural gas, and telecommunications facilities follows:

Water Supply

The City's public water supply is from the Folsom Reservoir and Folsom South Canal. The City's Urban Water Management Plan calculated supply and demand at buildout of the 2035 General Plan and determined that there was sufficient supply available for normal, single dry, and multi-dry years scenarios (City of Folsom 2018a). Folsom's Water Treatment Plant has a capacity of 50 million gallons per day. According to the Urban Water Management Plan and General Plan EIR, water demand is not anticipated to exceed the City's current water rights to 38,970 acre-feet annually (City of Folsom 2018a).

The project proposes domestic water pipes located throughout the project site that would connect to an existing domestic water system along the eastern boundary line. Additionally, proposed fire hydrants and water pipes would connect to an existing fire system connection on the eastern boundary line.

Because sufficient supplies are available for build out of land uses in the General Plan (including development at the proposed project site) no additional facilities would need to be constructed or expanded and impacts would be less than significant.

Water Conservation Efforts

The City actively implements water conservation actions in response to drought. Standards and regulations issued by the State Water Resources Control Board that came into effect June 1, 2015, require the City to reduce water consumption by 32 percent. In response, the City developed a water reduction plan to reduce water consumption, and conserve water in the City.

City actions include reducing watering in parks by one third, removing turf and retrofitting irrigation in more than 30 medians citywide, turning off irrigation in ornamental streetscapes that do not have trees, prohibiting new homes and buildings from irrigating with potable water unless water-efficient drip systems are used, replacing and upgrading sprinklers and irrigation systems with water-efficient systems, and suspending operation of water features throughout the City. The City also implemented water restrictions and rebate programs for residents. Folsom residents successfully reduced water consumption by 21 percent in 2014. The City reduced water consumption in parks by 27 percent, and 31 percent in Landscape and Lighting Districts. This was among the highest conservation rates statewide (Brainerd 2015).

Wastewater (Sanitary Sewer)

The City of Folsom is responsible for managing and maintaining its wastewater collection system, including 275 miles of pipeline and nine pump stations. This system ultimately discharges into the

Sacramento Regional County Sanitation District interceptor sewer system. Wastewater is treated at the Sacramento Regional Wastewater Treatment Plant, located in Elk Grove.

In compliance with the 2006 State Water Resources Control Board (SWRCB) General Waste Discharge Requirements for Sanitary Sewer Systems, the City of Folsom adopted a Sewer System Management Plan on July 28, 2009 which was updated and adopted on August 26, 2014. The plan outlines how the municipality operates and maintains the collection system, and the reporting of all Sanitary Sewer Overflows (SSO) to the SWRCB's online SSO database. The project site design includes proposed sanitary sewer pipes that would connect to an existing sewer system next to the stop sign on the intersection of Via Serena from Broadstone Parkway. The existing sewer system would support all wastewater needs for the proposed project site.

Because the City has sufficient capacity to accommodate any additional demand that could result from implementation of the proposed project, and because the City is in compliance with statutes and regulations related to wastewater collection and treatment, there would be no impact and mitigation would not be necessary.

Stormwater

Folsom's Public Works Department handles stormwater management for the City, from design and construction of the storm drain system to operation and maintenance, and urban runoff pollution prevention.

Proposed storm drains pipes would be installed throughout the site and would connect to existing storm drain systems along the western boundary line. The on-site storm drain would conform to City of Folsom standards. On site landscaping would also manage some on-site stormwater. Environmental impacts from these stormwater features would be less than significant and no mitigation would be necessary.

Electricity, Gas, and Telephone

Through the City's coordination with existing utility providers including SMUD for electricity, PG&E for underground gas lines, and Sure West for underground telephone lines, utility providers are able to accommodate for the proposed project. The project would connect to existing utility lines in the vicinity of the project site and would not require additional facilities. A gas meter and emergency generator would be located in the southeastern portion of the project site, directly south of the hotel building.

Based on the details above, the project would have a less than significant impact on water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, and no mitigation is needed for questions a), b), and c).

- d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
- e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than significant impact. The City of Folsom provides solid waste, recycling, and hazardous materials collection services to its residential and business communities. In order to meet the State mandated 50 percent landfill diversion requirements stipulated under AB 939, the City has instituted several

community-based programs. The City offers a door-to-door collection program for household hazardous and electronic waste, in addition to six “drop off” recycling locations within the City.

After processing, solid waste is taken to the Kiefer Landfill, the primary municipal solid waste disposal facility in Sacramento County. The landfill facility sits on a site of 1,084 acres in the community of Sloughhouse. Currently 250 acres, the State permitted landfill is 660 acres in size, and is of sufficient capacity to accommodate the solid waste disposal needs of the City of Folsom. Because the landfill serving the project area is of sufficient capacity to accommodate solid waste needs associated with the proposed hotel, there is less than significant impact and no mitigation would be necessary for questions d) and e).

XX. WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The project site is located in a Local Responsibility Area, and it is not in a Very High Fire Hazard Severity Zone (CAL FIRE 2021). Additionally, the project site is not located near a State Responsibility Area (CAL FIRE 2021).

Evaluation of Wildfire

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan?
- b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
- c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
- d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No impact. Questions “a” through “d” are not applicable because the project site is in a Local Responsibility Area and the site is not in a Very High Fire Hazard Severity Zone. It is not located near a State Responsibility Area (CAL FIRE 2021).

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present and probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Evaluation of Mandatory Findings of Significance

- a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than significant impact with mitigation. The preceding analysis indicates that the proposed project has the potential to adversely affect biological resources, cultural resources, geology and soils, greenhouse gas emissions, noise, transportation and tribal cultural resources. See Sections 8.IV, 8.V, 8.VII, 8.VIII, 8.XIII, 8.XVII and 8.XVIII of this Initial Study for discussion of the proposed project's potential impacts on these environmental issue areas. With implementation of the mitigation measures identified in those Sections, and compliance with City programs and requirements identified in this report, impacts would be reduced to a less than significant level. No significant or potentially significant impacts would remain.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are significant when

viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present and probable future projects)?

Less than significant impact with mitigation. While the project would indirectly contribute to cumulative impacts associated with increased urban development in the City and region, these impacts have previously been evaluated by the City and considered in development of the City's General Plan as set forth in this Initial Study. Key areas of concern are discussed in detail below.

Evaluation of cumulative biological resources impacts: Implementation of the proposed project would include the construction and operation of a hotel building on an existing paved parking lot which includes a few ornamental trees. The project site is disturbed, and no special status species have the potential to occur in the project site. However, common bird species protected by Fish and Game Code may nest on the building, trees, and other vegetation on or adjacent to the project site. Project construction activities would potentially result in impacts to nesting birds if construction of the proposed project commences during the typical avian breeding season (February 15 – August 31). Construction activities and construction-related disturbance (noise, vibration and increased human activity) could adversely affect these species if they were to nest in or adjacent to the project area. Potential effects include physical destruction of nests by construction equipment and/or nest abandonment. With implementation of **Mitigation Measures BIO-1**, the impacts would be reduced to a less than significant level and the project would not result in a cumulatively considerable contribution to any significant cumulative impacts.

Evaluation of cumulative cultural resources impacts: An archival records search was conducted for the project site, including a 0.5-mile buffer area, at the North Central Information Center at Sacramento State University. The records search determined that the entire APE has previously been surveyed for cultural resources and that elements of one resource, known as the Folsom Mining District, have been identified as potentially lying within the currently proposed APE. NCIC records indicate that the Folsom Mining District taken as a unified entity has been determined ineligible for listing on the NRHP and CRHR, but that individual elements within the district may be eligible for listing and should be evaluated as eligible or ineligible on a case-by-case basis. No pedestrian survey of the APE was conducted because the entire area is currently capped by an asphalt parking lot. Although no evidence of cultural resources of significance were noted on project site, the City recognizes that sensitive and/or protected resources could be unintentionally discovered during project demolition and construction. With implementation of **Mitigation Measures CUL-1 and CUL-2**, the impacts would be reduced to a less than significant level and the project would not result in a cumulatively considerable contribution to any significant cumulative impacts.

Evaluation of cumulative geology and soils impacts: No previous surveys conducted in the project area have identified the project site as sensitive for paleontological resources or other geologically sensitive resources, nor have testing or ground disturbing activities performed to date uncovered any paleontological resources or geologically sensitive resources. While the likelihood encountering paleontological resources and other geologically sensitive resources is considered low, project-related ground disturbing activities could affect the integrity of a previously unknown paleontological or other geologically sensitive resource, resulting in a substantial change in the significance of the resource. With implementation of **Mitigation Measure GEO-1**, the impacts would be reduced to a less than significant level and the project would not result in a cumulatively considerable contribution to any significant cumulative impacts.

Evaluation of cumulative greenhouse gas emissions impacts: The project must comply with the City's Greenhouse Gas Reduction Strategy Consistency Checklist. The Checklist is part of the City's 2035 General Plan GHG Reduction Strategy which outlines the policies and programs that the City will undertake to achieve its proportional share of State GHG emissions reductions. Per the Checklist, the GHG reduction measures included in the Checklist that are applicable to a project are to be incorporated into the project's CEQA documents as mitigation measures. The GHG reduction measures applicable to the proposed project are therefore included as **Mitigation Measures GHG-1 through GHG-5**. With implementation of these mitigation measures and compliance with SMAQMD's recommendations, the 2017 Scoping Plan, and the MTP/SCS, the project's impacts would be reduced to a less than significant level and the project would not result in a cumulatively considerable contribution to any significant cumulative impacts.

Evaluation of cumulative noise impacts: Noise sources in the project vicinity are dominated by traffic noise from East Bidwell Street and Broadstone Parkway. Additional noise sources in the area include building heating, ventilation, and air conditioning (HVAC) systems for the shopping center to the southeast and typical parking lot noise. If project construction activities were to occur outside the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and 9:00 a.m. to 5:00 p.m. on Saturday, construction noise generated by the project would not be exempt for the City's noise ordinance nighttime exterior standard of 45 dBA, and the impact would be potentially significant. Implementation of mitigation measure NOI-1 would restrict construction hours. With **Mitigation Measures NOI-1**, the project would not result in a cumulatively considerable contribution to any significant cumulative impacts related to noise.

Evaluation of transportation impacts: The transportation impacts associated with the project were conducted by T. Kear Transportation Planning & Management, Inc. Two injury accidents occurred at the northernmost Palladio driveway to East Bidwell Street. Crash history does not indicate any safety concerns at Project driveways; however, corner sight distance for right turning vehicles from the Palladio driveway to northeast bound Broadstone Parkway is limited. Implementation of **Mitigation Measures TRA-1** and **TRA-2** would reduce all potential impacts regarding limited visibility and traffic safety to a less than significant level and would contribute to any significant cumulative impacts related to transportation.

Evaluation of cumulative tribal cultural resources impacts: The City of Folsom sent project notification letters to three California Native American tribes. Although there is no evidence of TCRs occurring or having the potential to occur on the project site, the City recognizes that sensitive and/or protected resources could be unintentionally discovered during project demolition and construction. Additionally, the UAIC Tribe recommended standard unanticipated discovery measures and use of tribe-specific language in the CEQA document. With implementation of **Mitigation Measures TCR-1**, the impacts would be reduced to a less than significant level and potentially significant cumulative impacts would be avoided. Thus, the project would not result in a cumulatively considerable contribution to any significant cumulative impacts related to tribal cultural resources.

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than significant impact with mitigation. Because of site conditions, existing City regulations, and regulation of potential environmental impacts by other agencies, the proposed project would not have

the potential to cause substantial adverse effects on human beings as demonstrated in the detailed evaluation contained in this Initial Study.

9.0 MITIGATION MONITORING AND REPORTING PROGRAM

A Mitigation Monitoring and Reporting Program (MMRP) has been prepared by the City per Section 15097 of the CEQA Guidelines and is presented in **Appendix F**.

10.0 INITIAL STUDY PREPARERS

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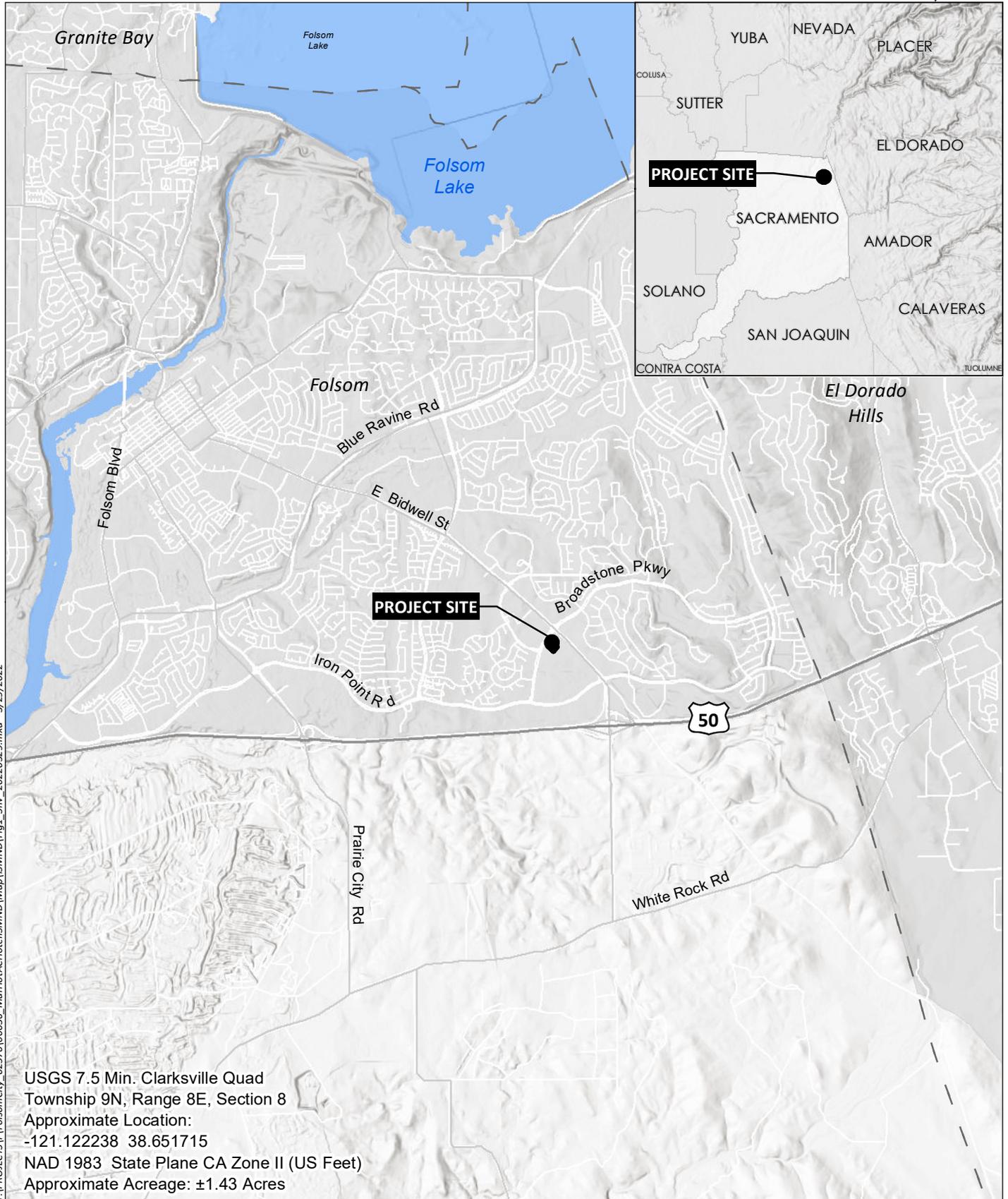
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Appendix A

Figures



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USGS 7.5 Min. Clarksville Quad
 Township 9N, Range 8E, Section 8
 Approximate Location:
 -121.122238 38.651715
 NAD 1983 State Plane CA Zone II (US Feet)
 Approximate Acreage: ±1.43 Acres

Source: Base Map Layers (Esri, USGS, NGA, NASA)



April 19, 2022

Project 02576.00036.001

Mr. Josh Kinkade
Associate Planner
City of Folsom, Community Development Department
50 Natoma Street
Folsom, CA 95630

Subject: AC Hotel by Marriott Project Air Quality and Greenhouse Gas Emissions Assessment

Dear Mr. Kinkade:

HELIX Environmental Planning, Inc. (HELIX) has assessed the air quality and greenhouse gas (GHG) emissions associated with the construction and operation of the proposed AC Hotel by Marriott Project (project). Analysis within this report was prepared to support impact analysis pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Section 15000 et seq. of the California Code of Regulations).

PROJECT LOCATION

The project site is comprised of a 1.45-acre portion of Assessor's Parcel Number (APN) 072-308-042 located in the southeastern corner of the intersection of East Bidwell Street and Broadstone Parkway in the City of Folsom (City), California. The project site is in the middle of an existing parking lot, and is bounded by Via Serena to the northeast, Broadstone Parkway to the west, the Palladio at Broadstone Shopping Center to the east, and Palladio Parkway to the south. Access to the project site would be provided by two 27-foot-wide driveways that would be accessible by Via Serena, Broadstone Parkway, Palladio Parkway, and East Bidwell Street. See Attachment A for Figure 1, *Vicinity Map*, and Figure 2, *Site Plan*.

PROJECT DESCRIPTION

The proposed project includes the construction of a new hotel on a 1.45-acre project site within a total 14.22-acre parcel. A total of 130 hotel rooms and 8 executive units would be constructed in an "L-shaped" five (5) story tower. The first floor of the five-story hotel would be 16,000 square feet (sf), the second floor would be 17,423 sf, and floors three through five would be 17,350 sf. The total square footage of the hotel building would be 85,473 sf. The hotel building would include indoor and outdoor amenities including a lobby and lounge area, an outdoor patio, a library, office space, a restaurant and bar, a fitness center, meeting rooms, restrooms, a kitchen, a laundry room, and pedestrian/ bicycle

pathways. Other site improvements include associated hotel parking, utility connection lines, a solid waste collection enclosure, signage, lighting, and landscaping.

AIR QUALITY/GREENHOUSE GAS EMISSIONS ANALYSIS

The City of Folsom lies within the eastern edge of the Sacramento Valley Air Basin (SVAB). The Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for implementing emissions standards and other requirements of federal and state laws in the project area. As required by the California Clean Air Act (CCAA), SMAQMD has published various air quality planning documents as discussed below to address requirements to bring the SVAB into compliance with the federal and state ambient air quality standards. The Air Quality Attainment Plans are incorporated into the State Implementation Plan (SIP), which is subsequently submitted to the U.S. Environmental Protection Agency (EPA), the federal agency that administrates the Federal Clean Air Act of 1970, as amended in 1990.

Climate in the Folsom area is characterized by hot, dry summers and cool, rainy winters. During summer's longer daylight hours, plentiful sunshine provides the energy needed to fuel photochemical reactions between Oxides of Nitrogen (NO_x) and Reactive Organic Gasses (ROG), which result in Ozone (O₃) formation. High concentrations of O₃ are reached in the Folsom area due to intense heat, strong and low morning inversions, greatly restricted vertical mixing during the day, and daytime subsidence that strengthens the inversion layer. The greatest pollution problem in the Folsom area is from NO_x.

Regulatory Setting

Air Quality

Criteria Pollutants

Ambient air quality is described in terms of compliance with state and national standards, and the levels of air pollutant concentrations considered safe, to protect the public health and welfare. These standards are designed to protect people most sensitive to respiratory distress, such as people with asthma, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. The EPA has established national ambient air quality standards (NAAQS) for seven air pollution constituents. As permitted by the Clean Air Act, California has adopted more stringent air emissions standards (California Ambient Air Quality Standards, or CAAQS) and expanded the number of regulated air constituents.

The California Air Resources Board (CARB) is required to designate areas of the state as attainment, nonattainment, or unclassified for any state standard. An "attainment" designation for an area signifies that pollutant concentrations do not violate the standard for that pollutant in that area. A "nonattainment" designation indicates that a pollutant concentration violated the standard at least once. The air quality attainment status of the SVAB, including the City of Folsom, is shown in **Table 1**.

Sacramento County is designated as nonattainment for the state and federal ozone standards, the state PM₁₀ standards, and the federal PM_{2.5} standards. Concentrations of all other pollutants meet state and federal standards.

Table 1. Sacramento County – Attainment Status

POLLUTANT	STATE OF CALIFORNIA ATTAINMENT STATUS	FEDERAL ATTAINMENT STATUS
Ozone (1-hour)	Nonattainment	No Federal Standard
Ozone (8-hour)	Nonattainment	Nonattainment
Coarse Particulate Matter (PM ₁₀)	Nonattainment	Attainment
Fine Particulate Matter (PM _{2.5})	Attainment	Nonattainment
Carbon Monoxide (CO)	Attainment	Attainment/Unclassified
Nitrogen Dioxide (NO ₂)	Attainment	Attainment/Unclassified
Lead	Attainment	Attainment/Unclassified
Sulfur Dioxide (SO ₂)	Attainment	Unclassified
Sulfates	Attainment	No Federal Standard
Hydrogen Sulfide	Unclassified	No Federal Standard
Visibility Reducing Particles	Unclassified	No Federal Standard

Sources: SMAQMD 2020.

Ozone is not emitted directly into the environment, but is generated from complex chemical reactions between ROG, or non-methane hydrocarbons, and NO_x that occur in the presence of sunlight. ROG and NO_x generators in Sacramento County include motor vehicles, recreational boats, other transportation sources, and industrial processes. PM₁₀ and PM_{2.5} arise from a variety of sources, including road dust, diesel exhaust, fuel combustion, tire and brake wear, construction operations, and windblown dust.

Toxic Air Contaminants

Toxic air contaminants (TAC) are a diverse group of air pollutants that may cause or contribute to an increase in deaths or in serious illness or that may pose a present or potential hazard to human health. TACs can cause long-term chronic health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage, or short-term acute effects such as eye watering, respiratory irritation (a cough), runny nose, throat pain, and headaches. TACs are considered either carcinogenic or noncarcinogenic based on the nature of the health effects associated with exposure to the pollutant. For carcinogenic TACs, there is no level of exposure that is considered safe and impacts are evaluated in terms of overall relative risk expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

The Health and Safety Code (§39655[a]) defines TAC as “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health.” All substances that are listed as hazardous air pollutants pursuant to subsection (b) of Section 112 of the CAA (42 United States Code Sec. 7412[b]) are designated as TACs. Under State law, the California Environmental Protection Agency (CalEPA), acting through CARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or an increase in serious illness, or that may pose a present or potential hazard to human health.

Diesel engines emit a complex mixture of air pollutants, including both gaseous and solid material. The solid material in diesel exhaust is referred to as diesel particulate matter (DPM). Almost all DPM is 10 microns or less in diameter, and 90 percent of DPM is less than 2.5 microns in diameter (CARB 2022). Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung. In 1998, CARB identified DPM as a TAC based on published evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects. DPM has a notable effect on California's population—it is estimated that about 70 percent of total known cancer risk related to air toxics in California is attributable to DPM (CARB 2022).

Greenhouse Gases

Global climate change refers to changes in average climatic conditions on Earth including temperature, wind patterns, precipitation, and storms. Global temperatures are moderated by atmospheric gases. These gases are commonly referred to as greenhouse gasses (GHGs) because they function like a greenhouse by letting sunlight in but preventing heat from escaping, thus warming the Earth's atmosphere.

GHGs are emitted by natural processes and human (anthropogenic) activities. Anthropogenic GHG emissions are primarily associated with: burning of fossil fuels during motorized transport; electricity generation; natural gas consumption; industrial activity; manufacturing; and other activities such as deforestation, agricultural activity, and solid waste decomposition.

The GHGs defined under California's Assembly Bill (AB) 32, described below, include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. Estimates of GHG emissions are commonly presented in carbon dioxide equivalents (CO₂e), which weigh each gas by its global warming potential (GWP). Expressing GHG emissions in CO₂e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted. GHG emissions quantities in this analysis are presented in metric tons (MT) of CO₂e. For consistency with United Nations Standards, modeling, and reporting of GHGs in California and the U.S. use the GWPs defined in the Intergovernmental Panel on Climate Change's (IPCC) Fourth Assessment Report (IPCC 2007): CO₂ – 1; CH₄ – 25; N₂O – 298.

GHG Reduction Regulations and Plans

The primary GHG reduction regulatory legislation and plans (applicable to the project) at the State, regional, and local levels are described below. Implementation of California's GHG reduction mandates is primarily under the authority of CARB at the state level, SMAQMD and the Sacramento Area Council of Governments (SACOG) at the regional level, and the City at the local level.

Executive Order S-3-05: On June 1, 2005, Executive Order (EO) S-3-05 proclaimed that California is vulnerable to climate change impacts. It declared that increased temperatures could reduce snowpack in the Sierra Nevada, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To avoid or reduce climate change impacts, EO S-3-05 calls for a reduction in GHG emissions to the year 2000 level by 2010, to year 1990 levels by 2020, and to 80 percent below 1990 levels by

2050. Executive Orders are not laws and can only provide the governor's direction to state agencies to act within their authority to reinforce existing laws.

Assembly Bill 32 – Global Warming Solution Act of 2006: The California Global Warming Solutions Act of 2006, widely known as AB 32, requires that CARB develop and enforce regulations for the reporting and verification of statewide GHG emissions. CARB is directed by AB 32 to set a GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill requires CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG emission reductions.

Executive Order B-30-15: On April 29, 2015, EO B-30-15 established a California GHG emission reduction target of 40 percent below 1990 levels by 2030. The EO aligns California's GHG emission reduction targets with those of leading international governments, including the 28 nation European Union. California is on track to meet or exceed the target of reducing GHGs emissions to 1990 levels by 2020, as established in AB 32. California's new emission reduction target of 40 percent below 1990 levels by 2030 will make it possible to reach the goal established by EO S-3-05 of reducing emissions 80 percent under 1990 levels by 2050.

Senate Bill 32: Signed into law by Governor Brown on September 8, 2016, Senate Bill (SB) 32 (Amendments to the California Global Warming Solutions Action of 2006) extends California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the State's continuing efforts to pursue the long-term target expressed in EO B-30-15 of 80 percent below 1990 emissions levels by 2050.

California Air Resources Board: On December 11, 2008, the CARB adopted the Climate Change Scoping Plan (Scoping Plan) as directed by AB 32. The Scoping Plan proposes a set of actions designed to reduce overall GHG emissions in California to the levels required by AB 32. Measures applicable to development projects include those related to energy-efficiency building and appliance standards, the use of renewable sources for electricity generation, regional transportation targets, and green building strategy. Relative to transportation, the Scoping Plan includes nine measures or recommended actions related to reducing vehicle miles traveled (VMT) and vehicle GHGs through fuel and efficiency measures. These measures would be implemented statewide rather than on a project-by-project basis (CARB 2008).

In response to EO B-30-15 and SB 32, all state agencies with jurisdiction over sources of GHG emissions were directed to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 targets. The mid-term target is critical to help frame the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure needed to continue driving down emissions (CARB 2014). In December 2017, CARB adopted the 2017 Climate Change Scoping Plan Update, the Strategy for Achieving California's 2030 Greenhouse Gas Target, to reflect the 2030 target set by EO B-30-15 and codified by SB 32 (CARB 2017).

Sacramento Area Council of Governments: As required by the Sustainable Communities and Climate Protection Act of 2008 (SB 375), SACOG has developed the 2020 Metropolitan Transportation Plan and

Sustainable Communities Strategy. This plan seeks to reduce GHG and other mobile source emissions through coordinated transportation and land use planning to reduce VMT.

City of Folsom: As part of the 2035 General Plan, the City prepared an integrated Greenhouse Gas Emissions Reduction Strategy (Appendix A to the 2035 General Plan; adopted August 28, 2018). The purpose of the Greenhouse Gas Emissions Reduction Strategy (GHG Strategy) is to identify and reduce current and future community GHG emissions and those associated with the City’s municipal operations. The GHG Strategy includes GHG reduction targets to reduce GHG emissions (with a 2005 baseline year) by 15 percent in 2020, 51 percent in 2035, and 80 percent in 2050. The GHG Strategy identifies policies within the City of Folsom General Plan that would decrease the City’s emissions of greenhouse gases. The GHG Strategy also satisfies the requirements of CEQA to identify and mitigate GHG emissions associated with the General Plan Update as part of the environmental review process and serves as the City’s “plan for the reduction of greenhouse gases”, per Section 15183.5 of the CEQA Guidelines, which provides the opportunity for tiering and streamlining of project-level emissions for certain types of discretionary projects subject to CEQA review that are consistent with the General Plan (City 2018).

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved and are referred to as sensitive receptors. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB and the Office of Environmental Health Hazard Assessment (OEHHA) have identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis (CARB 2005; OEHHA 2015).

Residential areas are considered sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Children and infants are considered more susceptible to health effects of air pollution due to their immature immune systems, developing organs, and higher breathing rates. As such, schools are also considered sensitive receptors, as children are present for extended durations and engage in regular outdoor activities.

The closest existing sensitive receptors to the project site are the apartments in the Sherwood at Broadstone Apartment complex, approximately 230 feet southwest of the project site at the intersection of Clarksville Road and Broadstone Parkway. The closest school to the project site is Gold Ridge Elementary School approximately 2,226 feet (0.42 mile) to the southwest.

METHODOLOGY AND ASSUMPTIONS

Criteria pollutant, precursor, and GHG emissions for project construction and operation were estimated using the California Emissions Estimator Model (CalEEMod), Version 2020.4.0. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. The model was developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California air districts. CalEEMod allows for the use of default data (e.g., emission

factors, trip lengths, meteorology, source inventory) provided by the various California air districts to account for local requirements and conditions, and/or user-defined inputs. The calculation methodology and default data used in the model are available in the CalEEMod User's Guide, Appendices A, D, and E (CAPCOA 2021). The CalEEMod output files are included in Attachment B to this letter.

Construction of the project is anticipated to begin as early as March 2023 and be completed in February 2025. Construction modeling assumes the longest anticipated schedule reported by the project applicant: demolition 20 days; site preparation two days; grading 87 days; building construction 394 days; and paving 10 days. A significant level of architectural coating is not anticipated to be used as building exterior materials would be pre-finished. Construction equipment assumptions were based on estimates from the project applicant and CalEEMod defaults. An estimated 4,500 cubic yards (CY) of cut/fill was included as soil movement during grading and 3,500 CY of import of soil was included during grading. Additionally, approximately 10 trucks of vegetation and other cleared materials would be exported during the site preparation phase, and approximately 10 trucks of demolition debris would be hauled off site during demolition. Construction emissions modeling assumes implementation of dust mitigation (watering exposed areas twice per day) to comply with the requirements of: SMAQMD Rule 403, *Fugitive Dust*.

Operational mobile emissions were modeled using the project trip generation of 504 average daily trips, including 38 new AM peak-hour vehicle trips and six new PM peak-hour vehicle trips, from the project Transportation Impact Study (T. Kear Transportation Planning and Management, Inc. 2022). Operational Emissions resulting from energy use, water use, and solid waste generation were modeled using CalEEMod defaults with an added 20 percent reduction in water use to account for the requirements of the 2019 CalGreen, and an additional 25 percent solid waste diversion to account for AB 341 requirements.

STANDARDS OF SIGNIFICANCE

Air Quality

While the final determination of whether or not a project has a significant effect is within the purview of the lead agency pursuant to CEQA Guidelines Section 15064(b), SMAQMD recommends that its air pollution thresholds be used to determine the significance of project emissions. The criteria pollutant thresholds and various assessment recommendations are contained in SMAQMD's *Guide to Air Quality Assessment in Sacramento County* (CEQA Guide; 2020, revised), and are discussed under the checklist questions below.

Greenhouse Gas Emissions

The final determination of whether or not a project has a significant effect is within the purview of the lead agency pursuant to CEQA Guidelines Section 15064(b). The City's GHG Strategy, described above, is a qualified plan for the reduction of greenhouse gases pursuant to CEQA Guidelines Section 15183.5. Consistency with the GHG Strategy may be used to determine the significance of the project's GHG emissions.

The City's 2035 General Plan Policy NCR 3.2.8 and GHG Strategy include criteria to determine whether the potential greenhouse gas emissions of a proposed project are significant (City 2018).

NCR 3.2.8 Streamlined GHG Analysis for Projects Consistent with the General Plan

Projects subject to environmental review under CEQA may be eligible for tiering and streamlining the analysis of GHG emissions, provided they are consistent with the GHG reduction measures included in the General Plan and EIR. The City may review such projects to determine whether the following criteria are met:

- Proposed project is consistent with the current general plan land use designation for the project site;
- Proposed project incorporates all applicable GHG reduction measures (as documented in the Climate Change Technical Appendix to the General Plan EIR) as mitigation measures in the CEQA document prepared for the project; and,
- Proposed project clearly demonstrates the method, timing and process for which the project will comply with applicable GHG reduction measures and/or conditions of approval, (e.g., using a CAP/GHG reduction measures consistency checklist, mitigation monitoring and reporting plan, or other mechanism for monitoring and enforcement as appropriate).

AIR QUALITY IMPACT ANALYSIS

(1) Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. In accordance with SMAQMD's CEQA Guide, construction-generated NO_x, PM₁₀, and PM_{2.5}, and operation-generated ROG and NO_x (all ozone precursors) are used to determine consistency with the Ozone Attainment Plan. The Guide states (SMAQMD 2020 p. 4-6):

By exceeding the District's mass emission thresholds for operational emissions of ROG, NO_x, PM₁₀, or PM_{2.5}, the project would be considered to conflict with or obstruct implementation of the District's air quality planning efforts.

As shown in the discussion for question 2) below, the project's construction-generated emissions of NO_x, PM₁₀, and PM_{2.5} and operation-generated emissions ROG and NO_x would not exceed SMAQMD thresholds. The project would not conflict with or obstruct implementation of the applicable air quality plan and the impact would be less than significant.

(2) Result in a cumulatively considerable net increase of any criteria pollutant for which the Program region is non-attainment under an applicable federal or state ambient air quality standard?

Less than Significant Impact. The Sacramento region is in non-attainment for ozone (ozone precursors NO_x and ROG) and particulate matter (PM_{2.5} and PM₁₀). The project's emissions of these criteria pollutants and precursors during construction and operation are evaluated below.

Construction Emissions

CalEEMod version 2020.4.0 was used to quantify project-generated construction emissions. Assumptions included in the model are described previously and detailed model output sheets are included in Attachment B. Construction activities were assumed to commence as early as March 2023

and be completed in early 2025. The quantity, duration, and intensity of construction activity influence the amount of construction emissions and related pollutant concentrations that occur at any one time. As such, the emission forecasts provided herein reflect a specific set of conservative assumptions based on the expected construction scenario wherein a relatively large amount of construction activity is occurring in a relatively intensive manner. Because of this conservative assumption, actual emissions could be less than those forecasted. If construction is delayed or occurs over a longer time period, emissions could be reduced because of: (1) a more modern and cleaner-burning construction equipment fleet mix than assumed in CalEEMod; and/or (2) a less intensive buildout schedule (i.e., fewer daily emissions occurring over a longer time interval).

The project’s construction period emissions of ROG, NO_x, PM₁₀, and PM_{2.5} are compared to the SMAQMD construction thresholds in **Table 2**. The SMAQMD does not have a recommended threshold for construction-generated ROG. However, quantification and disclosure of ROG emissions is recommended. The SMAQMD considers any emissions of PM₁₀ and PM_{2.5} to be significant unless the Basic Construction Emissions Control Practices are implemented, also known as Best Management Practices (BMPs). The project would implement all of the SMAQMD BMPs to control fugitive dust in accordance with SMAQMD Rule 403. The modeling accounts for emissions reductions resulting from watering exposed surfaces twice daily. As shown in **Table 2**, the proposed project construction period emissions of the ozone precursor NO_x, PM₁₀, and PM_{2.5} would not exceed the SMAQMD thresholds. Impacts related to construction-generated emissions of ROG, NO_x, PM₁₀, and PM_{2.5} would be less than significant.

Table 2
CONSTRUCTION CRITERIA POLLUTANT AND PRECURSER EMISSIONS

Construction Activity	ROG (pounds/day)	NO_x (pounds/day)	PM₁₀ (pounds/day)	PM_{2.5} (pounds/day)
Demolition	1.5	14.5	0.9	0.7
Site Preparation	1.2	14.5	3.6	1.9
Grading	1.4	15.3	4.0	2.1
Building Construction	1.6	12.5	0.9	0.6
Paving	0.6	5.3	0.3	0.2
Maximum Daily Emissions	1.6	15.3	4.0	2.1
<i>SMAQMD Thresholds</i>	<i>None</i>	<i>85</i>	<i>80</i>	<i>82</i>
<i>Exceed Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Source: CalEEMod (output data is provided in Attachment B)
 ROG = reactive organic gases; NO_x = nitrogen oxides; PM₁₀ = particulate matter 10 microns or less in diameter; PM_{2.5} = particulate matter 2.5 microns or less in diameter; SMAQMD= Sacramento Metropolitan Air Quality Management District

Operational Emissions

Emissions generated from operational activities would include:

- Areas sources – combustion emissions from the use of landscape maintenance equipment, the reapplication of architectural coatings for maintenance, and the use of consumer products.

- Energy sources – combustion emissions from the use of natural gas appliances, water heaters, and heating systems.
- Mobile emissions – combustion, fuel evaporation, brake and tire wear, and road dust emission resulting from worker, customer, and vendor vehicle traveling to and from the project site.
- Offroad emissions – combustion emissions from backup emergency generators.

The results of the modeling for project operational activities are shown in **Table 3, Maximum Daily Operational Emissions**. The data is presented as the maximum anticipated daily emissions for comparison with the SMAQMD thresholds, the model output and calculation sheets are included as Attachment B to this letter. As shown in **Table 3**, the proposed project operation period emissions of the ozone precursors NO_x and ROG, PM₁₀, and PM_{2.5} would not exceed the SMAQMD thresholds. Impacts related to operation-generated emissions of ROG, NO_x, PM₁₀, and PM_{2.5} would be less than significant.

Table 3
MAXIMUM DAILY OPERATIONAL EMISSIONS

Source	ROG (pounds/day)	NO _x (pounds/day)	PM ₁₀ (pounds/day)	PM _{2.5} (pounds/day)
Area	2.1	<0.01	<0.01	<0.01
Energy	0.1	0.9	0.1	0.1
Mobile	1.0	1.2	1.7	0.4
Offroad	<0.01	0.1	<0.01	<0.01
Maximum Daily Emissions	3.2	2.2	1.7	0.5
<i>SMAQMD Thresholds</i>	<i>65</i>	<i>65</i>	<i>80</i>	<i>82</i>
Exceed Thresholds?	No	No	No	No

Source: CalEEMod (output data is provided in Attachment B)
ROG = reactive organic gases; NO_x = nitrogen oxides; PM₁₀ = particulate matter 10 microns or less in diameter; PM_{2.5} = particulate matter 2.5 microns or less in diameter; SMAQMD= Sacramento Metropolitan Air Quality Management District

The project’s maximum daily construction or operational emissions would not exceed the SMAQMD’s thresholds. Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment, and the impact would be less than significant.

(3) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. CARB and OEHHA have identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis (CARB 2005, OEHHA 2015). Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved and are referred to as sensitive receptor locations. Examples of these sensitive receptor locations are residences, schools, hospitals, and daycare centers.

The closest existing sensitive receptors to the project site are apartments in the Sherwood at Broadstone Apartment complex, approximately 230 feet southwest of the project site at the intersection of Clarksville Road and Broadstone Parkway. The closest school to the project site is Gold Ridge Elementary School approximately 2,226 feet (0.42 mile) to the southwest.

The dose (of TAC) to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance in the environment and the extent of exposure a person has with the substance; a longer exposure period to a fixed quantity of emissions would result in higher health risks. Current models and methodologies for conducting cancer health risk assessments are associated with longer-term exposure periods (typically 30 years for individual residents based on guidance from OEHHA) and are best suited for evaluation of long duration TAC emissions with predictable schedules and locations. These assessment models and methodologies do not correlate well with the temporary and highly variable nature of construction activities. Cancer potency factors are based on animal lifetime studies or worker studies where there is long-term exposure to the carcinogenic agent. There is considerable uncertainty in trying to evaluate the cancer risk from projects that will only last a small fraction of a lifetime (OEHHA 2015). In addition, concentrations of mobile source DPM emissions disperse rapidly and are typically reduced by 70 percent at approximately 500-feet (CARB 2005). Considering this information, the highly dispersive nature of DPM, and the fact that construction activities would occur at various locations throughout the project site, it is not anticipated that construction of the project would expose sensitive receptors to substantial DPM concentrations.

According to the SMAQMD, land use development projects do not typically have the potential to result in localized concentrations of criteria air pollutants that expose sensitive receptors to substantial pollutant concentrations. This is because criteria air pollutants are predominantly generated in the form of mobile-source exhaust from vehicle trips associated with the land use development project. These vehicle trips occur throughout a paved network of roads, and, therefore, associated exhaust emissions of criteria air pollutants are not generated in a single location where high concentrations could be formed (SMAQMD 2020). Therefore, localized concentration of CO from exhaust emissions, or “CO hotspots,” would only be a concern on high-volume roadways where vertical and/or horizontal mixing is substantially limited, such as tunnels or below grade highways. There are no high-volume roadways in the region with limited mixing that would be affected by project generated traffic. Once operational, the project would not be a significant source of TACs. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations, and the impact would be less than significant.

(4) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. The project could produce odors during construction activities resulting from heavy diesel equipment exhaust and VOC released during application of asphalt. The odor of these emissions is objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not be at a level that would affect a substantial number of people. Any odors emitted during construction activities would be temporary, short-term, and intermittent in nature, and would cease upon the facility maintenance. As a result, impacts associated with temporary odors during construction are not considered significant.

As a hotel development, operation of the project would not result in odors affecting a substantial number of people. Solid waste generated by the project would be collected by a contracted waste

hauler, ensuring that any odors resulting from on-site waste would be managed and collected in a manner to prevent the proliferation of odors. The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people, and the impact would be less than significant.

GHG EMISSIONS IMPACT ANALYSIS

(1) *Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*

Less than Significant Impact with Mitigation. GHG emissions would be generated by the project during construction (vehicle engine exhaust from construction equipment, on-road hauling trucks, vendor trips, and worker commuting trips) and during long-term operation (electricity and natural gas use, electricity resulting from water consumption; solid waste disposal, and vehicle engine exhaust).

GHG emissions were calculated used CalEEMod, as described in Methodology and Assumptions. The results of the 2025 Operational GHG Emissions are disclosed below in **Table 4**. Additionally, the results of Construction GHG Emissions are disclosed below in **Table 5**.

Table 4
OPERATIONAL GHG EMISSIONS

Emission Sources	2025 Emissions (MT CO ₂ e)
Area	<0.01
Energy	306.9
Mobile	259.9
Offroad	0.1
Waste	28.5
Water	4.2
Subtotal¹	599.7

Source: CalEEMod (output data is provided in Attachment B)

¹ Totals may not sum due to rounding.

GHG = greenhouse gas; MT = metric tons; CO₂e = carbon dioxide equivalent

Table 5
CONSTRUCTION GHG EMISSIONS

Year of Emissions	Emissions (MT CO ₂ e)
2023	246.92
2024	300.54
2025	32.53
<i>SMAQMD Construction Threshold</i>	<i>1,100</i>

Source: CalEEMod (output data is provided in Attachment B)

To determine significance of the project's GHG emissions, the City's Greenhouse Gas Reduction Strategy Consistency Checklist was completed (City of Folsom 2021a; included as Attachment C)

Part 1: Land Use Consistency

The proposed project is consistent with the City's 2035 General Plan land use and zoning designations?

The project parcel is designated as Regional Commercial Center (RCC) in the Folsom 2035 General Plan. The zoning designation of the project site is General Commercial District (C-3) Planned Development (PD). In accordance with the Greenhouse Gas Reduction Strategy Consistency Checklist, if the project would require a change in land use designation or a rezone, consistency would be determined by calculating the estimated the GHG emissions resulting from maximum buildout of the project site allowed using the current zoning and using the proposed zoning change. If the land use designation/zoning change would not result in an increase in annual GHG emissions, the project would be consistent (City 2021a). The project would not result in a land use designation/zoning change and therefore, there would be no change in GHG emissions.

A hotel would be an allowable use for the C-3 PD zoning district. The Planned Development District (PD) component of the zoning designation requires a Planned Development Permit Review (PD Permit) entitlement for design review purposes (Zoning Code 17.38.050). Preliminary design plans show that the five-story hotel building would be approximately 66 feet in height (with towers extending up to 73 feet in height), whereas the Palladio at Broadstone Development Standards indicate that the maximum height for major buildings is three stories and 60 feet in height. A PD Permit modification would be required to modify the Development Standards to accommodate the building stories and building height. The resulting maximum buildout for the project parcel under the existing zoning would be a hotel totaling 85,473 SF of floor space. Using CalEEMod and all model defaults, 85,473 SF of a hotel building would result in approximately 600 MT CO₂e per year.

Part 2: GHG Reduction Measures Consistency (only applicable measures shown):

E-1 Building Energy Sector: The project will meet one of the four Building Energy Sector standards in the GHG Reduction Measures Consistency Checklist?

Consistent with mitigation. Mitigation Measure GHG-01 would meet one of the four Building Energy Sector requirements of the GHG Reduction Measures Consistency Checklist (Attachment B).

T-1 Mix of Uses: The project is a mixed-use building with two or more uses (i.e., residential, commercial, office, etc.) or if the site is 5 acres or larger there are two or more uses on the site connected by protected pedestrian paths (e.g., sidewalks, elevated walkways) excluding driveways?

Consistent. The project is less than 5 acres and is located within the existing parking lot associated with the Palladio at Broadstone Shopping Center. Implementation of the proposed hotel development would include a mix of uses including office space, a library, a fitness center, laundry rooms, a restaurant and bar, and a kitchen. Sidewalks and/or pedestrian paths would

connect the hotel with adjacent land uses, including the Palladio at Broadstone Shopping Center.

T-3 Bicycle Parking: Project provides 5 percent more bicycle parking spaces than required in the City's Municipal Code?

Consistent with Mitigation. Mitigation Measure GHG-02 would require the installation of bicycle parking 5 percent or more higher than the requirements of City Code section 17.57.090.

T-6 High-Performance Diesel (Construction only): Use high-performance diesel (also known as Diesel-HPR or Reg-9000/RHD) for construction equipment?

Consistent with Mitigation. Mitigation Measure GHG-03 would require the use of high-performance diesel for all project construction activities.

T-8 Electric Vehicle Charging (Residential): For multifamily projects with 17 or more dwelling units, provide electric vehicle charging in 5 percent of total parking spaces?

Consistent. The project would provide 10 electrical vehicle charging stations, pursuant to the 2019 CalGreen Standards. The City used the CALGreen standard for land use designation, which classifies a hotel as a residential development, rather than a commercial development and calls for 10 EV parking spaces for a hotel with 151 to 200 parking spaces. Mandatory compliance with CalGreen regulations would ensure consistency with City General Plan GHG Reduction Measure T-8 for residential electric vehicle charging station standards.

SW-1 Enhanced Construction Waste Diversion: Project diverts to recycle or salvage at least 65 percent of nonhazardous construction and demolition waste generated at the project site in accordance with Appendix A4 (Residential) of CALGreen?

Mitigation Measure GHG-04 would require a minimum of 65 percent of nonhazardous construction and demolition waste to be diverted, recycled or salvaged.

W-1 Water Efficiency: For new residential and non-residential projects, the project will comply with all applicable indoor and outdoor water efficiency and conservation measures required under CALGreen Tier 1?

Mitigation Measure GHG-05 would require implementation of all 2019 CALGreen Tier 1 applicable indoor and outdoor water efficiency and conservation measures.

With implementation of Mitigation Measures GHG-01 through -05, the project would be consistent with the City's GHG Strategy. Therefore, the project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, and the impact would be less than significant with mitigation.

Mitigation Measure GHG-1: Building Energy Sector

In accordance with the City General Plan Reduction Measure E-1, the project shall meet one of the four Building Energy Sector Requirements of the GHG Reduction Measures Consistency Checklist

(Attachment B).

Mitigation Measure GHG-02: Bicycle Parking

In accordance with the City General Plan GHG Reduction Measure T-3, the project shall provide a minimum of 5 percent more bicycle parking than required in the City's Municipal Code Section 17.57.090.

Mitigation Measure GHG-03: High-Performance Diesel

In accordance with the City General Plan GHG Reduction Measure T-6, the project shall use high-performance diesel (also known as Diesel-HPR or Reg-9000/RHD) for all diesel-powered equipment utilized in construction of the project.

Mitigation Measure GHG-04: Enhanced Construction Waste Diversion

In accordance with the City General Plan GHG Reduction Measure SW-1, the project shall divert to recycle or salvage a minimum 65 of nonhazardous construction and demolition waste generated at the project site in accordance with Appendix A5 (Residential) of the as outlined in the California Green Building Standards Code (2019 CALGreen).

Mitigation Measure GHG-05: Water Efficiency

In accordance with the City General Plan GHG Reduction Measure W-1, the project shall comply with all applicable indoor and outdoor water efficiency and conservation measures required under 2019 CALGreen Tier 1, as outlined in the California Green Building Standards Code.

(2) *Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?*

Less than Significant Impact with Mitigation. There are numerous State plans, policies, and regulations adopted for the purpose of reducing GHG emissions. The principal overall State plan and policy is AB 32, the California Global Warming Solutions Act of 2006. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020. SB 32 would require further reductions of 40 percent below 1990 levels by 2030. The mandates of AB 32 and SB 32 are implanted at the state level by the CARB's Scoping Plan. Because the project's operational year is post-2020, the project aims to reach the quantitative goals set by SB 32. Statewide plans and regulations such as GHG emissions standards for vehicles (AB 1493), the LCFS, and regulations requiring an increasing fraction of electricity to be generated from renewable sources are being implemented at the statewide level; as such, compliance at the project level is not addressed. Therefore, the proposed project would not conflict with those plans and regulations.

The Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for Sacramento County is the 2020 MTP/SCS adopted by the SACOG on November 18, 2019. The 2020 MTP/SCS lays out a transportation investment and land use strategy to support a prosperous region, with access to jobs and economic opportunity, transportation options, and affordable housing that works for all residents. The plan also lays out a path for improving our air quality, preserving open space and natural resources, and helping California achieve its goal to reduce greenhouse gas emissions (SACOG 2019). The

transportation sector is the largest source of GHG emissions in the state. A project's GHG emissions from cars and light trucks are directly correlated to the project's vehicle miles traveled (VMT). According to the Transportation Impact Study (TIS) prepared for the project, the Project is anticipated to generate at least 15 percent less VMT per capita than the regional average (T. Kear Transportation Planning and Management, Inc. 2022). This VMT reduction meets the 15 percent reduction required by SB 743. In addition to regional VMT projections, SACOG utilizes local growth projections to develop the strategies and measures in the 2020 MTP/SCS. As discussed in question a), above, there would be no change in land use and zoning, and no change in GHG emissions would result. Therefore, the regional VMT and population growth resulting from implementation of the project would be consistent with the assumptions used in the 2020 MTP/SCS.

As discussed in question a), above, with implementation of Mitigation Measures GHG-01 through GHG-05, the project would be consistent with the City's GHG Strategy, a qualified plan for the reduction of greenhouse gases pursuant to CEQA Guidelines Section 15183.5. Therefore, the project would not conflict with CARB's 2017 Scoping Plan, the SACOG's 2020 MTP/SCS, or the City's GHG Strategy, and the impact would be less than significant with mitigation.

SUMMARY

As described above, emissions of criteria pollutants would be below SMAQMD thresholds, and the project would not conflict with the Regional Ozone Plan or applicable portions of the SIP. Sensitive receptors would not be exposed to substantial concentrations of TACs or odors. Impacts to air quality would be less than significant and no mitigation measures would be required. The proposed project would be consistent with the City's 2035 General Plan land use and zoning designations and would not conflict with the City's GHG Strategy, CARB's 2017 Scoping Plan, and the SACOG's 2020 MTP/SCS, with implementation of Mitigation Measures GHG-01 through -05. Impacts related to GHG emissions would be less than significant with mitigation required.

Sincerely,



Victor Ortiz
Senior Air Quality Specialist

Attachments:

- Attachment A: Figures
- Attachment B: CalEEMod Output
- Attachment C: Greenhouse Gas Reduction Strategy Consistency Checklist

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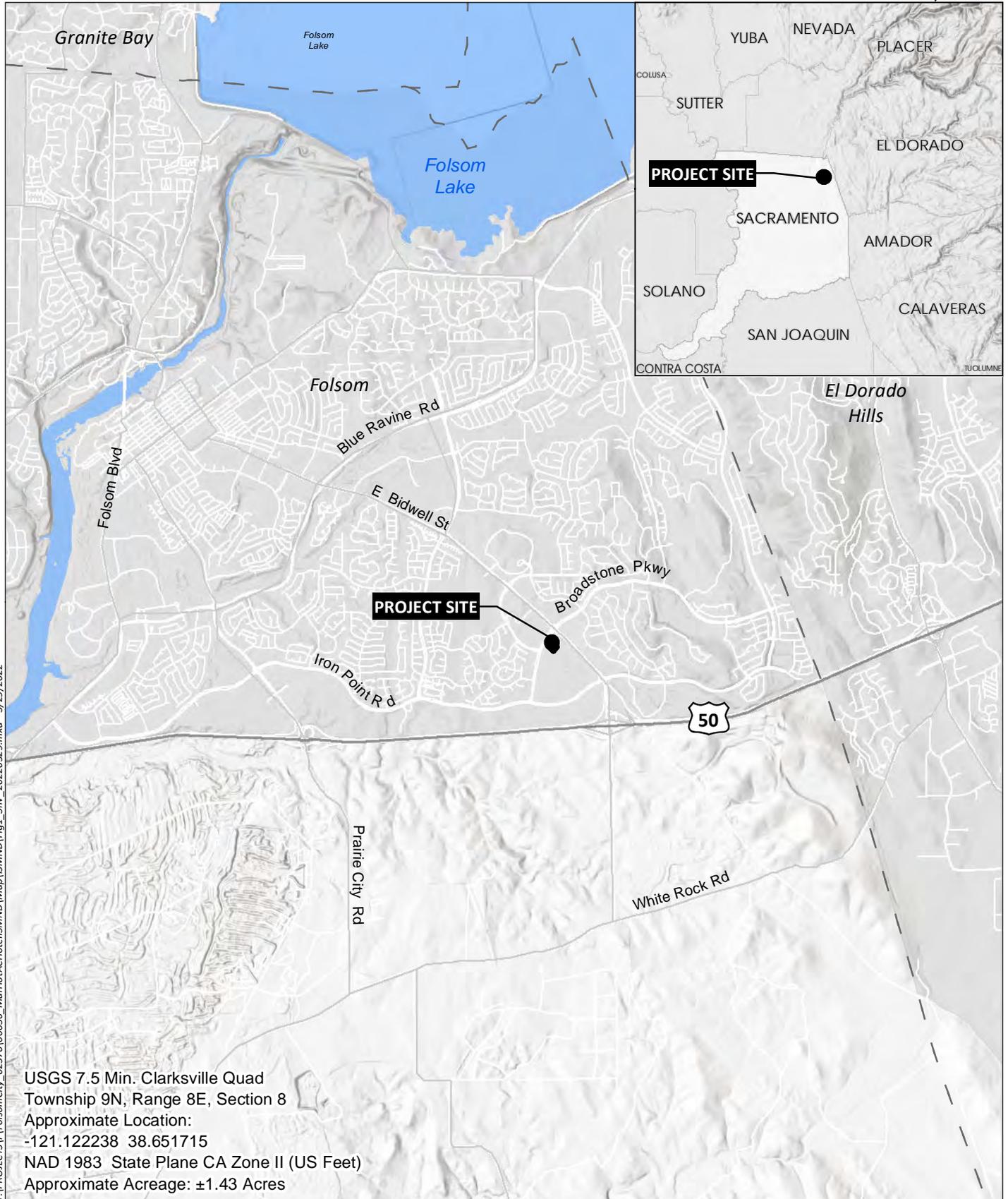
Letter to Mr. Josh Kinkade
April 19, 2022

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T. Kear Transportation Planning and Management, Inc. April 2022. AC Hotel by Marriott
Transportation Impact Study.

Attachment A

Figures



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USGS 7.5 Min. Clarksville Quad
 Township 9N, Range 8E, Section 8
 Approximate Location:
 -121.122238 38.651715
 NAD 1983 State Plane CA Zone II (US Feet)
 Approximate Acreage: ±1.43 Acres

Source: Base Map Layers (Esri, USGS, NGA, NASA)



Attachment B

CalEEMod Output

AC Hotel by Marriott - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

**AC Hotel by Marriott
Sacramento County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	138.00	Room	1.45	85,473.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.5	Precipitation Freq (Days)	58
Climate Zone	6			Operational Year	2025
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	357.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The project site is 1.45 acres and project development is 85,473 square feet.

Construction Phase - Construction based on assumptions provided by Applicant.

Demolition -

Grading -

Vehicle Trips - T. Kear 2022

Construction Off-road Equipment Mitigation -

Water Mitigation -

Waste Mitigation -

Operational Off-Road Equipment - Emergency generator per information from Applicant.

Area Coating -

Water And Wastewater -

AC Hotel by Marriott - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Solid Waste -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	200.00	394.00
tblConstructionPhase	NumDays	4.00	87.00
tblGrading	MaterialExported	0.00	200.00
tblGrading	MaterialImported	0.00	3,500.00
tblLandUse	LandUseSquareFeet	200,376.00	85,473.00
tblLandUse	LotAcreage	4.60	1.45
tblOperationalOffRoadEquipment	OperDaysPerYear	260.00	12.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperHorsePower	84.00	103.00
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	0.20
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblVehicleTrips	ST_TR	8.19	3.66
tblVehicleTrips	SU_TR	5.95	3.66
tblVehicleTrips	WD_TR	8.36	3.66

2.0 Emissions Summary

AC Hotel by Marriott - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1658	1.5033	1.2850	2.8100e-003	0.3441	0.0622	0.4063	0.1597	0.0586	0.2184	0.0000	244.2282	244.2282	0.0495	4.8800e-003	246.9214
2024	0.2009	1.5444	1.7677	3.5200e-003	0.0454	0.0597	0.1050	0.0123	0.0576	0.0699	0.0000	297.8255	297.8255	0.0412	5.6500e-003	300.5387
2025	0.0195	0.1546	0.1989	3.8000e-004	4.4600e-003	5.8000e-003	0.0103	1.2100e-003	5.5500e-003	6.7500e-003	0.0000	32.2497	32.2497	5.4200e-003	4.9000e-004	32.5321
Maximum	0.2009	1.5444	1.7677	3.5200e-003	0.3441	0.0622	0.4063	0.1597	0.0586	0.2184	0.0000	297.8255	297.8255	0.0495	5.6500e-003	300.5387

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1658	1.5033	1.2850	2.8100e-003	0.1698	0.0622	0.2320	0.0759	0.0586	0.1345	0.0000	244.2280	244.2280	0.0495	4.8800e-003	246.9212
2024	0.2009	1.5444	1.7677	3.5200e-003	0.0454	0.0597	0.1050	0.0123	0.0576	0.0699	0.0000	297.8253	297.8253	0.0412	5.6500e-003	300.5385
2025	0.0195	0.1546	0.1989	3.8000e-004	4.4600e-003	5.8000e-003	0.0103	1.2100e-003	5.5500e-003	6.7500e-003	0.0000	32.2497	32.2497	5.4200e-003	4.9000e-004	32.5321
Maximum	0.2009	1.5444	1.7677	3.5200e-003	0.1698	0.0622	0.2320	0.0759	0.0586	0.1345	0.0000	297.8253	297.8253	0.0495	5.6500e-003	300.5385

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	44.25	0.00	33.42	48.37	0.00	28.41	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	3-1-2023	5-31-2023	0.5394	0.5394
2	6-1-2023	8-31-2023	0.5180	0.5180
3	9-1-2023	11-30-2023	0.4586	0.4586
4	12-1-2023	2-29-2024	0.4424	0.4424
5	3-1-2024	5-31-2024	0.4376	0.4376
6	6-1-2024	8-31-2024	0.4371	0.4371
7	9-1-2024	11-30-2024	0.4333	0.4333
8	12-1-2024	2-28-2025	0.3191	0.3191
		Highest	0.5394	0.5394

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2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3736	2.0000e-005	1.7600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4200e-003	3.4200e-003	1.0000e-005	0.0000	3.6500e-003
Energy	0.0176	0.1602	0.1346	9.6000e-004		0.0122	0.0122		0.0122	0.0122	0.0000	305.1577	305.1577	0.0154	4.6600e-003	306.9308
Mobile	0.1940	0.2071	1.4864	2.7600e-003	0.2879	2.2700e-003	0.2902	0.0770	2.1200e-003	0.0791	0.0000	255.0911	255.0911	0.0214	0.0145	259.9433
Offroad	0.0000	3.8000e-004	3.9200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1144	0.1144	0.0000	0.0000	0.1145
Waste						0.0000	0.0000		0.0000	0.0000	15.3360	0.0000	15.3360	0.9063	0.0000	37.9942
Water						0.0000	0.0000		0.0000	0.0000	1.2385	3.0533	4.2918	4.5400e-003	2.7300e-003	5.2182
Total	0.5852	0.3678	1.6266	3.7200e-003	0.2879	0.0145	0.3024	0.0770	0.0143	0.0913	16.5745	563.4198	579.9943	0.9476	0.0219	610.2046

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2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3736	2.0000e-005	1.7600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4200e-003	3.4200e-003	1.0000e-005	0.0000	3.6500e-003
Energy	0.0176	0.1602	0.1346	9.6000e-004		0.0122	0.0122		0.0122	0.0122	0.0000	305.1577	305.1577	0.0154	4.6600e-003	306.9308
Mobile	0.1940	0.2071	1.4864	2.7600e-003	0.2879	2.2700e-003	0.2902	0.0770	2.1200e-003	0.0791	0.0000	255.0911	255.0911	0.0214	0.0145	259.9433
Offroad	0.0000	3.8000e-004	3.9200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1144	0.1144	0.0000	0.0000	0.1145
Waste						0.0000	0.0000		0.0000	0.0000	11.5020	0.0000	11.5020	0.6798	0.0000	28.4957
Water						0.0000	0.0000		0.0000	0.0000	0.9908	2.4426	3.4334	3.6400e-003	2.1800e-003	4.1746
Total	0.5852	0.3678	1.6266	3.7200e-003	0.2879	0.0145	0.3024	0.0770	0.0143	0.0913	12.4928	562.8092	575.3020	0.7202	0.0213	599.6624

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	24.63	0.11	0.81	24.00	2.51	1.73

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/1/2023	3/28/2023	5	20	
2	Site Preparation	Site Preparation	3/29/2023	3/30/2023	5	2	

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3	Grading	Grading	3/31/2023	7/31/2023	5	87
4	Building Construction	Building Construction	8/1/2023	2/1/2025	5	394
5	Paving	Paving	2/2/2025	2/14/2025	5	10

Acres of Grading (Site Preparation Phase): 1.88

Acres of Grading (Grading Phase): 87

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36

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Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	20.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	25.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	438.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	36.00	14.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.2300e-003	0.0000	2.2300e-003	3.4000e-004	0.0000	3.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.1432	0.1346	2.4000e-004		6.7700e-003	6.7700e-003		6.3300e-003	6.3300e-003	0.0000	21.0866	21.0866	5.3500e-003	0.0000	21.2202
Total	0.0147	0.1432	0.1346	2.4000e-004	2.2300e-003	6.7700e-003	9.0000e-003	3.4000e-004	6.3300e-003	6.6700e-003	0.0000	21.0866	21.0866	5.3500e-003	0.0000	21.2202

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3.2 Demolition - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.0000e-005	1.5900e-003	3.2000e-004	1.0000e-005	1.7000e-004	1.0000e-005	1.8000e-004	5.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.6213	0.6213	2.0000e-005	1.0000e-004	0.6513
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.3000e-004	3.0200e-003	1.0000e-005	9.5000e-004	1.0000e-005	9.6000e-004	2.5000e-004	0.0000	2.6000e-004	0.0000	0.7565	0.7565	2.0000e-005	2.0000e-005	0.7636
Total	4.0000e-004	1.8200e-003	3.3400e-003	2.0000e-005	1.1200e-003	2.0000e-005	1.1400e-003	3.0000e-004	1.0000e-005	3.2000e-004	0.0000	1.3778	1.3778	4.0000e-005	1.2000e-004	1.4149

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0000e-003	0.0000	1.0000e-003	1.5000e-004	0.0000	1.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.1432	0.1346	2.4000e-004		6.7700e-003	6.7700e-003		6.3300e-003	6.3300e-003	0.0000	21.0865	21.0865	5.3500e-003	0.0000	21.2202
Total	0.0147	0.1432	0.1346	2.4000e-004	1.0000e-003	6.7700e-003	7.7700e-003	1.5000e-004	6.3300e-003	6.4800e-003	0.0000	21.0865	21.0865	5.3500e-003	0.0000	21.2202

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3.2 Demolition - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.0000e-005	1.5900e-003	3.2000e-004	1.0000e-005	1.7000e-004	1.0000e-005	1.8000e-004	5.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.6213	0.6213	2.0000e-005	1.0000e-004	0.6513
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.3000e-004	3.0200e-003	1.0000e-005	9.5000e-004	1.0000e-005	9.6000e-004	2.5000e-004	0.0000	2.6000e-004	0.0000	0.7565	0.7565	2.0000e-005	2.0000e-005	0.7636
Total	4.0000e-004	1.8200e-003	3.3400e-003	2.0000e-005	1.1200e-003	2.0000e-005	1.1400e-003	3.0000e-004	1.0000e-005	3.2000e-004	0.0000	1.3778	1.3778	4.0000e-005	1.2000e-004	1.4149

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.2900e-003	0.0000	6.2900e-003	3.0100e-003	0.0000	3.0100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1300e-003	0.0124	6.6400e-003	2.0000e-005		5.1000e-004	5.1000e-004		4.7000e-004	4.7000e-004	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236
Total	1.1300e-003	0.0124	6.6400e-003	2.0000e-005	6.2900e-003	5.1000e-004	6.8000e-003	3.0100e-003	4.7000e-004	3.4800e-003	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236

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3.3 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.0000e-005	1.9900e-003	4.0000e-004	1.0000e-005	2.1000e-004	1.0000e-005	2.3000e-004	6.0000e-005	1.0000e-005	7.0000e-005	0.0000	0.7766	0.7766	3.0000e-005	1.2000e-004	0.8141
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.9000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0466	0.0466	0.0000	0.0000	0.0470
Total	5.0000e-005	2.0000e-003	5.9000e-004	1.0000e-005	2.7000e-004	1.0000e-005	2.9000e-004	8.0000e-005	1.0000e-005	9.0000e-005	0.0000	0.8232	0.8232	3.0000e-005	1.2000e-004	0.8611

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.8300e-003	0.0000	2.8300e-003	1.3500e-003	0.0000	1.3500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1300e-003	0.0124	6.6400e-003	2.0000e-005		5.1000e-004	5.1000e-004		4.7000e-004	4.7000e-004	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236
Total	1.1300e-003	0.0124	6.6400e-003	2.0000e-005	2.8300e-003	5.1000e-004	3.3400e-003	1.3500e-003	4.7000e-004	1.8200e-003	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236

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3.3 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.0000e-005	1.9900e-003	4.0000e-004	1.0000e-005	2.1000e-004	1.0000e-005	2.3000e-004	6.0000e-005	1.0000e-005	7.0000e-005	0.0000	0.7766	0.7766	3.0000e-005	1.2000e-004	0.8141
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.9000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0466	0.0466	0.0000	0.0000	0.0470
Total	5.0000e-005	2.0000e-003	5.9000e-004	1.0000e-005	2.7000e-004	1.0000e-005	2.9000e-004	8.0000e-005	1.0000e-005	9.0000e-005	0.0000	0.8232	0.8232	3.0000e-005	1.2000e-004	0.8611

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3085	0.0000	0.3085	0.1490	0.0000	0.1490	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0580	0.6293	0.3786	9.0000e-004		0.0263	0.0263		0.0242	0.0242	0.0000	78.7520	78.7520	0.0255	0.0000	79.3888
Total	0.0580	0.6293	0.3786	9.0000e-004	0.3085	0.0263	0.3347	0.1490	0.0242	0.1732	0.0000	78.7520	78.7520	0.0255	0.0000	79.3888

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3.4 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.8000e-004	0.0349	7.0000e-003	1.4000e-004	3.7000e-003	2.5000e-004	3.9600e-003	1.0200e-003	2.4000e-004	1.2600e-003	0.0000	13.6066	13.6066	5.4000e-004	2.1600e-003	14.2630
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2500e-003	7.7000e-004	0.0101	3.0000e-005	3.1900e-003	2.0000e-005	3.2100e-003	8.5000e-004	2.0000e-005	8.7000e-004	0.0000	2.5312	2.5312	8.0000e-005	7.0000e-005	2.5551
Total	1.8300e-003	0.0356	0.0171	1.7000e-004	6.8900e-003	2.7000e-004	7.1700e-003	1.8700e-003	2.6000e-004	2.1300e-003	0.0000	16.1378	16.1378	6.2000e-004	2.2300e-003	16.8181

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1388	0.0000	0.1388	0.0671	0.0000	0.0671	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0580	0.6293	0.3786	9.0000e-004		0.0263	0.0263		0.0242	0.0242	0.0000	78.7519	78.7519	0.0255	0.0000	79.3887
Total	0.0580	0.6293	0.3786	9.0000e-004	0.1388	0.0263	0.1651	0.0671	0.0242	0.0913	0.0000	78.7519	78.7519	0.0255	0.0000	79.3887

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3.4 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.8000e-004	0.0349	7.0000e-003	1.4000e-004	3.7000e-003	2.5000e-004	3.9600e-003	1.0200e-003	2.4000e-004	1.2600e-003	0.0000	13.6066	13.6066	5.4000e-004	2.1600e-003	14.2630
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2500e-003	7.7000e-004	0.0101	3.0000e-005	3.1900e-003	2.0000e-005	3.2100e-003	8.5000e-004	2.0000e-005	8.7000e-004	0.0000	2.5312	2.5312	8.0000e-005	7.0000e-005	2.5551
Total	1.8300e-003	0.0356	0.0171	1.7000e-004	6.8900e-003	2.7000e-004	7.1700e-003	1.8700e-003	2.6000e-004	2.1300e-003	0.0000	16.1378	16.1378	6.2000e-004	2.2300e-003	16.8181

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0830	0.6382	0.6873	1.2000e-003		0.0280	0.0280		0.0271	0.0271	0.0000	98.9715	98.9715	0.0168	0.0000	99.3917
Total	0.0830	0.6382	0.6873	1.2000e-003		0.0280	0.0280		0.0271	0.0271	0.0000	98.9715	98.9715	0.0168	0.0000	99.3917

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3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.9000e-004	0.0372	0.0112	1.5000e-004	4.4700e-003	2.0000e-004	4.6600e-003	1.2900e-003	1.9000e-004	1.4800e-003	0.0000	14.1513	14.1513	3.5000e-004	2.0800e-003	14.7788
Worker	5.6200e-003	3.4800e-003	0.0456	1.2000e-004	0.0144	8.0000e-005	0.0145	3.8300e-003	7.0000e-005	3.9000e-003	0.0000	11.4167	11.4167	3.7000e-004	3.3000e-004	11.5243
Total	6.6100e-003	0.0407	0.0568	2.7000e-004	0.0189	2.8000e-004	0.0192	5.1200e-003	2.6000e-004	5.3800e-003	0.0000	25.5680	25.5680	7.2000e-004	2.4100e-003	26.3031

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0830	0.6382	0.6873	1.2000e-003		0.0280	0.0280		0.0271	0.0271	0.0000	98.9714	98.9714	0.0168	0.0000	99.3916
Total	0.0830	0.6382	0.6873	1.2000e-003		0.0280	0.0280		0.0271	0.0271	0.0000	98.9714	98.9714	0.0168	0.0000	99.3916

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3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.9000e-004	0.0372	0.0112	1.5000e-004	4.4700e-003	2.0000e-004	4.6600e-003	1.2900e-003	1.9000e-004	1.4800e-003	0.0000	14.1513	14.1513	3.5000e-004	2.0800e-003	14.7788
Worker	5.6200e-003	3.4800e-003	0.0456	1.2000e-004	0.0144	8.0000e-005	0.0145	3.8300e-003	7.0000e-005	3.9000e-003	0.0000	11.4167	11.4167	3.7000e-004	3.3000e-004	11.5243
Total	6.6100e-003	0.0407	0.0568	2.7000e-004	0.0189	2.8000e-004	0.0192	5.1200e-003	2.6000e-004	5.3800e-003	0.0000	25.5680	25.5680	7.2000e-004	2.4100e-003	26.3031

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1860	1.4494	1.6398	2.8900e-003		0.0590	0.0590		0.0570	0.0570	0.0000	237.9108	237.9108	0.0396	0.0000	238.9013
Total	0.1860	1.4494	1.6398	2.8900e-003		0.0590	0.0590		0.0570	0.0570	0.0000	237.9108	237.9108	0.0396	0.0000	238.9013

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3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2900e-003	0.0876	0.0261	3.4000e-004	0.0107	4.7000e-004	0.0112	3.1000e-003	4.5000e-004	3.5500e-003	0.0000	33.3690	33.3690	8.2000e-004	4.9100e-003	34.8518
Worker	0.0126	7.4400e-003	0.1019	2.9000e-004	0.0346	1.8000e-004	0.0348	9.2100e-003	1.6000e-004	9.3700e-003	0.0000	26.5457	26.5457	8.0000e-004	7.4000e-004	26.7857
Total	0.0149	0.0951	0.1280	6.3000e-004	0.0454	6.5000e-004	0.0460	0.0123	6.1000e-004	0.0129	0.0000	59.9148	59.9148	1.6200e-003	5.6500e-003	61.6375

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1860	1.4494	1.6398	2.8900e-003		0.0590	0.0590		0.0570	0.0570	0.0000	237.9105	237.9105	0.0396	0.0000	238.9010
Total	0.1860	1.4494	1.6398	2.8900e-003		0.0590	0.0590		0.0570	0.0570	0.0000	237.9105	237.9105	0.0396	0.0000	238.9010

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3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2900e-003	0.0876	0.0261	3.4000e-004	0.0107	4.7000e-004	0.0112	3.1000e-003	4.5000e-004	3.5500e-003	0.0000	33.3690	33.3690	8.2000e-004	4.9100e-003	34.8518
Worker	0.0126	7.4400e-003	0.1019	2.9000e-004	0.0346	1.8000e-004	0.0348	9.2100e-003	1.6000e-004	9.3700e-003	0.0000	26.5457	26.5457	8.0000e-004	7.4000e-004	26.7857
Total	0.0149	0.0951	0.1280	6.3000e-004	0.0454	6.5000e-004	0.0460	0.0123	6.1000e-004	0.0129	0.0000	59.9148	59.9148	1.6200e-003	5.6500e-003	61.6375

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0152	0.1198	0.1431	2.5000e-004		4.5100e-003	4.5100e-003		4.3500e-003	4.3500e-003	0.0000	20.8877	20.8877	3.4100e-003	0.0000	20.9730
Total	0.0152	0.1198	0.1431	2.5000e-004		4.5100e-003	4.5100e-003		4.3500e-003	4.3500e-003	0.0000	20.8877	20.8877	3.4100e-003	0.0000	20.9730

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3.5 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.9000e-004	7.5400e-003	2.2400e-003	3.0000e-005	9.4000e-004	4.0000e-005	9.8000e-004	2.7000e-004	4.0000e-005	3.1000e-004	0.0000	2.8701	2.8701	7.0000e-005	4.2000e-004	2.9978
Worker	1.0400e-003	5.9000e-004	8.3500e-003	2.0000e-005	3.0400e-003	1.0000e-005	3.0600e-003	8.1000e-004	1.0000e-005	8.2000e-004	0.0000	2.2516	2.2516	6.0000e-005	6.0000e-005	2.2713
Total	1.2300e-003	8.1300e-003	0.0106	5.0000e-005	3.9800e-003	5.0000e-005	4.0400e-003	1.0800e-003	5.0000e-005	1.1300e-003	0.0000	5.1217	5.1217	1.3000e-004	4.8000e-004	5.2691

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0152	0.1198	0.1431	2.5000e-004		4.5100e-003	4.5100e-003		4.3500e-003	4.3500e-003	0.0000	20.8877	20.8877	3.4100e-003	0.0000	20.9729
Total	0.0152	0.1198	0.1431	2.5000e-004		4.5100e-003	4.5100e-003		4.3500e-003	4.3500e-003	0.0000	20.8877	20.8877	3.4100e-003	0.0000	20.9729

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3.5 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.9000e-004	7.5400e-003	2.2400e-003	3.0000e-005	9.4000e-004	4.0000e-005	9.8000e-004	2.7000e-004	4.0000e-005	3.1000e-004	0.0000	2.8701	2.8701	7.0000e-005	4.2000e-004	2.9978
Worker	1.0400e-003	5.9000e-004	8.3500e-003	2.0000e-005	3.0400e-003	1.0000e-005	3.0600e-003	8.1000e-004	1.0000e-005	8.2000e-004	0.0000	2.2516	2.2516	6.0000e-005	6.0000e-005	2.2713
Total	1.2300e-003	8.1300e-003	0.0106	5.0000e-005	3.9800e-003	5.0000e-005	4.0400e-003	1.0800e-003	5.0000e-005	1.1300e-003	0.0000	5.1217	5.1217	1.3000e-004	4.8000e-004	5.2691

3.6 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.8700e-003	0.0266	0.0440	7.0000e-005		1.2300e-003	1.2300e-003		1.1400e-003	1.1400e-003	0.0000	5.8868	5.8868	1.8700e-003	0.0000	5.9334
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.8700e-003	0.0266	0.0440	7.0000e-005		1.2300e-003	1.2300e-003		1.1400e-003	1.1400e-003	0.0000	5.8868	5.8868	1.8700e-003	0.0000	5.9334

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3.6 Paving - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	9.0000e-005	1.3100e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3535	0.3535	1.0000e-005	1.0000e-005	0.3566
Total	1.6000e-004	9.0000e-005	1.3100e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3535	0.3535	1.0000e-005	1.0000e-005	0.3566

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.8700e-003	0.0266	0.0440	7.0000e-005		1.2300e-003	1.2300e-003		1.1400e-003	1.1400e-003	0.0000	5.8868	5.8868	1.8700e-003	0.0000	5.9334
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.8700e-003	0.0266	0.0440	7.0000e-005		1.2300e-003	1.2300e-003		1.1400e-003	1.1400e-003	0.0000	5.8868	5.8868	1.8700e-003	0.0000	5.9334

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3.6 Paving - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	9.0000e-005	1.3100e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3535	0.3535	1.0000e-005	1.0000e-005	0.3566
Total	1.6000e-004	9.0000e-005	1.3100e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3535	0.3535	1.0000e-005	1.0000e-005	0.3566

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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1940	0.2071	1.4864	2.7600e-003	0.2879	2.2700e-003	0.2902	0.0770	2.1200e-003	0.0791	0.0000	255.0911	255.0911	0.0214	0.0145	259.9433
Unmitigated	0.1940	0.2071	1.4864	2.7600e-003	0.2879	2.2700e-003	0.2902	0.0770	2.1200e-003	0.0791	0.0000	255.0911	255.0911	0.0214	0.0145	259.9433

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	505.08	505.08	505.08	776,969	776,969
Total	505.08	505.08	505.08	776,969	776,969

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	10.00	5.00	6.50	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Hotel	0.546433	0.056674	0.183423	0.128799	0.024661	0.005883	0.013276	0.009437	0.000898	0.000581	0.025768	0.000959	0.003207

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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	130.7388	130.7388	0.0121	1.4600e-003	131.4754
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	130.7388	130.7388	0.0121	1.4600e-003	131.4754
NaturalGas Mitigated	0.0176	0.1602	0.1346	9.6000e-004		0.0122	0.0122		0.0122	0.0122	0.0000	174.4189	174.4189	3.3400e-003	3.2000e-003	175.4554
NaturalGas Unmitigated	0.0176	0.1602	0.1346	9.6000e-004		0.0122	0.0122		0.0122	0.0122	0.0000	174.4189	174.4189	3.3400e-003	3.2000e-003	175.4554

AC Hotel by Marriott - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Hotel	3.26849e+006	0.0176	0.1602	0.1346	9.6000e-004		0.0122	0.0122		0.0122	0.0122	0.0000	174.4189	174.4189	3.3400e-003	3.2000e-003	175.4554
Total		0.0176	0.1602	0.1346	9.6000e-004		0.0122	0.0122		0.0122	0.0122	0.0000	174.4189	174.4189	3.3400e-003	3.2000e-003	175.4554

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Hotel	3.26849e+006	0.0176	0.1602	0.1346	9.6000e-004		0.0122	0.0122		0.0122	0.0122	0.0000	174.4189	174.4189	3.3400e-003	3.2000e-003	175.4554
Total		0.0176	0.1602	0.1346	9.6000e-004		0.0122	0.0122		0.0122	0.0122	0.0000	174.4189	174.4189	3.3400e-003	3.2000e-003	175.4554

AC Hotel by Marriott - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	805156	130.7388	0.0121	1.4600e-003	131.4754
Total		130.7388	0.0121	1.4600e-003	131.4754

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	805156	130.7388	0.0121	1.4600e-003	131.4754
Total		130.7388	0.0121	1.4600e-003	131.4754

6.0 Area Detail

6.1 Mitigation Measures Area

AC Hotel by Marriott - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3736	2.0000e-005	1.7600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4200e-003	3.4200e-003	1.0000e-005	0.0000	3.6500e-003
Unmitigated	0.3736	2.0000e-005	1.7600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4200e-003	3.4200e-003	1.0000e-005	0.0000	3.6500e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0396					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3338					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.6000e-004	2.0000e-005	1.7600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4200e-003	3.4200e-003	1.0000e-005	0.0000	3.6500e-003
Total	0.3736	2.0000e-005	1.7600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4200e-003	3.4200e-003	1.0000e-005	0.0000	3.6500e-003

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0396					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3338					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.6000e-004	2.0000e-005	1.7600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4200e-003	3.4200e-003	1.0000e-005	0.0000	3.6500e-003
Total	0.3736	2.0000e-005	1.7600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4200e-003	3.4200e-003	1.0000e-005	0.0000	3.6500e-003

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

AC Hotel by Marriott - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.4334	3.6400e-003	2.1800e-003	4.1746
Unmitigated	4.2918	4.5400e-003	2.7300e-003	5.2182

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	3.50061 / 0.388957	4.2918	4.5400e-003	2.7300e-003	5.2182
Total		4.2918	4.5400e-003	2.7300e-003	5.2182

AC Hotel by Marriott - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	2.80049 / 0.311166	3.4334	3.6400e-003	2.1800e-003	4.1746
Total		3.4334	3.6400e-003	2.1800e-003	4.1746

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	11.5020	0.6798	0.0000	28.4957
Unmitigated	15.3360	0.9063	0.0000	37.9942

AC Hotel by Marriott - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	75.55	15.3360	0.9063	0.0000	37.9942
Total		15.3360	0.9063	0.0000	37.9942

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	56.6625	11.5020	0.6798	0.0000	28.4957
Total		11.5020	0.6798	0.0000	28.4957

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Generator Sets	1	0.20	12	103	0.74	CNG

AC Hotel by Marriott - Sacramento County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Generator Sets	0.0000	3.8000e-004	3.9200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1144	0.1144	0.0000	0.0000	0.1145
Total	0.0000	3.8000e-004	3.9200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1144	0.1144	0.0000	0.0000	0.1145

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

**AC Hotel by Marriott
Sacramento County, Winter**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	138.00	Room	1.45	85,473.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.5	Precipitation Freq (Days)	58
Climate Zone	6			Operational Year	2025
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	357.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use - The project site is 1.45 acres and project development is 85,473 square feet.
- Construction Phase - Construction based on assumptions provided by Applicant.
- Demolition -
- Grading -
- Vehicle Trips - T. Kear 2022
- Construction Off-road Equipment Mitigation -
- Water Mitigation -
- Waste Mitigation -
- Operational Off-Road Equipment - Emergency generator per information from Applicant.
- Area Coating -
- Water And Wastewater -

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Solid Waste -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	200.00	394.00
tblConstructionPhase	NumDays	4.00	87.00
tblGrading	MaterialExported	0.00	200.00
tblGrading	MaterialImported	0.00	3,500.00
tblLandUse	LandUseSquareFeet	200,376.00	85,473.00
tblLandUse	LotAcreage	4.60	1.45
tblOperationalOffRoadEquipment	OperDaysPerYear	260.00	12.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperHorsePower	84.00	103.00
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	0.20
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblVehicleTrips	ST_TR	8.19	3.66
tblVehicleTrips	SU_TR	5.95	3.66
tblVehicleTrips	WD_TR	8.36	3.66

2.0 Emissions Summary

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.6487	15.3057	13.7977	0.0270	7.2548	0.6783	7.8654	3.4702	0.6344	4.0322	0.0000	2,572.448 1	2,572.448 1	0.6614	0.1374	2,627.757 3
2024	1.5377	11.8105	13.5152	0.0268	0.3582	0.4555	0.8137	0.0969	0.4395	0.5364	0.0000	2,500.599 0	2,500.599 0	0.3476	0.0481	2,523.606 6
2025	1.4356	11.1392	13.3810	0.0267	0.3582	0.3973	0.7555	0.0969	0.3831	0.4800	0.0000	2,487.821 3	2,487.821 3	0.4138	0.0469	2,510.288 6
Maximum	1.6487	15.3057	13.7977	0.0270	7.2548	0.6783	7.8654	3.4702	0.6344	4.0322	0.0000	2,572.448 1	2,572.448 1	0.6614	0.1374	2,627.757 3

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.6487	15.3057	13.7977	0.0270	3.3548	0.6783	3.9654	1.5859	0.6344	2.1479	0.0000	2,572.448 1	2,572.448 1	0.6614	0.1374	2,627.757 3
2024	1.5377	11.8105	13.5152	0.0268	0.3582	0.4555	0.8137	0.0969	0.4395	0.5364	0.0000	2,500.599 0	2,500.599 0	0.3476	0.0481	2,523.606 6
2025	1.4356	11.1392	13.3810	0.0267	0.3582	0.3973	0.7555	0.0969	0.3831	0.4800	0.0000	2,487.821 3	2,487.821 3	0.4138	0.0469	2,510.288 6
Maximum	1.6487	15.3057	13.7977	0.0270	3.3548	0.6783	3.9654	1.5859	0.6344	2.1479	0.0000	2,572.448 1	2,572.448 1	0.6614	0.1374	2,627.757 3

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	48.93	0.00	41.34	51.43	0.00	37.32	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.0475	1.3000e-004	0.0141	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0302	0.0302	8.0000e-005		0.0322
Energy	0.0966	0.8779	0.7375	5.2700e-003		0.0667	0.0667		0.0667	0.0667		1,053.5012	1,053.5012	0.0202	0.0193	1,059.7617
Mobile	1.0095	1.2150	8.9081	0.0149	1.6381	0.0125	1.6506	0.4367	0.0117	0.4484		1,519.0922	1,519.0922	0.1417	0.0924	1,550.1542
Offroad	8.2000e-004	0.0639	0.6540	2.0000e-004		1.8400e-003	1.8400e-003		1.8400e-003	1.8400e-003	0.0000	21.0089	21.0089	7.8000e-004		21.0283
Total	3.1544	2.1569	10.3136	0.0204	1.6381	0.0811	1.7192	0.4367	0.0803	0.5170	0.0000	2,593.6325	2,593.6325	0.1627	0.1117	2,630.9763

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.0475	1.3000e-004	0.0141	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0302	0.0302	8.0000e-005		0.0322
Energy	0.0966	0.8779	0.7375	5.2700e-003		0.0667	0.0667		0.0667	0.0667		1,053.5012	1,053.5012	0.0202	0.0193	1,059.7617
Mobile	1.0095	1.2150	8.9081	0.0149	1.6381	0.0125	1.6506	0.4367	0.0117	0.4484		1,519.0922	1,519.0922	0.1417	0.0924	1,550.1542
Offroad	8.2000e-004	0.0639	0.6540	2.0000e-004		1.8400e-003	1.8400e-003		1.8400e-003	1.8400e-003	0.0000	21.0089	21.0089	7.8000e-004		21.0283
Total	3.1544	2.1569	10.3136	0.0204	1.6381	0.0811	1.7192	0.4367	0.0803	0.5170	0.0000	2,593.6325	2,593.6325	0.1627	0.1117	2,630.9763

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/1/2023	3/28/2023	5	20	
2	Site Preparation	Site Preparation	3/29/2023	3/30/2023	5	2	
3	Grading	Grading	3/31/2023	7/31/2023	5	87	
4	Building Construction	Building Construction	8/1/2023	2/1/2025	5	394	

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5	Paving	Paving	2/2/2025	2/14/2025	5	10
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Acres of Grading (Site Preparation Phase): 1.88

Acres of Grading (Grading Phase): 87

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	20.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	25.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	438.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	36.00	14.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2231	0.0000	0.2231	0.0338	0.0000	0.0338			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328		2,324.3959	2,324.3959	0.5893		2,339.1278
Total	1.4725	14.3184	13.4577	0.0241	0.2231	0.6766	0.8997	0.0338	0.6328	0.6666		2,324.3959	2,324.3959	0.5893		2,339.1278

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.5900e-003	0.1625	0.0323	6.3000e-004	0.0174	1.1600e-003	0.0186	4.7800e-003	1.1100e-003	5.8900e-003		68.5097	68.5097	2.7200e-003	0.0109	71.8149
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0388	0.0258	0.3077	8.0000e-004	0.0989	5.1000e-004	0.0994	0.0262	4.7000e-004	0.0267		81.2817	81.2817	2.9200e-003	2.6100e-003	82.1313
Total	0.0414	0.1883	0.3400	1.4300e-003	0.1163	1.6700e-003	0.1180	0.0310	1.5800e-003	0.0326		149.7914	149.7914	5.6400e-003	0.0135	153.9463

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1004	0.0000	0.1004	0.0152	0.0000	0.0152			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278
Total	1.4725	14.3184	13.4577	0.0241	0.1004	0.6766	0.7770	0.0152	0.6328	0.6480	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.5900e-003	0.1625	0.0323	6.3000e-004	0.0174	1.1600e-003	0.0186	4.7800e-003	1.1100e-003	5.8900e-003		68.5097	68.5097	2.7200e-003	0.0109	71.8149
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0388	0.0258	0.3077	8.0000e-004	0.0989	5.1000e-004	0.0994	0.0262	4.7000e-004	0.0267		81.2817	81.2817	2.9200e-003	2.6100e-003	82.1313
Total	0.0414	0.1883	0.3400	1.4300e-003	0.1163	1.6700e-003	0.1180	0.0310	1.5800e-003	0.0326		149.7914	149.7914	5.6400e-003	0.0135	153.9463

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2869	0.0000	6.2869	3.0072	0.0000	3.0072			0.0000			0.0000
Off-Road	1.1339	12.4250	6.6420	0.0172		0.5074	0.5074		0.4668	0.4668		1,666.0573	1,666.0573	0.5388		1,679.5282
Total	1.1339	12.4250	6.6420	0.0172	6.2869	0.5074	6.7943	3.0072	0.4668	3.4740		1,666.0573	1,666.0573	0.5388		1,679.5282

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0323	2.0315	0.4038	7.8500e-003	0.2180	0.0145	0.2325	0.0597	0.0139	0.0736		856.3714	856.3714	0.0341	0.1358	897.6868
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0239	0.0159	0.1894	4.9000e-004	0.0609	3.1000e-004	0.0612	0.0161	2.9000e-004	0.0164		50.0195	50.0195	1.8000e-003	1.6000e-003	50.5424
Total	0.0562	2.0474	0.5932	8.3400e-003	0.2788	0.0149	0.2937	0.0758	0.0142	0.0900		906.3909	906.3909	0.0359	0.1374	948.2291

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.8291	0.0000	2.8291	1.3533	0.0000	1.3533			0.0000			0.0000
Off-Road	1.1339	12.4250	6.6420	0.0172		0.5074	0.5074		0.4668	0.4668	0.0000	1,666.0573	1,666.0573	0.5388		1,679.5282
Total	1.1339	12.4250	6.6420	0.0172	2.8291	0.5074	3.3365	1.3533	0.4668	1.8200	0.0000	1,666.0573	1,666.0573	0.5388		1,679.5282

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0323	2.0315	0.4038	7.8500e-003	0.2180	0.0145	0.2325	0.0597	0.0139	0.0736		856.3714	856.3714	0.0341	0.1358	897.6868
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0239	0.0159	0.1894	4.9000e-004	0.0609	3.1000e-004	0.0612	0.0161	2.9000e-004	0.0164		50.0195	50.0195	1.8000e-003	1.6000e-003	50.5424
Total	0.0562	2.0474	0.5932	8.3400e-003	0.2788	0.0149	0.2937	0.0758	0.0142	0.0900		906.3909	906.3909	0.0359	0.1374	948.2291

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0909	0.0000	7.0909	3.4260	0.0000	3.4260			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	1.3330	14.4676	8.7038	0.0206	7.0909	0.6044	7.6953	3.4260	0.5560	3.9820		1,995.6147	1,995.6147	0.6454		2,011.7503

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0130	0.8182	0.1626	3.1600e-003	0.0878	5.8600e-003	0.0937	0.0240	5.6000e-003	0.0296		344.9110	344.9110	0.0137	0.0547	361.5511
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0298	0.0199	0.2367	6.2000e-004	0.0761	3.9000e-004	0.0765	0.0202	3.6000e-004	0.0205		62.5244	62.5244	2.2500e-003	2.0000e-003	63.1779
Total	0.0428	0.8381	0.3994	3.7800e-003	0.1639	6.2500e-003	0.1701	0.0442	5.9600e-003	0.0502		407.4353	407.4353	0.0160	0.0567	424.7290

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.1909	0.0000	3.1909	1.5417	0.0000	1.5417			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	1.3330	14.4676	8.7038	0.0206	3.1909	0.6044	3.7953	1.5417	0.5560	2.0977	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0130	0.8182	0.1626	3.1600e-003	0.0878	5.8600e-003	0.0937	0.0240	5.6000e-003	0.0296		344.9110	344.9110	0.0137	0.0547	361.5511
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0298	0.0199	0.2367	6.2000e-004	0.0761	3.9000e-004	0.0765	0.0202	3.6000e-004	0.0205		62.5244	62.5244	2.2500e-003	2.0000e-003	63.1779
Total	0.0428	0.8381	0.3994	3.7800e-003	0.1639	6.2500e-003	0.1701	0.0442	5.9600e-003	0.0502		407.4353	407.4353	0.0160	0.0567	424.7290

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0181	0.6967	0.2110	2.6700e-003	0.0844	3.6600e-003	0.0880	0.0243	3.5000e-003	0.0278		286.3430	286.3430	7.0400e-003	0.0420	299.0482
Worker	0.1074	0.0715	0.8522	2.2300e-003	0.2739	1.4100e-003	0.2753	0.0726	1.3000e-003	0.0739		225.0877	225.0877	8.1000e-003	7.2200e-003	227.4406
Total	0.1255	0.7682	1.0632	4.9000e-003	0.3582	5.0700e-003	0.3633	0.0969	4.8000e-003	0.1017		511.4306	511.4306	0.0151	0.0493	526.4887

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0181	0.6967	0.2110	2.6700e-003	0.0844	3.6600e-003	0.0880	0.0243	3.5000e-003	0.0278		286.3430	286.3430	7.0400e-003	0.0420	299.0482
Worker	0.1074	0.0715	0.8522	2.2300e-003	0.2739	1.4100e-003	0.2753	0.0726	1.3000e-003	0.0739		225.0877	225.0877	8.1000e-003	7.2200e-003	227.4406
Total	0.1255	0.7682	1.0632	4.9000e-003	0.3582	5.0700e-003	0.3633	0.0969	4.8000e-003	0.1017		511.4306	511.4306	0.0151	0.0493	526.4887

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.9214	2,001.9214	0.3334		2,010.2563
Total	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.9214	2,001.9214	0.3334		2,010.2563

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0173	0.6831	0.2045	2.6200e-003	0.0843	3.6000e-003	0.0879	0.0243	3.4500e-003	0.0277		280.9253	280.9253	6.8400e-003	0.0413	293.4149
Worker	0.1005	0.0636	0.7935	2.1500e-003	0.2739	1.3400e-003	0.2752	0.0726	1.2300e-003	0.0739		217.7523	217.7523	7.3500e-003	6.7100e-003	219.9355
Total	0.1178	0.7467	0.9980	4.7700e-003	0.3582	4.9400e-003	0.3631	0.0969	4.6800e-003	0.1016		498.6776	498.6776	0.0142	0.0481	513.3504

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348	0.0000	2,001.9214	2,001.9214	0.3334		2,010.2563
Total	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348	0.0000	2,001.9214	2,001.9214	0.3334		2,010.2563

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0173	0.6831	0.2045	2.6200e-003	0.0843	3.6000e-003	0.0879	0.0243	3.4500e-003	0.0277		280.9253	280.9253	6.8400e-003	0.0413	293.4149
Worker	0.1005	0.0636	0.7935	2.1500e-003	0.2739	1.3400e-003	0.2752	0.0726	1.2300e-003	0.0739		217.7523	217.7523	7.3500e-003	6.7100e-003	219.9355
Total	0.1178	0.7467	0.9980	4.7700e-003	0.3582	4.9400e-003	0.3631	0.0969	4.6800e-003	0.1016		498.6776	498.6776	0.0142	0.0481	513.3504

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3246	10.4128	12.4393	0.0221		0.3925	0.3925		0.3785	0.3785		2,002.1524	2,002.1524	0.3269		2,010.3248
Total	1.3246	10.4128	12.4393	0.0221		0.3925	0.3925		0.3785	0.3785		2,002.1524	2,002.1524	0.3269		2,010.3248

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0166	0.6694	0.1997	2.5600e-003	0.0843	3.5300e-003	0.0879	0.0243	3.3800e-003	0.0277		275.2598	275.2598	6.7000e-003	0.0406	287.5188
Worker	0.0944	0.0570	0.7420	2.0800e-003	0.2739	1.2800e-003	0.2751	0.0726	1.1700e-003	0.0738		210.4091	210.4091	6.6900e-003	6.2700e-003	212.4450
Total	0.1110	0.7264	0.9417	4.6400e-003	0.3582	4.8100e-003	0.3630	0.0969	4.5500e-003	0.1015		485.6689	485.6689	0.0134	0.0469	499.9638

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3246	10.4128	12.4393	0.0221		0.3925	0.3925		0.3785	0.3785	0.0000	2,002.1524	2,002.1524	0.3269		2,010.3248
Total	1.3246	10.4128	12.4393	0.0221		0.3925	0.3925		0.3785	0.3785	0.0000	2,002.1524	2,002.1524	0.3269		2,010.3248

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0166	0.6694	0.1997	2.5600e-003	0.0843	3.5300e-003	0.0879	0.0243	3.3800e-003	0.0277		275.2598	275.2598	6.7000e-003	0.0406	287.5188
Worker	0.0944	0.0570	0.7420	2.0800e-003	0.2739	1.2800e-003	0.2751	0.0726	1.1700e-003	0.0738		210.4091	210.4091	6.6900e-003	6.2700e-003	212.4450
Total	0.1110	0.7264	0.9417	4.6400e-003	0.3582	4.8100e-003	0.3630	0.0969	4.5500e-003	0.1015		485.6689	485.6689	0.0134	0.0469	499.9638

3.6 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5732	5.3259	8.7951	0.0136		0.2465	0.2465		0.2276	0.2276		1,297.8096	1,297.8096	0.4114		1,308.0951
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.5732	5.3259	8.7951	0.0136		0.2465	0.2465		0.2276	0.2276		1,297.8096	1,297.8096	0.4114		1,308.0951

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0341	0.0206	0.2679	7.5000e-004	0.0989	4.6000e-004	0.0994	0.0262	4.2000e-004	0.0267		75.9811	75.9811	2.4200e-003	2.2600e-003	76.7163
Total	0.0341	0.0206	0.2679	7.5000e-004	0.0989	4.6000e-004	0.0994	0.0262	4.2000e-004	0.0267		75.9811	75.9811	2.4200e-003	2.2600e-003	76.7163

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5732	5.3259	8.7951	0.0136		0.2465	0.2465		0.2276	0.2276	0.0000	1,297.8096	1,297.8096	0.4114		1,308.0951
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.5732	5.3259	8.7951	0.0136		0.2465	0.2465		0.2276	0.2276	0.0000	1,297.8096	1,297.8096	0.4114		1,308.0951

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0341	0.0206	0.2679	7.5000e-004	0.0989	4.6000e-004	0.0994	0.0262	4.2000e-004	0.0267		75.9811	75.9811	2.4200e-003	2.2600e-003	76.7163
Total	0.0341	0.0206	0.2679	7.5000e-004	0.0989	4.6000e-004	0.0994	0.0262	4.2000e-004	0.0267		75.9811	75.9811	2.4200e-003	2.2600e-003	76.7163

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0095	1.2150	8.9081	0.0149	1.6381	0.0125	1.6506	0.4367	0.0117	0.4484		1,519.092 2	1,519.092 2	0.1417	0.0924	1,550.154 2
Unmitigated	1.0095	1.2150	8.9081	0.0149	1.6381	0.0125	1.6506	0.4367	0.0117	0.4484		1,519.092 2	1,519.092 2	0.1417	0.0924	1,550.154 2

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	505.08	505.08	505.08	776,969	776,969
Total	505.08	505.08	505.08	776,969	776,969

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	10.00	5.00	6.50	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Hotel	0.546433	0.056674	0.183423	0.128799	0.024661	0.005883	0.013276	0.009437	0.000898	0.000581	0.025768	0.000959	0.003207

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0966	0.8779	0.7375	5.2700e-003		0.0667	0.0667		0.0667	0.0667		1,053.5012	1,053.5012	0.0202	0.0193	1,059.7617
NaturalGas Unmitigated	0.0966	0.8779	0.7375	5.2700e-003		0.0667	0.0667		0.0667	0.0667		1,053.5012	1,053.5012	0.0202	0.0193	1,059.7617

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Hotel	8954.76	0.0966	0.8779	0.7375	5.2700e-003		0.0667	0.0667		0.0667	0.0667		1,053.5012	1,053.5012	0.0202	0.0193	1,059.7617
Total		0.0966	0.8779	0.7375	5.2700e-003		0.0667	0.0667		0.0667	0.0667		1,053.5012	1,053.5012	0.0202	0.0193	1,059.7617

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - Natural Gas

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Hotel	8.95476	0.0966	0.8779	0.7375	5.2700e-003		0.0667	0.0667		0.0667	0.0667		1,053.5012	1,053.5012	0.0202	0.0193	1,059.7617
Total		0.0966	0.8779	0.7375	5.2700e-003		0.0667	0.0667		0.0667	0.0667		1,053.5012	1,053.5012	0.0202	0.0193	1,059.7617

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.0475	1.3000e-004	0.0141	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0302	0.0302	8.0000e-005		0.0322
Unmitigated	2.0475	1.3000e-004	0.0141	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0302	0.0302	8.0000e-005		0.0322

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2171					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.8291					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2900e-003	1.3000e-004	0.0141	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0302	0.0302	8.0000e-005		0.0322
Total	2.0475	1.3000e-004	0.0141	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0302	0.0302	8.0000e-005		0.0322

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2171					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.8291					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2900e-003	1.3000e-004	0.0141	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0302	0.0302	8.0000e-005		0.0322
Total	2.0475	1.3000e-004	0.0141	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0302	0.0302	8.0000e-005		0.0322

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Generator Sets	1	0.20	12	103	0.74	CNG

AC Hotel by Marriott - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Generator Sets	8.2000e-004	0.0639	0.6540	2.0000e-004		1.8400e-003	1.8400e-003		1.8400e-003	1.8400e-003	0.0000	21.0089	21.0089	7.8000e-004		21.0283
Total	8.2000e-004	0.0639	0.6540	2.0000e-004		1.8400e-003	1.8400e-003		1.8400e-003	1.8400e-003	0.0000	21.0089	21.0089	7.8000e-004		21.0283

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

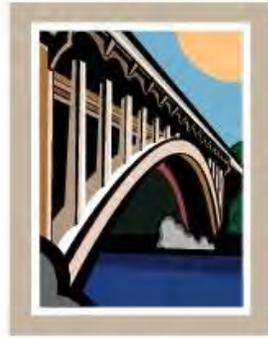
User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Attachment C

Greenhouse Gas Reduction Strategy Consistency Checklist



CITY OF
FOLSOM

Greenhouse Gas Reduction Strategy Consistency Checklist

UPDATED
March 24, 2021

City of Folsom
Community Development Department
50 Natoma Street
Folsom, CA 95630
(916) 461-6202

Introduction

On August 28, 2018, the City adopted its 2035 General Plan, which establishes the framework to guide future growth and development. As part of the General Plan, the City also adopted a Greenhouse Gas Emissions Reduction Strategy (see Appendix A to the General Plan). These serve as the City’s Climate Action Plan (CAP). Together they outline the policies and programs that the City will undertake to achieve its proportional share of State greenhouse gas (GHG) emission reductions. The purpose of this Consistency Checklist (Checklist) is to, in conjunction with the 2035 General Plan GHG Reduction Strategy and the General Plan EIR, provide a streamlined review process for proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to the California Environmental Quality Act (CEQA).

Applicability

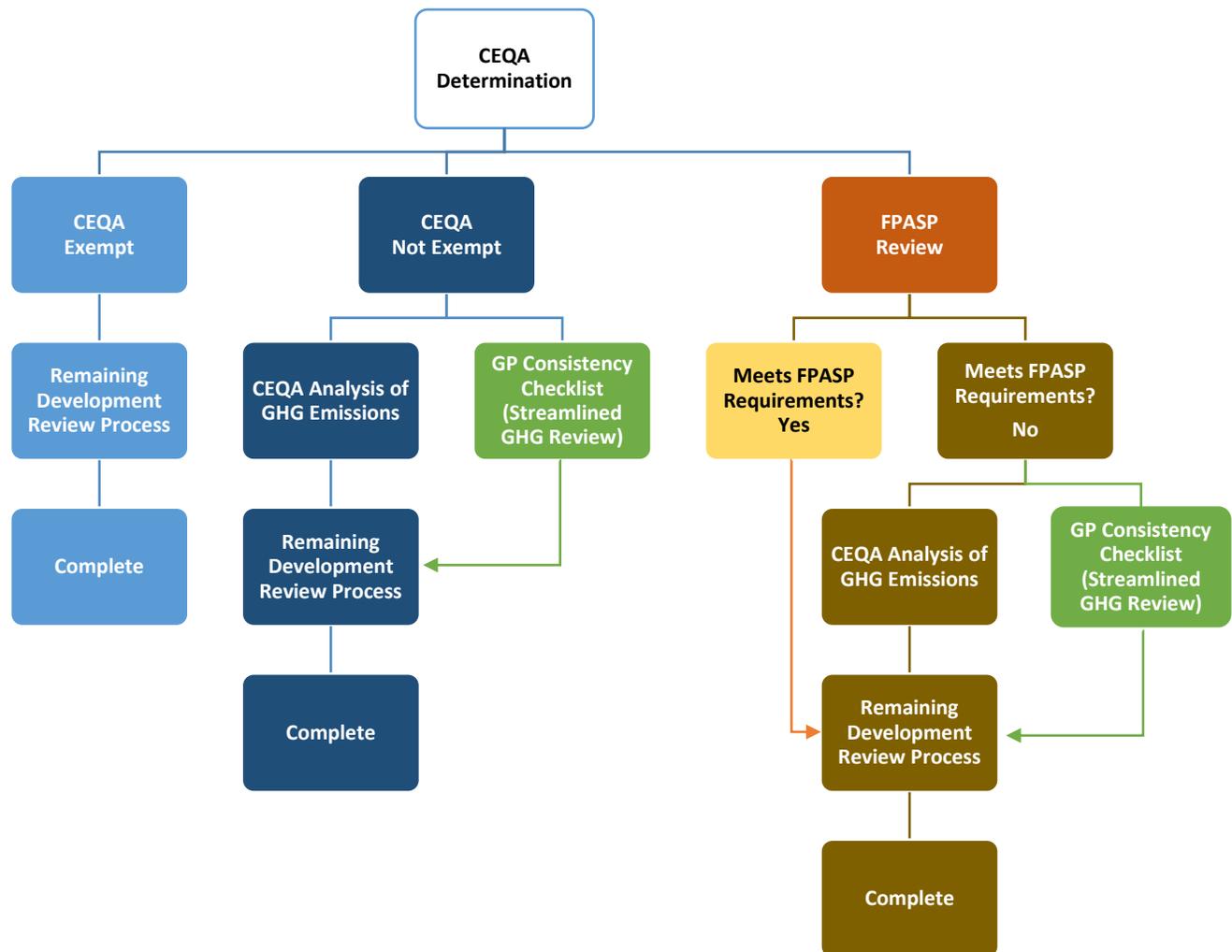
This Checklist contains measures that are required to be implemented on a project-by-project basis to ensure that the specified emissions targets identified in the General Plan are achieved. Implementation of these measures would ensure that new development is consistent with the General Plan’s assumptions for achieving the identified GHG reduction targets.

- As shown in the diagram on the following page, the Checklist is required **only** for projects subject to CEQA review.
 - **Exception:** *Projects located in the Folsom Plan Area Specific Plan (FPASP) area and consistent with the Specific Plan requirements do not have to complete this checklist but must address the requirements and applicable GHG mitigation measures of the Specific Plan and its environmental impact report (EIR).*
- If required, the Checklist must be included in the project submittal package. The development application is available on the City’s [website](#).
- The requirements in the Checklist must be included in the project’s conditions of approval as well as in the mitigation measures in the Climate Change/GHG section of the project-specific CEQA document (i.e., EIR, Mitigated Negative Declaration, etc.).
- The applicant must provide an explanation of how the proposed project will implement these requirements to the satisfaction of the Community Development Department.

Please note that the Checklist may be updated to incorporate new GHG reduction techniques or to comply with later amendments to the General Plan or local, State, or federal law.

Streamlining Benefits

Analysis of GHG emissions and potential climate change impacts from new development is required under CEQA. The City’s General Plan contains a strategy for the reduction of GHG emissions prepared in accordance with CEQA Guidelines Section 15183.5. Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project that is consistent with the General Plan as determined through the use of this Checklist may rely on the General Plan and General Plan EIR for the cumulative impacts analysis of GHG emissions (refer to diagram below). Therefore, a project’s incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of the General Plan’s GHG Reduction Strategy. This would also apply to projects in the FPASP that don’t meet the Specific Plan requirements, but do comply with the requirements of the General Plan’s GHG Reduction Strategy. However, projects that are not consistent with the Strategy must prepare a comprehensive project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions and incorporation of the measures in this Checklist to the extent feasible. Cumulative GHG impacts would be significant for any project that is not consistent with the General Plan.



GHG Reduction Strategy Consistency Checklist - Project Application

Application Information			
Project No./Name:	AC Hotel by Marriott		
Property Address:	510 Palladio Parkway, City of Folsom, California, 95630		
Applicant Name:	Insignia Hospitality Groups, Inc.		
Contact Phone:		Contact Email:	
Was a consultant used to complete this checklist?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		
Consultant Name:	Victor Ortiz	Contact Phone:	916-365-8700
Company Name:	HELIX Environmental	Contact Email:	victoro@helixepi.com

Planning

Project Information	
1. What is the size of the project? (acres)	1.45 acres
2. Identify all applicable proposed land uses:	
Residential (indicate # of single-family units):	
Residential (indicate # of multi-family units):	138 rooms
Commercial (indicate total square footage):	85,473 square feet
Industrial (indicate total square footage):	
Office (indicate total square footage):	
Mixed Use (indicate total square footage/# units):	
Other (describe):	
3. Is the project located in a Transit Priority Area (within ½-mile radius of light rail station) or the East Bidwell Mixed Use Overlay?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
4. Provide a brief description below of the proposed project:	
<p>The project is the construction and operation of a 85,473 square foot hotel building with 130 hotel rooms and 8 executive suites. The project would include a total of 162 parking spaces, with 28 on-site parking spaces and 134 off-site parking spaces. Indoor and outdoor amenities associated with the proposed project include a lobby and lounge area, a library, office space, a restaurant and bar, a fitness center, meeting rooms, restrooms, a kitchen, a breakfast room, a restaurant and bar, and laundry rooms. The proposed project would require a Planned Development Permit.</p>	

Part 1: Land Use Consistency

Land Use Consistency*		
Checklist Item <i>(Check the appropriate box and provide an explanation and supporting documentation for your answer to either A, B, C, or D).</i>	Yes	No
A. The proposed project is consistent with the City’s 2035 General Plan land use and zoning designations. [†]	X	
B. If proposed project is not consistent with the 2035 General Plan land use designation, the proposed amendment or rezone will result in an increased density within a Transit Priority Area (TPA) or East Bidwell Mixed-Use Overlay area (refer to 2035 General Plan Land Use Map). ^{(1), (4)}	—	—
C. If the proposed project is not consistent with the 2035 General Plan land use and zoning designations, the project will include a land use plan and/or zoning designation amendment that would result in an equivalent or less GHG-intensive project when compared to the existing designations. ^{(2), (4)}	—	—
D. The proposed project is located in and consistent with the requirements of the Folsom Plan Area Specific Plan (FPASP) area south of Highway 50. ^{(3), (5)}	—	—
<p>If “Yes,” proceed to Part 2 of the Checklist and:</p> <ul style="list-style-type: none"> (1) For question B above, also complete Part 3 of the checklist. (2) For question C above, provide estimated project emissions under both existing and proposed designation(s) for comparison. Compare the maximum buildout of the existing designation and the maximum buildout of the proposed designation. (3) For question D above, the project is covered by the requirements of the FPASP and its EIR and does NOT need to complete the Checklist. <p>If “No,” in accordance with the CEQA Significance Thresholds, the project’s GHG impact is significant.</p> <ul style="list-style-type: none"> (4) For questions A, B, C, and D the project must nonetheless incorporate each of the measures identified in Part 2 to mitigate cumulative GHG emissions impacts unless the City finds that a measure is infeasible in accordance with CEQA Guidelines Section 15091. Proceed and complete Part 2 of the Checklist. 		

* Requirements from this checklist should be incorporated into the conditions of approval, and shown on the full-size plans submitted for building plan check.

† In the event of a conflict between the 2035 General Plan and Zoning Code (Chapter 17 of the Folsom Municipal Code), to check YES the project must be consistent with the 2035 General Plan requirements. If the project is not consistent with the zoning, a rezone may be required unless the project includes affordable housing.

Explanation:

The site is designated as Regional Commercial Center (RCC) in the Folsom 2035 General Plan. The RCC designation provides for highway-oriented, large-scale regional retail, entertainment, business, lodging, and public uses. The proposed hotel and related amenities are consistent with the existing General Plan designation.

The zoning designation of the site is General Commercial, Planned Development District (C-3, PD). The purpose of the C-3 PD is to designate areas appropriate for heavy commercial activities. While all types of commercial activities are permitted, the C-3 zone is intended for the highest-intensity commercial activities, which include heavy auto and truck traffic. The C-3 zone should be located on major arteries and thoroughfares. Hotels are identified as a permitted land use within the Folsom Municipal Code for the C-3 PD zoning district.

The Planned Development District (PD) component of the zoning designation requires a Planned Development Permit Review (PD Permit) entitlement for design review purposes (Zoning Code 17.38.050). Preliminary design plans show that the five-story hotel building would be approximately 66 feet in height, (with towers extending up to 73 feet in height)

whereas the Palladio at Broadstone Development Standards indicate that the maximum height for major buildings is three stories and 60 feet in height. A PD Permit modification would be required to modify the Development Standards to accommodate the building stories and building height. The hotel appears to meet required building setbacks based on estimated distance from the property lines. With a PD Permit, the project would be deemed consistent with the existing zoning of the project site.

Part 2: GHG Reduction Measures Consistency

The second part of the checklist evaluates a project’s consistency with the applicable policies and programs of the General Plan. If “Not Applicable” (N/A) is checked, please explain below.

GHG Reduction Measures - Consistency Checklist				
Checklist Item <i>(Check the appropriate box and provide an explanation and supporting documentation for your answer. Only one action for each GHG Measure is required)</i>	GP GHG Measure	Yes	No	N/A
BUILDING ENERGY SECTOR				
<u>Exceeds Title 24:</u> The project will exceed the requirements of the California Building Energy Efficiency Standards (Title 24, Part 6) by 15% or more; OR	E-1			
<u>CALGreen:</u> The project will comply with Tier 1 or Tier 2 California Green Building Standards Code (CALGreen) (<i>Residential and non-residential projects</i>); OR	E-1	X		
<u>LEED:</u> The project is registered with the USGBC and is pursuing LEED Silver certification or greater (<i>Non-residential projects only</i>); OR	E-1			
<u>Zero Net Energy:</u> The project will be Zero Net Energy (ZNE) and will include on-site renewable energy as listed in California Green Building Standards Code (CALGreen) in Appendix A4 (Section A4.203).	E-1			
<u>Water Heater Replacement:</u> One of the following types of water heaters will be installed (<i>Existing buildings only</i>): <ul style="list-style-type: none"> • Tankless water heater • Electric water heater • Ground source heat pump • Solar thermal water heater • Heat pump water heater 	E-2			
<u>Energy Audit:</u> An energy audit be performed prior to the issuance of the building permit and the applicant agrees as a condition of approval to incorporate all cost-effective energy improvements into the project based on the recommendations of the energy audit. (<i>Existing buildings only</i>)	E-3			
<u>Renewable Energy for Building Retrofits:</u> The retrofit or expansion for the project will add on-site installation of solar panels/photovoltaics, the use of geothermal heating and cooling, or the use of wind power (<i>Existing buildings only</i>).	E-4			

GHG Reduction Measures - Consistency Checklist				
Checklist Item <i>(Check the appropriate box and provide an explanation and supporting documentation for your answer. Only one action for each GHG Measure is required)</i>	GP GHG Measure	Yes	No	N/A
BUILDING ENERGY SECTOR				
<p>Explanation:</p> <p>The project would meet one of the four Building Energy Sector requirements of the GHG Reduction Measure Consistency Checklist with Mitigation Measure GHG-01.</p>				

GHG Reduction Measures - Consistency Checklist				
Checklist Item <i>(Check the appropriate box and provide an explanation and supporting documentation for your answer. Only one action for each GHG Measure is required)</i>	GP GHG Measure	Yes	No	N/A
TRANSPORTATION SECTOR				
<u>Project Location and Density</u> : Project is located within a Transit Priority Area (1/2-mile of a light rail station) or within the East Bidwell Mixed-Use Overlay and has a mix of uses (i.e., residential, office, commercial, etc.) with a minimum density of 20 units per acre (du/ac) or a Floor Area Ratio (FAR) of 0.75; OR	T-1	—	—	—
<u>Mix of Uses</u> : The project is a mixed-use building with two or more uses (i.e., residential, commercial, office, etc.) or if the site is 5 acres or larger there are two or more uses on the site connected by protected pedestrian paths (e.g., sidewalks, elevated walkways) excluding driveways.	T-1	X		
<u>Complete Streets (New Development only)</u> : For projects that include the construction of new streets, the project will design and build complete streets (i.e., streets with sidewalk, planter strip, bike lane and vehicle lane(s)) as set forth in Section 11 of the City's Design and Procedures Manual and Improvement Standards - Standard Construction Specifications and Details .	T-2	—	—	—

GHG Reduction Measures - Consistency Checklist																						
Checklist Item <i>(Check the appropriate box and provide an explanation and supporting documentation for your answer. Only one action for each GHG Measure is required)</i>	GP GHG Measure	Yes	No	N/A																		
TRANSPORTATION SECTOR																						
<u>Bicycle Parking</u> : Project provides 5% more bicycle parking spaces than required in the City’s Municipal Code (Section 17.57.090); OR	T-3	X																				
<u>Shower Facilities (Non-residential only)</u> : Project would either meet the requirements of Section 17.57.050(C) of the Folsom Municipal Code or will install changing/shower facilities in accordance with the voluntary measures under Appendix A5 of the California Green Building Standards Code (CALGreen) as shown in the table below: <table border="1" data-bbox="227 814 971 1327"> <thead> <tr> <th>Number of Tenant Occupants (Employees)</th> <th>Shower/Changing Facilities Required</th> <th>Personal Effects Lockers Required (12" x 15" x 72")</th> </tr> </thead> <tbody> <tr> <td>0-10</td> <td>0</td> <td>0</td> </tr> <tr> <td>11-50</td> <td>1</td> <td>2</td> </tr> <tr> <td>51-100</td> <td>3</td> <td>3</td> </tr> <tr> <td>101-200</td> <td>5</td> <td>4</td> </tr> <tr> <td>201 and over</td> <td>1 shower stall plus 1 additional stall for each 200 additional tenant-occupants</td> <td>1 locker plus 1 locker for each additional 50 additional tenant occupants</td> </tr> </tbody> </table>	Number of Tenant Occupants (Employees)	Shower/Changing Facilities Required	Personal Effects Lockers Required (12" x 15" x 72")	0-10	0	0	11-50	1	2	51-100	3	3	101-200	5	4	201 and over	1 shower stall plus 1 additional stall for each 200 additional tenant-occupants	1 locker plus 1 locker for each additional 50 additional tenant occupants	T-3	—	—	—
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51-100	3	3																				
101-200	5	4																				
201 and over	1 shower stall plus 1 additional stall for each 200 additional tenant-occupants	1 locker plus 1 locker for each additional 50 additional tenant occupants																				
<u>Reduced Parking Capacity (Non-Residential)</u> : For new non-residential projects, the project will reduce total parking spaces by 5% and will comply with the requirements of Section 17.57.050(C) of the Folsom Municipal Code <u>OR</u> provide one or more of the following: <ul style="list-style-type: none"> • Shared parking agreement with adjacent property owner. • Use of street parking or compact spaces on site plan. • Program to encourage employees to carpool, ride share or use alternate forms of transportation (e.g., employee bus pass program). 	T-5	—	—	—																		

GHG Reduction Measures - Consistency Checklist																						
Checklist Item <i>(Check the appropriate box and provide an explanation and supporting documentation for your answer. Only one action for each GHG Measure is required)</i>	GP GHG Measure	Yes	No	N/A																		
TRANSPORTATION SECTOR																						
<u>High-Performance Diesel (Construction only)</u> : Use high-performance diesel (also known as Diesel-HPR or Reg-9000/RHD) for construction equipment.	T-6	<u>X</u>	—	—																		
<u>Electric Vehicle Charging (Residential)</u> : For multifamily projects with 17 or more dwelling units, provide electric vehicle charging in 5% of total parking spaces; OR	T-8	X																				
<u>Electric Vehicle Charging (Residential)</u> : For one- and two-family dwellings and townhouses with attached private garages, install at least one (1) electric vehicle charger which includes a dedicated 208/240-volt branch circuit that has an overcurrent protective device rated at 40 amperes minimum per dwelling unit; OR	T-8																					
<u>Electric Vehicle Charging (Non-Residential)</u> : Project will install electric vehicle charging stations based on the total number of parking spaces and shown in the table below:	T-8	—	—	—																		
<table border="1"> <thead> <tr> <th>Total Parking Spaces</th> <th>Number of Required Spaces</th> </tr> </thead> <tbody> <tr> <td>0-9</td> <td>0</td> </tr> <tr> <td>10-25</td> <td>2</td> </tr> <tr> <td>26-50</td> <td>3</td> </tr> <tr> <td>51-75</td> <td>5</td> </tr> <tr> <td>76-100</td> <td>7</td> </tr> <tr> <td>101-150</td> <td>10</td> </tr> <tr> <td>151-200</td> <td>14</td> </tr> <tr> <td>201 and over</td> <td>8% of total</td> </tr> </tbody> </table>		Total Parking Spaces	Number of Required Spaces	0-9	0	10-25	2	26-50	3	51-75	5	76-100	7	101-150	10	151-200	14	201 and over	8% of total			
Total Parking Spaces		Number of Required Spaces																				
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GHG Reduction Measures - Consistency Checklist				
Checklist Item <i>(Check the appropriate box and provide an explanation and supporting documentation for your answer. Only one action for each GHG Measure is required)</i>	GP GHG Measure	Yes	No	N/A
SOLID WASTE				
<u>Enhanced Construction Waste Diversion</u> : Project diverts to recycle or salvage at least 65% of nonhazardous construction and demolition waste generated at the project site in accordance with either Appendix A4 (Residential) or Appendix A5 (Non-Residential) of the California Green Building Standards Code . This may be done by using a waste management company that can provide verifiable documentation that the waste diversion complies with this requirement.	SW-1	<u>X</u>	—	—
WATER AND WASTE WATER				
<u>Water Efficiency</u> : For new residential and non-residential projects, the project will comply with all applicable indoor and outdoor water efficiency and conservation measures required under CALGreen Tier 1, as outlined in the California Green Building Standards Code .	W-1	<u>X</u>	—	—
<u>Commercial Water Audit</u> : For existing commercial and industrial projects that require substantial addition, alteration, and expansion to existing facilities, the project must comply with a water audit . The water audit must be performed prior to issuance of a building permit. The applicant agrees, as a condition of approval, to incorporate all cost-effective water efficiency improvements into the project design, per recommendations in the water audit .	W-2	—	—	—
<u>Large Landscape Irrigation Audit</u> : For existing multi-family projects or commercial and industrial projects on lots 5 acres or larger, the project must comply with a water audit . The water audit must be performed prior to issuance of a building permit. The applicant agrees, as a condition of approval, to incorporate all cost-effective water efficiency improvements into the project design, per recommendations in the water audit .	W-2	—	—	—

Part 3: Project Conformance Evaluation *(if applicable)*

The third part of the consistency review only applies if B is checked YES in Part 1. The purpose of this is to determine whether a project that is located in any of the City’s Transit Priority Areas (i.e., 1/2-mile of the Historic Folsom Station TPA, Glenn Station TPA, or Iron Point Station TPA) or the East Bidwell Mixed Use Overlay area which includes a land use plan and/or zoning designation amendment is nevertheless consistent with the General Plan’s GHG Reduction Strategy because it would implement those policies and programs. In general, a project that would result in a reduction in density inside a TPA or mixed-use overlay area[‡] would not be consistent with the GHG reduction policies nor could it take advantage of CEQA streamlining benefits available through Senate Bill 375 (2009). The following questions must each be answered in the affirmative and fully explained.

1. Would the proposed project implement the General Plan’s Transit Oriented Development (TOD) or Mixed-Use District policies in an identified Transit Priority Area (TPA) or Mixed Use Overlay area that will result in an increase in the capacity for transit-supportive residential and/or employment densities?

Considerations for this question:

- a) Does the proposed land use and zoning designation associated with the project provide capacity for transit-supportive residential densities within the TPA or Mixed-Use Overlay area (Minimum of 20 du/acre)? **Yes** ___ **No** ___ **N/A** ___
- b) Does the land use and zoning associated with the project increase the capacity for transit-supportive employment intensities within the TPA or Mixed-Use Zone (Minimum of 0.75 FAR)? **Yes** ___ **No** ___ **N/A** ___
- c) If the project is mixed-use, is 75% or the total building square footage for residential use? **Yes** ___ **No** ___ **N/A** ___

If N/A, checked please explain: _____

[‡] *Project located in the East Bidwell Mixed-Use Overlay area would not qualify for CEQA streamlining under SB 375 unless the project was located near a high frequency bus stop (i.e., a stop with 15-minute bus headways during peak commute times. Currently none of the City’s bus stops are high frequency bus stops).*

2. Would the proposed project implement the General Plan’s Mobility Element in Transit Priority Areas or Mixed-Use Overlay areas to increase the use of transit?

Considerations for this question:

- a) Does the proposed project support/incorporate identified transit routes and stops/stations? **Yes** ___ **No** ___ **N/A** ___

Explain: _____

- b) Does the project include transit priority measures consistent with General Plan Goal 3.1 and related policies? **Yes** ___ **No** ___ **N/A** ___

Explain: _____

3. Would the proposed project implement pedestrian improvements in Transit Priority Areas or Mixed-Use Overlay areas to increase walking opportunities?

Considerations for this question:

- a) Does the proposed project circulation system provide multiple and direct pedestrian connections and accessibility to local activity centers (such as transit stations, schools, parks, shopping centers, and libraries)? **Yes** ___ **No** ___ **N/A** ___

Explain: _____

- b) Does the proposed project urban design include features for walkability to promote a transit supportive environment? **Yes** ___ **No** ___ **N/A** ___

Explain: _____

- c) Does the project fill gaps in the City’s existing sidewalk network?
Yes ___ **No** ___ **N/A** ___

Explain: _____

4. Would the proposed project implement the City of Folsom’s Bicycle Master Plan to increase bicycling opportunities?

Considerations for this question:

- a) Does the proposed project circulation system include bicycle improvements consistent with the Bicycle Master Plan? **Yes** ___ **No** ___ **N/A** ___

Explain: _____

- b) Does the overall project circulation system provide a balanced, multimodal, “complete streets” approach to accommodate mobility needs of all users (i.e., includes separated sidewalks, bike paths, and vehicle travel lanes)? **Yes** ___ **No** ___ **N/A** ___

Explain: _____

5. Would the proposed project incorporate implementation mechanisms that support Transit Oriented Development?

Considerations for this question:

- a) Does the proposed project include new or expanded urban public spaces such as plazas, pocket parks, or urban greens in the TPA or Mixed-Use Overlay area?

Yes ___ **No** ___ **N/A** ___

Explain: _____

b) Does the land use and zoning associated with the proposed project increase the potential for jobs within the TPA or Mixed-Use Overlay area?

Yes ___ No ___ N/A ___

Explain: _____

c) Do the zoning/implementing regulations associated with the proposed project support the efficient use of parking through mechanisms such as: shared parking, parking districts, unbundled parking[§], reduced parking, paid or time-limited parking, etc.?

Yes ___ No ___ N/A ___

Explain: _____

[§] "Unbundled parking" is a strategy in which parking spaces are rented or sold separately, rather than automatically included with the rent or purchase price of a residential or commercial unit.

Appendix A - City GHG Reduction Measures and Implementing Programs**

E-1 Improve Building Energy Efficiency in New Development*

- PFS-25 Zero Net Energy Development: Adopt an ordinance to require ZNE for all new residential construction by 2020 and commercial construction by 2030, in coordination with State actions to phase in ZNE requirements through future triennial building code updates.
 - Applicable to: New Development
- LU-6 Adopt Green Building: Encourage new residential and non-residential construction projects to adopt and incorporate green building features included in the CALGreen Tier 1 checklist in project designs; and, encourage projects to seek LEED rating and certification that would meet equivalent CALGreen Tier 1 standards or better. Consider future amendments to City code to adopt CALGreen Tier 1 requirements consistent with State building code. For projects subject to CEQA seeking to streamline GHG analysis consistent with the General Plan, CALGreen Tier 1 compliance would be required.
 - Applicable to: New Development

E-2 Water Heater Replacement in Existing Residential Development

- PFS-23 High-Efficiency or Alternatively-Powered Water Heater Replacement Program: Provide educational material and information on the City’s website, as well as through the permit and building department, on the various high-efficiency and alternatively-powered water heat replacement options available to current homeowners considering water heater replacement; develop appropriate financial incentives, working with energy utilities or other partners; and, streamline the permitting process. Replacement water heaters could include high-efficiency natural gas (i.e., tankless), or other alternatively-powered water heating systems that reduce or eliminate natural gas usage such as solar water heating systems, tankless or storage electric water heaters, and electric heat pump systems.
 - Applicable to: Existing Development

E-3 Improve Building Energy Efficiency in Existing Residential Development

- PFS-24 Energy Efficiency and Renewable Energy Retrofits and Programs: Strive to increase energy efficiency and renewable energy use in existing buildings through participation in available programs. Actions include:

** GHG Reduction Strategy measures are from Appendix A of the 2035 General Plan adopted August 28, 2018.

- Establish a dedicated City program with a clear intent to provide support and promote available green building and energy retrofit programs for existing buildings.
- Incentivize solar installation on all existing buildings that undergo major remodels or renovations, and provide permit streamlining for solar retrofit projects.
- Provide rebates or incentives to existing SMUD customers for enrolling in the existing Greenergy program.
- Provide education to property owners on low-interest financing and/or assist property owners in purchasing solar photovoltaics through low- interest loans or property tax assessments.
- Continue to work with SMUD and other private sector funding sources to increase solar leases or power purchase agreements (PPAs).
 - Applicable to: Existing Development

E-4 Increase Use of Renewable Energy in Existing Development

- PFS-24 Energy Efficiency and Renewable Energy Retrofits and Programs: Strive to increase energy efficiency and renewable energy use in existing buildings through participation in available programs. Actions include:
 - Establish a dedicated City program with a clear intent to provide support and promote available green building and energy retrofit programs for existing buildings.
 - Incentivize solar installation on all existing buildings that undergo major remodels or renovations, and provide permit streamlining for solar retrofit projects.
 - Provide rebates or incentives to existing SMUD customers for enrolling in the existing Greenergy program.
 - Provide education to property owners on low-interest financing and/or assist property owners in purchasing solar photovoltaics through low- interest loans or property tax assessments.
 - Continue to work with SMUD and other private sector funding sources to increase solar leases or power purchase agreements (PPAs).
 - Applicable to: Existing Development

T-1 Reduce VMT through Mixed and High-Density Land Use*

- LU-1. Update the Zoning Ordinance: Develop a priority list for how sections of the Folsom Zoning Ordinance and applicable guidelines will be updated consistent with the General Plan. The City shall review and update the Folsom Zoning Ordinance and applicable guidelines, consistent with the policies and diagrams of the General Plan. The update shall include developing appropriate standards to encourage mixed use within the East Bidwell Overlay area and transit-oriented development around light rail

stations, including restrictions on automobile-oriented uses within one-quarter mile of light rail stations. The City shall review and update the Historic District Design and Development Guidelines.

- Applicable to: New and Existing Development
- LU-4. Property Owner Outreach on Overlay Designations: Reach out to property owners within the East Bidwell Mixed Use Overlay and Transit-Oriented Development Overlay areas to explain the options available to property owners and developers in this area, and provide technical assistance, as appropriate, to facilitate development within these areas.
 - Applicable to: New and Existing Development

T-2 Improve Streets and Intersections for Multi-Modal Use and Access*

- M-8. Bicycle and Pedestrian Improvements: Identify regional, State, and Federal funding sources to support bicycle and pedestrian facilities and programs to improve roadways and intersections by 2035. Actions include:
 - Require bicycle and pedestrian improvements as conditions of approval for new development on roadways and intersections serving the project. Improvements may include, but are not limited to: on-street bike lanes, traffic calming improvements such as marked crosswalks, raised intersections, median islands, tight corner radii, roundabouts, on-street parking, planter strips with street trees, chicanes, chokers, any other improvement that focuses on reducing traffic speeds and increasing bicycle and pedestrian safety. For projects subject to CEQA seeking to streamline GHG analysis consistent with the General Plan, incorporation of applicable bicycle and pedestrian improvements into project designs or conditions of approval would be required.
 - Based on the most recent citywide inventory of roadways and pedestrian/bicycle facilities, identify areas of greatest need, to focus improvements on first. Areas to prioritize include roadways or intersections with a lack of safety features, street where disruption in sidewalks or bicycle lanes occurs, areas of highest vehicle traffic near commercial centers and transit facilities, where increased use of pedestrian/bicycle facilities would be most used.
 - Applicable to: Existing and New Development

T-3 Adopt Citywide TDM Program

- M-1. Transportation Demand Management: Adopt a citywide Transportation Demand Management (TDM) program that encourages residents to reduce the amount of trips taken with single-occupancy vehicles. The program shall be designed to achieve an overall 15 percent vehicle mile traveled (VMT) reduction over 2014 levels and a 20 percent reduction in City-employee commute VMT. The City shall coordinate with

employers to develop a menu of incentives and encourage participation in TDM programs.

- Applicable to: Existing and New Development

T-5 Reduce Minimum Parking Standards*

- M-11. Parking Standards Review and update its parking standards as necessary to reduce the amount of land devoted to parking and encourage shared parking arrangements, particularly in mixed-use and transit-oriented developments.
 - Applicable to: Existing and New Development

T-6 Require the Use of High-Performance Renewable Diesel in Construction Equipment*

- PFS-26 Renewable Diesel: Revise the City of Folsom’s Standard Construction Specifications to require that all construction contractors use high-performance renewable diesel for both private and City construction. Phase in targets such that high-performance renewable diesel would comprise 50 percent of construction equipment diesel usage for projects covered under the specifications through 2030, and 100 percent of construction equipment diesel usage in projects covered under the specifications by 2035.

For projects subject to CEQA seeking to streamline GHG analysis consistent with the General Plan, the use of high-performance renewable diesel would be required consistent with the above targets.

- Applicable to: Existing and New Development

T-8 Install Electric Vehicle Charging Stations*

- M-3. Electric Vehicle Charge Stations in Public Places: Develop and implement a citywide strategy to install electric vehicle charging stations in public places where people shop, dine, recreate, and gather.
 - Applicable to: Existing and New Development

SW-1 Increase Solid Waste Diversions

- This measure is addressed through Program LU-6 (Adopt Green Building) as both LEED and CALGreen Tier 1 require solid waste diversion to gain certification.
 - Applicable to: Existing and New Development

W-1 Increase Water Efficiency in New Residential Development*

- PFS-27 Reduce Water Consumption in New Development: Encourage water efficiency measures for new residential construction to reduce indoor and outdoor water use. Actions include: promote the use of higher efficiency measures, including: use of low-water irrigation systems, and installation of water- efficient appliances and plumbing fixtures. Measures and targets can be borrowed from the latest version of the Guide to the California Green Building Standards Code (International Code Council)

For projects subject to CEQA seeking to streamline GHG analysis consistent with the general plan, compliance with CALGreen Tier 1 Water Efficiency and Conservation measures would be required.

- Applicable to: New Development
- Time Frame: Ongoing

W-2 Reduce Outdoor Water Use in New Residential Development*

- PFS-27 Reduce Water Consumption in New Development: Encourage water efficiency measures for new residential construction to reduce indoor and outdoor water use. Actions include: promote the use of higher efficiency measures, including: use of low-water irrigation systems, and installation of water- efficient appliances and plumbing fixtures. Measures and targets can be borrowed from the latest version of the Guide to the California Green Building Standards Code (International Code Council)

For projects subject to CEQA seeking to streamline GHG analysis consistent with the general plan, compliance with CALGreen Tier 1 Water Efficiency and Conservation measures would be required.

- Applicable to: New Development
- Time Frame: Ongoing

**Applies to projects subject to CEQA seeking to streamline GHG analysis consistent with the general plan.*

April 13, 2022

Project 02576.00036.001

Mr. Steve Banks, Principal Planner
City of Folsom, Community Development Department
50 Natoma Street
Folsom, CA 95630

Subject: AC Hotel by Marriott Project Noise and Vibration Assessment

Dear Mr. Banks:

HELIX Environmental Planning, Inc. (HELIX) has assessed the analyzed potential noise and vibration impacts associated with the construction and operation of the proposed AC Hotel by Marriott Project (project). Analysis within this report was prepared to support impact analysis pursuant to the California Environmental Quality Act (CEQA; Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Section 15000 et seq. of the California Code of Regulations).

PROJECT LOCATION

The project site is comprised of a 1.45-acre portion of Assessor's Parcel Number (APN) 072-308-042 located in the southeastern corner of the intersection of East Bidwell Street and Broadstone Parkway in the City of Folsom (City), California. The project site is in the middle of an existing parking lot, and is bounded by Via Serena to the northeast, Broadstone Parkway to the west, the Palladio at Broadstone shopping center to the east, and Palladio Parkway to the south. Access to the project site would be provided by two 27-foot-wide driveways that would be accessible by Via Serena, Broadstone Parkway, Palladio Parkway, and East Bidwell Street. See Figure 1, *Vicinity Map*, and Figure 2, *Site Plan*, attached to this letter.

PROJECT DESCRIPTION

The proposed project includes the construction of a new hotel on a 1.45-acre project site within a total 14.22-acre parcel. A total of 130 hotel rooms and 8 executive units would be constructed in an "L-shaped" five (5) story tower. The first floor of the five-story hotel would be 16,000 square feet (sf), the second floor would be 17,423 sf, and floors three through five would be 17,350 sf. The total square footage of the hotel building would be 85,473 sf. The hotel building would include indoor and outdoor amenities including a lobby and lounge area, an outdoor patio, a library, office space, a restaurant and bar, a fitness center, meeting rooms, restrooms, a kitchen, a laundry room, and pedestrian/bicycle

pathways. Other site improvements include associated hotel parking, an emergency generator, utility connection lines, a solid waste collection enclosure, signage, lighting, and landscaping.

NOISE METRICS

All noise-level and sound-level values presented herein are expressed in terms of decibels (dB), with A weighting, abbreviated “dBA,” to approximate the hearing sensitivity of humans. Time averaged noise levels of one hour are expressed by the symbol “ L_{EQ} ” unless a different time period is specified. Maximum noise levels are expressed by the symbol “ L_{MAX} .” Some of the data also may be presented as octave-band-filtered and/or A-octave band-filtered data, which are a series of sound spectra centered on each stated frequency, with half of the bandwidth above and half of the bandwidth below, the stated frequency. These data are typically used for machinery noise analysis and barrier-effectiveness calculations. The Community Noise Equivalent Level (CNEL) is a 24-hour average, where noise levels during the evening hours of 7:00 p.m. to 10:00 p.m. have an added 5 dBA weighting, and sound levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. have an added 10 dBA weighting. This is similar to the Day Night sound level (L_{DN}), which is a 24-hour average with an added 10 dBA weighting on the same nighttime hours but no added weighting on the evening hours.

Because decibels are logarithmic units, S_{PL} cannot be added or subtracted through standard arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3 dBA increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dBA higher than from one source under the same conditions. For example, if one automobile produces an S_{PL} of 70 dBA when it passes an observer, two cars passing simultaneously would not produce 140 dBA—rather, they would combine to produce 73 dBA. Under the decibel scale, three sources of equal loudness together produce a sound level 5 dBA louder than one source.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1 dBA changes in sound levels, when exposed to steady, single-frequency (“pure-tone”) signals in the mid-frequency (1,000 Hertz [Hz]–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dBA are generally not perceptible. It is widely accepted, however, that people begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5 dBA increase is generally perceived as a distinctly noticeable increase, and a 10 dBA increase is generally perceived as a doubling of loudness.

VIBRATION METRICS

Groundborne vibration consists of rapidly fluctuating motions or waves transmitted through the ground with an average motion of zero. Sources of groundborne vibrations include natural phenomena and anthropogenic causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions). Peak particle velocity (PPV) is commonly used to quantify vibration amplitude. The PPV, with units of inches per second (in/sec), is defined as the maximum instantaneous positive or negative peak of the vibration wave. Decibels are also used to compress the range of numbers required to describe vibration. Vibration velocity level (LV) with units of VdB are commonly used in evaluating human reactions to vibrations.

ENVIRONMENTAL SETTING

Existing Noise Environment

The project site is located within the northwest parking lot of the Palladio at Broadstone shopping center. Noise sources in the project vicinity are dominated by traffic noise from East Bidwell Street and Broadstone Parkway. Additional noise sources in the area include building heating, ventilation, and air conditioning (HVAC) systems for the shopping center to the southeast and typical parking lot noise.

Noise-Sensitive Land Uses

Noise-sensitive land uses (NSLUs) are land uses that may be subject to stress and/or interference from excessive noise, including residences, hospitals, schools, hotels, resorts, libraries, sensitive wildlife habitat, or similar facilities where quiet is an important attribute of the environment. Noise receptors (receivers) are individual locations that may be affected by noise. The closest existing NSLUs to the project site are the apartments in the Sherwood at Broadstone Apartment complex, approximately 230 feet west of the project site at the intersection of Clarksville Road and Broadstone Parkway. Additional future NSLUs in the project vicinity are multi-family residences at the Broadstone Villas project, approximately 600 feet northeast of the project site, across East Bidwell Street. As of this analysis, the Broadstone Villas project has been approved by the City but has not been constructed. See Figure 3, *Measurement and NSLU Locations*, attached to this letter.

Noise Survey

A site visit and noise survey were on conducted on March 22, 2022, which included two short-term (10 minute) ambient noise measurements. Measurement M1 was conducted on the eastern corner of the project site on the sidewalk next to Via Serena (an internal street for the Palladio at Broadstone shopping center). Measurement M2 was conducted on the southeast side of Broadstone Parkway, between the intersection with Clarksville Road and Via Serena. See Figure 3 for measurement locations. Traffic counts were conducted during measurement M2. The noise measurement survey notes are included as Attachment A to this report. The measured noise levels are shown on Table 1, *Noise Measurement Results*.

Table 1
NOISE MEASUREMENT RESULTS

M1	
Date	March 22, 2022
Time	1:51 p.m. – 2:01 p.m.
Location	Via Serena, eastern corner of the project site
Noise Level	53.6 dBA L _{EQ}
Notes	Noise primarily from vehicular traffic on East Bidwell Street, Via Serena, and within the Palladio at Broadstone parking lots
M2	
Date	March 22, 2022
Time	2:07 p.m. – 2:17 p.m.
Location	Southeast side of Broadstone Parkway, between Clarksville Road and Via Serena
Noise Level	62.5 dBA L _{EQ}
Notes	Noise primarily from traffic on Broadstone Parkway. Traffic count: 99 cars, 1 medium truck

REGULATORY FRAMEWORK

City of Folsom General Plan Noise Element

The Safety and Noise Element of the City of Folsom General Plan regulates noise emissions from public roadway traffic on new development of residential or other noise sensitive land uses. Policy SN 6.1.2 and Table SN-1 from the General Plan provide noise compatibility standards for land uses. For transient lodging (e.g., motels, hotels) noise due to traffic on public roadways, railroad line operations, and aircraft shall be reduced to or below 65 CNEL for outdoor activity areas and reduced to or below 45 CNEL for interior use areas. For other land uses that may be affected by project-generated traffic noise, the exterior noise compatibility limit is: 60 CNEL for single-family residential uses; 65 CNEL for multi-family residential uses; and 70 CNEL for commercial residential uses (City 2021).

Policy SN 6.1.8 requires construction projects and new development anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby noise-sensitive uses based on Federal Transit Administration criteria. Table SN-3 from the General Plan provides vibration impact criteria. For construction with infrequent vibration events, impacts would be significant if nearby residences are subject to ground borne vibrations in excess of 80 VdB (City 2021).

City of Folsom Municipal Code

For stationary noise sources, the City has adopted a Noise Ordinance as Section 8.42 of the City Municipal Code (City 1993). The Noise Ordinance establishes hourly noise level performance standards that are most commonly quantified in terms of the one-hour average noise level (L_{EQ}). Using the limits specified in Section 8.42.040 of the Noise Ordinance, noise levels generated on the project site for 30 or more minutes in any hour would be significant if they exceed 50 dBA L_{EQ} from 7:00 a.m. to 10:00 p.m. and 45 dBA L_{EQ} from 10:00 p.m. to 7:00 a.m., measured at off-site residential property boundaries. Section 8.42.060 exempts construction noise from these standards provided that construction does not occur before 7:00 a.m. or after 6:00 p.m. on weekdays, or before 8:00 a.m. or after 5:00 p.m. on Saturday or Sunday.

METHODOLOGY AND ASSUMPTIONS

Noise Modeling Software

Project construction noise was analyzed using the U.S. Department of Transportation (USDOT) Roadway Construction Noise Model ([RCNM]; USDOT 2008), which utilizes estimates of sound levels from standard construction equipment.

Modeling of the exterior noise environment for this report was accomplished using the Computer Aided Noise Abatement (CadnaA) model version 2021. Traffic noise was evaluated within CadnaA using the U.S. Department of Transportation Federal Highway Administration (FHWA) Traffic Noise Model (TNM) version 2.5 (USDOT 2004). The noise models used in this analysis were developed from the site plan provided by the project architect. Input variables included building mechanical equipment reference noise levels, road alignment, lane configuration, projected traffic volumes, estimated truck composition percentages, and vehicle speeds.

Off-Site Traffic Noise

The one-hour L_{EQ} traffic noise level is calculated utilizing peak-hour traffic. The model-calculated afternoon peak hour (PM peak hour) L_{EQ} noise output is the equivalent to the CNEL (Caltrans 2009). The modeling includes the project buildings but does not account for terrain or off-site buildings and structures. The project Transportation Impact Analysis (TIA) did not include an intersection analysis or data for calculation of peak hour traffic volumes on streets in the project vicinity (T. Kear 2022). Existing and future traffic for East Bidwell Street and Broadstone Parkway Traffic was estimated from intersection turning counts included in the TIA for the Broadstone Villas project (T. Kear 2021). Because the project trip distribution was not available, all project PM peak hour trips reported in the project TIA (six total) were conservatively assumed to travel on all analyzed roadway segments. The PM peak hour traffic volumes used in the analysis is shown in Table 2, *PM Peak Hour Traffic Volumes*. The noise modeling input and output is included as Attachment B to this report. Traffic was assumed to be comprised of a typical mix of vehicles for suburban streets in California: 96 percent cars and light trucks; 3 percent medium trucks and buses; and 1 percent heavy trucks.

Table 2
PM PEAK HOUR TRAFFIC VOLUMES

Roadway Segment	Existing (2021)	Existing (2021) + Project	Cumulative (2026) ¹	Cumulative (2026) + Project ¹
East Bidwell Street – Iron Point Road to Broadstone Parkway	3,894	3,900	4,621	4,627
East Bidwell Street – Broadstone Parkway to Scholar Way	3,469	3,475	4,103	4,109
Broadstone Parkway – Iron Point Road to East Bidwell Street	1,822	1,828	1,842	1,848
Broadstone Parkway – East Bidwell Street to Scholar Way	1,795	1,801	1,802	1,808

Source: T. Kear 2021; T. Kear 2022

¹ Cumulative traffic volumes include approved projects.

Heating, Ventilation, and Air Conditioning

The project would use commercial-sized HVAC units located on the rooftop of the building. The units would be located behind a parapet wall of equal or greater height to the HVAC unit, which would provide substantial noise attenuation. The exact HVAC model has not been determined as of this analysis. For the purposes of this analysis, twenty Carrier 50PG 12-ton HVAC units, with a sound power level (S_{WL}) of 80.0 dBA, were used to model the noise impacts from the proposed project’s HVAC system (Carrier 2008). The manufacturer’s noise data for the HVAC units is provided below in Table 3, *HVAC Condenser Noise Data*. Standard HVAC planning assumes approximately one ton of HVAC for every 350 SF of habitable space (American Society of Heating, Refrigeration, and Air Conditioning Engineers [ASHRAE] 2012). Based on the 85,473 SF building size, approximately 244 tons of HVAC would be required for the project ... which equals twenty Carrier 50PG 12-ton units (or similar systems).

Table 3
HVAC CONDENSER NOISE DATA (S_{WL} dBA)

63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz	Overall Noise Level
90.4	83.1	80.9	77.8	75.2	70.0	66.1	57.6	80.0

Source: Carrier 2008

S_{WL} = sound power level; Hz = Hertz; kHz = kilohertz

Emergency Generator

The project would include an approximately 77-kilowatt (kW) emergency generator. The site plan shows a security enclosure around the generator. However, the details of the enclosure construction were not known at the time of this analysis. Therefore, no noise reduction from noise barriers around the generator was assumed in the modeling. The specific model of generator has not been determined as of this analysis. For the purposes of this analysis, a GENERAC model QT080 80 kW generator with a rated sound output of 74 dBA measured at 23 feet was used to model the noise impacts from the proposed project's generator (GENERAC 2022).

STANDARDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, implementation of the project would result in a significant adverse impact if it would:

1. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the City of Folsom General Plan or noise ordinance;
2. Generate excessive ground-borne vibration or ground borne noise levels; or
3. For a project located within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public use airport or private airstrip, expose people residing or working in the project area to excessive noise.

Per the City General Plan, impacts related to the generation of noise on the project site would be significant if noise levels generated on the project site would be significant if they exceed 50 dBA L_{EQ} from 7:00 a.m. to 10:00 p.m. and 45 dBA L_{EQ} from 10:00 p.m. to 7:00 a.m. at off-site residential property boundaries. For traffic-related noise, impacts would be considered significant if the project would cause ambient noise levels at nearby NSLUs to exceed the noise compatibility limits defined in the City General Plan or would increase by ambient noise levels by 1.5 CNEL or more.

In accordance with the City Municipal Code, any noise from project construction activity would be considered significant for construction occurring before 7:00 a.m. or after 6:00 p.m. on weekdays, or before 8:00 a.m. or after 5:00 p.m. on Saturday or Sunday. In addition, construction noise measured at off-site NSLUs would be significant if it resulted in a perceived doubling of loudness, estimated to be an increase of 10 dBA above ambient noise levels.

In accordance with the City Municipal Code, excessive ground-borne vibration would occur if construction-related ground-borne vibration exceeds 80 VdB at nearby residential properties.

IMPACT ANALYSIS

- 1) *Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the Folsom General Plan or noise ordinance?*

Less than Significant Impact.

Construction Noise

The nearest NSLUs to the project site area are multi-family residences approximately 230 feet west of the project site. Heavy earthmoving equipment would have the potential to be used along the project's periphery, including rubber-tired dozers, backhoes, and graders. Modeling shows that the combined noise from a dozer, backhoe and grader would result in 69.9 dBA L_{EQ} at the closest residential property. Because construction equipment would be mobile as it moves across the project site, the noise level experienced by the neighboring uses would vary throughout the day. The modeling output for the anticipated construction equipment is included in Attachment B to this report.

According to the City Code Section 8.42.060, noise sources associated with construction of the project which are conducted between the hours of 7:00 a.m. and 6:00 p.m., on Monday, Tuesday, Wednesday, Thursday, Friday, and Saturday, and between 9:00 a.m. and 6:00 p.m. on Sunday, are exempt from the City noise standard (City 1993). Furthermore, the calculated short-term construction noise would be approximately 3 dBA higher than the calculated ambient traffic noise (see the off-site traffic noise discussions, below). A 3 dBA increase in ambient noise levels is generally just perceptible in typical outdoor environments and daytime construction noise increases would be less than significant. Nighttime construction noise is not anticipated for the project. However, nighttime construction is not exempt from the City Noise Ordinance and would exceed the nighttime standard of 45 dBA if it were to occur, resulting in a temporarily significant noise impact.

Operational Noise

Off-Site Traffic Noise

As described above, modeling of the exterior noise environment for this report was accomplished using CadnaA and the TNM. According to the TIA, the project is expected to generate approximately 504 daily trips and 6 trips during the PM peak hour (T. Kear 2022). Future traffic noise levels presented in this analysis are based on traffic volumes (as described above) for the existing (2021), existing (2021) plus project; cumulative (2026); and cumulative (2026) plus project scenarios. The modeling does not account for intervening terrain or structures (e.g., sound walls, buildings).

The calculated off-site traffic noise levels are shown in Table 4, *Off-Site Traffic Noise Levels*. In typical outdoor environments, a 3 dBA increase in ambient noise level is considered just perceptible and a 5 dBA increase is considered distinctly perceptible. In areas where existing or future ambient noise exceeds the land use compatibility standards, an individual project's contribution to increases in ambient noise level could be considered significant if it exceeds 1.5 dBA. Because most of the areas along the analyzed road segments already exceed the land use noise compatibility standard listed in the city General Plan (60 dBA CNEL for low density residential; 65 dBA CNEL for multi-family residential and hotels, and 70 dBA for commercial), this analysis uses a threshold of a 1.5 dBA CNEL increase to determine significance of the impact.

As shown in Table 4, the maximum change in CNEL as a result of project-generated traffic would be 0.1 dBA CNEL, a change in ambient noise level that is lower than the threshold and is not discernible. Therefore, impacts related to the project generating a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of General Plan standards from project-generated traffic would be less than significant.

**Table 4
 OFF-SITE TRAFFIC NOISE LEVELS**

Roadway Segment	Existing 2021 (CNEL)	Existing + Project (CNEL)	Change in CNEL	2026 (CNEL)	2026 + Project (CNEL)	Change in CNEL
East Bidwell Street – Iron Point Road to Broadstone Parkway (multi- family residential uses)	67.0	67.0	<0.1	67.1	67.1	<0.1
East Bidwell Street – Broadstone Parkway to Scholar Way (commercial uses)	69.5	69.5	<0.1	69.6	69.6	<0.1
Broadstone Parkway – Iron Point Road to East Bidwell Street (multi- family residential uses)	69.5	69.5	<0.1	70.1	70.2	0.1
Broadstone Parkway – East Bidwell Street to Scholar Way (single- family residential uses)	72.4	72.4	<0.1	73.1	73.1	<0.1

Source: TNM version 2.5

On-Site Noise

Potential noise sources on the project site, including roof-top mounted HVAC systems and a ground level mounted emergency generator, were analyzed using the CadnaA software. Modeling assumed one hour of continuous operation of all equipment. Modeled noise levels were analyzed at receivers placed at the property line of nearby NSLUs (see Figure 3 for NSLU areas), and at the closest buildings of the Palladio at Broadstone shopping center to the southeast, at a height of five feet above the ground. The modeled 1-hour (L_{EQ}) noise level at the adjacent property lines is compared with the City nighttime standard in Table 5, *Operational On-Site Noise*. As shown in Table 5, noise from the project’s HVAC systems would not exceed the City noise ordinance nighttime standard of 45 dBA L_{EQ} . Since the City’s daytime noise ordinance standard (50 dBA L_{EQ}) is higher than the nighttime standard, impacts from project on-site noise would be less than significant.

**Table 5
 OPERATIONAL ON-SITE NOISE**

Receptor	Description	Modeled Nighttime Noise	Nighttime Standard	Exceed Standards?
R1	Multi-family residences across Broadstone Parkway	28.9	45	No
R2	Future multi-family residences across East Bidwell Street	28.5	45	No
C1	Palladio at Broadstone retail building	31.2	45	No ¹
C2	Palladio at Broadstone retail building	32.1	45	No ¹

Source: CadnaA; City Noise Ordinance Sections 8.42.050

¹ Commercial land uses are not considered noise sensitive and the ordinance standard does not apply.

On-site Traffic Noise

Modeling of the exterior noise environment on the project site was accomplished using the CadnaA model and the road segment traffic volumes, as described above.

Exterior Noise

As discussed above, the City General Plan Safety and Noise Element has established an exterior noise standard of 65 dBA CNEL for transient lodging outdoor activity areas, defined as: “Outdoor activity areas for nonresidential developments are considered to be those common areas where people generally congregate, including outdoor seating areas.” (City 2021). The patio located at the eastern corner of the hotel would be the outdoor activity areas for the project. The modeling shows ground level noise for the patio area would be approximately 64 dBA CNEL. This noise level would not exceed the City exterior noise standard and the impact would be less than significant.

Interior Noise

Standard building design and construction using current building codes provides approximately 20 dBA of exterior to interior noise reduction with the windows and doors closed. The noise at the exterior facades for the project buildings was modeled for hotel rooms on the second through fifth floors facing towards East Bidwell Street (northeast) and Broadstone Parkway (northwest), and is shown in Table 6, *Building Exterior Noise Levels*.

**Table 6
 BUILDING EXTERIOR NOISE LEVELS**

Hotel Room Floor	Northeast Wall (CNEL)	Northwest Wall (CNEL)
Second	63.7	63.7
Third	63.6	63.7
Fourth	63.6	63.7
Fifth	63.6	63.8

Source: CadnaA version 2021

Buildings with exterior noise levels exceeding 65 dBA could result in interior noise levels in excess of the City General Plan Safety and Noise Element standard of 45 dBA CNEL. As shown in Table 6, no exterior noise levels would exceed 65 dBA CNEL. Interior noise impacts would be less than significant.

Impact Conclusion

If project construction activities were to occur outside the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and 9:00 a.m. to 5:00 p.m. on Saturday, construction noise generated by the project would not be exempt for the City's noise ordinance nighttime exterior standard of 45 dBA, and the impact would be potentially significant. Implementation of mitigation measure NOI-1 would restrict construction hours.

The addition of permanent project-generated traffic vicinity on roadways would not result in a discernable increase in ambient noise levels. The project would not expose future project customers to noise levels that exceed compatibility guidelines in the General Plan.

Long-term operation of project would not result in noise levels from on-site sources, including HVAC systems and an emergency generator, exceeding the city noise ordinance standards, measured at the property line of the closest NSLUs to the project site.

Therefore, with implementation of mitigation measure NOI-01, the project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the Folsom General Plan or noise ordinance and the impact would be less than significant.

Mitigation Measure NOI-01: Construction Noise Reduction Measures

Construction Hours/Scheduling: Construction activities for all phases of construction, including servicing of construction equipment shall only be permitted during the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and between 9:00 a.m. to 5:00 p.m. on Saturdays.

Construction shall be prohibited on Sundays and on all holidays. Delivery of materials or equipment to the site and truck traffic coming to and from the site shall be restricted to the same construction hours specified above.

1) *Generate excessive ground-borne vibration or ground borne noise levels?*

An on-site source of vibration during project construction would be a vibratory roller (primarily used to achieve soil compaction as part of the foundation and paving construction), which could be used within approximately 230 feet of the multi-family residences across Broadstone Parkway to the west. A large vibratory roller creates approximately 0.21 in/sec PPV at a distance of 25 feet, or 94.4 VdB. At a distance of 230 feet, a vibratory roller would create a PPV of 0.018 in/sec, or 73 VdB.¹ This would not exceed the City General Plan residential standard of 80 VdB for infrequent events. Once operational, the project would not be a source of groundborne vibrations. Therefore, the project would not result in the

¹ Equipment PPV = Reference PPV * (25/D)ⁿ(in/sec), where Reference PPV is PPV at 25 feet, D is distance from equipment to the receptor in feet, and n= 1.1 (the value related to the attenuation rate through the ground); formula from Caltrans 2020. VdB = 20 * Log(PPV/4/10⁻⁶).

generation of excessive groundborne vibration or groundborne noise levels, and the impact would be less than significant.

- 3) *For a project located within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public use airport or private airstrip, expose people residing or working in the project area to excessive noise.*

The closest airports to the project site are the Cameron Park Airport, approximately 7.6 miles to the northeast, and Mather Airport, approximately 10.7 miles to the southwest. The project site is not located within the influence area or noise contours for the Cameron Park Airport (El Dorado County 2012). The project site is located within the review area identified in the Mather Airport Land Use Compatibility Plan (ALUCP). The project site is beneath the approach paths for runways 22 Left and 22 Right, however, the project site is not with the 60 dBA noise contour for the airport (Sacramento County Association of Governments 2020). Therefore, although the project site is subject to overflight by aircraft approaching and departing Mather Airport, the customers of the proposed project or people working in the project area would not be exposed to excessive levels of noise due to aircraft or airport operations, and the impact would be less than significant.

SUMMARY

As described above, with implementation of mitigation measure NOI-01 to restrict the hours of construction, the project would not result in a temporary or permanent increase in ambient noise levels in excess of City Standards. The project would not result in the generation of excessive groundborne vibration, and the project would not expose persons to excessive noise from aircraft or airport operations.

Sincerely,



Martin Rolph
Noise Specialist



Jason Runyan
Noise Specialist, QA/QC

Attachments:

- Figure 1: Vicinity Map
- Figure 2: Site Plan
- Figure 3: Measurement and NSLU Locations
- Attachment A: Noise Measurement Survey Notes
- Attachment B: Noise Modeling Input and Output

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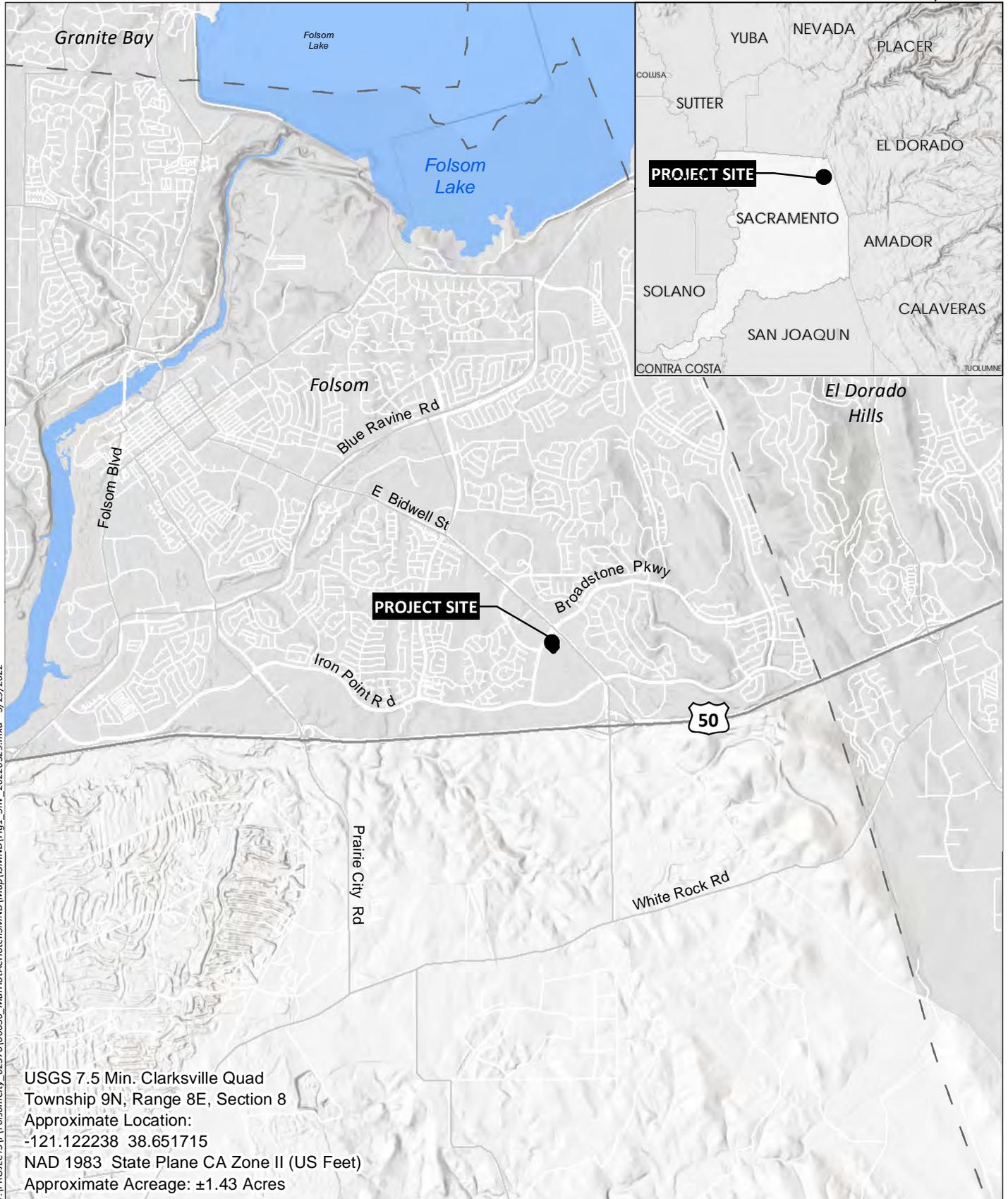
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Figures



T:\PROJECTS\FolsomCity_02576\00036_MarriottACHotel\SMND\Map\ISMND\Fig1_Snv_20220329.mxd 3/29/2022

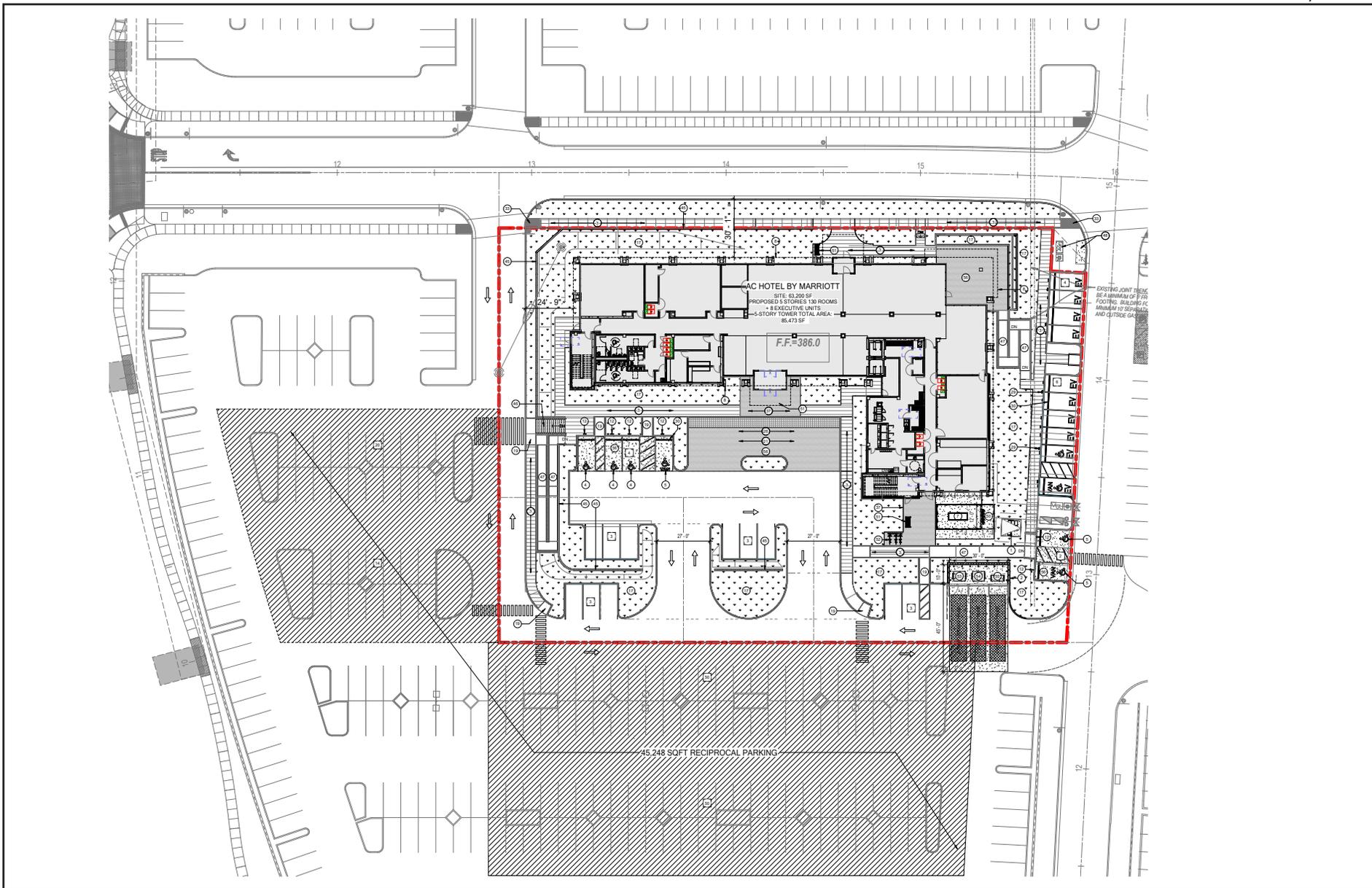
USGS 7.5 Min. Clarksville Quad
 Township 9N, Range 8E, Section 8
 Approximate Location:
 -121.122238 38.651715
 NAD 1983 State Plane CA Zone II (US Feet)
 Approximate Acreage: ±1.43 Acres

Source: Base Map Layers (Esri, USGS, NGA, NASA)

Vicinity Map

Figure 1

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Sources: Mayse & Associates, 2022



Measurement and NSLU Locations

Figure 3

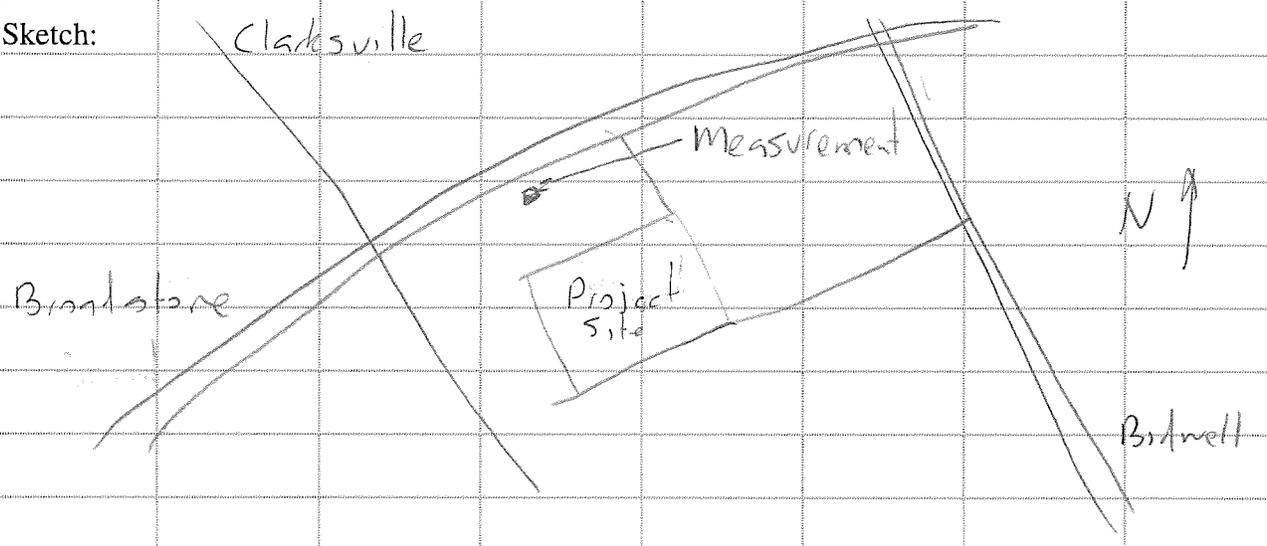
Attachment A

Noise Measurement Survey Notes

M 1

Site Survey			
Job #		Project Name: AC Marriott Hotel	
Date: 3/22/2022	Site #:	Engineer: Martin Rolph	
Address:			
Meter: LXT1	Serial #: 1013	Calibrator: C1150	Serial #: 5529
Notes: Noise from E. Bidwell and cars in parking lot			
Sketch:			
Temp: 75° F	Wind Spd: 4	mph	Humidity: 37 %
Start of Measurement: 1:51 P.M.	End of Measurement: 2:01 P.M.	56.3 dBA L _{EQ}	
Cars (tally per 5 cars)	Medium Trucks (MT)	Heavy Trucks (HT)	
 	 	 	
 	 	 	
 	 	 	
 	 	 	
Noise Measurement for Information Only			
No Through Roadways			
No Calibration Analysis Will Be Provided			

M2

Site Survey			
Job #		Project Name: <i>AC Marriott Hotel</i>	
Date: <i>3/22/2022</i>	Site #:	Engineer: <i>Martin Rolph</i>	
Address:			
Meter: <i>Lxt1</i>	Serial #: <i>1013</i>	Calibrator: <i>Cal150</i>	Serial #: <i>5529</i>
Notes:			
Sketch: <i>Clarksville</i> 			
Temp: <i>75°F</i>	Wind Spd: <i>4</i> mph	Humidity: <i>37</i> %	
Start of Measurement: <i>2:07 p.m.</i>	End of Measurement: <i>2:17 p.m.</i>	<i>62.5</i> dBA L _{EQ}	
Cars (tally per 5 cars)		Medium Trucks (MT)	Heavy Trucks (HT)
 <i>+4</i> <i>99</i>		<i>1</i>	
Noise Measurement for Information Only			
No Through Roadways			
No Calibration Analysis Will Be Provided			

Attachment B

Noise Modeling Input and Output

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 4/12/2022
 Case Description: Folsom AC Marriott Hotel

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Multi-Family	Commercial	65	65	65

Description	Impact	Device	Usage(%)	Equipment		Receptor	Estimated
				Spec	Actual		
				Lmax	Lmax	Distance	Shielding
				(dBA)	(dBA)	(feet)	(dBA)
Backhoe	No		40		77.6	230	0
Dozer	No		40		81.7	230	0
Grader	No		40	85		230	0

Equipment	Calculated (dBA)		Results						Noise Limit Exceedance (dBA)						
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night		
				Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Backhoe	64.3	60.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	68.4	64.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader	71.7	67.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	71.7	69.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
*Calculated Lmax is the Loudest value.															

Folsom AC Marriott Hotel
Existing Scenario
CadnaA Road Sources

Name	M.	ID	Lme			Count Data		exact Count Data			p (%)			Speed Limit		SCS	Surface		Gradient	Mult. Reflection		
			Day	Evening	Night	DTV	Str.class.	M	Evening	Night	Day	Evening	Night	Auto	Truck	Dist.	Dstro	Type	Drefl	Hbuild	Dist.	
			(dBA)	(dBA)	(dBA)			Day	Evening	Night	Day	Evening	Night	(km/h)	(km/h)		(dB)		(%)	(dB)	(m)	(m)
East Bidwell North			69.5	0	0			3469	0	0	4	0	0	72		w33.5	0	1	0	0		
East Bidwell South			70	0	0			3894	0	0	4	0	0	72		w33.5	0	1	0	0		
Broadstone West			66.7	0	0			1822	0	0	4	0	0	72		w30.5	0	1	0	0		
Broadstone East			66.7	0	0			1795	0	0	4	0	0	72		w30.5	0	1	0	0		

Results Table

Name	M.	ID	Level Lr		Limit. Value		Land Use		Height	Coordinates			
			Day	Night	Day	Night	Type	Auto		Noise Type	X	Y	Z
			(dBA)	(dBA)	(dBA)	(dBA)					(m)	(m)	(m)
Broadstone West Residential 1		R2	67	-69.2	0	0	x	Total	1.52	r	663179.87	4279717.38	1.52
Broadstone West Residential 2		R3	70.7	-65.6	0	0	x	Total	1.52	r	663166.76	4279607.91	1.52
Broadstone East Residential		R4	69.5	-66.6	0	0	x	Total	1.52	r	663752.08	4280346.15	1.52
Bidwell South Residential		R5	69.5	-69.4	0	0	x	Total	1.52	r	663555.8	4279922.95	1.52
Bidwell North Commercial		R6	72.4	-66.4	0	0	x	Total	1.52	r	663232.27	4280139.13	1.52

Folsom AC Marriott Hotel
Existing Plus Project Scenario
CadnaA Road Sources

Name	M.	ID	Lme			Count Data		exact Count Data			p (%)			Speed Limit		SCS	Surface		Gradient	Mult. Reflection		
			Day	Evening	Night	DTV	Str.class.	M	Evening	Night	Day	Evening	Night	Auto	Truck	Dist.	Dstro	Type	Drefl	Hbuild	Dist.	
			(dBA)	(dBA)	(dBA)			Day	Evening	Night	Day	Evening	Night	(km/h)	(km/h)		(dB)		(%)	(dB)	(m)	(m)
East Bidwell North			69.5	0	0			3475	0	0	4	0	0	72		w33.5	0	1	0	0		
East Bidwell South			70	0	0			3900	0	0	4	0	0	72		w33.5	0	1	0	0		
Broadstone West			66.7	0	0			1828	0	0	4	0	0	72		w30.5	0	1	0	0		
Broadstone East			66.7	0	0			1801	0	0	4	0	0	72		w30.5	0	1	0	0		

Results Table

Name	M.	ID	Level Lr		Limit. Value		Land Use		Height	Coordinates			
			Day	Night	Day	Night	Type	Auto		Noise Type	X	Y	Z
			(dBA)	(dBA)	(dBA)	(dBA)					(m)	(m)	(m)
Broadstone West Residential 1		R2	67	-69.2	0	0	x	Total	1.52	r	663179.87	4279717.38	1.52
Broadstone West Residential 2		R3	70.7	-65.6	0	0	x	Total	1.52	r	663166.76	4279607.91	1.52
Broadstone East Residential		R4	69.5	-66.6	0	0	x	Total	1.52	r	663752.08	4280346.15	1.52
Bidwell South Residential		R5	69.5	-69.4	0	0	x	Total	1.52	r	663555.8	4279922.95	1.52
Bidwell North Commercial		R6	72.4	-66.4	0	0	x	Total	1.52	r	663232.27	4280139.13	1.52

**Folsom AC Marriott Hotel
Cumulative Scenario
CadnaA Road Sources**

Name	M.	ID	Lme			Count Data		exact Count Data			p (%)			Speed Limit		SCS	Surface		Gradient	Mult. Reflection		
			Day	Evening	Night	DTV	Str.class.	M	Evening	Night	Day	Evening	Night	Auto	Truck	Dist.	Dstro	Type	Drefl	Hbuild	Dist.	
			(dBA)	(dBA)	(dBA)			Day	Evening	Night	Day	Evening	Night	(km/h)	(km/h)		(dB)		(%)	(dB)	(m)	(m)
East Bidwell North			70.3	0	0		4103	0	0	4	0	0	72		w33.5	0	1	0	0			
East Bidwell South			70.8	0	0		4621	0	0	4	0	0	72		w33.5	0	1	0	0			
Broadstone West			66.8	0	0		1842	0	0	4	0	0	72		w30.5	0	1	0	0			
Broadstone East			66.7	0	0		1802	0	0	4	0	0	72		w30.5	0	1	0	0			

Results Table

Name	M.	ID	Level Lr		Limit. Value		Land Use		Height	Coordinates			
			Day	Night	Day	Night	Type	Auto		Noise Type	X	Y	Z
			(dBA)	(dBA)	(dBA)	(dBA)					(m)	(m)	(m)
Broadstone West Residential 1		R2	67.1	-69.2	0	0	x	Total	1.52	r	663179.87	4279717.38	1.52
Broadstone West Residential 2		R3	70.8	-65.6	0	0	x	Total	1.52	r	663166.76	4279607.91	1.52
Broadstone East Residential		R4	69.6	-66.6	0	0	x	Total	1.52	r	663752.08	4280346.15	1.52
Bidwell South Residential		R5	70.1	-69.4	0	0	x	Total	1.52	r	663555.8	4279922.95	1.52
Bidwell North Commercial		R6	73.1	-66.4	0	0	x	Total	1.52	r	663232.27	4280139.13	1.52

**Folsom AC Marriott Hotel
Cumulative Plus Project Scenario
CadnaA Road Sources**

Name	M.	ID	Lme			Count Data		exact Count Data			p (%)			Speed Limit		SCS	Surface		Gradient	Mult. Reflection		
			Day	Evening	Night	DTV	Str.class.	M	Evening	Night	Day	Evening	Night	Auto	Truck	Dist.	Dstro	Type	Drefl	Hbuild	Dist.	
			(dBA)	(dBA)	(dBA)			Day	Evening	Night	Day	Evening	Night	(km/h)	(km/h)		(dB)		(%)	(dB)	(m)	(m)
East Bidwell North			70.3	0	0			4109	0	0	4	0	0	72		w33.5	0	1	0	0		
East Bidwell South			70.8	0	0			4627	0	0	4	0	0	72		w33.5	0	1	0	0		
Broadstone West			66.8	0	0			1848	0	0	4	0	0	72		w30.5	0	1	0	0		
Broadstone East			66.7	0	0			1808	0	0	4	0	0	72		w30.5	0	1	0	0		

Results Table

Name	M.	ID	Level Lr		Limit. Value		Land Use		Height	Coordinates			
			Day	Night	Day	Night	Type	Auto		Noise Type	X	Y	Z
			(dBA)	(dBA)	(dBA)	(dBA)					(m)	(m)	(m)
Broadstone West Residential 1		R2	67.1	-69.2	0	0	x	Total	1.52	r	663179.87	4279717.38	1.52
Broadstone West Residential 2		R3	70.8	-65.6	0	0	x	Total	1.52	r	663166.76	4279607.91	1.52
Broadstone East Residential		R4	69.6	-66.6	0	0	x	Total	1.52	r	663752.08	4280346.15	1.52
Bidwell South Residential		R5	70.2	-69.4	0	0	x	Total	1.52	r	663555.8	4279922.95	1.52
Bidwell North Commercial		R6	73.1	-66.4	0	0	x	Total	1.52	r	663232.27	4280139.13	1.52

**Folsom AC Marriott Hotel
On-Site Generated Noise
CadnaA Point Sources**

Name	M.	ID	Result. PWL			Lw / Li	Value	norm.	Correction			Sound Reduction		Attenuation	Operating Time			K0	Freq.	Direct.	Height	Coordinates		
			Day	Evening	Night				Type	Day	Evening	Night	R		Area	Day	Special					Night	(dB)	(Hz)
			(dBA)	(dBA)	(dBA)				dB(A)	dB(A)	dB(A)		(m²)		(min)	(min)	(min)				(m)	(m)	(m)	
HVAC		HVAC	80.2	80.2	80.2	Lw	HVAC		0	0	0						0		(none)	1.2	g	663396.8	4279792	19.49
HVAC		HVAC	80.2	80.2	80.2	Lw	HVAC		0	0	0						0		(none)	1.2	g	663390.8	4279785	19.49
HVAC		HVAC	80.2	80.2	80.2	Lw	HVAC		0	0	0						0		(none)	1.2	g	663386.9	4279789	19.49
HVAC		HVAC	80.2	80.2	80.2	Lw	HVAC		0	0	0						0		(none)	1.2	g	663392.6	4279796	19.49
HVAC		HVAC	80.2	80.2	80.2	Lw	HVAC		0	0	0						0		(none)	1.2	g	663388.9	4279800	19.49
HVAC		HVAC	80.2	80.2	80.2	Lw	HVAC		0	0	0						0		(none)	1.2	g	663383.1	4279793	19.49
HVAC		HVAC	80.2	80.2	80.2	Lw	HVAC		0	0	0						0		(none)	1.2	g	663378.9	4279796	19.49
HVAC		HVAC	80.2	80.2	80.2	Lw	HVAC		0	0	0						0		(none)	1.2	g	663385.4	4279803	19.49
HVAC		HVAC	80.2	80.2	80.2	Lw	HVAC		0	0	0						0		(none)	1.2	g	663382.9	4279806	19.49
HVAC		HVAC	80.2	80.2	80.2	Lw	HVAC		0	0	0						0		(none)	1.2	g	663375.1	4279799	19.49
HVAC		HVAC	80.2	80.2	80.2	Lw	HVAC		0	0	0						0		(none)	1.2	g	663370.2	4279803	19.49
HVAC		HVAC	80.2	80.2	80.2	Lw	HVAC		0	0	0						0		(none)	1.2	g	663377.3	4279810	19.49
HVAC		HVAC	80.2	80.2	80.2	Lw	HVAC		0	0	0						0		(none)	1.2	g	663391.2	4279771	19.49
HVAC		HVAC	80.2	80.2	80.2	Lw	HVAC		0	0	0						0		(none)	1.2	g	663397.1	4279766	19.49
HVAC		HVAC	80.2	80.2	80.2	Lw	HVAC		0	0	0						0		(none)	1.2	g	663388	4279764	19.49
HVAC		HVAC	80.2	80.2	80.2	Lw	HVAC		0	0	0						0		(none)	1.2	g	663392.6	4279759	19.49
HVAC		HVAC	80.2	80.2	80.2	Lw	HVAC		0	0	0						0		(none)	1.2	g	663364.4	4279807	19.49
HVAC		HVAC	80.2	80.2	80.2	Lw	HVAC		0	0	0						0		(none)	1.2	g	663371.8	4279815	19.49
Generator		Gen	71.1	71.1	71.1	Lw	Gen		0	0	0						0		(none)	1	r	663387.3	4279752	1

Sound Level Library

Name	ID	Type	1/3 Oktave Spectrum (dB)										
			Weight.	63	125	250	500	1000	2000	4000	8000	A	lin
Carrier 50PG	HVAC	Li		90.4	83.1	80.9	77.8	75.2	70	66.1	57.6	80.2	91.9
Generator	Gen	Li						71.1				71.1	71.1

Results Table

Name	M.	ID	Level Lr		Limit. Value		Land Use	Auto	Noise Type	Height	Coordinates		
			Day	Night	Day	Night					Type	X	Y
			(dBA)	(dBA)	(dBA)	(dBA)			(m)	(m)	(m)	(m)	
Broadstone West Residential		R1	28.9	28.9	0	0	x	Total	1.52	r	663184.03	4279717.53	1.52
Bidwell South Residential		R2	28.5	28.5	0	0	x	Total	1.52	r	663543.04	4279932.71	1.52
Palladio1		C1	31.2	31.2	0	0	x	Total	1.52	r	663429.3	4279746.65	1.52
Palladio2		C2	32.1	32.1	0	0	x	Total	1.52	r	663458.5	4279781.8	1.52

Folsom AC Marriott Hotel
On-Site Traffic Noise
Results Table

Name	M.	ID	Level Lr		Limit. Value		Land Use		Height		Coordinates		
			Day	Night	Day	Night	Type	Auto			Noise Type	X	Y
			(dBA)	(dBA)	(dBA)	(dBA)			(m)		(m)	(m)	(m)
Patio		RP	63.9	30.4	0	0	x	Total	1.52	r	663418.26	4279780.2	1.52
2nd Floor 1		R2-1	63.3	31.2	0	0	x	Total	6.4	r	663415.02	4279781.28	6.4
2nd Floor 2		R2-2	63.7	34.8	0	0	x	Total	6.4	r	663373.25	4279820.43	6.4
2nd Floor 3		R2-3	63.7	33.2	0	0	x	Total	6.4	r	663367.55	4279820.49	6.4
3rd Floor 1		R3-1	63.1	31.8	0	0	x	Total	9.75	r	663414.34	4279781.89	9.75
3rd Floor 2		R3-2	63.6	36	0	0	x	Total	9.75	r	663372.88	4279820.8	9.75
3rd Floor 3		R3-3	63.6	34.5	0	0	x	Total	9.75	r	663368.66	4279821.54	9.75
4th Floor 1		R4-1	63	32.7	0	0	x	Total	13.1	r	663413.77	4279782.46	13.1
4th Floor 2		R4-2	63.6	37.4	0	0	x	Total	13.1	r	663372.52	4279821.17	13.1
4th Floor 3		R4-3	63.7	36.1	0	0	x	Total	13.1	r	663368.21	4279821.14	13.1
5th Floor 1		R5-1	63	36.2	0	0	x	Total	16.46	r	663413.08	4279783.16	16.46
5th Floor 2		R5-2	63.6	39.8	0	0	x	Total	16.46	r	663372.16	4279821.49	16.46
5th Floor 3		R5-3	63.8	39	0	0	x	Total	16.46	r	663369.12	4279821.95	16.46

Folsom AC Hotel by Marriott, Transportation Impact Analysis
Folsom, California

Prepared for:
City of Folsom
Helix Environmental, Inc.
Broadstone LLC

Prepared By



TRANSPORTATION PLANNING
& MANAGEMENT, INC.

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April 2022

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REVISION HISTORY

Date	Title	Comment
Feb 23, 2022	Draft TIS	
March 10, 2022	Final TIS	Addressed minor edits requested by City.
March 31, 2022	Revised TIS	Accounted for change from 134 to 138 rooms.

EXECUTIVE SUMMARY

This Transportation Impact Study (TIS) identifies impacts of the proposed Folsom AC Hotel by Marriott (the Project) on the motorized and unmotorized transportation systems in Folsom, California. This study has been prepared for the City of Folsom (City), Helix Environmental Inc., and Broadstone LLC. A Tentative Parcel Map and Planned Development Permit are requested by Broadstone LLC (the applicant).

Project Description

Figure ES-1 provides a Project vicinity map. The Project consists of a 138-room hotel proposed for the existing surface parking lot in the southeast corner of the Broadstone Parkway/Palladio Parkway intersection (APN 072-3080-042). The Project parcel has a General Plan land use designation of Regional Commercial and is zoned as General Commercial (C-3) Planned Development. Proposed project uses are consistent with the adopted General Plan and zoning.

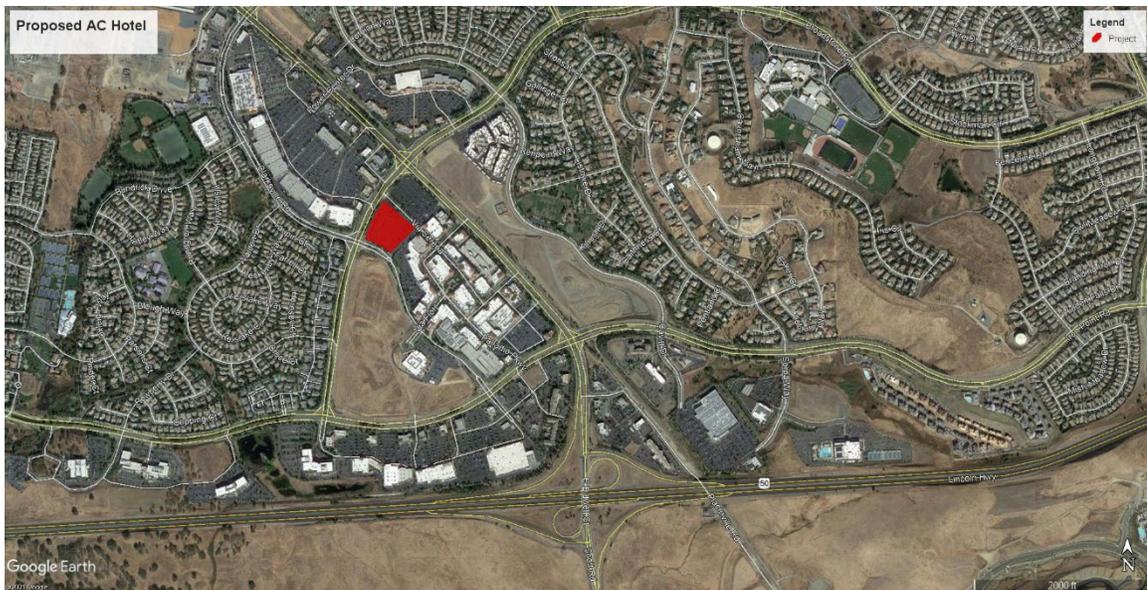


Figure ES-1. Vicinity Map

Located inside of the Palladio shopping center, access to the site would be provided via existing driveways to Palladio Parkway, Broadstone Parkway, and East Bidwell Street. Internal circulation is facilitated by a series of existing drive aisles. Additional site improvements include redesigned drive aisles, pedestrian walkways, and a guest loading/registration area. There is a net of 190

existing surface parking spaces on the Project site that would be demolished during construction (218 removed and 28 added back with the Project). Project Parking will be provided via 28 on-site spaces plus 134 reciprocal parking spaces in adjacent Palladio lots, for a total parking supply of 162 spaces. There would be a net loss of 190 surface parking spaces from the Palladio with the Project. A preliminary site plan is provided as **Figure ES-2**. On-site pedestrian walkways wrap around most of the Project, with seven crosswalks connecting to the rest of the Palladio.

Analysis Scope

The Project is anticipated to generate fewer than 50 peak-hour vehicle trips and does not require evaluation of intersection or road segment level-of service. This study utilizes existing condition and existing plus Project condition scenarios to evaluate the anticipated trip generation, parking and internal circulation, and VMT.

Findings

Project impacts are anticipated to be less than significant. Nine project specific findings are made.

Finding 1 (Trip Generation): The Project is anticipated to generate 504 new daily vehicle trips including 38 new AM peak-hour vehicle trips, and 6 new PM peak-hour vehicle trips. Fewer than 50 peak-hour project trips are projected to pass through any intersection.

Finding 2 (Vehicle Miles Traveled): Per capita Project VMT is projected to be at least 15% less than regional per capita VMT. Project VMT impacts are considered **less than significant**.

Finding 4 (Parking): The proposed parking supply is adequate and sufficient for the proposed use.

Finding 5 (Minimum Required Throat Depth): The standards for driveway throat depths are met.

Finding 6 (Emergency Vehicle Access): Emergency vehicle access is adequate.

Finding 7 (Pedestrian and Bicycle): The Project does not result in impacts to pedestrian and bicycle facilities. Impacts to pedestrian and bicycle facilities are considered **less than significant**.

Finding 8 (Transit): The Project does not result in impacts to transit facilities. Impacts to transit facilities are considered **less than significant**.

Finding 9 (Safety): Crash history does not indicate any safety concerns at Project driveways. Corner sight distance for right turning vehicles from the Palladio driveway to northeast bound Broadstone Parkway is limited. Two Project specific conditions of approval are recommended:

- Condition 1: Applicant shall maintain street trees fronting the Project along Broadstone Parkway, southwest of the Palladio driveway to maintain a 430-foot sight distance for right turning vehicles exiting the Palladio.
- Condition 2: All commercial delivery trucks for the Project shall be required to utilize the northern most Palladio driveway to Palladio Parkway.

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1. INTRODUCTION

This Transportation Impact Study (TIS) identifies impacts of the proposed Folsom AC Hotel by Marriott (the Project) on the motorized and unmotorized transportation systems in Folsom, California. This study has been prepared for the City of Folsom (City), Helix Environmental Inc., and Broadstone LLC. A Tentative Parcel Map and Planned Development Permit are requested by Broadstone LLC (the applicant).

1.1 Project Description

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Located inside of the Palladio shopping center, access to the site would be provided via existing driveways to Palladio Parkway, Broadstone Parkway, and East Bidwell Street. Internal circulation is facilitated by a series of existing drive aisles. Additional site improvements include redesigned drive aisles, pedestrian walkways, and a guest loading/registration area. There is a net of 190 existing surface parking spaces on the Project site that would be demolished during construction (218 removed and 28 added back with the Project). Project Parking will be provided via 28 on-site spaces plus 134 reciprocal parking spaces in adjacent Palladio lots, for a total parking supply of 162 spaces. There would be a net loss of 190 surface parking spaces from the Palladio with the Project. A preliminary site plan is provided as **Figure 2**. On-site pedestrian walkways wrap around most of the Project, with seven crosswalks connecting to the rest of the Palladio.

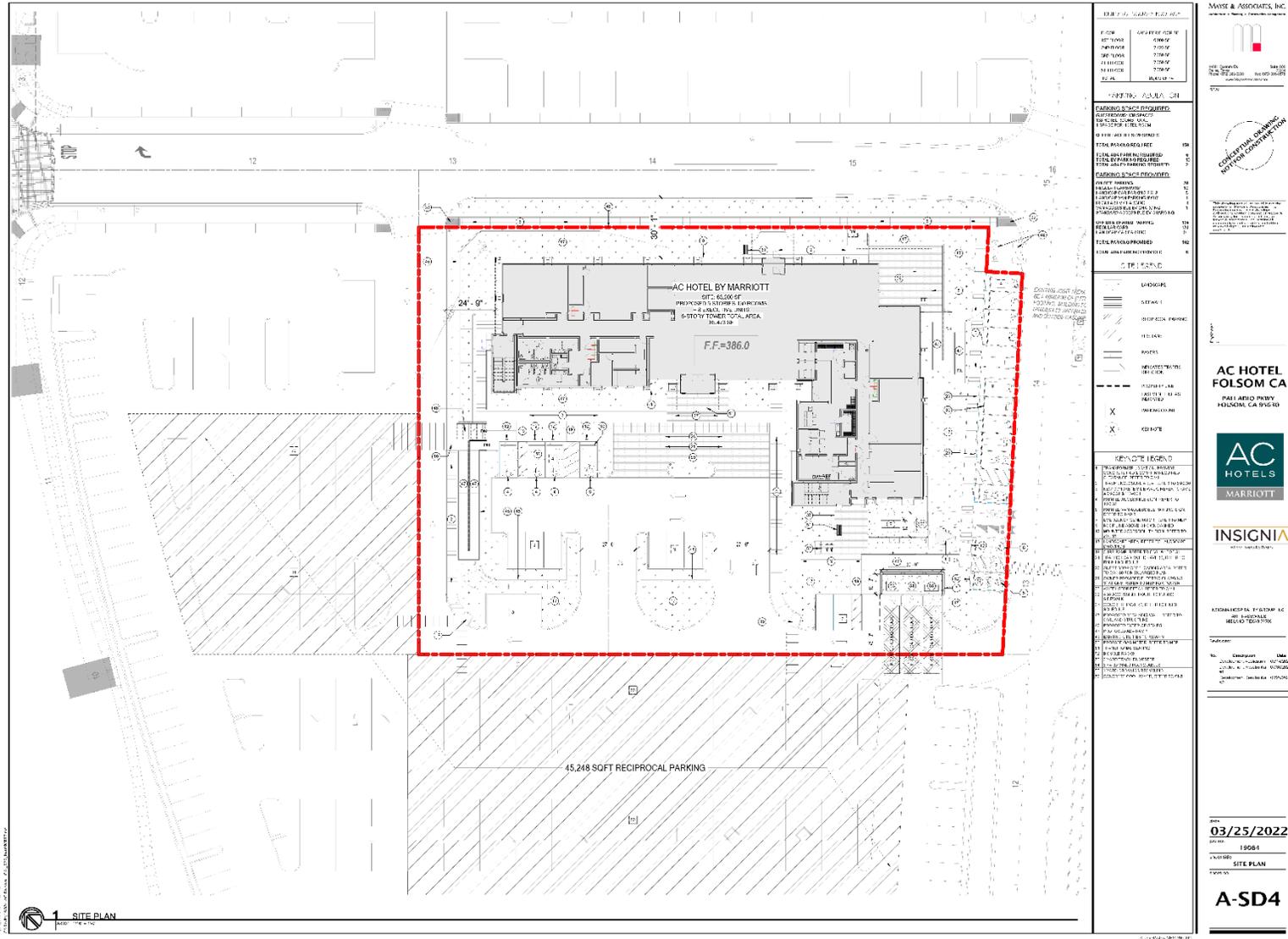


Figure 2. Preliminary Site Plan

1.2 Report Organization

This report includes the following sections: introduction; scenarios, setting and study area; methodology; assessment of proposed Project; and findings and recommendations.

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2. SCENARIOS, SETTING AND STUDY AREA

As detailed in Section 4.1 (page 17), prior to accounting for trip internalization between the hotel and the rest of the Palladio, the Project is anticipated to generate 540 daily vehicle trips, 46 AM peak-hour vehicle trips, and 47 PM peak-hour vehicle trips. Internalization of trips with the Palladio is anticipated to reduce net new external vehicle trips during the AM and PM peak hours to 38 and 6, respectively. Because the number of anticipated external trips from the Project is less than the City's 50 peak-hour trip threshold for level-of-service analysis, this traffic study has been streamlined to focus on anticipated trip generation, parking, internal circulation, and VMT analysis. Level-of-service is not considered.

2.1 Study Scenarios

Two scenarios were identified for inclusion in this TIS through consultation with City staff. These study scenarios were used to evaluate Project impacts:

- Existing 2022 without Project condition
- Existing 2022 with Project condition

Analysis of the existing condition reflects the traffic volumes and roadway geometry at the time the study began. This scenario quantifies performance measures for the existing condition and serves as a known reference point for those familiar with the study area. These scenarios, with and without the Project, identify Project related impacts anticipated to occur if the Project opened this year.

2.2 Transit

Folsom's public transportation includes bus and dial-a-ride service provided by the City through Folsom Stage Lines and light rail service provided by Sacramento Regional Transit District (SRTD). El Dorado County Transit (EDC Transit) also provides limited bus connections to El Dorado County.

Folsom Stage Lines and Dial-A-Ride

The Folsom Stage Line buses, operated by SRTD, run Monday through Friday and there is no weekend service available. There are currently ten buses running on three routes. They are routes 10, 20 and 30 (**Figure 3**). Routes 10 and 20 intersect at Folsom Lake College. There is no charge to transfer from one Folsom Stage Line route to another.

- Route 10 - Serves Historic Folsom, E. Bidwell St., the Broadstone Market Place, Broadstone Plaza, Folsom Aquatics Center, Folsom Lake College, Intel, Kaiser Permanente, Folsom Premium Outlets, Mercy Hospital, Palladio Mall, and Century Theatres. It connects to light rail and with the RT bus service Line 24. Service with a one-hour headway starts at 5:25 AM with the last pickup at 7:25 PM.
- Route 20 - Serves Empire Ranch Road, East Natoma Street, Vista del Lago High School, Folsom Lake College, and transfers to Route 10. There are one morning and two afternoon buses on Route 20.

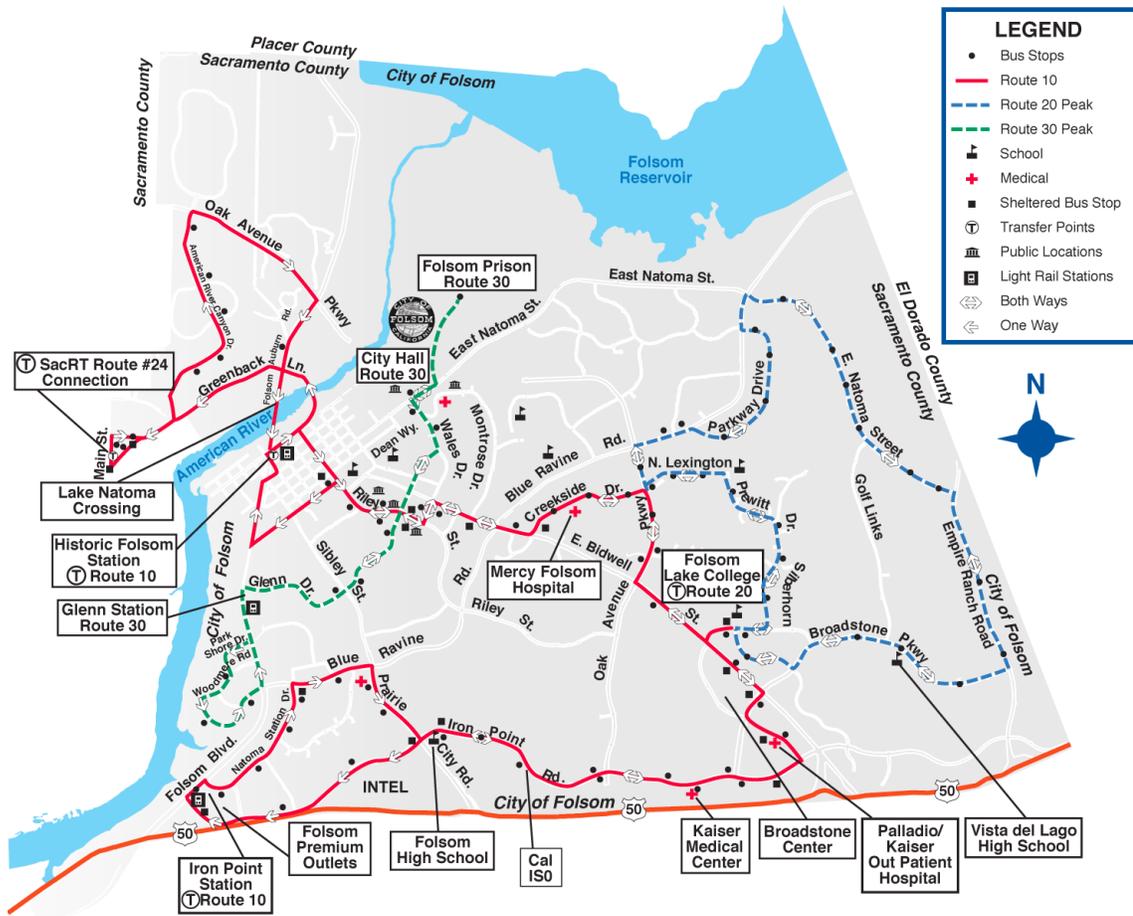


Figure 3. Folsom Stage Lines Routes 10, 20 and 30

- Route 30 - Serves Folsom State Prison, City Hall, and Woodmere Drive during peak-hours (6 a.m. – 8:10 a.m. and 2:35 p.m. – 4:55 p.m.) with four AM peak-period buses and five PM peak-period buses.

Dial-A-Ride is a curb-to-curb transportation service that operates within the Folsom city limits. It provides transportation to residents who have a physical, developmental, or mental disability. Senior citizens who are 55 years of age or older also qualify for this program.

Sacramento Regional Transit

SRTD light rail provides light rail service via the Gold Line connecting the Historic Folsom, Glenn, and Iron Point light rail stations to downtown Sacramento and points in between. Service is provided from 5 AM to 7 PM with 30-minute headways. There is also a connection to SRTD bus

route 24 from Folsom Stage Lines route 10 at the Madison/Main stop. SRTD route 24 provides service to Sunrise Mall on an approximately hourly headway from 6 AM to 7 PM.

El Dorado County Transit

The EDC Transit route 50X (the 50 Express) operates every hour from 6 AM until 7 PM Monday through Friday, with service from the Missouri Flat Transfer Center in El Dorado County to the Folsom Iron Point light rail station, Folsom Lake College, and back.

2.3 Bicycle Facilities

Folsom is one of the most bike friendly settings in California, with an existing comprehensive bikeway system that is extensive and connects to a vast number of historical and recreational attractions. Existing and planned bicycle facilities within the Project area are described in the 2007 Folsom Bikeway Master Plan¹ which provides a framework for the design of a bikeway system that meets the California Street and Highway Code Section 890-894.2 - Bicycle Transportation Act and improves safety and convenience for all users. An updated bike plan is currently being prepared as part of the Folsom Active Transportation Plan. There are four types of bicycle facilities (Class 1, 2, 3, and 4) in Folsom.

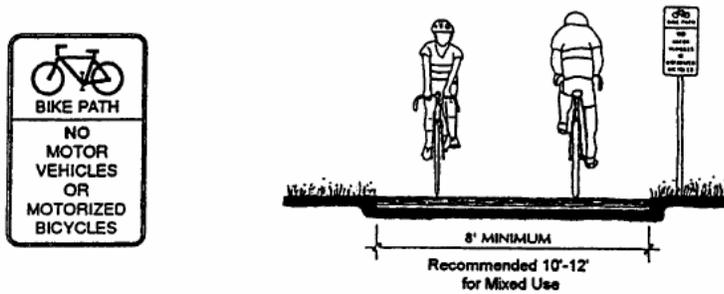
- Class 1 Bike Path:** A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way (**Figure 4**).
- Class 2 Bike Lane:** Any portion of roadway designated for bicycle use and defined by pavement marking, curbs, signs, or other traffic-control devices (**Figure 4**).
- Class 3 Bike Route:** A designated route through high demand corridors on existing streets that are usually shared with motor vehicles, are indicated by periodic signs, and do not require pavement markings (**Figure 4**). A variant on Class III bikeways, shared lanes, or “sharrow” lanes, are becoming more common. Sharrows are a form of Class III bikeways where the general-purpose lane is too narrow for a bicycle and a vehicle to travel safely side-by-side within the same lane. A sharrow symbol painted (**Figure 5**) on the roadway is used to indicate the likely lateral location of bikes in the lane to inform motor vehicles.
- Class 4 Bikeway:** (Separated Bikeway or “Cycle Track”) The Protected Bikeways Act of 2014 (Assembly Bill 1193 - Ting, Chapter 495) established Class IV bikeways for California. Class IV bikeways provide a right-of-way designated exclusively for bicycle travel adjacent to a

¹ Folsom (2007) Bikeway Master Plan,
www.folsom.ca.us/city_hall/depts/parks/parks_n_trails/trails/bikeway_master_plan.asp.

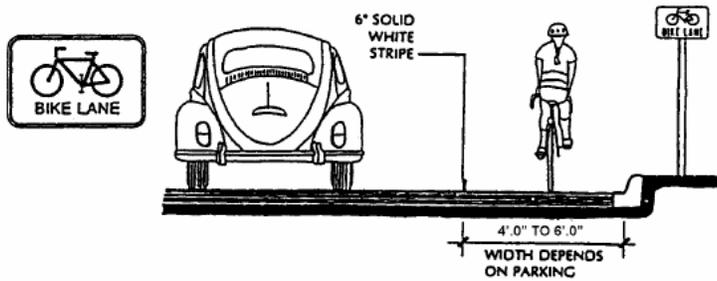
roadway and which are protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. An example is shown in **Figure 6**.

Figure 7 provides a Folsom bike map. All road segments fronting the Project include Class 2 bike lanes.

BIKE PATH



BIKE LANE



BIKE ROUTE

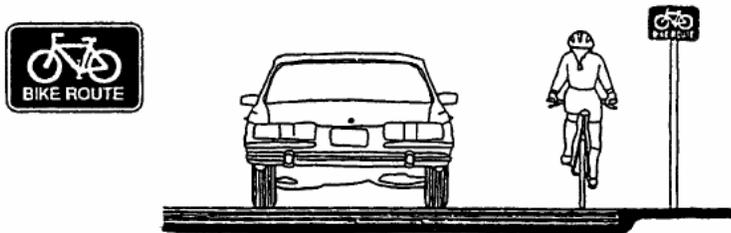


Figure 4. Bike Paths, Lanes, and Routes



Figure 5. Sharrows



Figure 6. Class IV Bikeway

(source: Gary Kavanagh image 1272: <https://flic.kr/p/hxp5eL>)



Figure 7. Folsom Bike Map

2.4 The Palladio and Project Area Roadways

The Palladio shopping center, where the Project is located, consists of approximately 562.7 ksf of commercial space plus two cinemas with a combined 23 movie screens.

- 500,394 square feet of Retail/Restaurant space,
- 62,352 square feet of office space, and
- 1,450 cinema seats

Required parking per City requirements is 2,764 spaces for the existing uses. There are currently 3,272 spaces, which provides 508 excess parking spaces. (Note that the Project will increase required parking while eliminating parking spaces. Adequacy of the supplied parking with the Project is discussed in Section 4.1 (page 17) of this report.

East Bidwell Street runs through the City of Folsom from White Rock Road to Riley Street. Near the Project area, East Bidwell Street is a six-lane arterial roadway with a raised median, bike lanes, sidewalk, curb, and gutter. Turn pockets are provided at intersections. The speed limit on East Bidwell Street north of US 50 is 45 mph. East Bidwell Street fronts the eastern edge of the Palladio.

Iron Point Road is an east-west arterial roadway with a raised median that runs from Folsom Boulevard to the eastern city limit along the north side of US 50. Within the vicinity of the Project, Iron Point Road has six lanes, bike lanes, sidewalk, curb, and gutter. The posted speed limit is 45 mph. Turn pockets are provided at intersections.

Palladio Parkway is a private two-lane north-south roadway fronting the western edge of the Palladio. Folsom stage line route 10 utilizes Palladio Parkway. The roadway includes turn pockets, curb, gutter, and sidewalks. Raised medians are provided near the intersection with Iron Point Rd and the intersection with Broadstone Parkway. Posted speed 25 mph.

Broadstone Parkway in the project vicinity is a four-lane arterial. It is an east-west connection running from Iron Point Rd to Empire Ranch Road near the Sacramento - El Dorado County line, wrapping around the northern edge of the Palladio. Broadstone Parkway has bike lanes, sidewalk, curb, and gutter. Turn pockets are provided at intersections. Folsom Stage Line route 10 fronts the Project along Broadstone Parkway, with the nearest stops being approximately 250 feet and 350 feet from the Project (depending on direction of travel). Posted speed is 45 mph.

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3. METHODOLOGY AND SIGNIFICANCE CRITERIA

This section discusses the methods/criteria used to evaluate the Project. Discussion of significance criteria is included. The overall analysis process was structured to identify potential adverse transportation effects related to the Project and evaluate consistency with General Plan Policy M4.1.3 relative to traffic level-of-service.

- California Environmental Quality Act (CEQA) impacts are based on qualitative vehicle miles of travel (VMT) analysis and significance criteria from the General Plan (Policy NCR 3.1.3), and CEQA guidance from the Governor’s Office of Planning and Research^{2 3}.
- Pedestrian, bicycle, and transit impacts are based on a review of attributes of the proposed project and published plans from the City and schedule/route information from Sacramento Regional RT, Folsom Stage Lines, and El Dorado County Transit.
- Parking and internal circulation analysis is based on a review of attributes of the proposed Project and City parking and emergency vehicle access requirements.

3.1 Project Trip Generation Methodology

Trip Generation is estimated as part of the Project analysis and used to document that traditional level-of-service analysis is not required for the Project. Project trip generation is based on the Institute of Transportation Engineers (ITE) trip generation manual⁴, to estimate daily, AM peak-hour, and PM peak-hour trips for the Project, and the remainder of the Palladio shopping center. Internal trip capture between the Project and the remainder of the Palladio was estimated based on the methodologies published by the Transportation research board⁵, and ITE⁶

3.2 Vehicle Miles Traveled

Under State Law (SB 743), on July 1, 2020, vehicle miles traveled (VMT) will become the only metric for evaluating significant transportation impacts in environmental impact analyses required under the California Environmental Quality Act (CEQA). Without specific General Plan guidance for VMT thresholds, this analysis uses a qualitative screening against The Governors’ Office of Planning and Research (OPR) guidance of a 15% per capita VMT reduction and utilizes OPR’s suggested exemption for affordable housing projects.

Folsom General Plan policy NCR 3.1.3 addresses VMT, as stated below:

Policy NCR 3.1.3 “Encourage efforts to reduce the amount of vehicle miles traveled (VMT).
These efforts could include encouraging mixed-use development promoting a

² OPR (2018) Technical Advisory on Evaluating Transportation Impacts In CEQA, http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

³ OPR’s webinar on SB 743 implementation, 4/16/2020.

⁴ ITE (2021) ITE Trip Generation Manual 11th ed, Institute of Transportation Engineers, Washington DC.

⁵ NCHRP (2011) Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, Transportation Research Board, Washington DC.

⁶ ITE (2017) Trip Generation Handbook, Institute of Transportation Engineers, Washington DC.

jobs/housing balance, and encouraging alternative transportation such as walking, cycling, and public transit.”

OPR has published guidance recommending a CEQA threshold for transportation impacts of land use projects of a 15% VMT reduction per capita, relative to either city or regional averages based on the California’s Climate Scoping Plan⁷. Qualitative assessment of VMT reduction is acceptable to screen projects⁸.

Based on these criteria, a project will be considered to have a potentially significant impact if:

- Per capita VMT from residential projects is anticipated to be greater than 85% of the regional average per capita VMT.
- The project is anticipated to inhibit implementation of planned pedestrian, bicycle, or transit improvements.

To support jurisdictions’ SB743 implementation, The Sacramento Area Council of Governments (SACOG) staff developed thresholds and screening maps for residential and office projects, using outputs from the 2016 base year travel demand model run for the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategies (MTP/SCS). SACOG travel demand model is activity/tour based and is designed to estimate an individual’s daily travel, accounting for land use, transportation and demographics that influence peoples’ travel behaviors.

For residential projects, the threshold is defined as total household VMT per capita achieving 15% of reduction compared to regional (or any appropriate sub-area) average. The SACOG screening map uses “hex” geography, with each hex being about 1000 feet on edge. Residential VMT per capita per hex is calculated by tallying all household VMTs, including VMT traveling outside the region, generated by the residents living at the hex and divided by the total population in the hex. Hexes are then color coded with green and blue hexes depicting neighborhoods with at least a 15% reduction in residential VMT relative to the SACOG region. Yellow, orange, pink and red hexes have less than a 15% VMT reduction.

3.3 Bicycle/Pedestrian/Transit Facilities

Pedestrian, bicycle, and transit impacts are based on a review of attributes of the proposed project and published plans from the City and schedule/route information from Sacramento Regional RT, Folsom Stage Lines, and El Dorado County Transit. A Project impact is considered significant if implementation of the Project would:

- Inhibit the use of bicycle, pedestrian, or transit facilities;
- Eliminate existing bicycle, pedestrian, or transit facilities;
- Prevent the implementation of planned bicycle, pedestrian, or transit facilities.

⁷ OPR (2018) Technical Advisory on Evaluating Transportation Impacts In CEQA, http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

⁸ OPR’s webinar on SB 743 implementation, 4/16/2020.

3.4 Parking and Onsite Circulation Review Methodology

Parking and internal circulation analysis is based on a comparison between the attributes of the Project and City requirements for parking and emergency vehicle access. Crash history at the Palladio's adjacent driveways is also summarized and discussed. Access or parking that fail to meet city requirements are considered to be deficient⁹, as is the potential addition of traffic to any driveway found to have a comparatively high rate of accidents which could be prevented or reduced by safety treatments would be considered an impact.

⁹ "Deficient" is used rather than "impact" where the concern relates to a General Plan or City requirement rather than a CEQA impact.

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4. ASSESSMENT OF PROPOSED PROJECT

4.1 Trip Generation

Projected traffic generated by the proposed Project is provided in **Table 1** below. Because the Project is anticipated to generate fewer than 50 new external AM or PM peak-hour trips, no level-of-service analysis is required or performed. Internal trip calculations are attached for reference.

Table 1. Project Trip Generation

Land Use	ITE Land Use	Quantity	Units	Category	Daily	AM Peak Hour			PM Peak Hour		
						Tot	In	Out	Tot	In	Out
AC Hotel (Project)	#312	138	Rooms	Total Rate	4.02	0.34	41%	59%	0.35	59%	41%
				Total Veh Trips	555	47	19	28	48	28	20
Palladio Retail (Occupied)	#820	263.2	KSF	Total Rate	37.01	2.87	55%	45%	4.09	50%	50%
				Total Veh Trips	9741	755	415	340	1076	538	538
Palladio Retail (Available)	#820	108.3	KSF	Total Rate	37.01	2.87	55%	45%	4.09	50%	50%
				Total Veh Trips	4008	311	171	140	443	222	221
Palladio Restaurants (Occupied)	#932	90.9	KSF	Total Rate	66.72	13.68	57%	43%	16.35	51%	49%
				Total Veh Trips	9,744	1244	709	535	1486	758	728
Preschool & Daycare (Occupied)	#565	4.4	KSF	Total Rate	47.62	11.73	57%	43%	11.82	47%	53%
				Total Veh Trips	210	52	30	22	52	24	28
Medical (Occupied)	#720	10.1	KSF	Total Rate	36.00	3.74	59%	41%	4.79	40%	60%
				Total Veh Trips	364	38	22	16	48	19	29
Aquarium (Occupied)	#580	22.5	KSF	Total Rate	n/a	0.35	40%	60%	0.66	71%	29%
				Total Veh Trips	n/a	8	3	5	15	11	4
Palladio Cinemas	#445	23	Screens	Total Rate	220	n/a	n/a	n/a	27.11	49%	521%
				Total Veh Trips	5060	n/a	n/a	n/a	624	306	318
Palladio Office Uses (Occupied)	#712	29	KSF	Total Rate	14.39	2.61	60%	40%	3.15	42%	58%
				Total Veh Trips	417	76	46	30	91	38	53
Palladio Office Uses (Available)	#712	34.3	KSF	Total Rate	14.39	2.61	60%	40%	3.15	42%	58%
				Total Veh Trips	494	90	54	36	108	45	63
Palladio Total (Occupied without Project)				Total Veh Trips	25,536	2173	1225	948	3392	1694	1698
Palladio Total (Available)				Total Veh Trips	4,502	401	225	176	551	267	284
Project				Total Veh Trips	555	47	19	28	48	28	20
				Palladio Internal to/from Hotel	> 51	9	1	8	42	25	17
				New External Project Trips	< 504	38	18	20	6	3	3

Trip Generation Source

ITE (2021) ITE Trip Generation Manual 11th ed, Institute of Transportation Engineers, Washington DC.

Trip Internalization Source

NCHRP (2011) Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, Transportation Research Board, Washington DC.

ITE (2017) Trip Generation Handbook, Institute of Transportation Engineers, Washington DC.

4.2 Vehicle Miles Traveled

Folsom General Plan policy NCR 3.1.3 addressed vehicle miles traveled (VMT) as shown below:

Policy NCR 3.1.3 “Encourage efforts to reduce the amount of vehicle miles traveled (VMT). These efforts could include encouraging mixed-use development promoting a jobs/housing balance, and, encouraging alternative transportation such as walking, cycling, and public transit.”

The Governors’ Office of Planning and Research (OPR) has published guidance recommending a CEQA threshold for transportation impacts of land use projects of a 15% VMT reduction per capita, relative to either city or regional averages, based on the California’s Climate Scoping Plan¹⁰. Qualitative assessment of VMT reduction is acceptable to screen projects¹¹.

Under State Law (SB 743), VMT became the only CEQA threshold of significance for transportation impacts on July 1, 2020. Without specific General Plan guidance for VMT thresholds, this analysis uses qualitative screening against OPR’s guidance of a 15% per capita VMT reduction.

To support jurisdictions’ SB743 implementation, SACOG developed thresholds and screening maps. Commercial (office) and residential projects have separate screening tools to screen office projects located in areas with work-tour VMT 15% below the regional average for office projects and residential projects located in areas with residential VMT 15% below the regional average. The Project (a hotel) is being treated as a residential project for screening purposes because its primary function is short to medium term housing. It should also be noted that, in general, hotel projects reduce VMT. The Project site is not located in an area with a unique draw, but rather will pull from other existing hotels. The proximity to gas, food, and general retail establishments in the adjacent shopping center is anticipated to reduce trips over a stand-alone hotel development. The net effect of the Project on VMT should shift trips from other properties to create more efficient origin-destination pairs, and to reduce ancillary trips by hotel guests and employees through utilization of the adjacent shopping. If the Project is not constructed, potential guests would stay at the next most convenient hotel which is in general going to be further from the business or resident the hotel guests ultimately need to visit.

A portion of SACOG’s screening map is provided in **Figure 8** for residential projects¹². SACOG generated these maps using outputs from the 2016 base year travel demand model run for the 2020 MTP/SCS. SACOG’s travel demand model is activity/tour based and is designed to estimate an individual’s daily travel, accounting for land use, transportation and demographics that influence peoples’ travel behaviors. For residential projects, the threshold is defined as total household VMT per capita achieving 15% of reduction compared to regional average VMT. The

¹⁰ OPR (2018) Technical Advisory on Evaluating Transportation Impacts In CEQA, http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

¹¹ OPR’s webinar on SB 743 implementation, 4/16/2020.

¹² SACOG (2021) <https://sb743-sacog.opendata.arcgis.com/>

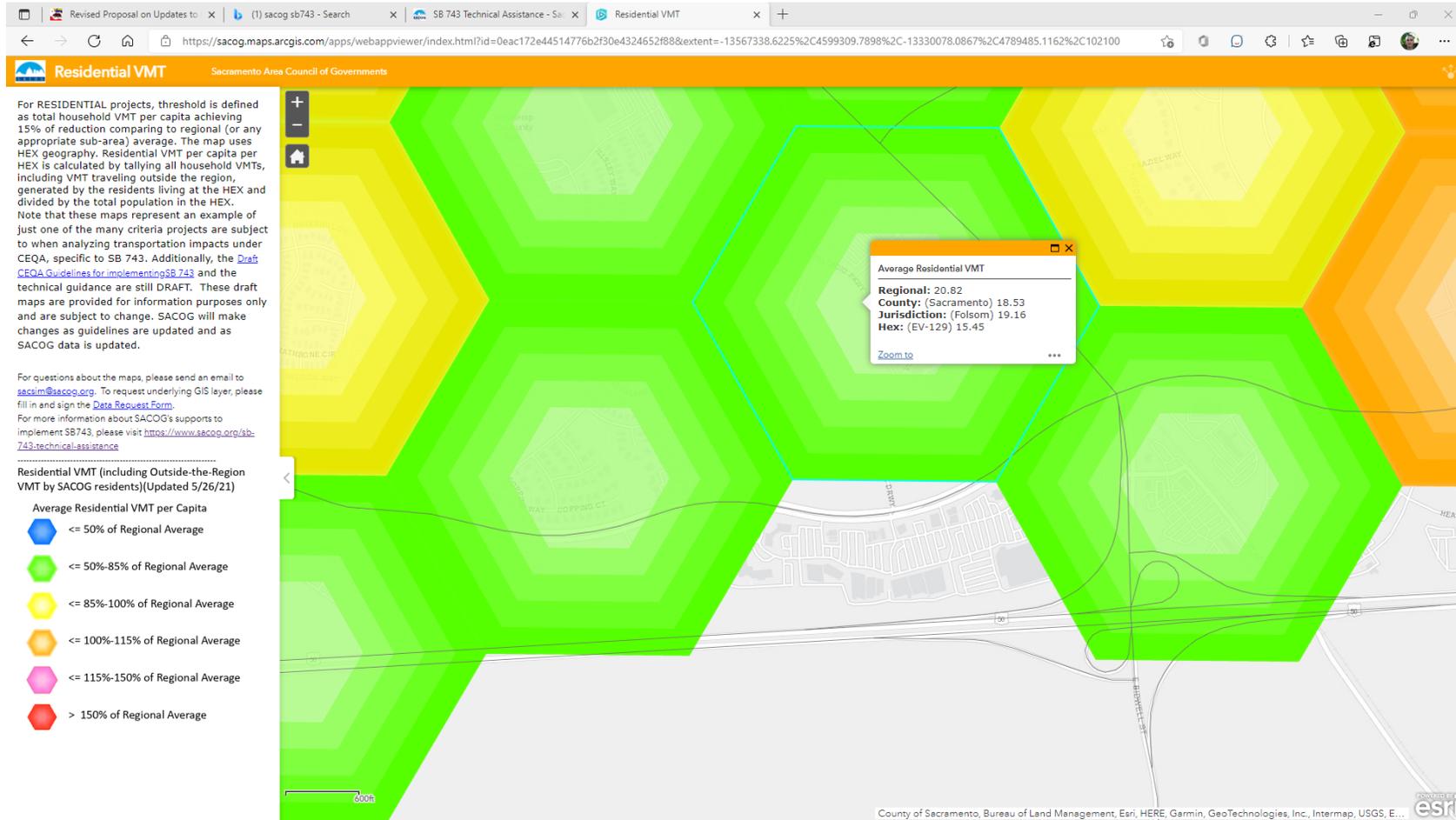


Figure 8. SACOG SB 743 Regional VMT Screening Map

map uses HEX geography. Residential VMT per capita per HEX is calculated by tallying all household VMTs, including VMT traveling outside the region, generated by the land uses within the HEX and divided by the total population in the HEX. Green hexagons denote areas where residential VMT is 50% to 85% of the regional average and yellow hexagons denote areas where residential VMT is 85% to 100% of the regional average. Orange denotes anticipated VMT greater than the regional average.

The Project is located within one of the green hexagons with average residential VMT of 15.45 miles per capita (per day). The Project is anticipated to generate less than 85% of the regional, county, or City of Folsom average per capita residential daily VMT.

Finding: The Project is therefore anticipated to have a **less-than-significant** impact on VMT.

4.3 Internal Circulation and Site Plan Review

This section reviews parking, driveway throat-depth, and emergency vehicle access shown on the preliminary site plan shown in **Figure 2** (page 2).

Parking Requirements

Parking is discussed both in terms of the Project, and the Palladio shopping center as a whole (accounting for reciprocal parking). Note that the Palladio has unique parking requirements that reflect existing reciprocal parking agreements.

City requirements for the Project:

- 138 rooms at 1 space per room = 138 spaces;
- Other facilities (retail, office, food services @ 1 space per 225 for sqft for retail/dining and 1 space per 250 sqft for office) = 20 spaces;
- Total required parking = 158 spaces.

Project parking spaces provided:

- On-site parking: 28 spaces (12 regular + 5 handicap + 1 handicap van accessible + 8 regular EV charging + 1 handicap EV Charging + 1 handicap van accessible EV Charging = 28);
- Reciprocal Parking in adjacent Palladio surface lot: 134 spaces;
- Total parking provided = 162 spaces.

City Requirements for the Palladio with the Project:

Note that the Palladio has unique parking requirements that reflect existing reciprocal parking agreements.

- Retail/Restaurant: 500,394 sqft @ 1 space per 225 sqft = 2,224 spaces.
- Office: 62,352 sqft @ 1 space per 250 sqft = 250 spaces.
- Cinema: 1450 seats at 1 space per 5 seats = 290 spaces.
- Project (AC Hotel) = 162 spaces.

- Total required parking = 2,926 spaces.

Palladio with Project parking provided:

- Existing 3272 spaces;
- Less, lost surface parking at Project site of 218 spaces;
- Plus, new on-site parking at Project site of 28 spaces;
- Total Palladio parking with Project = 3,110 spaces.

The project provides 4 excess parking spaces, and the Palladio, as a whole, provides 184 excess parking spaces with the addition of the Project.

Finding: Both the Project, and the Palladio, as a whole with the Project, are adequately parked.

Minimum Required Throat-Depth

Minimum Required Throat-Depth (MRTD): The Project does not change the provided throat depth of the Palladio driveways. The Palladio includes less than 800 ksf of space (existing land uses, assuming 120 KSF for the cinemas and 86 KSF for the Project). Development standards require 975-feet of throat depth for an 800 ksf shopping center accessing streets with greater than a 60' right-of-way¹³. This 975-foot length represents vehicle storage equivalents, which means the total required length may be achieved by summing the throat depths for several access points if more than one access point is to serve the site.

Throat-Depth Provided: Aerial imagery shows 10 Palladio driveways with a combined throat depth of approximately 1,600 feet.

Finding: The MRTD of the Project/Palladio driveways meet the City's MRTD standard with the Project.

Emergency Vehicle Access

The Project's internal drive aisles are designed with minimum 25-foot inner and 50-foot turning radii to accommodate Fire Department access.

Finding: Emergency vehicle access is designed consistent with standards and is adequate.

4.4 Bicycle/Pedestrian/Transit Facilities

The Project does not inhibit the use of bicycle or pedestrian facilities; eliminate existing bicycle, or pedestrian facilities; or prevent the implementation of planned bicycle, or pedestrian facilities. On-site pedestrian walkways wrap around most of the Project, with seven crosswalks connecting to the rest of the Palladio.

Finding: The Project has a **less-than-significant** impact on pedestrians, bicycles, and transit.

¹³ Folsom (2020) Design and Procedures Manual and Improvement Standards, site access Table 12-1, <https://www.folsom.ca.us/civicax/filebank/blobdload.aspx?t=66183.89&BlobID=38340>.

4.5 Accident History and Safety

Five years (1/1/2015 – 12/31/2020) of Statewide Integrated Traffic Records System (SWITRS) collision data for the three Palladio driveways closest to the Project were reviewed to identify any potential safety issues associated with the Project access points. Two injury accidents occurred at the northernmost Palladio driveway to East Bidwell Street during that period:

- All parties in both accidents were headed southbound on East Bidwell Street;
- Both were rear-end crashes where the at-fault party rear-ended a stopped vehicle and were cited for unsafe speed.

These two accidents associated with through traffic on East Bidwell Street and downstream signals and would not be affected by Project traffic utilizing that driveway. There were no reported accidents at the Palladio driveways to Broadstone Parkway or Palladio Parkway.

Site triangles were also reviewed at the three Palladio driveways closest to the Project. The Palladio driveway to Broadstone Parkway is located on the inside of a corner where landscaping can limit visibility. **Figure 9** is a historic view from this driveway showing that existing street trees have the potential to limit visibility. It should be noted that this potential issue was not identified during site visits and likely does not exist today, but, should be monitored and maintained by the applicant.

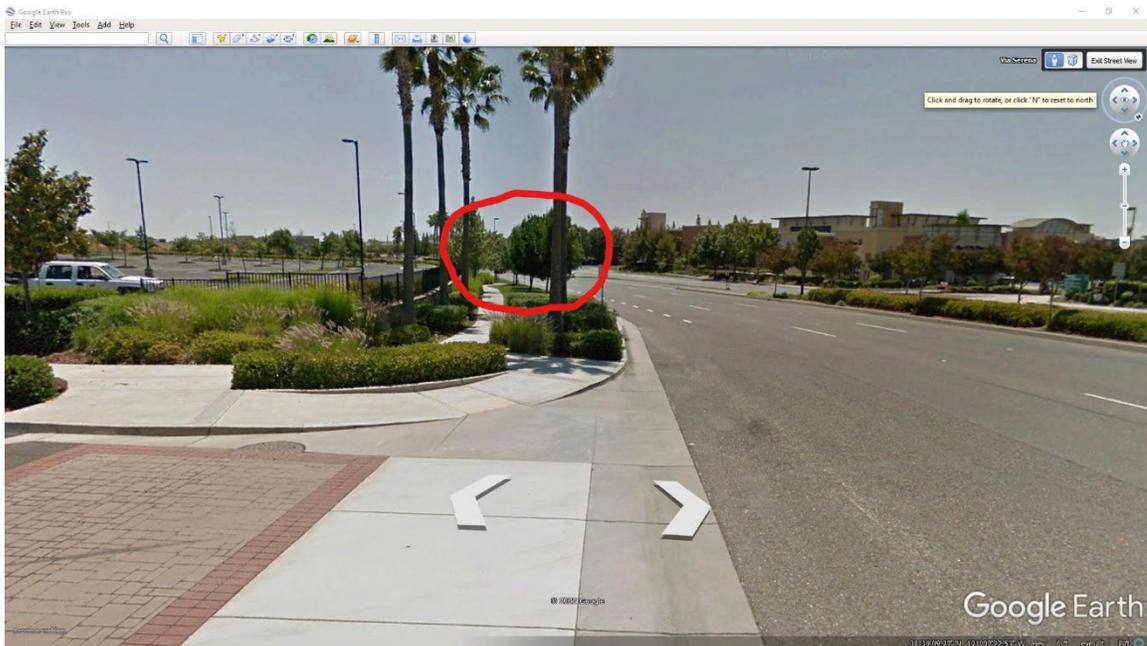


Figure 9. Potential street tree sight constraint looking west from Palladio driveway to Broadstone Parkway

Finding: There is no accident history of concern, however there is a potential corner sight distance issue for vehicles exiting the Palladio to Broadstone Parkway. Without accident history

this is not a CEQA issue, but the City should condition the Project to maintain street trees fronting the Palladio on Broadstone Parkway to maintain adequate site distance. Using a 45mph design speed the Caltrans Highway Design Manual sight distance from the driveway to traffic northeast bound on Broadstone Parkway should be a minimum of 430 feet for cars and 563 feet to accommodate single-unit trucks making a right turn from the driveway. Trucks accessing the Project should be restricted to the northernmost driveway to Palladio Parkway.

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5. FINDINGS AND RECOMMENDED CONDITIONS

Finding 1 (Trip Generation): The Project is anticipated to generate 504 new daily vehicle trips including 38 new AM peak-hour vehicle trips, and 6 new PM peak-hour vehicle trips. Fewer than 50 peak-hour project trips are projected to pass through any intersection.

Finding 2 (Vehicle Miles Traveled): Per capita Project VMT is projected to be at least 15% less than regional per capita VMT. Project VMT impacts are considered **less than significant**.

Finding 4 (Parking): The proposed parking supply is adequate and sufficient for the proposed use.

Finding 5 (Minimum Required Throat Depth): The standards for driveway throat depths are met.

Finding 6 (Emergency Vehicle Access): Emergency vehicle access is adequate.

Finding 7 (Pedestrian and Bicycle): The Project does not result in impacts to pedestrian and bicycle facilities. Impacts to pedestrian and bicycle facilities are considered **less than significant**.

Finding 8 (Transit): The Project does not result in impacts to transit facilities. Impacts to transit facilities are considered **less than significant**.

Finding 9 (Safety): Crash history does not indicate any safety concerns at Project driveways. Corner sight distance for right turning vehicles from the Palladio driveway to northeast bound Broadstone Parkway is limited. Two Project specific conditions of approval are recommended:

- Condition 1: Applicant shall maintain street trees fronting the Project along Broadstone Parkway, southwest of the Palladio driveway to maintain a 430-foot sight distance for right turning vehicles exiting the Palladio.
- Condition 2: All commercial delivery trucks for the Project shall be required to utilize the northern most Palladio driveway to Palladio Parkway.

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APPENDIX
(Internal Trip Capture Calculations)

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Six-Use Internal Capture Output

Project Number	P21110
Project Name	AC Hotel
Scenario	AM Peak Hour AC Hotel Trip Internalization w/ Palladio
Analyst	TKTPM

Conversion of Vehicle-Trip Ends to Person-Trip Ends							
Land Use	Entering Trips				Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips		Veh. Occ.	Vehicle-Trips	Person-Trips
Office	1.00	46	46		1.00	30	30
Retail	1.00	415	415		1.00	340	340
Restaurant	1.00	709	709		1.00	535	535
Cinema	1.00	0	0		1.00	0	0
Residential	1.00	0	0		1.00	0	0
Hotel	1.00	19	19		1.00	28	28
Others	1.00	0	0		1.00	0	0

Entering Trips Internal and External Trips Summary								
Destination Land Use	ITE Veh Trips	Person-Trip Estimates				External Trips by Mode		
		Internal	External	Total		Vehicles	Transit	Walk/Bike
Office	46	9	37	46		37	0	0
Retail	415	45	370	415		370	0	0
Restaurant	709	66	643	709		643	0	0
Cinema	0	0	0	0		0	0	0
Residential	0	0	0	0		0	0	0
Hotel	19	1	18	19		18	0	0
Others	0	0	0	0		0	0	0

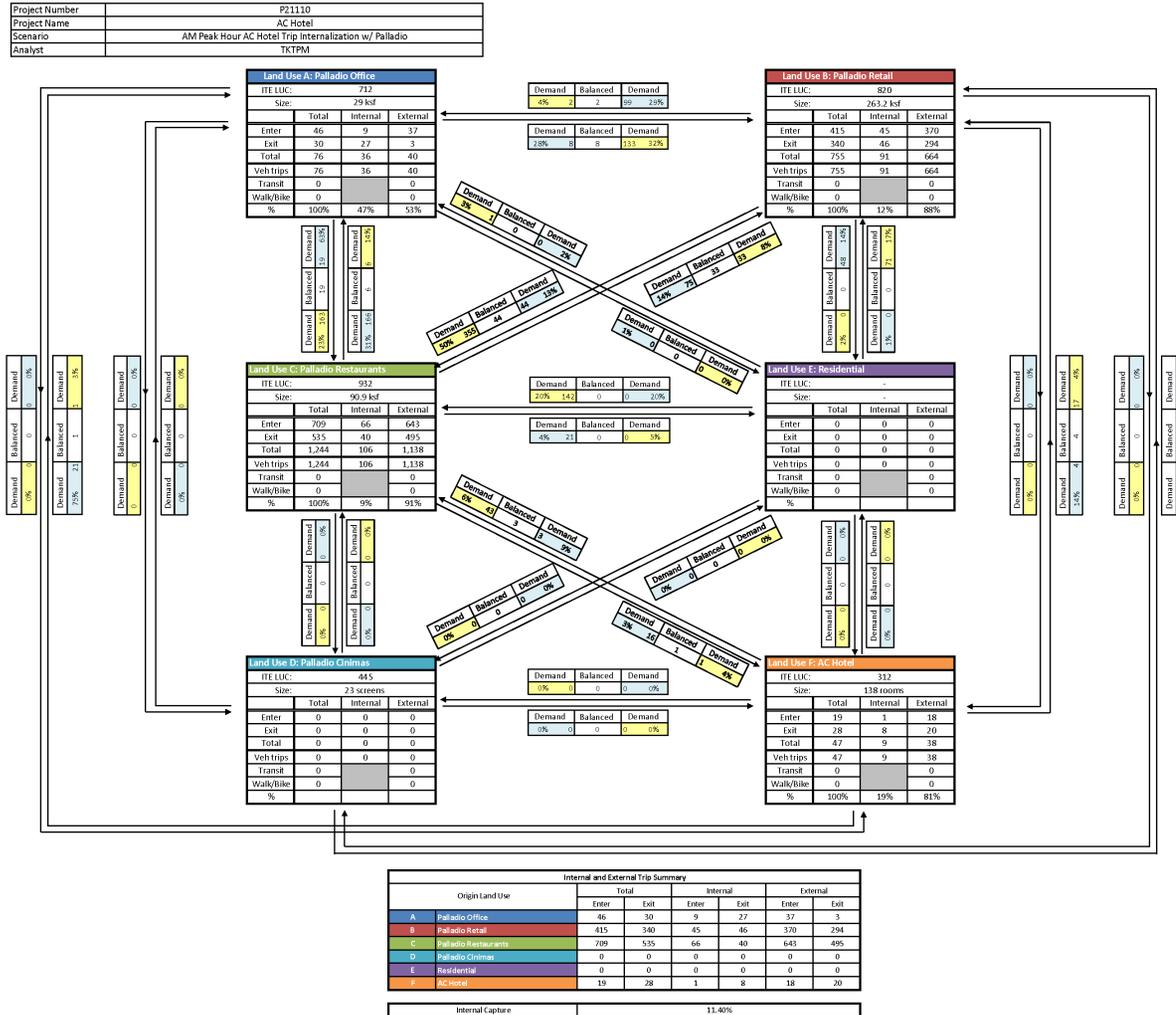
Exiting Trips Internal and External Trips Summary								
Origin Land Use	ITE Veh Trips	Person-Trip Estimates				External Trips by Mode		
		Internal	External	Total		Vehicles	Transit	Walk/Bike
Office	30	27	3	30		3	0	0
Retail	340	46	294	340		294	0	0
Restaurant	535	40	495	535		495	0	0
Cinema	0	0	0	0		0	0	0
Residential	0	0	0	0		0	0	0
Hotel	28	8	20	28		20	0	0
Others	0	0	0	0		0	0	0

Total								
	ITE Veh Trips	Person-Trip Estimates				External Trips by Mode		
		Internal	External	Total		Vehicles	Transit	Walk/Bike
Total	2122	242	1880	2122		1880	0	0

Person Trip Internalization by Land Use		
Origin Land Use	Entering Trips	Exiting Trips
Office	20%	90%
Retail	11%	14%
Restaurant	9%	7%
Cinema	0%	0%
Residential	0%	0%
Hotel	5%	29%
Others	0%	0%
Total	11.4%	

Veh Trip Internalization & Diversion by Land Use		
Origin Land Use	Entering Trips	Exiting Trips
Office	20%	90%
Retail	11%	14%
Restaurant	9%	7%
Cinema	0%	0%
Residential	0%	0%
Hotel	5%	29%
Others	0%	0%
Total	11.4%	

Multi-Use Internal Capture



Six-Use Internal Capture Output

Project Number	P21110
Project Name	AC Hotel
Scenario	PM Peak Hour AC Hotel Trip Internalization w/ Palladio
Analyst	TKTPM

Conversion of Vehicle-Trip Ends to Person-Trip Ends							
Land Use	Entering Trips				Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips		Veh. Occ.	Vehicle-Trips	Person-Trips
Office	1.00	38	38		1.00	53	53
Retail	1.00	538	538		1.00	538	538
Restaurant	1.00	758	758		1.00	728	728
Cinema	1.00	306	306		1.00	318	318
Residential	1.00	0	0		1.00	0	0
Hotel	1.00	28	28		1.00	20	20
Others	1.00	0	0		1.00	0	0

Entering Trips Internal and External Trips Summary								
Destination Land Use	ITE Veh Trips	Person-Trip Estimates				External Trips by Mode		
		Internal	External	Total		Vehicles	Transit	Walk/Bike
Office	38	24	14	38		14	0	0
Retail	538	303	235	538		235	0	0
Restaurant	758	195	563	758		563	0	0
Cinema	306	80	226	306		226	0	0
Residential	0	0	0	0		0	0	0
Hotel	28	25	3	28		3	0	0
Others	0	0	0	0		0	0	0

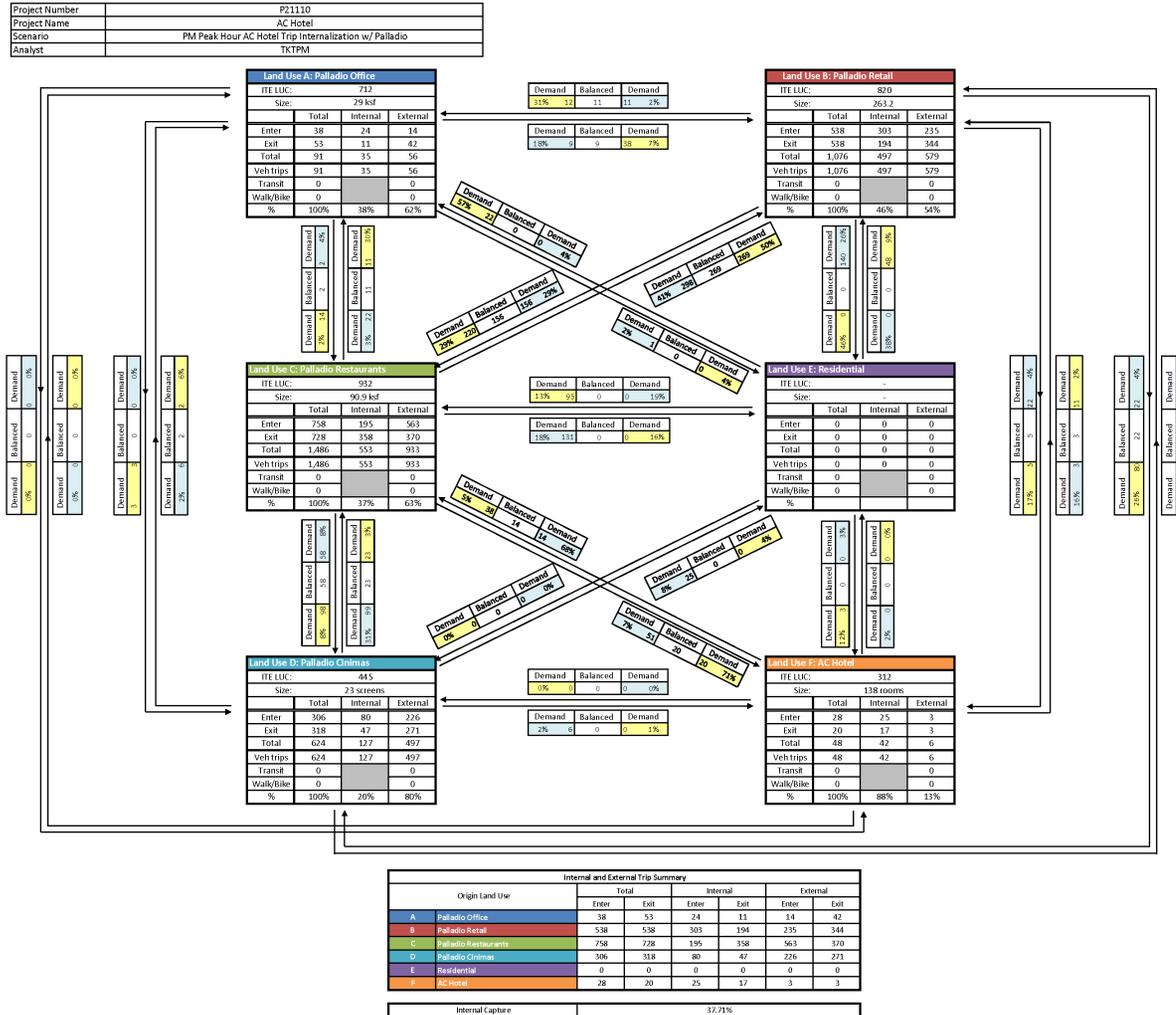
Exiting Trips Internal and External Trips Summary								
Origin Land Use	ITE Veh Trips	Person-Trip Estimates				External Trips by Mode		
		Internal	External	Total		Vehicles	Transit	Walk/Bike
Office	53	11	42	53		42	0	0
Retail	538	194	344	538		344	0	0
Restaurant	728	358	370	728		370	0	0
Cinema	318	47	271	318		271	0	0
Residential	0	0	0	0		0	0	0
Hotel	20	17	3	20		3	0	0
Others	0	0	0	0		0	0	0

Total								
	ITE Veh Trips	Person-Trip Estimates				External Trips by Mode		
		Internal	External	Total		Vehicles	Transit	Walk/Bike
Total	3325	1254	2071	3325		2071	0	0

Person Trip Internalization by Land Use		
Origin Land Use	Entering Trips	Exiting Trips
Office	63%	21%
Retail	56%	36%
Restaurant	26%	49%
Cinema	26%	15%
Residential	0%	0%
Hotel	89%	85%
Others	0%	0%
Total	37.7%	

Veh Trip Internalization & Diversion by Land Use		
Origin Land Use	Entering Trips	Exiting Trips
Office	63%	21%
Retail	56%	36%
Restaurant	26%	49%
Cinema	26%	15%
Residential	0%	0%
Hotel	89%	85%
Others	0%	0%
Total	37.7%	

Multi-Use Internal Capture





April 6, 2022

Robert Edgerton, AICP CEP
HELIX Environmental Planning, Inc.
11 Natoma Street, Suite 155
Folsom, California 95630

RE: Tribal Consultation Record for Compliance with Assembly Bill 52 and CEQA for the AC Hotel by Marriott Project, City of Folsom

Greetings:

The California Environmental Quality Act (CEQA), as amended in 2014 by Assembly Bill 52, requires that the City of Folsom provide notice to any California Native American tribes that have requested notice of projects subject to CEQA review, and consult with tribes that responded to the notice within 30 days of receipt with a request for consultation. Section 21073 of the Public Resources Code (PRC) defines California Native American tribes as "a Native American tribe located in California that is on the contact list maintained by the Native American Heritage Commission for the purposes of Chapter 905 of the Statutes of 2004." This includes both federally and non-federally recognized tribes. For the City, these include the following tribes that previously submitted general request letters, requesting such noticing:

- Wilton Rancheria (letter dated January 13, 2020);
- Lone Band of Miwok Indians (letter dated March 2, 2016); and
- United Auburn Indian Community (UAIC) of the Auburn Rancheria (letter dated November 23, 2015 and updated per UAIC via email on September 29, 2021).

The purpose of consultation is to identify Tribal Cultural Resources (TCRs) that may be significantly impacted by the Proposed Project and to allow the City to avoid or mitigate significant impacts prior to Project approval and implementation. Section 21074(a) of the PRC defines TCRs for the purpose of CEQA as:

Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

- a) included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or
- b) included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or

- c) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1, for the purposes of this paragraph the lead agency shall consider the significance of the resource to a California Native American tribe.

Because the first two criteria also meet the definition of a Historical Resource under CEQA, a TCR may also require additional consideration as a Historical Resource. TCRs may or may not exhibit archaeological, cultural, or physical indicators and can only be identified by a culturally affiliated tribe, which has been determined under State law to be the subject matter expert for TCRs.

CEQA requires that the City initiate consultation with tribes at the commencement of the CEQA process to identify TCRs. Furthermore, because a significant effect on a TCR is considered a significant impact on the environment under CEQA, consultation is required to develop appropriate avoidance, impact minimization, and mitigation measures. Therefore, in accordance with the requirements summarized above, the City conducted or attempted to conduct tribal consultation for the Project. The methods and results of tribal consultation are summarized below, and a copy of the complete non-confidential administrative record is provided in Appendix 1.

1.0 SUMMARY OF CONSULTATION

Within 14 days of initiating CEQA review for the Project, on January 28, 2022, the City sent Project notification letters to the three California Native American tribes named above that had previously submitted general consultation request letters pursuant to Section 21080.3.1(d) of the PRC. The letter provided each tribe with a brief description of the Project and its location, the contact information for the City's authorized representative, and a notification that the tribe has 30 days to request consultation.

1.1 Lone Band of Miwok Indians

The Lone Band of Miwok Indians did not respond to the City's notification letter, and therefore, the threshold for conducting tribal consultation with that tribe under PRC 21080.3.1(e) was not met. No further attempts at consultation were required by state law.

1.2 Wilton Rancheria

Wilton Rancheria did not respond to the City's notification letter, and therefore, the threshold for conducting tribal consultation with that tribe under PRC 21080.3.1(e) was not met. No further attempts at consultation were required by state law.

1.3 United Auburn Indian Community

On February 9, 2022, the City received an email from tribal representative Anna Starkey, within the 30-day response timeframe, that acknowledged receipt of the City's notification letter and informed the City that they did not find any areas of oral history, sacred lands, or other culturally sensitive areas of concern in or near the Project Area. Ms. Starkey, however, noted that there are previously recorded sites in the general area, according to the California Historical Resources Information System (CHRIS) and inquired about the

archaeological recommendations and whether any subsurface testing would be recommended for the Project Area. She provided UAIC's standard unanticipated discovery measures and some suggested language for the CEQA document and stated that unless indigenous cultural resources are identified through the cultural study, consultation can be concluded with the City in agreement.

Subsequently, on March 23, 2022, Ms. Starkey emailed the City to inquire on the City's reaction to her February 9 email. Because HELIX was waiting on the results of the records search, no information could be shared by the City at that time. On March 25 and 28, 2022, and on behalf of the City, ECORP Consulting, Inc. provided a copy of a previous cultural resources report obtained from the CHRIS by HELIX and information from the design team about the grading plans, respectively. After reviewing the information provided by the City, UAIC responded on April 5, 2022 to indicate that because the area was primarily composed of fill, the tribe recommends standard unanticipated discovery measures and use of tribe-specific language in the CEQA document, as originally provided in February 2022, and included in Appendix 1. On April 5, 2022, the City responded to confirm agreement and concluded consultation with UAIC.

1.3 Recommended Findings

Information about potential impacts to TCRs was drawn from UAIC's provided information, the ethnographic context, and the results of a records search conducted by HELIX with the CHRIS. In summary, the ethnographic information reviewed for the Project, including ethnographic maps, does not identify any villages, occupational areas, or resource procurement locations in or around the current Project Area. The cultural resources records search did not reveal any Native American archaeological sites within or adjacent to the Proposed Project Area, and the property had been graded and fully paved at the time the Palladio was constructed. Finally, as summarized above, of the three tribes notified of the Project, only UAIC responded to the City's offer to consult. As part of that consultation, UAIC provided information that there are no known TCRs in the Project Area.

In reviewing the lines of evidence summarized above, this Project will not have an impact on known TCRs. There exists a potential for the discovery of previously unknown TCRs during Project construction, however. If TCRs are encountered, the Project activity could result in a significant impact to those resources. Implementation of unanticipated discovery procedures, as provided in mitigation measure TCR-1 below, would reduce that impact to less than significant.

TCR-1: Unanticipated Discovery of Tribal Cultural Resources. If potentially significant TCRs are discovered during ground disturbing construction activities, all work shall cease within 50 feet of the find. A Native American Representative from traditionally and culturally affiliated Native American Tribes that requested consultation on the Project shall be immediately contacted and invited to assess the significance of the find and make recommendations for further evaluation and treatment, as necessary. If deemed necessary by the City, a qualified cultural resources specialist, who meets the Secretary of Interior's Standards and Qualifications for Archaeology, may also assess the significance of the find in joint consultation with Native American Representatives to ensure that Tribal values are considered. Work at the discovery location cannot resume until the City, in consultation as

appropriate and in good faith, determines that the discovery is either not a TCR, or has been subjected to culturally appropriate treatment, if avoidance and preservation cannot be accommodated.

If you have any questions, you may reach me by phone at (916) 782-9100 or by e-mail at LWestwood@ecorpconsulting.com.

Sincerely,

A handwritten signature in blue ink that reads "Lisa Westwood". The signature is written in a cursive, flowing style.

Lisa Westwood, RPA
Vice President and Director of Cultural Resources

Appendix 1: Non-Confidential Tribal Consultation Record

Non-Confidential Tribal Consultation Record

AB 52 Log

AC Hotel by Marriott

January 28, 2022: City mailed letters to Wilton Rancheria, Lone Band of Miwok Indians, and uploaded the UAIC letter to their website. 30-day response window closes on 2/27.

February 9, 2022: The City received an emailed response from Anna Starkey with UAIC thanking the city for the opportunity and indicated that they did not find any areas of tribal concern in or near the Project Area and further stated that there are a few previously recorded CHRIS sites in the general area. Ms. Starkey inquired on the archaeological recommendations and whether any subsurface testing would be recommended. Ms. Starkey provided their standard UD MMs and their recommendations for the TCR section. She indicated that unless TCRs are identified through the cultural study, consultation can be concluded if the city is in agreement. If resources are discovered, then the tribe will want to reassess the need to consult.

March 23, 2022: Anna Starkey emailed the City and ECORP inquiring on project updates.

March 25, 2022: ECORP transmitted the prior report to UAIC at the request of the City.

March 28, 2022: ECORP sent additional information on grading limits to UAIC at the request of the City.

April 5, 2022: ECORP checked in with UAIC to request comments. UAIC responded that they can conclude consultation based on the information provided and the implementation of standard unanticipated discovery measures. The city responded to UAIC indicating that they agree to the discovery measures and to conclude consultation.

Wilton Rancheria



9728 Kent Street, Elk Grove, CA 95624

January 13, 2020

City of Folsom
50 Natoma St
Folsom, CA 95630

RE: California Environmental Quality Act Public Resources Code section 21080.3, subd. (b) Request for Formal Notification of Proposed Projects Within Wilton Rancheria Tribe's Geographic Area of Traditional and Cultural Affiliation

Dear Sir or Madam,

As of the date of this letter, in accordance with Public Resources Code Section 21080.3.1, subd. (b), Wilton Rancheria, which is traditionally and culturally affiliated with a geographic area within your agency's geographic area of jurisdiction, requests formal notice of and information on proposed projects for which your agency will serve as a lead agency under the California Environmental Quality Act (CEQA), Public Resources Code section 21000 et seq.

Pursuant to Public Resources Code section 21080.3.1, subd. (b), and until further notice, we hereby designate the following person as the tribe's lead contact person for purposes of receiving notices of proposed projects from your agency:

Attn: Chairman Raymond C. Hitchcock / Director
Ralph Hatch Wilton Rancheria, Cultural Preservation
Department
9415 Rancheria Drive
Wilton, CA 95693 crd@wiltonrancheria-nsn.gov rhatch@wiltonrancheria-nsn.gov

We request that all notices be sent via certified U.S. Mail with return receipt. Following receipt and review of the information your agency provides, within the 30-day period proscribed by Public Resources Code section 21080.3.1, subd. (d), the Wilton Rancheria may request consultation, as defined by Public Resources Code section 21080.3.1, subd. (b), pursuant to Public Resources Code section 21080.3.2 to mitigate any project impacts a specific project may cause to tribal cultural resources.

If you have any questions or need additional information, please contact our lead contact person listed above.

Respectfully,

Ralph Troy Hatch
Executive Director of Cultural Preservation



Ione Band of Miwok Indians

A Federally Recognized Sovereign Tribe

2 March 2016

City of Folsom
Community Development Dept.
David Miller Director
50 Natoma St.
Folsom Calif. 95630

RE: Formal Request for Tribal Consultation Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code section 21080.3.1, subs. (b), (d) and (e) for City of Folsom

Dear , Mr. Miller

This letter constitutes a formal request for tribal consultation for the first phase of planning under the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code section 21080.3.1 subdivisions (b), (d) and (e)) for the mitigation of potential project impacts to tribal cultural and environmental resources for the above referenced project. The Ione Band of Miwok Indians requests formal notice and information for all projects within your agency's jurisdiction.

The Ione Band of Miwok Indians requests consultation on the following topics listed below, which shall be included in consultation if requested (Public Resources Code section 21080.3.2, subd. (a)):

- Alternatives to the project
- Recommended mitigation measures
- Significant effects of the project

The Ione Band of Miwok Indians also requests consultation on the following discretionary topics listed below (Public Resources Code section 21080.3.2, subd. (a)):

- Type of environmental review necessary
- Significance of tribal cultural resources, including any regulations, policies or standards used by your agency to determine significance of tribal cultural resources
- Significance of the project's impacts on tribal cultural resources
- Project alternatives and/or appropriate measures for preservation or mitigation that we may recommend, including, but not limited to:

- (1) Avoidance and preservation of the resources in place, pursuant to Public Resources Code section 21084.3, including, but not limited to, planning and construction, geotechnical tests, utility location, and pedestrian surveys to avoid harming the resources (including water, endangered tribal plant resources, and endangered animal resources), and to protect the cultural and natural context, or planning greenspace, parks or other open space, to incorporate the resources with culturally appropriate protection and management criteria;



Lone Band of Miwok Indians

A Federally Recognized Sovereign Tribe

(2) Treating the resources with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resources, including but not limited to the following:

- Protecting the cultural character and integrity of the resource
- Protecting the traditional use of the resource
- Protecting the confidentiality of the resource

(3) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places

(4) Protecting the resource

Additionally, the Lone Band of Miwok Indians would like to receive any cultural resources assessments or other assessments that have been completed on all or part of the project's potential "area of project effect" (APE), including, but not limited to:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE
- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response
- Notification of whether the probability is low, moderate, or high that cultural resources are located in the APE
- Notification if a records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE
- Notification if a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures
- All information regarding site locations, Native American human remains, and associated funerary objects; such information should be placed in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10.



Ione Band of Miwok Indians

A Federally recognized Sovereign Tribe

3. The results of any Sacred Lands File (SFL) check conducted through the Native American Heritage Commission. The request form can be found at <http://www.dot.ca.gov/hq/env/cultural/#templates> under Compliance Document Templates. Click on the link *Sacred Lands Inventory Form* to download the pdf. USGS 7.5- minute quadrangle name, township, range, and section are required for the search.
4. Any ethnographic studies conducted for any area including all or part of the potential APE
5. Any geotechnical reports regarding all or part of the potential APE

We would like to remind your agency that CEQA Guidelines section 15126.4, subdivision (b)(3) states that preservation-in-place is the preferred manner of mitigating impacts to archaeological sites. Section 15126.4, subd. (b)(3) of the CEQA Guidelines has been interpreted by the California Court of Appeal to mean that "feasible preservation in place must be adopted to mitigate impacts to historical resources of an archaeological nature unless the lead agency determines that another form of mitigation is available and provides superior mitigation of impacts." *Madera Oversight Coalition v. County of Madera* (2011) 199 Cal.App.4th 48, disapproved on other grounds, *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority* (2013) 57 Cal.4th 439.

The Ione Band of Miwok Indians expects to begin consultation within 30 days of your receipt of this letter. Please contact the Cultural Committee of the Ione Band of Miwok Indians.

Thank you.

Sincerely,

Randy Yonemura
Cultural Committee Chair
P.O. Box 699
9252 Bush St., Suite 2
Plymouth, CA 95669
Tel. (209) 245-5800
Email: Randy_yonemura@yahoo.com



**IONE BAND OF MIWOK INDIANS
INDIGENOUS TERRITORY**



FW: New Contact Info

Scott Johnson <sjohnson@folsom.ca.us>

Thu 4/18/2019 8:52 AM

To:

FYI

Scott A. Johnson, AICP

Planning Manager

Community Development Department

50 Natoma Street, Folsom, CA 95630

O: 916.461.6206



CITY OF
FOLSOM
DISTINCTIVE BY NATURE



www.folsom.ca.us

From: Cynthia Turner <Cynthia@ionemiwok.net>

Sent: Thursday, April 18, 2019 8:41 AM

To: Scott Johnson <sjohnson@folsom.ca.us>

Subject: New Contact Info

Good Morning

We received your letter; Randy Yonemura is no longer our Chairwoman at the Lone Band Of Miwoks. The new contact is Sara D. Setshwaelo – Chairwomen

Thank You,

Cynthia Turner

Administrative Assistant

Office: (209) 245-5800 x403

Cell: (209)418-8435

Lone Bank of Miwok Indians

9252 Bush Street

PO Box 699

Plymouth, CA 95669

David Miller



MIWOK United Auburn Indian Community
MAIDU of the Auburn Rancheria

Gene Whitehouse
Chairman

John L. Williams
Vice Chairman

Danny Rey
Secretary

Brenda Adams
Treasurer

Calvin Moman
Council Member

November 23, 2015

City of Folsom Representative
50 Natoma Street
Folsom, CA 95630

RE: AB 52 Notification Request, California Environmental Quality Act Public Resources Code section 21080.3, subd. (b) Request for Formal Notification of Proposed Projects within the United Auburn Indian Community (UAIC) of the Auburn Rancheria's Geographic Area of Traditional and Cultural Affiliation

Dear City of Folsom Representative:

In accordance with Public Resources Code Section 21080.3.1, subd. (b), The United Auburn Indian Community (UAIC) of the Auburn Rancheria, which is traditionally and culturally affiliated with a geographic area within your agency's geographic area of jurisdiction, requests formal notice of and information on proposed projects for which your agency will serve as a lead agency under the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq.

Enclosed with this letter is a copy of a map that depicts the ancestral territory that the UAIC is traditionally and culturally affiliated with. UAIC's traditionally and culturally affiliated geographic area is supported by, and has been developed through, multiple lines of evidence including oral tradition, history, ethnography, geography, linguistic, kinship, biology, archaeology, anthropology, folklore, other relevant information and expert opinion, and Congressional action through the Auburn Indian Restoration Act of 1994 (H.R. 4228 [103rd]).

Pursuant to Public Resources Code section 21080.3.1, subd. (b), and until further notice, we hereby designate the following person as the tribe's lead contact person for purposes of receiving notices of proposed projects from your agency:

Lead Contact:
Gene Whitehouse,
Chairman
10720 Indian Hill Road
Auburn, CA 95603
916-883-2320

Copies to:
Jason Camp
Tribal Historic Preservation Officer
10720 Indian Hill Road
Auburn, CA 95603
(530) 883-2320
jcamp@auburnrancheria.com

Marcos Guerrero
Cultural Resources Manager
10720 Indian Hill Road
Auburn, CA 95603
(530) 883-2364
mguerrero@auburnrancheria.com

We request that all notices be sent via certified U.S. Mail with return receipt and that your notices specify a lead contact person for your agency. Following receipt and review of the information your agency provides, within the 30-day period outlined in Public Resources Code section 21080.3.1, subd. (d), the UAIC may request consultation, as defined by Public Resources Code section 21080.3.1, subd. (b), pursuant to Public Resources Code section 21080.3.2 to discuss issues including the type of environmental review to be conducted, project alternatives, significant effects of the project and mitigation measures for any project impacts (direct, indirect and cumulative) a specific project may cause to tribal cultural resources.

For your information, UAIC's policy is to be present during project cultural resource surveys, including initial pedestrian surveys, to identify tribal cultural resources. UAIC's policy is also to be provided all existing cultural resource assessments, including the request for and results of any records search that may have been conducted prior to the initial survey or consultation meeting. Finally, UAIC's general policy is preservation in place and avoidance of tribal cultural resources, and any subsurface testing or data recovery must not occur without first consulting with UAIC and receiving UAIC's written consent.

We recommend that your agency retain this correspondence in your permanent files. If you have any questions or need additional information, please contact Marcos Guerrero, Cultural Resources Manager, at (530) 883-2364 or by email at mguerrero@auburnrancheria.com.

Sincerely,



Gene Whitehouse,
Chairman

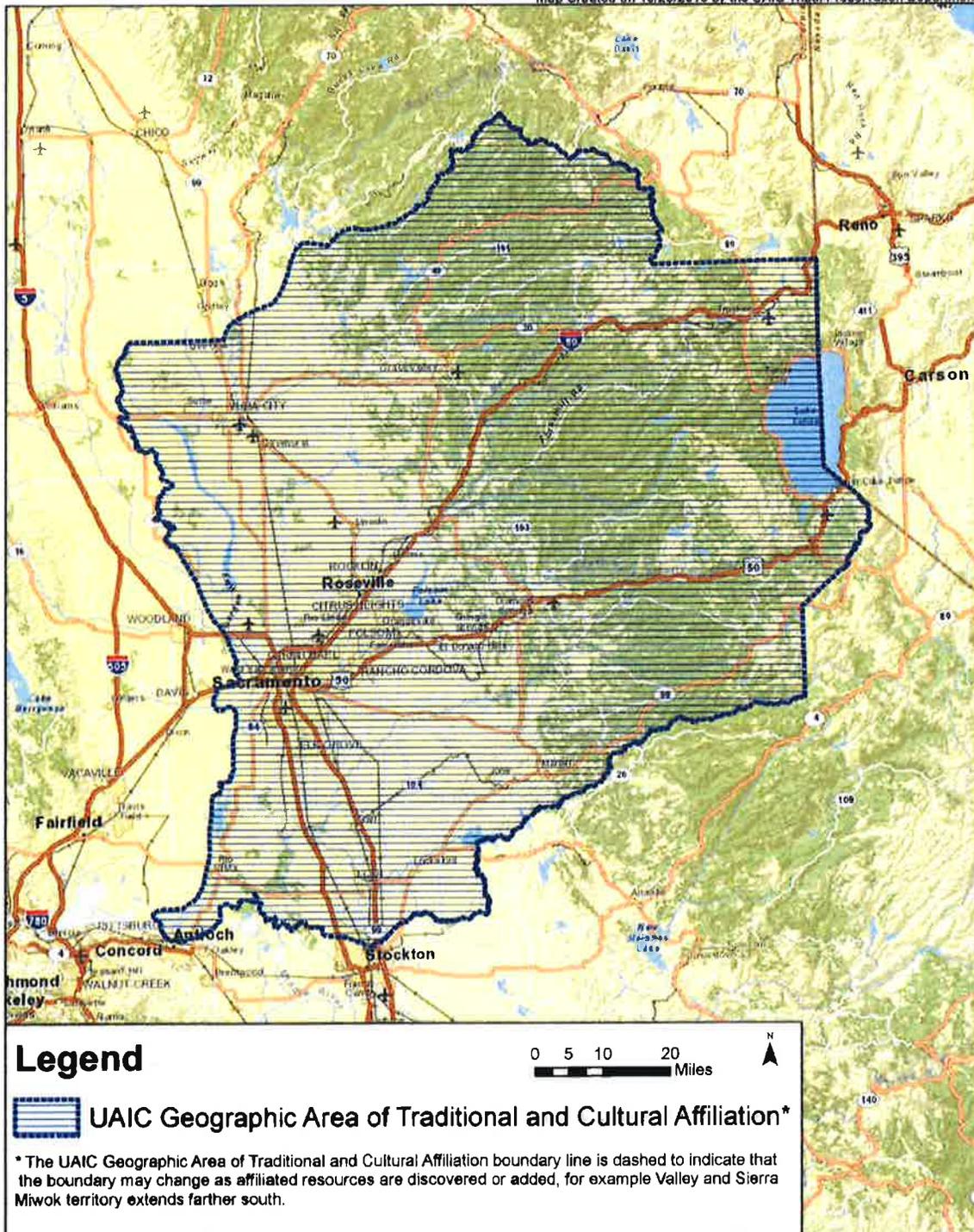
CC: Jason Camp, THPO
Marcos Guerrero, CRM
Cynthia Gomez, NAHC

UAIC Geographic Area of Traditional and Cultural Affiliation

(for the purposes of California AB 52)

This area includes all of Amador, El Dorado, Nevada, Placer, Sacramento, Sutter and Yuba counties as well as portions of Butte, Plumas, San Joaquin, Sierra, Solano, and Yolo counties.

Map Created on 10/28/2015 by the UAIC Tribal Preservation Department



This map is no substitute for direct consultation with UAIC prior to considering any proposed project or commencing any archaeological activities in or around sensitive areas.

Note: While we make every effort to identify Tribal Cultural Resources that exist within the UAIC Geographic Area of Traditional and Cultural Affiliation, it is highly probable that there are additional, older sites that we have not yet identified due to restricted access or other reasons or that agricultural or construction activities have distributed burials and cultural materials beyond the previously known boundaries of these sites. Even if these materials are in a disturbed condition, they still retain cultural value to UAIC and should be respected and protected. Because of this, thorough survey with a qualified Native American Monitor to confirm site boundaries and search for unknown sites is critical. This survey should be conducted after consultation with the Tribe and prior to the final determination of the type of environmental document to be used.

From: [Steven Banks](#)
To: ["RobertE@helixepi.com"](mailto:RobertE@helixepi.com)
Cc: [REDACTED]
Subject: FW: New POC for CEQA related documents
Date: Wednesday, September 29, 2021 10:55:05 AM
Attachments: [image001.jpg](#)

FYI

From: Anna Cheng <acheng@auburnrancheria.com>
Sent: Wednesday, September 29, 2021 10:38 AM
To: Steven Banks <sbanks@folsom.ca.us>
Subject: New POC for CEQA related documents

You don't often get email from acheng@auburnrancheria.com. [Learn why this is important](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Banks,

Thank you for your recent project notification for the Folsom Corporate Center Apartments Project. UAIC now have a new point of contact for all CEQA related documents. Please direct all incoming letters hard copy letters to our Cultural Regulatory Specialist, Ms. Anna Starkey or to UAIC's Tribal Historic Preservation Officer, Mr. Matthew Moore. You may also use our online submission form linked below for all notifications. It will provide an automatic response that the notification was received and provide you a copy of the filled out form. Once we finish processing your recent project notification, a UAIC's Tribal Historic Preservation Department Representative will reach out to you if there are any concerns.

<https://auburnrancheria.com/programs-services/tribal-preservation/>

Thank you,
Anna C.

*The United Auburn Indian Community is now accepting electronic consultation request, project notifications, and requests for information! Please fill out and submit through our website. Do not mail hard copy letters or documents. <https://auburnrancheria.com/programs-services/tribal-preservation> **Bookmark this link!***



Nothing in this e-mail is intended to constitute an electronic signature for purposes of the Electronic Signatures in Global and National Commerce Act (E-Sign Act), 15, U.S.C. §§ 7001 to 7006 or the Uniform Electronic Transactions Act of any state or the federal government unless a specific statement to the contrary is included in this e-mail.



**Community Development Department
50 Natoma Street
Folsom, CA 95630**

CITY OF
FOLSOM
DISTINCTIVE BY NATURE

January 28, 2022

Ralph Hatch, Director
Wilton Rancheria
Cultural Preservation Department
9415 Rancheria Drive
Wilton, CA 95693

RE: Notice of Opportunity to Consult under Assembly Bill 52 for the AC Hotel by Marriott Project, City of Folsom, California

Dear Director Hatch:

The Community Development Department of the City of Folsom is initiating environmental review under the California Environmental Quality Act (CEQA) for the proposed AC Hotel by Marriott Project. The project applicant, Insignia Hospitality Group, proposes to construct a hotel in the northwestern corner of the Palladio at Broadstone shopping center as part of the Palladio Master Plan. The property owner is Broadstone Land, LLC. The hotel location is situated on 1.45-acres of land within a larger 14.22-acre parcel known as Assessor's Parcel Number 072-3080-042-0000. The hotel consists of one "L" shaped five-story building with 134 hotel guestrooms with an outdoor patio and parking lot, including three electric vehicle charging stalls. The property is located directly south of the intersection of East Bidwell Street and Broadstone Parkway, on the eastern side of Broadstone Parkway and north of Palladio Parkway in Folsom. The site plans are enclosed for your information.

Assembly Bill 52 (AB 52) and Section 21080.3.1(d) of the California Public Resources Code (PRC) require that we respond to your written request to be notified of projects in our jurisdiction that will be reviewed under CEQA. Your name was provided to us as the point of contact for your tribe. We are hereby notifying you of an opportunity to consult with us regarding the potential for this project to impact Tribal Cultural Resources, as defined in Section 21074 of the PRC. The purposes of tribal consultation under AB 52 are to determine, as part of the CEQA review process, whether or not Tribal Cultural Resources are present within the project area, and if so, whether or not those resources will be significantly impacted by the development of these parcels. If Tribal Cultural Resources may be significantly impacted, then consultation will also help to determine the most appropriate way to avoid or mitigate those impacts.

In accordance with Section 21080.3.1(d) of the PRC, you have 30 days from the receipt of this letter to either request or decline consultation in writing for this project. Please send your written response to my attention at the City of Folsom, Community Development Department, 50 Natoma Street, Folsom, CA 95630. You may also reach me by phone at (916) 461-6207 or by email at sbanks@folsom.ca.us. If I do not receive a response within 30 days, then we will proceed.

Thank you and we look forward to your response.

Respectfully,

A handwritten signature in black ink, appearing to read "Josh Kinkade". The signature is written in a cursive, flowing style.

Josh Kinkade
Associate Planner
City of Folsom



**Community Development Department
50 Natoma Street
Folsom, CA 95630**

CITY OF
FOLSOM
DISTINCTIVE BY NATURE

January 28, 2022

Chairman Raymond C. Hitchcock
Wilton Rancheria
Cultural Preservation Department
9415 Rancheria Drive
Wilton, CA 95693

RE: Notice of Opportunity to Consult under Assembly Bill 52 for the AC Hotel by Marriott Project, City of Folsom, California

Dear Chairman Hitchcock:

The Community Development Department of the City of Folsom is initiating environmental review under the California Environmental Quality Act (CEQA) for the proposed AC Hotel by Marriott Project. The project applicant, Insignia Hospitality Group, proposes to construct a hotel in the northwestern corner of the Palladio at Broadstone shopping center as part of the Palladio Master Plan. The property owner is Broadstone Land, LLC. The hotel location is situated on 1.45-acres of land within a larger 14.22-acre parcel known as Assessor's Parcel Number 072-3080-042-0000. The hotel consists of one "L" shaped five-story building with 134 hotel guestrooms with an outdoor patio and parking lot, including three electric vehicle charging stalls. The property is located directly south of the intersection of East Bidwell Street and Broadstone Parkway, on the eastern side of Broadstone Parkway and north of Palladio Parkway in Folsom. The site plans are enclosed for your information.

Assembly Bill 52 (AB 52) and Section 21080.3.1(d) of the California Public Resources Code (PRC) require that we respond to your written request to be notified of projects in our jurisdiction that will be reviewed under CEQA. Your name was provided to us as the point of contact for your tribe. We are hereby notifying you of an opportunity to consult with us regarding the potential for this project to impact Tribal Cultural Resources, as defined in Section 21074 of the PRC. The purposes of tribal consultation under AB 52 are to determine, as part of the CEQA review process, whether or not Tribal Cultural Resources are present within the project area, and if so, whether or not those resources will be significantly impacted by the development of these parcels. If Tribal Cultural Resources may be significantly impacted, then consultation will also help to determine the most appropriate way to avoid or mitigate those impacts.

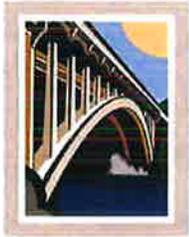
In accordance with Section 21080.3.1(d) of the PRC, you have 30 days from the receipt of this letter to either request or decline consultation in writing for this project. Please send your written response to my attention at the City of Folsom, Community Development Department, 50 Natoma Street, Folsom, CA 95630. You may also reach me by phone at (916) 461-6207 or by email at sbanks@folsom.ca.us. If I do not receive a response within 30 days, then we will proceed.

Thank you and we look forward to your response.

Respectfully,



Josh Kinkade
Associate Planner
City of Folsom



**Community Development Department
50 Natoma Street
Folsom, CA 95630**

CITY OF
FOLSOM
DISTINCTIVE BY NATURE

January 28, 2022

Sara D. Setshwaelo, Chairperson
Ione Band of Miwok Indians
9252 Bush Street
P.O. Box 699
Plymouth, CA 95669

RE: Notice of Opportunity to Consult under Assembly Bill 52 for the AC Hotel by Marriott Project, City of Folsom, California

Dear Chairperson Setshwaelo:

The Community Development Department of the City of Folsom is initiating environmental review under the California Environmental Quality Act (CEQA) for the proposed AC Hotel by Marriott Project. The project applicant, Insignia Hospitality Group, proposes to construct a hotel in the northwestern corner of the Palladio at Broadstone shopping center as part of the Palladio Master Plan. The property owner is Broadstone Land, LLC. The hotel location is situated on 1.45-acres of land within a larger 14.22-acre parcel known as Assessor's Parcel Number 072-3080-042-0000. The hotel consists of one "L" shaped five-story building with 134 hotel guestrooms with an outdoor patio and parking lot, including three electric vehicle charging stalls. The property is located directly south of the intersection of East Bidwell Street and Broadstone Parkway, on the eastern side of Broadstone Parkway and north of Palladio Parkway in Folsom. The site plans are enclosed for your information.

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Thank you and we look forward to your response.

Respectfully,



Josh Kinkade
Associate Planner
City of Folsom



**Community Development Department
50 Natoma Street
Folsom, CA 95630**

CITY OF
FOLSOM
DISTINCTIVE BY NATURE

January 28, 2022

Anna Starkey
United Auburn Indian Community of the Auburn Rancheria
10720 Indian Hill Road
Auburn, CA 95603

RE: Notice of Opportunity to Consult under Assembly Bill 52 for the AC Hotel by Marriott Project, City of Folsom, California

Dear Ms. Starkey:

The Community Development Department of the City of Folsom is initiating environmental review under the California Environmental Quality Act (CEQA) for the proposed AC Hotel by Marriott Project. The project applicant, Insignia Hospitality Group, proposes to construct a hotel in the northwestern corner of the Palladio at Broadstone shopping center as part of the Palladio Master Plan. The property owner is Broadstone Land, LLC. The hotel location is situated on 1.45-acres of land within a larger 14.22-acre parcel known as Assessor's Parcel Number 072-3080-042-0000. The hotel consists of one "L" shaped five-story building with 134 hotel guestrooms with an outdoor patio and parking lot, including three electric vehicle charging stalls. The property is located directly south of the intersection of East Bidwell Street and Broadstone Parkway, on the eastern side of Broadstone Parkway and north of Palladio Parkway in Folsom. The site plans are enclosed for your information.

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In accordance with Section 21080.3.1(d) of the PRC, you have 30 days from the receipt of this letter to either request or decline consultation in writing for this project. Please send your written response to my attention at the City of Folsom, Community Development Department, 50 Natoma Street, Folsom, CA 95630. You may also reach me by phone at (916) 461-6207 or by email at sbanks@folsom.ca.us. If I do not receive a response within 30 days, then we will proceed.

Thank you and we look forward to your response.

Respectfully,



Josh Kinkade
Associate Planner
City of Folsom



1481 Quoran Dr. Suite 800
 Dallas, Texas 75244
 Phone: 972-366-0836 Fax: 972-366-0578
 www.mayseassociates.com

SEAL:

**CONCEPTUAL DRAWING
 NOT FOR CONSTRUCTION**

This conceptual plan and series of views are the property of Mayse & Associates, Inc. and are provided for informational purposes only. Mayse & Associates, Inc. reserves the right to modify or delete any information without notice, including this disclaimer.

Engineer:

AC HOTEL FOLSOM CA
 PALLADIO PKWY
 FOLSOM, CA 95630



INSIGNIA HOSPITALITY GROUP, INC.
 401 TRADEWINDS
 MIDLAND, TEXAS 79708

Revisions:

No.	Description	Date
1	Development Application	05/14/2021
1	Development of Re-submittal	07/30/2021

date **07/30/2021**
 job no. **19084**
 sheet title **SITE PLAN**
 sheet no.

A-SD4

BUILDING SQUARE FOOTAGE

FLOOR	AREA PER FLOOR SF
1ST FLOOR	18,140 SF
2ND FLOOR	17,460 SF
3RD FLOOR	17,370 SF
4TH FLOOR	17,370 SF
5TH FLOOR	17,370 SF
TOTAL	85,690 SF +/-

PARKING TABULATION

PARKING SPACE REQUIRED:
 QUESTRROOMS: 134 SPACES
 134 HOTEL ROOMS TOTAL
 1 SPACE PER HOTEL ROOM

OTHER FACILITIES: 20 SPACES

TOTAL PARKING REQUIRED 154

TOTAL ADA PARKING REQUIRED 6

PARKING SPACE PROVIDED:

ON SITE PARKING:
 REGULAR CARS-9X18 28
 HANDICAP CAR PARKING-9X18 19
 HANDICAP VAN PARKING-9X18 1
 TV CHANGING PARKING 1

OFF SITE SHARED PARKING:
 REGULAR CARS-9X18 128
 HANDICAP CAR PARKING-9X18 0

TOTAL PARKING PROVIDED 156

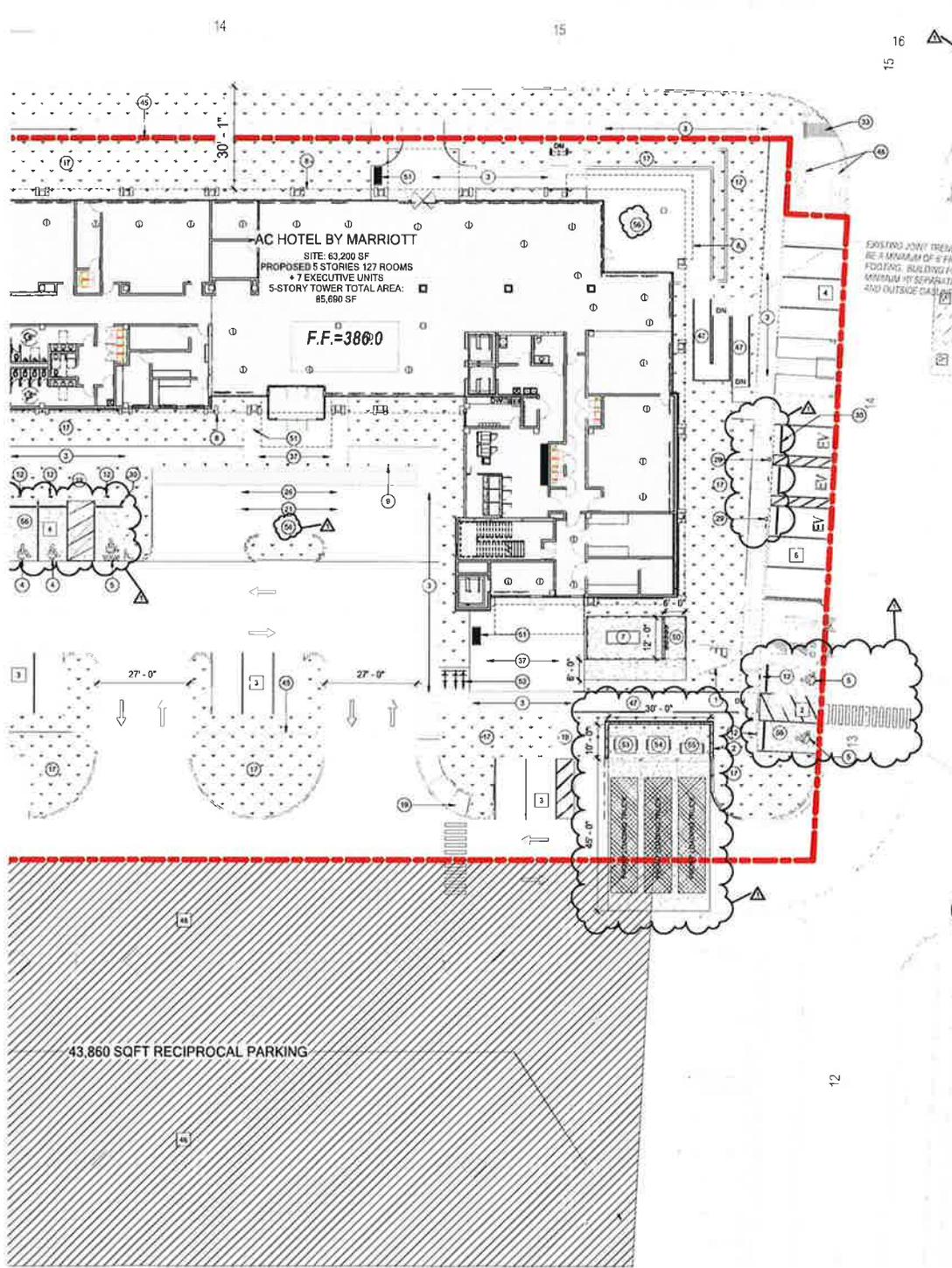
TOTAL ADA PARKING PROVIDED 6

SITE LEGEND

- LANDSCAPE
- SIDEWALK
- RECIPROCAL PARKING
- FIRE LANE
- PAVERS
- INDICATES TRAFFIC DIRECTION
- PROPERTY LINE
- EASEMENT LINE AS INDICATED
- PARKING COUNT
- KEY NOTE

KEYNOTE LEGEND

- 1 TRANSFORMER LOCATION, PROVIDE CONCRETE PAD & CONFIRM REQUIRED CLEARANCE, REFER TO CIVIL
- 2 TRASH ENCLOSURE AREA, REFER TO 6902 30
- 3 NEW CONCRETE SIDE WALK, REFER TO CIVIL & 540 31 & 1100 31
- 4 PAINTED ACCESSIBLE SIGN, REFER TO 100 31
- 5 PAINTED VAN ACCESSIBLE PARKING SIGN, REFER TO 100 31
- 6 EMERGENCY GENERATOR, REFER TO MEP
- 7 ROOF LINE ABOVE, SHOWN DASHED
- 8 LIGHTED BOLLARDS, PROVIDE CONCRETE FOUNDATION W/ JOCK PER MANUF. REQUIREMENTS, REFER TO DETAIL, PAGES 31 & MEP
- 9 MOLDED ACCESSIBILITY SIGN, REFER TO 100 31
- 10 LANDSCAPE AREA, REFER TO LANDSCAPE DRAWINGS
- 11 CURB RAMP, REFER TO CIVIL & 1000 31
- 12 TRAFFIC LOAD RATED PAVERS, REFER TO FINISH SCHEDULE
- 13 GUEST DROP OFF / LOADING AREA, REFER TO 540 30 FOR ENLARGED PLAN
- 14 OWNER PROVIDED ELECTRIC CHARGING STATIONS, REFER TO MEP FOR POWER
- 15 WHEEL STOP DETAIL, REFER TO CIVIL
- 16 ADA ACCESSIBLE ROUTE TO PUBLIC SIDEWALK
- 17 CONCRETE PAVERS, REFER TO FINISH SCHEDULE
- 18 PROPOSED RETAINING WALL, REFER TO CIVIL AND STRUCTURE
- 19 PROPOSED EXTERIOR STAIRS
- 20 PROPOSED ADA RAMP
- 21 EXISTING UTILITIES TO REMAIN
- 22 PROPOSED GAS METER, REFER TO MEP
- 23 TRANSITIONAL SEATING
- 24 BICYCLE RACK
- 25 6 YARD TRASH COMPACTOR
- 26 6 YARD BIODIGESTER
- 27 3 YARD ORGANICS RECYCLING
- 28 CONCRETE COOL PAVES, REFER TO CIVIL



PROJECT INFORMATION

ASSESSOR PARCEL NUMBERS: 072-3080-042-000
 ADDRESS: 510 PALLADIO PARKWAY
 USE: PARKING
 EXISTING ZONING: C-3 PD (GENERAL COMMERCIAL DISTRICT)
 PROPOSED ZONING: C-3 PD (GENERAL COMMERCIAL DISTRICT)

OWNER

BROADSTONE LAND, LLC
 340 PALLADIO PARKWAY, SUITE 521, FOLSOM, CA 95630
 PHONE: (916) 984-1300
 EMAIL: pwalker@elliethomes.com

UTILITY PROVIDERS

WATER: CITY OF FOLSOM
 SEWER: CITY OF FOLSOM
 GAS: PG&E
 ELECTRIC: SMUD
 TELEPHONE: SURE WEST

EXISTING	#	ACRES
EXISTING NUMBER OF PARCELS	1	14.22 +/- AC (GROSS)

PROPOSED	#	ACRES
PROPOSED NUMBER OF PARCELS	1	12.77 +/- AC (GROSS)
	2	1.45 +/- AC (GROSS)

APPLICANT

INSIGNIA HOSPITALITY GROUPS, INC.
 401 N. TRADEWINDS, MIDLAND, TEXAS 79706
 PHONE: (432) 699-0969
 EMAIL: darpan@insigniangmt.com

SERVICE PROVIDERS

SCHOOL DISTRICT: FOLSOM CORDOVA UNIFIED
 FIRE PROTECTION: CITY OF FOLSOM
 POLICE PROTECTION: CITY OF FOLSOM
 STORM DRAINAGE: CITY OF FOLSOM
 SOLID WASTE: CITY OF FOLSOM

PROJECT INFORMATION

- THIS EXHIBIT IS FOR TENTATIVE MAP PURPOSES ONLY. ALL SITE CHARACTERISTICS ARE TO BE VERIFIED PRIOR TO FINAL MAP.
- MINOR MODIFICATION MAY BE MADE TO LOT LINES AT FINAL MAP.
- FOR PRELIMINARY PLANNING PURPOSES ONLY. BOUNDARY, TOPO, EASEMENTS AND SITE CONDITIONS TO BE VERIFIED PRIOR TO FINAL MAP AND ENGINEERING.
- PURSUANT SECTION 66456.1 OF THE GOVERNMENT CODE, THE SUBDIVIDER MAY FILE MULTIPLE FINAL MAPS BASED UPON THIS TENTATIVE MAP. THE FILING OF A FINAL MAP ON A PORTION OF THIS TENTATIVE MAP SHALL NOT INVALIDATE ANY PART OF THIS TENTATIVE MAP, INCLUDING THE AUTHORITY OF THE LOCAL AGENCY TO IMPOSE REASONABLE CONDITIONS RELATING TO THE FILING OF MULTIPLE FINAL MAPS.
- PURSUANT TO SECTION 66445 (J) OF THE GOVERNMENT CODE, THE FOLLOWING EASEMENTS ARE PROPOSED TO BE ABANDONED:
 - 20' INGRESS/EGRESS EASEMENT PER 20010913 O.R. 660

NOTES

PUE PUBLIC UTILITY EASEMENT
 LSE LANDSCAPE EASEMENT

ABBREVIATIONS

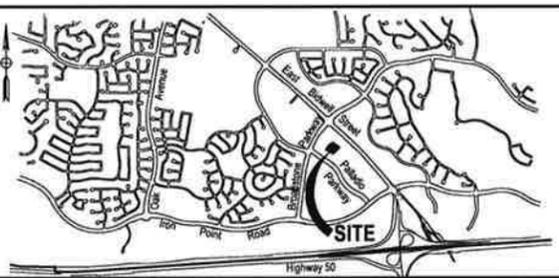
ARCHITECT

MAYSE & ASSOCIATES
 14881 QUORUM DRIVE, SUITE 800
 DALLAS, TEXAS 75254
 CONTACT: RONALD K. SMITH, AIA, P.E.
 HAO XU, AIA
 PHONE: (972) 385-0338
 EMAIL: rsmith@mayseassociates.com
 hxu@mayseassociates.com

ENGINEER/PLANNER

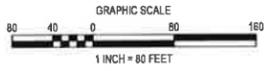
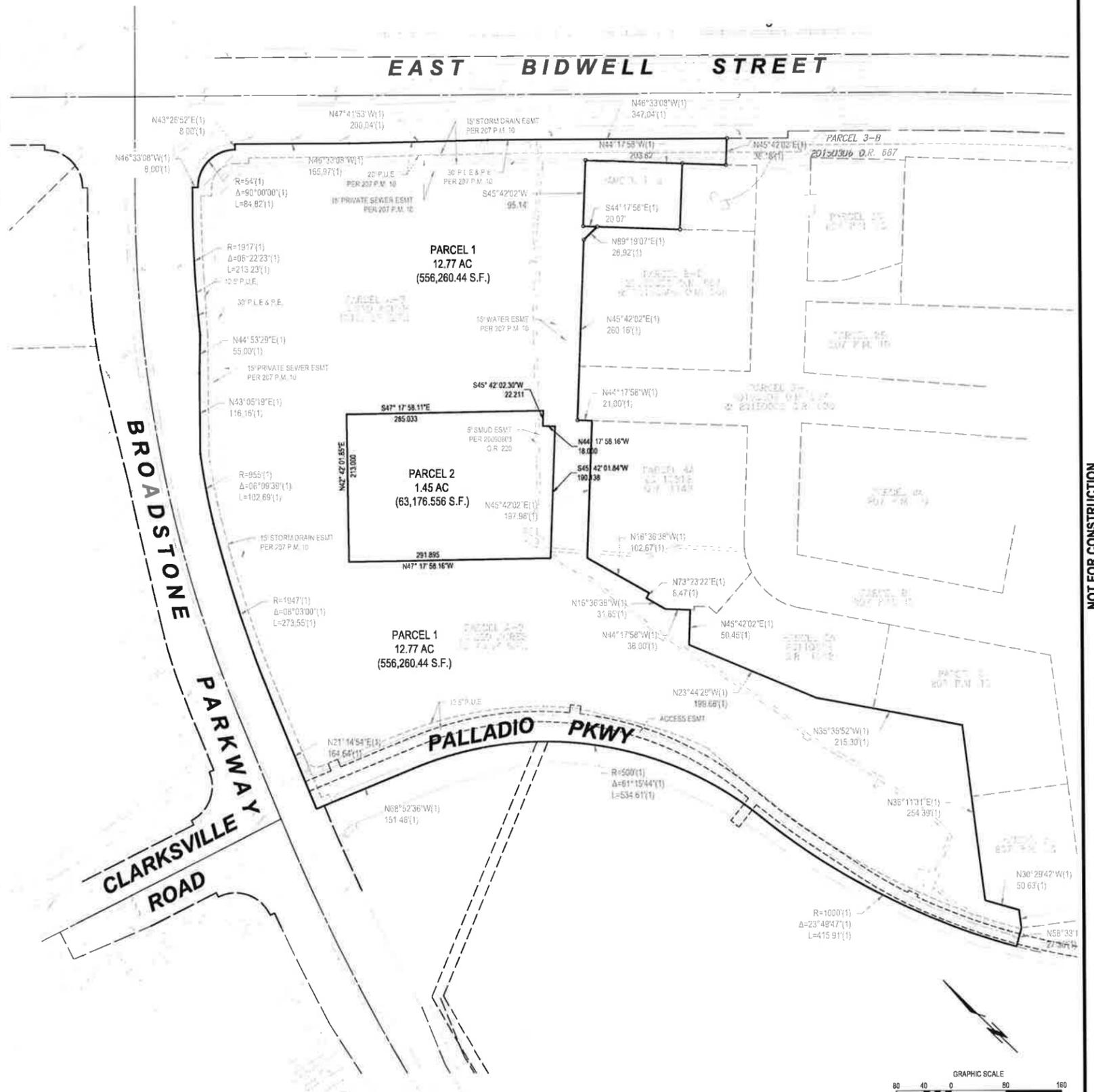
MORTON & PITALO, INC.
 600 COOLIDGE DRIVE, SUITE #140
 FOLSOM, CA 95630
 CONTACT: SCOTT PEDERSEN
 PHONE: (916) 927-2400
 EMAIL: spederesen@mpengr.com

CONSULTANT



VICINITY MAP

NO SCALE



Dwg: A320206-0001-01 AC HOTEL (PALLADIO) LANDMARKING (P&I) DWG | Rev: 05-14-21 09:27am SPEDERSEN

NO.	DESCRIPTION	APPD. PAGE	DATE	APPD. FILE	DATE

SCALE:
 HORIZ. 1" = 80'
 VERT. 1" = N/A

BENCH MARK

COMPUTED
 DESIGNED
 DRAWN
 PROJ. ENGR.



MORTON & PITALO, INC.
 CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING
 Folsom • Fresno
 600 Coolidge Drive, Suite #140
 Folsom, CA 95630
 phone: (916) 984-7621
 web: www.mpengr.com

ENTITLEMENT DRAWING FOR
AC HOTEL (PALLADIO)
 TENTATIVE PARCEL MAP
 510 PALLADIO PARKWAY
 FOLSOM, CALIFORNIA

DATE	MAY 14, 2021
SHEET	1
OF	1

NOT FOR CONSTRUCTION

CODE REVIEW CDC 2019

CHAPTER 2. USE & OCCUPANCY CLASSIFICATION

SECTION 201

ASSEMBLY GROUP A-2 INTENDED USE BREAKFAST BUFFET, BAR

EXCEPTIONS:

- 1. A ROOM OR SPACE USED FOR ASSEMBLY PURPOSES WITH AN OCCUPANT LOAD OF LESS THAN 30 PERSONS AND ACCESSORY TO ANOTHER OCCUPANCY SHALL BE CLASSIFIED AS A GROUP B OCCUPANCY OR AS PART OF THAT OCCUPANCY.
- 2. A ROOM OR SPACE USED FOR ASSEMBLY PURPOSES THAT IS LESS THAN 750 SQ FT IN AREA AND ACCESSORY TO ANOTHER OCCUPANCY SHALL BE CLASSIFIED AS A GROUP B OCCUPANCY OR AS PART OF THAT OCCUPANCY.

SECTION 202

BUSINESS GROUP B OFFICE PROFESSIONAL OR SERVICE TYPE TRANSACTION INCLUDING STORAGE OF RECORDS AND ACCOUNTS

SECTION 203

A-1 INTENDED USE HOTEL (TRANSIENT)

CHAPTER 4. SPECIAL DETAILED REQUIREMENTS BASED ON USE & OCCUPANCY

SECTION 401 GROUP R-1

SECTION 401.2 SEPARATION WALLS

WALL SEPARATING SLEEPING UNITS IN THE SAME BUILDING OR SLEEPING UNITS FROM OTHER OCCUPANCIES CONTIGUOUS TO THEM IN THE SAME BUILDING SHALL BE CONSTRUCTED AS FIRE PARTITIONS IN ACCORDANCE WITH SECTION 700

SECTION 401.3 HORIZONTAL SEPARATION

FLOOR ASSEMBLIES SEPARATING SLEEPING UNITS IN THE SAME BUILDING AND FLOOR ASSEMBLIES SEPARATING SLEEPING UNITS FROM OTHER OCCUPANCIES CONTIGUOUS TO THEM IN THE SAME BUILDING SHALL BE CONSTRUCTED AS HORIZONTAL ASSEMBLIES IN ACCORDANCE WITH SECTION 712

CHAPTER 5. GENERAL BUILDING HEIGHTS & AREA

SECTION 501 BUILDING HEIGHT

TABLE 502 ALLOWABLE BUILDING HEIGHTS AND AREAS

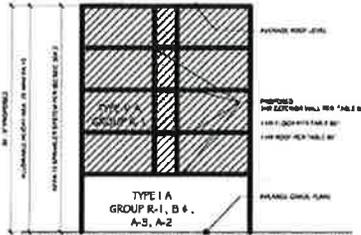
GROUP	TYPE OF CONSTRUCTION	HEIGHT	AREA	STORIES
R-1	TYPE VA	35	12,000 SQ FT	4

SECTION 503 BUILDING HEIGHT

SECTION 503.2 AUTOMATIC SPRINKLER SYSTEM INCREASE

WHERE A BUILDING IS EQUIPPED THROUGHOUT WITH AN APPROVED AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 902.11 THE VALUE SPECIFIED IN TABLE 502 FOR MAXIMUM NUMBER OF STORIES IS INCREASED BY 20 FEET AND THE MAXIMUM NUMBER OF STORIES IS INCREASED BY ONE

THE BUILDING HEIGHT ADJUSTED WITH THE HEIGHT MODIFICATION FOR R-1 OF TYPE VA CONSTRUCTION IS 70 FEET MAX. HEIGHT AND NO. OF STORIES IS 4.



BUILDING HEIGHT AND STORES MODIFICATION WITH NFPA 13 SPRINKLER SYSTEM AS PER SECTION 504.2 AUTOMATIC SPRINKLER SYSTEM INCREASE 4 FIRE-RESISTING RATING REQUIREMENTS FOR BUILDING ELEMENTS PER TABLE 501

SECTION 503 BUILDING AREA MODIFICATIONS

ALLOWABLE BUILDING AREA FOR R-1 OF TYPE VA: BUILDING AREA IS 12,000 SQ FT ON LEVEL 2,5 AND 11,500 SQ FT ON LEVEL 1 AS PER TABLE 502.2

AREA MODIFICATION (PER SEC 109.2.4) MIXED-OCCUPANCY, MULTISTORY BUILDING

A4 = 141,295 sq ft

A4 = ALLOWABLE BUILDING AREA PER STORY 90 FT

A4 = TABULAR BUILDING AREA PER STORY 90 FT PER TABLE 502.2

NE. TABULAR ALLOWANCE AREA FACTOR IN ACCORDANCE WITH TABLE 502.2 FOR A NON-SPRINKLERED BUILDING (REGARDLESS OF WHETHER THE BUILDING IS SPRINKLERED)

F = AREA INCREASE FACTOR DUE TO FRONTAGE (PERCENTAGE) AS CALCULATED IN ACCORDANCE WITH SECTION 505.3

FRONTAGE INCREASE (PER SEC. 505.3)

F = 0.00

F = AREA INCREASE DUE TO FRONTAGE
F = BUILDING PERIMETER THAT FRONTS ON A PUBLIC WAY OR OPEN SPACE HAVING 20 FT OPEN MINIMUM WIDTH

P = PERIMETER OF ENTIRE BUILDING (FT)

W = WIDTH OF PUBLIC WAY OR OPEN SPACE (FT) IN ACCORDANCE WITH SECTION 506.3.1

ALL LEGS IS GREATER THAN 20 FT SO IN THAT CASE F = 75

A4 = 12,000 SQ FT PER TABLE 502.2

A4 = 11,500 SQ FT PER TABLE 502.2

A4 = 12,000 (12,000 x 0.75)

A4 = 21,000 SQ FT ALLOWABLE BUILDING AREA

A4 = 20,125 SQ FT ALLOWABLE BUILDING AREA

TOTAL ALLOWABLE BUILDING AREA FOR SINGLE OCCUPANCIES: 104,123 SQ FT

FLOOR	AREA PER FLOOR PROPOSED	ALLOWABLE AREA	TOTAL GROSS ALLOWABLE
FIRST	18,140 SF	14,125 SF	
SECOND	17,640 SF	21,000 SF	
THIRD	17,640 SF	21,000 SF	
FOURTH	17,640 SF	21,000 SF	
FIFTH	17,640 SF	21,000 SF	
TOTAL	88,800 SF PROPOSED		104,123 SF

HOTEL AREA SUMMARY:

GROSS ADDON FLOOR SUMMARY:

ADDON FLOOR	AREA	PERMITS	DATE	STATUS
1ST FLOOR	18,140 SF	10/15/2019	ISSUED	
2ND FLOOR	17,640 SF	10/15/2019	ISSUED	
3RD FLOOR	17,640 SF	10/15/2019	ISSUED	
4TH FLOOR	17,640 SF	10/15/2019	ISSUED	
5TH FLOOR	17,640 SF	10/15/2019	ISSUED	
TOTAL	88,800 SF			

BUILDING SQUARE FOOTAGE

AREA	AREA PER FLOOR SQ FT
1ST FLOOR	18,140
2ND FLOOR	17,640
3RD FLOOR	17,640
4TH FLOOR	17,640
5TH FLOOR	17,640
TOTAL	88,800



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AC HOTEL FOLSOM CA

PALMADIR HWY FOLSOM, CA 95630



INSIGNIA

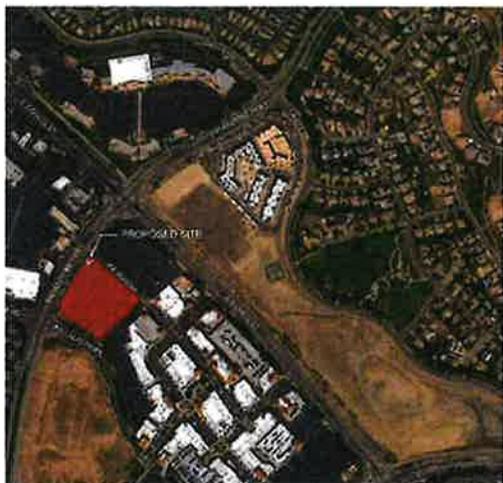
MAYR & ASSOCIATES, INC. 401 WASHINGTON AVENUE, FOLSOM, CA 95630

No.	Revised by	Date

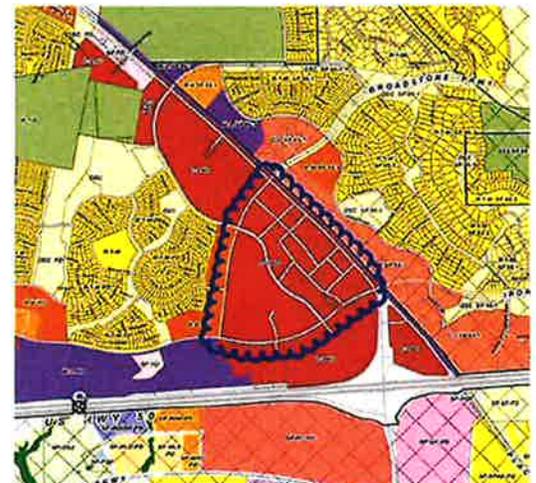
05/14/2021

19084
CODE SHEET

A-SD2



VICINITY MAP NOT TO SCALE



ZONING MAP NOT TO SCALE

Folsom
Community Development Department
10000 Folsom Street
Folsom, CA 95630



Ralph Hatch, Director
Wilton Rancheria
Cultural Preservation Department
9415 Rancheria Drive
Wilton, Ca 95693

lson
ity Development Department
ra Street
CA 95630



Sara D. Setshwaelo, Chairperson
lone Band of Miwok Indians
P.O. Box 699
Plymouth, CA 95669

Folsom
Community Development Department
10000 Tomoma Street
Folsom, CA 95630



Chairman Raymond C. Hitchcock
Wilton Rancheria
Cultural Preservation Department
9415 Rancheria Drive
Wilton, Ca 95693

From: DoNotReply@auburnrancheria.com
To: [Shannon Joy](#)
Subject: AC Hotel by Marriott Notification Confirmation
Date: Friday, January 28, 2022 8:42:50 AM
Attachments: [Thank you for consulting with the UAIC.pdf](#)



The United Auburn Indian Community thanks you for your commitment to consultation for the following project:

AC Hotel by Marriott

You will find a copy of your consultation submission attached for your records.

Our Tribal Historic Preservation Department will review the project and respond as soon as possible. If you need to speak with someone regarding the project or your submission, please contact the Tribal Office at (530) 883-2390.

The United Auburn Indian Community is now accepting electronic consultation requests and project notifications. To learn more, [click here](#).

****This is an automated email. Replies to this address will not be received.**

Nothing in this e-mail is intended to constitute an electronic signature for purposes of the Electronic Signatures in Global and National Commerce Act (E-Sign Act), 15, U.S.C. §§ 7001 to 7006 or the Uniform Electronic Transactions Act of any state or the federal government unless a specific statement to the contrary is included in this e-mail.

From: [Anna Starkey](#)
To: ["Josh Kinkade"](#)
Cc: [Shannon Joy](#)
Subject: AB52: AC Hotel by Marriott Project
Date: Wednesday, February 9, 2022 4:01:06 PM
Attachments: [image001.png](#)
[UAIC TCR Chapter Recommendations - NO TCRs Identified.pdf](#)
[3 Unanticipated Discoveries.pdf](#)

Good afternoon,

Thank you for the notification and opportunity to consult on the AC Hotel project. We've reviewed the project location and did not find any areas of oral history, sacred lands, or other culturally sensitive areas of concern in or near the project area. There are a few CHRIS sites recorded in the general area though.

What are the archaeological recommendations for this project? Will any subsurface testing be recommended?

I've attached our standard Unanticipated Discoveries mitigation measure and our recommendations for the TCR chapter. Unless indigenous cultural resources are identified through the cultural resources study, I believe that we can close consultation if you are in agreement. If any are discovered, we will need to reassess the need to consult.

Thank you,
Anna Starkey

*Please submit all project notifications through our online form. **Bookmark this link!***

<https://auburnrancheria.com/programs-services/tribal-preservation/submit-agency-notification/>



Nothing in this e-mail is intended to constitute an electronic signature for purposes of the Electronic Signatures in Global and National Commerce Act (E-Sign Act), 15, U.S.C. §§ 7001 to 7006 or the Uniform Electronic Transactions Act of any state or the federal government unless a specific statement to the contrary is included in this e-mail.

From: [Anna Starkey](#)
To: ["Josh Kinkade"](#)
Cc: [Shannon Joy](#)
Subject: RE: AB52: AC Hotel by Marriott Project
Date: Wednesday, March 23, 2022 11:56:04 AM
Attachments: [image001.png](#)

Good afternoon,
I'm following up on the email below. Are there any updates?
Thank you,
Anna

From: Anna Starkey
Sent: Wednesday, February 9, 2022 4:01 PM
To: 'Josh Kinkade' <jkinkade@folsom.ca.us>
Cc: 'Shannon Joy' <sjoy@ecorpconsulting.com>
Subject: AB52: AC Hotel by Marriott Project

Good afternoon,
Thank you for the notification and opportunity to consult on the AC Hotel project. We've reviewed the project location and did not find any areas of oral history, sacred lands, or other culturally sensitive areas of concern in or near the project area. There are a few CHRIS sites recorded in the general area though.

What are the archaeological recommendations for this project? Will any subsurface testing be recommended?

I've attached our standard Unanticipated Discoveries mitigation measure and our recommendations for the TCR chapter. Unless indigenous cultural resources are identified through the cultural resources study, I believe that we can close consultation if you are in agreement. If any are discovered, we will need to reassess the need to consult.

Thank you,
Anna Starkey

*Please submit all project notifications through our online form. **Bookmark this link!***
<https://auburnrancheria.com/programs-services/tribal-preservation/submit-agency-notification/>

From: [Lisa Westwood](#)
To: [Anna Starkey](#)
Cc: [Josh Kinkade](#); [Robert Edgerton \(RobertE@helixepi.com\)](#); [Shannon Joy](#)
Subject: RE: AB52: AC Hotel by Marriott Project
Date: Friday, March 25, 2022 1:30:00 PM
Attachments: [image001.png](#)
[image002.gif](#)

Hi Anna-

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Lisa Westwood, RPA ♦ Vice President ♦ Director of Cultural Resources ♦ **ECORP Consulting, Inc.**
California Small Business for Public Works (SB-PW)

lwestwood@ecorpconsulting.com ♦ Phone: 916.782.9100 ♦ Cell: 916.316.1456 ♦ Direct: 916.251.5137
Rocklin ♦ Redlands ♦ Santa Ana ♦ San Diego ♦ Chico ♦ Flagstaff, AZ ♦ Santa Fe, NM

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Subject: RE: AB52: AC Hotel by Marriott Project
Date: Monday, March 28, 2022 10:31:00 AM
Attachments: [image001.png](#)
[image002.gif](#)

Hi Anna,

The City has obtained some additional information for you, which I've pasted below.

Click link to see the grading plans for reference. [19084 Grading Plan](#)

The majority of the work will be fill on the lot.

Foundation is not designed yet but anticipate spread footing and mat footings-maybe some piers.

As regards general grading, the original development of this area (Palladio parking field) was primarily in fill. The NE side of the building closest to the Palladio (EG= 388, FF= 386) had an original ground elevation around 381-384. The NW side of the building at the far end from the Palladio (EG= 380, FF= 386) had an original ground elevation around 380.

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Sent: Friday, March 25, 2022 3:58 PM

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Thank you!

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lead agency with our recommendations.

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Thank you!

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From: [Josh Kinkade](#)
To: [Lisa Westwood](#); [Anna Starkey](#)
Cc: [Robert Edgerton \(RobertE@helixepi.com\)](#); [Shannon Joy](#)
Subject: RE: AB52: AC Hotel by Marriott Project
Date: Tuesday, April 5, 2022 11:19:06 AM
Attachments: [image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.jpg](#)
[image008.png](#)
[image009.gif](#)

Anna,

We are in agreement with this. As such, this closes the consultation on this project.

Thanks,

Josh Kinkade

Associate Planner

Community Development Department

50 Natoma Street, Folsom, CA 95630

O: 916.461.6209



From: Lisa Westwood <Lwestwood@ecorpconsulting.com>
Sent: Tuesday, April 5, 2022 10:54 AM
To: Anna Starkey <astarkey@auburnrancheria.com>
Cc: Josh Kinkade <jkinkade@folsom.ca.us>; Robert Edgerton (RobertE@helixepi.com)
<roberte@helixepi.com>; Shannon Joy <sjoy@ecorpconsulting.com>
Subject: RE: AB52: AC Hotel by Marriott Project

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you, Anna, I appreciate this.

Lisa

From: Anna Starkey <astarkey@auburnrancheria.com>

Sent: Tuesday, April 5, 2022 10:50 AM
To: Lisa Westwood <Lwestwood@ecorpconsulting.com>
Cc: Josh Kinkade <jkinkade@folsom.ca.us>; Robert Edgerton (RobertE@helixepi.com) <roberte@helixepi.com>; Shannon Joy <sjoy@ecorpconsulting.com>
Subject: RE: AB52: AC Hotel by Marriott Project

Good morning,
Thank you for following up. We've been very busy lately and its easy for emails to fall off my radar.

Knowing that the area is primarily fill is very helpful. With that in mind, please include our standard unanticipated discoveries measures and consider including our recommendations for the Tribal Cultural Resources chapter of the CEQA document.

If you (the lead agency) are in agreement, consultation can be closed for this project.

Thank you,
Anna

From: Lisa Westwood <Lwestwood@ecorpconsulting.com>
Sent: Tuesday, April 5, 2022 9:58 AM
To: Anna Starkey <astarkey@auburnrancheria.com>
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Subject: RE: AB52: AC Hotel by Marriott Project

Hi Anna,
I wanted to check in with you to see if you had any questions on the information that the City provided below, and if you can provide your final comments and recommendations for city consideration, as they are finalizing their CEQA document now. Thank you!

Lisa

From: Lisa Westwood
Sent: Monday, March 28, 2022 10:32 AM
To: Anna Starkey <astarkey@auburnrancheria.com>
Cc: Josh Kinkade <jkinkade@folsom.ca.us>; Robert Edgerton (RobertE@helixepi.com) <roberte@helixepi.com>; Shannon Joy <sjoy@ecorpconsulting.com>
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Tribal Cultural Resources Unanticipated Discoveries

The following mitigation measure¹ is intended to address the evaluation and treatment of inadvertent/unanticipated discoveries of potential tribal cultural resources (TCRs), archaeological, or cultural resources during a project's ground disturbing activities.

If any suspected TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC §21074). The Tribal Representative will make recommendations for further evaluation and treatment as necessary.

When avoidance is infeasible, preservation in place is the preferred option for mitigation of TCRs under CEQA and UAIC protocols, and every effort shall be made to preserve the resources in place, including through project redesign, if feasible. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. Permanent curation of TCRs will not take place unless approved in writing by UAIC or by the California Native American Tribe that is traditionally and culturally affiliated with the project area.

The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a TCR may include Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.

Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of the CEQA, including AB52, have been satisfied.



¹ Proposed Mitigation Measure includes suggested template language to assist lead CEQA agencies, and their consultants, in understanding the Tribe's policies and expectations. All measures are subject to periodic review and change by the consulting Tribe to reflect best practices and to be worded on a project scope and site specific basis.

Recommendations for the Tribal Cultural Resources Chapter

UAIC provides the following recommendations to all lead agencies to assist with the quality and accuracy of the Tribal Cultural Resources Chapter in your CEQA documents. We are providing these recommendations because we have engaged in AB52 Tribal consultation for your project and want the chapter to accurately reflect the Tribal Historic Preservation Department methods of identification, preservation of tribal cultural resources, and the inclusion of contemporary Tribal community context. Italicized recommendations below can be copy and pasted into your CEQA document or be re-written in such a way that the context and meaning stays the same.

1. UAIC has provided to you (or will provide) our recommendations and mitigation measures for the TCR chapter for this project. We ask that the Cultural Resources chapter and mitigation measures that address historic, cultural, or archaeological resources are not combined with the TCR chapter and mitigation measures. These two chapters should be separate and distinct from each other. In other words, Cultural Resources mitigation measures should not be copied and pasted as TCR mitigation measures. This is because **Tribal values and knowledge** identify, evaluate, protect, and provide treatment recommendations and stewardship of TCRs. Archaeological values apply to archaeological resources, which are discussed in the cultural resources chapter. Separating the chapters positions Tribes in a contemporary context, especially when consulting under AB 52 (see No. 3 below).
2. The following text should be included in the methods section in the TCR chapter. The purpose is to demonstrate how UAIC identifies TCRs. If a UAIC Tribal Representative conducted a project site visit to identify Tribal resources, that should also be included in the paragraph below (the need for project site visits is determined on a project-by-project basis). Note, archaeologists do not possess the expertise to identify, evaluate and provide treatment recommendations for TCRs (PRC Section 21080.3.1 (a)):

UAIC conducted a records search for the identification of Tribal Cultural Resources for this project which included a review of pertinent literature and historic maps, and a records search using UAIC's Tribal Historic Information System (THRIS). UAIC's THRIS database is composed of UAIC's areas of oral history, ethnographic history, and places of cultural and religious significance, including UAIC Sacred Lands that are submitted to the Native American Heritage Commission (NAHC). The THRIS resources shown in this region also include previously recorded indigenous resources identified through the California Historic Resources Information System Center (CHRIS) as well as historic resources and survey data.

3. We recommend that the following paragraph be included in the TCR chapter background section, which discusses UAIC in an appropriate context, as the Maidu and Miwok people are a contemporary and thriving community.

The United Auburn Indian Community (UAIC) is a federally recognized Tribe comprised of both Miwok and Maidu (Nisenan) Tribal members who are traditionally and culturally affiliated with the project area. The Tribe has a deep spiritual, cultural, and physical ties to their ancestral land and are contemporary stewards of their culture and landscapes. The Tribal community represents a continuity and endurance of their ancestors by maintaining their connection to their history and culture. It is the Tribe's goal to ensure the preservation and continuance of their cultural heritage for current and future generations.



MITIGATION MONITORING AND REPORTING PROGRAM AC HOTEL BY MARRIOTT

Purpose of Mitigation Monitoring and Reporting Program: The California Environmental Quality Act (CEQA), Public Resources Code Section 21081.6, requires that a Mitigation Monitoring and Reporting Program (MMRP) be established upon completing findings. CEQA stipulates that “the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation.”

This MMRP has been prepared in compliance with Section 21081.6 of CEQA to ensure that all required mitigation measures are implemented and completed according to schedule and maintained in a satisfactory manner during the construction and operation of the project, as required. A table (attached) has been prepared to assist the responsible parties in implementing the MMRP. The table identifies individual mitigation measures, monitoring/mitigation timing, the responsible person/agency for implementing the measure, and space to confirm implementation of the mitigation measures. The numbering of mitigation measures follows the numbering sequence found in the Initial Study and Mitigated Negative Declaration.

The City of Folsom is the lead agency for the project under CEQA and shall administer and implement the MMRP. The City is responsible for review of all monitoring reports, enforcement actions, and document disposition. The City shall rely on information provided by the project site observers/monitors (e.g., construction manager, project manager, biologist, archaeologist, etc.) as accurate and up-to-date and shall provide personnel to field check mitigation measure status, as required.

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**MITIGATION MONITORING AND REPORTING PROGRAM
AC HOTEL BY MARRIOTT**

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
BIOLOGICAL RESOURCES				
<p>BIO-1: Avoid and Minimize Impacts to Nesting Birds</p> <ul style="list-style-type: none"> • If project (construction) ground-disturbing and grubbing activities commence during the avian breeding season (February 1 through August 31), a qualified biologist shall conduct a pre-construction nesting bird survey no more than 14 days prior to initiation of project activities and again immediately prior to construction. The survey area shall include suitable raptor nesting habitat within 500-feet of the project boundary (inaccessible areas outside of the project site can be surveyed from the site or from public roads using binoculars or spotting scopes). Pre-construction surveys are not required in areas where project activities have been continuous since prior to February 1, as determined by a qualified biologist. Areas that have been inactive for more than 14 days during the avian breeding season must be re-surveyed prior to resumption of project activities. If no active nests are identified, no further mitigation is required. If active nests are identified, the following measure is required: <ul style="list-style-type: none"> ○ A suitable buffer (e.g., typically 300-500-feet for raptors; and 50-100-feet for passerines) shall be established by a qualified biologist around active nests and no construction activities within the buffer shall be allowed until a qualified biologist has determined that the nest is no longer active (i.e., the nestlings have fledged and are no longer reliant on the nest, or the nest has failed). Encroachment into the buffer may occur at the discretion of a qualified biologist. Any encroachment into the buffer shall be monitored by a qualified biologist to determine whether nesting birds are being impacted. 	No more than 14 days prior to initiation of project activities/ construction	Qualified Biologist.		
CULTURAL RESOURCES				
<p>CUL-1: Avoid and Minimize Impacts to Previously Unknown Archaeological Resources In the event that cultural resources are exposed during ground-disturbing activities,</p>	Immediately upon discovery.	City of Folsom; Qualified		

<p>construction activities should be halted in the immediate vicinity of the discovery. If the site cannot be avoided during the remainder of construction, an archaeologist who meets the Secretary of the Interior’s Professional Qualifications Standards should then be retained to evaluate the find’s significance under the California Environmental Quality Act (CEQA). If the discovery proves to be significant, additional work, such as data recovery excavation, may be warranted and should be discussed in consultation with the City.</p>		Archaeologist.		
<p>CUL-2: Avoid and Minimize Impacts Related to Accidental Discovery of Human Remains</p> <p>If suspected human remains are encountered during project implementation, the specific procedures outlined by the NAHC, in accordance with Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the Public Resources Code, would be followed:</p> <p>All excavation activities within 60-feet of the remains would immediately stop, and the area would be protected with flagging or by posting a monitor or construction worker to ensure that no additional disturbance occurs.</p> <ol style="list-style-type: none"> 1. The project owner or their authorized representative would contact the County Coroner. 2. The coroner would have two working days to examine the remains after being notified in accordance with HSC 7050.5. If the coroner determines that the remains are Native American and are not subject to the coroner’s authority, the coroner would notify NAHC of the discovery within 24 hours. 3. NAHC would immediately notify the Most Likely Descendant (MLD), who would have 48 hours after being granted access to the location of the remains to inspect them and make recommendations for treatment of them. Work would be suspended in the area of the find until the senior archaeologist approves the proposed treatment of human remains. 4. If the coroner determines that the human remains are neither subject to the coroner’s authority nor of Native American origin, then the senior 	Immediately upon discovery.	City of Folsom; County Coroner.		

archaeologist would determine mitigation measures appropriate to the discovery.				
GEOLOGY AND SOILS				
GEO-1: Avoid and Minimize Impacts to Paleontological Resources In the event paleontological or other geologically sensitive resources (such as fossils or fossil formations) are identified during any phase of project construction, all excavations within 100 feet of the find shall be temporarily halted until the find is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the appropriate representative at the City of Folsom who shall coordinate with the paleontologist as to any necessary investigation of the find. If the find is determined to be significant under CEQA, the City shall implement those measures which may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code Section 21083.2.	Immediately upon discovery.	City of Folsom; Qualified Paleontologist		
GREENHOUSE GAS				
GHG-1: Building Energy Sector In accordance with the City General Plan Reduction Measure E-1, the project shall meet one of the four Building Energy Sector Requirements of the GHG Reduction Measures Consistency Checklist (Attachment B).	Prior to issuing any construction permits, the City shall verify that the project plans meet one of the four Building Energy Sector Requirements to meet this requirement.	City of Folsom.		
GHG-2: Bicycle Parking In accordance with the City General Plan GHG Reduction Measure T-3, the project shall provide a minimum of 5 percent more bicycle parking than required in the City's Municipal Code Section 17.57.090.	Prior to issuing any construction permits, the City shall verify that the project plans included sufficient bicycle parking (54 spaces) to meet this requirement.	City of Folsom.		
GHG-3: High-Performance Diesel In accordance with the City General Plan GHG Reduction Measure T-6, the project shall use high-performance diesel (also known as Diesel-HPR or Reg-9000/RHD) for all	Prior to issuing any construction permits, the City shall verify that	City of Folsom.		

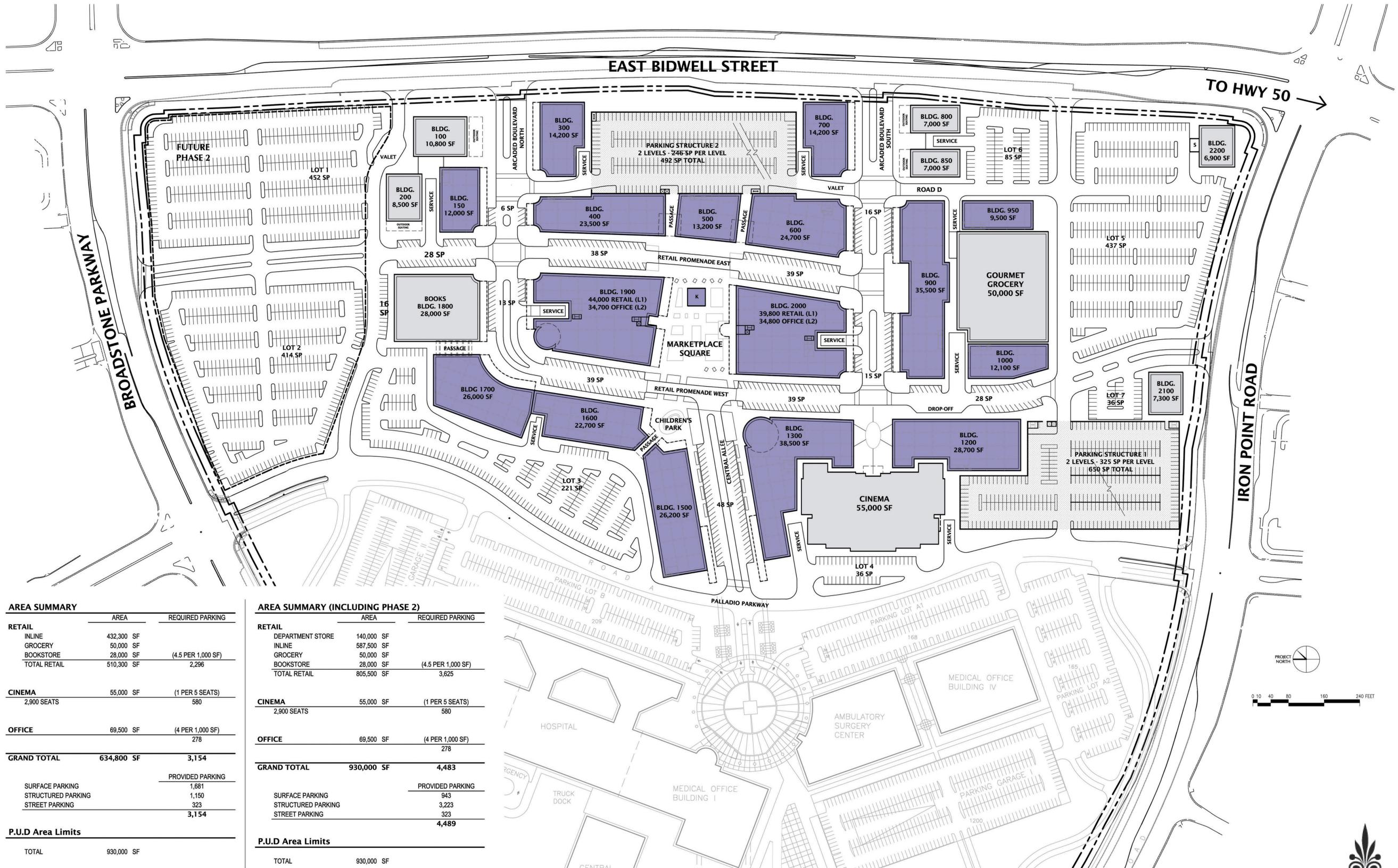
diesel-powered equipment utilized in construction of the project.	project plans and/or construction contracts include the high-performance diesel fuel requirement.			
GHG-4: Enhance Construction Waste Diversion In accordance with the City General Plan GHG Reduction Measure SW-1, the project shall divert to recycle or salvage a minimum 65 of nonhazardous construction and demolition waste generated at the project site in accordance with Appendix A5 (Residential) of the as outlined in the California Green Building Standards Code (2019 CALGreen).	Prior to issuing any construction permits, the City shall verify that project construction contracts and/or plans include the construction waste diversion requirements.	City of Folsom.		
GHG-5: Water Efficiency In accordance with the City General Plan GHG Reduction Measure W-1, the project shall comply with all applicable indoor and outdoor water efficiency and conservation measures required under 2019 CALGreen Tier 1, as outlined in the California Green Building Standards Code.	Prior to issuing any construction permits, the City shall verify that project plans meet CALGreen Tier 1 indoor and outdoor water efficiency and conservation measures.	City of Folsom.		
NOISE				
NOI-1: Construction Noise Reduction Measures Construction Hours/Scheduling: Construction activities for all phases of construction, including servicing of construction equipment shall only be permitted during the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and between 9:00 a.m. to 5:00 p.m. on Saturdays. Construction shall be prohibited on Sundays and on all holidays. Delivery of materials or equipment to the site and truck traffic coming to and from the site shall be restricted to the same construction hours specified above.	Prior to and during project construction.	City of Folsom; Construction Contractor.		
TRANSPORTATION				
TRA-1: Maintain Street Trees The applicant shall ongoingly maintain street trees front the Project along Broadstone Parkway, southwest of the Palladio driveway to maintain a 430-foot sight distance for right turning vehicles exiting the Palladio.	Ongoing.	City of Folsom; Project Applicant.		

<p>TRA-2: Driveway Utilization The applicant shall ongoingly ensure all commercial delivery trucks for the project would utilize the northern most Palladio driveway to Palladio Parkway.</p>	Ongoing.	City of Folsom; Project Applicant.		
TRIBAL CULTURAL RESOURCES				
<p>TCR-1: Unanticipated Discovery of Tribal Cultural Resources If potentially significant TCRs are discovered during ground disturbing construction activities, all work shall cease within 50 feet of the find. A Native American Representative from traditionally and culturally affiliated Native American Tribes that requested consultation on the Project shall be immediately contacted and invited to assess the significance of the find and make recommendations for further evaluation and treatment, as necessary. If deemed necessary by the City, a qualified cultural resources specialist, who meets the Secretary of Interior’s Standards and Qualifications for Archaeology, may also assess the significance of the find in joint consultation with Native American Representatives to ensure that Tribal values are considered. Work at the discovery location cannot resume until the City, in consultation as appropriate and in good faith, determines that the discovery is either not a TCR, or has been subjected to culturally appropriate treatment, if avoidance and preservation cannot be accommodated.</p>	Immediately upon discovery.	City of Folsom; Qualified Archaeologist.		

Planning Commission
AC Hotel by Marriott (PN21-115)
May 4, 2022

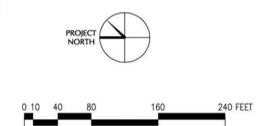
Attachment 10

Palladio 2006 Site Plan



AREA SUMMARY		
	AREA	REQUIRED PARKING
RETAIL		
INLINE	432,300 SF	
GROCERY	50,000 SF	
BOOKSTORE	28,000 SF	(4.5 PER 1,000 SF)
TOTAL RETAIL	510,300 SF	2,296
CINEMA		
2,900 SEATS	55,000 SF	(1 PER 5 SEATS)
		580
OFFICE		
	69,500 SF	(4 PER 1,000 SF)
		278
GRAND TOTAL	634,800 SF	3,154
PROVIDED PARKING		
SURFACE PARKING		1,681
STRUCTURED PARKING		1,150
STREET PARKING		323
		3,154
P.U.D Area Limits		
TOTAL	930,000 SF	

AREA SUMMARY (INCLUDING PHASE 2)		
	AREA	REQUIRED PARKING
RETAIL		
DEPARTMENT STORE	140,000 SF	
INLINE	587,500 SF	
GROCERY	50,000 SF	
BOOKSTORE	28,000 SF	(4.5 PER 1,000 SF)
TOTAL RETAIL	805,500 SF	3,625
CINEMA		
2,900 SEATS	55,000 SF	(1 PER 5 SEATS)
		580
OFFICE		
	69,500 SF	(4 PER 1,000 SF)
		278
GRAND TOTAL	930,000 SF	4,483
PROVIDED PARKING		
SURFACE PARKING		943
STRUCTURED PARKING		3,223
STREET PARKING		323
		4,489
P.U.D Area Limits		
TOTAL	930,000 SF	



DESIGN REVIEW SUBMITTAL December 13, 2006





CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 2
Type: Public Hearing
Date: May 18, 2022

Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project: 6987 Oak Avenue Tentative Parcel Map
File #: PN 21-062
Request: Tentative Parcel Map
Location: 6987 Oak Avenue
Parcel(s): 213-0281-005
Staff Contact: Josh Kinkade, Associate Planner, 916-461-6209
jkinkade@folsom.ca.us

Property Owner/Applicant

Name: Roger & Gail Zittel
Address: 6781 Oak Avenue
Folsom CA 95630

Recommendation: Conduct a public hearing, and upon conclusion, approve a Tentative Parcel Map application to subdivide an existing 1.03-acre single-family residential property located at 6987 Oak Avenue into two individual parcels (PN 21-062) as illustrated on Attachment 6 for the 6987 Oak Avenue Tentative Parcel Map project (PN 21-062), subject to the findings (Finding A-L) included in this report and the attached conditions (Conditions 1-19).

Project Summary: The proposed project includes a Tentative Parcel Map (PN 21-062) to subdivide an existing 1.03-acre single-family residential property located at 6987 Oak Avenue into two individual parcels. The two newly created parcels would be 0.54 and 0.49 acres in size. Access to the parcels will be via Oak Avenue.

Table of Contents:

- 1 - Description/Analysis
- 2 - Background
- 3 - Proposed Conditions of Approval
- 4 - Vicinity Map
- 5 - Project Narrative
- 6 - Tentative Parcel Map and Improvement Plans, dated May 2022
- 7 - Photographs of the Project Site
- 8 - Public Comments Received



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 2
Type: Public Hearing
Date: May 18, 2022

Submitted,

PAM JOHNS
Community Development Director

ATTACHMENT 1 DESCRIPTION/ANALYSIS

APPLICANT'S PROPOSAL

The applicants, Roger & Gail Zittel, are requesting approval of a Tentative Parcel Map (TPM) to subdivide an existing 1.03-acre (45,011.5 square-foot) single-family residential property located at 6987 Oak Avenue into two individual parcels (see Attachment 6). The two newly created parcels would be 23,518.92 square feet (Parcel 1) and 21,492.58 square feet (Parcel 2) in size. Proposed Parcel 1 contains an existing driveway, single-family residence and detached garage, and associated site improvements. Proposed Parcel 2 contains an existing vacant residence to be relocated off-site. Access to both parcels would be via Oak Avenue. The TPM includes a dedication of right-of-way in the front of both parcels, as the existing parcel currently extends into the existing Oak Avenue right-of-way. A 12.5-foot public utility easement is proposed on both parcels behind this right-of-way dedication. For proposed Parcel 1, a new sanitary sewer line is proposed and an existing water meter is proposed to be relocated to the new public utility easement. A 10-foot SMUD easement and new water connection are proposed on Parcel 2. Improvement plans are included in Attachment 6. Future development on Parcel 2 will be subject to a separate design review application.

POLICY/RULE

Pursuant to Folsom Municipal Code Chapter 16.24 and the Subdivision Map Act, Tentative Parcel Maps with four or fewer parcels require approval by the Planning Commission. In order to approve the proposed Tentative Parcel Map, the Commission must make the findings found in FMC section 16.16.070, namely, whether the proposed TPM, together with the provisions for its design and improvement, is consistent with the general plan, any applicable specific plan, and all applicable provisions of the Folsom Municipal Code.

Based on recent caselaw, the Commission also must make the following findings if it intends to approve the proposed TPM: (1) that the site is physically suitable for the type of development proposed; (2) that the site is physically suitable for the proposed density of development; (3) that the design of the TPM is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat; (4) that the design of the TPM is not likely to cause serious public health or safety problems; (5) that the design of the TPM will not conflict with easements, acquired by the public at large, for access through, or use of, property within the proposed subdivision; and (6) that the land is not subject to a contract entered into pursuant to the Williamson Act (California Land Conservation Act of 1965).

ANALYSIS

General Plan and Zoning Consistency

The General Plan land use designation of the site is SF (Single-Family) and the zoning classification for the site is R-1-ML (A) (Single-Family Residential, Medium Lot District, Agricultural Combining District). The SF General Plan designation calls for a density of 2 to 4 dwelling units per acre. The proposed project would provide 2 units per acre in compliance with the density requirement. The following table reflects the required and proposed development standards associated with the proposed project. Note that this table assumes that the existing vacant residence on blocks located on proposed Parcel 2 and the hut structure encroaching into proposed Parcel 2 will be relocated off-site or removed as proposed.

Development Standards Table 6987 Oak Avenue Tentative Parcel Map						
	Min. Lot Area	Min. Lot Width	Lot Coverage	Front Yard Setback	Rear Yard Setback	Side Yard Setback
R-1-ML (A) Zoning	10,000 s.f.	60 ft.	35%	20 ft.	20 ft.	5 ft., 11 ft.
Proposed Lot 1	23,518.9 s.f.	104.3 ft.	12%	138 ft. (existing)	22 ft. (existing)	7 ft (existing), 32 ft
Proposed Lot 2	21,492.6 s.f.	81.4 ft.	n/a	n/a	n/a	n/a

As shown in the development standards table above, the proposed lots meet all of the development requirements set forth in FMC Chapter 17.12 (Single-Family Residential, Medium Lot District).

As shown in the site plan in Attachment 6, there is a small residential structure on blocks that sits in the rear of proposed Parcel 2. The applicant plans to remove or relocate this structure. The small residential structure would be the only structure on the proposed Parcel 2 and would therefore be considered the primary structure on that parcel. Because the residential structure does not meet the 20-foot rear setback for a primary structure, it would also have to be removed or relocated upon recordation of the Final Map. The removal and/or relocation of this structure is required in Condition No. 15.

Future development on the proposed parcels requires approval of a Design Review Application by staff. Through the future Design Review process, City staff will verify that the future single-family residences and accessory structures comply with all applicable development standards relative to building setbacks, lot coverage, building height and design. It is important to note that the Design Review process also provides residents

and neighbors with the opportunity to provide comments and feedback on development of each of the subject parcels.

Land Use Compatibility Considerations

The project site is surrounded by single-family residences on the north and east, Oak Avenue and multi-family residences to the west and commercial uses to the south. Parcel sizes of surrounding single-family parcels range from 14,000 square feet to 108,000 square feet. The commercial lot directly to the south of the project site is over 129,000 square feet and the multi-family parcel to the west of the proposed project across Oak Avenue is over 223,000 square feet. As such, the proposal for two single-family lots whose lot sizes range from 21,000 to 23,000 square feet are consistent with the surrounding parcel sizes. Resulting building envelopes on proposed Parcel 2 would allow for the construction of a residence of comparable size to those in the general vicinity.

Tentative Parcel Map

As referenced earlier within this report, the applicant is requesting approval of a Tentative Parcel Map (TPM) to subdivide the 1.03-acre project site into two separate parcels with the intent of allowing the newly created parcels to be sold independently and Parcel 2 to be developed with a single-family residence. Water, electrical and sanitary sewer easements and provisions are shown on both proposed parcels.

Staff has determined that the proposed parcels have adequate provision in terms of access and parking. Access to the proposed parcels is provided by existing public streets, and each of the residential lots will have a private driveway that connects to Oak Avenue.

Dry utilities (electrical, gas, telephone, etc.) are accessible to both proposed parcels on Oak Avenue. Staff has conditioned that future dry utility connection services for new buildings be placed underground at the project site (Condition No.13). Staff has also provided Condition No. 14, which requires that each parcel have an independent water and sanitary sewer service which does not encroach into any other parcel and connects directly to the right-of-way. As a result, staff has determined that, as conditioned, the submitted TPM meets all requirements as set forth in Chapter 16.24 (Parcel Maps) of the FMC, as well as the requirements of the State Subdivision Map Act. Furthermore, based on research of Sacramento County records, staff confirms that the design of the TPM will not conflict with easements, acquired by the public at large, for access through, or use of, property within the proposed subdivision. Furthermore, staff confirms that that the land is not subject to a contract entered into pursuant to the Williamson Act.

Public Comments

The required public notification efforts (an advertisement in the Folsom Telegraph and direct mailing to all property owners within 300 feet of the project site) has resulted in one public comment from a resident, which has been included in Attachment 8.

ENVIRONMENTAL REVIEW

This property was not involved in a division of a larger parcel in the last two years. The

property does not have an average slope greater than 20 percent. The property division is in conformance with the General Plan and Zoning, and no variances or exceptions are required. In addition, all services and access to the proposed parcels are provided to local standards. Therefore, the project is exempt from environmental review under section 15315 (Minor Land Divisions) of the California Environmental Quality Act (CEQA) Guidelines. Based on staff's analysis of this project, none of the exceptions in Section 15300.2 of the CEQA Guidelines apply to the use of the categorical exemption in this case.

RECOMMENDATION

Staff recommends approval of the proposed Tentative Parcel Map, based on the following findings, and subject to the conditions of approval attached to the report.

PLANNING COMMISSION ACTION

Move to approve the 6987 Oak Avenue Tentative Parcel Map project creating two (2) parcels as illustrated in Attachment 6, based on the following findings (Findings A-L) and the attached conditions of approval (Conditions 1-19).

GENERAL FINDINGS

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

CEQA FINDINGS

- C. THE PROJECT IS EXEMPT FROM ENVIRONMENTAL REVIEW UNDER SECTION 15315 (MINOR LAND DIVISIONS) OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES.
- D. THE CUMULATIVE IMPACT OF SUCCESSIVE PROJECTS OF THE SAME TYPE IN THE SAME PLACE, OVER TIME IS NOT SIGNIFICANT IN THIS CASE.
- E. NO UNUSUAL CIRCUMSTANCES EXIST TO DISTINGUISH THE PROPOSED PROJECT FROM OTHERS IN THE EXEMPT CLASS.

TENTATIVE PARCEL MAP FINDINGS

- F. THE PROPOSED TENTATIVE PARCEL MAP IS CONSISTENT WITH THE GENERAL PLAN, THE ZONING CODE, THE CITY'S SUBDIVISION ORDINANCE, OTHER APPLICABLE PROVISIONS OF THE FOLSOM

MUNICIPAL CODE, AND THE SUBDIVISION MAP ACT IN THAT THE PROJECT IS SUBJECT TO CONDITIONS OF APPROVAL THAT WILL ENSURE THAT THE PROJECT IS DEVELOPED IN COMPLIANCE WITH CITY STANDARDS.

- G. THE DESIGN OF THE TENTATIVE PARCEL MAP IS NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.
- H. THE DESIGN OF THE TENTATIVE PARCEL MAP IS NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.
- I. THE DESIGN OF THE TENTATIVE PARCEL MAP WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED TENTATIVE PARCEL MAP.
- J. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED (RESIDENTIAL).
- K. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF THE DEVELOPMENT.
- L. SUBJECT TO SECTION 66474.4 OF THE SUBDIVISION MAP ACT, THE LAND IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965 (COMMENCING WITH SECTION 51200 OF THE GOVERNMENT CODE).

ATTACHMENT 2 BACKGROUND

BACKGROUND

The existing single-story residence at 6987 Oak Avenue was built in 1920. The residence was remodeled and a garage was added to the property in 2020.

GENERAL PLAN DESIGNATION	SF (Single Family)
ZONING	R-1-ML (A) (Single Family Residential-Medium Lot-Agricultural Combining District)
ADJACENT LAND USES/ZONING	North: Single-Family Residential Development (R-1-ML(A)) South: Agricultural/Commercial Development (C-1 (A)) East: Single-Family Residential Development (R-1-ML(A)) West: Oak Avenue with Single Family Residential (R-1-L (A)) and Multi-Family Residential (R-M PD) Development Beyond

SITE CHARACTERISTICS The 1.03-acre project site is flat and contains a primary residential structure, several small accessory structures and mature trees.

APPLICABLE CODES FMC Chapter 16.24, Parcel Maps
FMC Chapter 16.16, Tentative Subdivision Maps
FMC Chapter 17.12, R-1-ML, Residential, Single-Family Dwelling, Medium Lot District
FMC Chapter 17.40, A, Agricultural Combining District
FMC Chapter 17.64, Nonconforming Uses

Attachment 3

Proposed Conditions of Approval

**CONDITIONS OF APPROVAL FOR THE
 6987 OAK AVENUE TENTATIVE PARCEL MAP
 (PN 21-062)**

Cond. No.	Mitigation Measure	GENERAL REQUIREMENTS	When Required	Responsible Department
1.		<p>The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ul style="list-style-type: none"> • Tentative Parcel Map, dated May 2022 • Improvement Plans, dated May 2022 <p>The project is approved for 6987 Oak Avenue Tentative Parcel Map, which includes subdividing an existing 1.03-acre parcel into two individual parcels. Implementation of the project shall be consistent with the above-referenced items as modified by these conditions of approval.</p>	M	CD (P)(E)
2.		<p>The project approval granted under this staff report shall remain in effect for two years from final date of approval (May 18, 2024). Failure to obtain the relevant building (or other) permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval.</p>	M	CD (P)

3.		<p>The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney’s fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
DEVELOPMENT COSTS AND FEE REQUIREMENTS				
4.		The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	M	CD (P)(E)
5.		If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	M	CD (E)

6.		The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	M	CD (P)(E)
7.		If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Final Map, improvement plans, or beginning inspection, whichever is applicable.	M	CD (P)(E)
8.		The Owner/Applicant shall pay parkland dedication in-lieu fees (Quimby) for 0.0146 acres for the 6987 Oak Avenue project: and in accordance with the Folsom Municipal Code, Section 16.32.040. In-lieu fee payment shall be made on a lot by-lot basis prior to the issuance of any building permit. Per Folsom Municipal Code Section 16.32.040, paragraph H, Determination of Fair Market Value- The fair market value shall be determined based upon a written appraisal prepared by an appraiser who is acceptable to both the city and the subdivider. The appraisal shall be based upon the fair market value of the land having final subdivision or parcel map status. The cost of the appraisal shall be borne by the subdivider.	B	PR
SITE DEVELOPMENT REQUIREMENTS				
9.		Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the current edition of the City of Folsom <u>Standard Construction Specifications</u> and the <u>Design and Procedures Manual and Improvement Standards</u> .	I, B	CD (P)(E)
10.		The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.).	I	CD (P)(E)

11.		For any improvements constructed on private property that are not under ownership or control of the owner/applicant, a right-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City prior to issuance of a grading permit and/or approval of improvement plans.	G, I	CD (E)
12.		Prior to commencement of any grading or site improvement-related activities on the resulting parcels, the owner/applicant shall submit a tree permit application to the CDD for review and approval. The tree permit application shall include an arborist report to identify the protected trees that will be impacted by the development activities as well as a Tree Protection and Mitigation Plan in accordance with the City's Tree Care and Maintenance Standards to ensure construction impacts are minimized on trees planned for preservation.	I, B	CD (P)(E)
13.		Future dry utility connection services (electrical, gas, telephone, etc.) for new buildings shall be placed underground at the project site.	B	CD (E)
14.		Each parcel shall have an independent water and sanitary sewer service which does not encroach into any other parcel and connects directly to the right-of-way. Prior to the issuance of building permits, any existing sanitary sewer or water service which encroaches into another parcel shall be relocated in accordance with the City of Folsom <i>Standard Construction Specifications</i> and the <i>Design and Procedures Manual and Improvement Standards</i> .	I,G,B	CD (E)
15.		The residential structure on blocks on the southeast corner of the project site shall be demolished or relocated prior to recordation of a Final Map. Demolition and relocation are subject to approval of a building permit.	M	CD (B)(E)
MAP REQUIREMENTS				
16.		The owner/applicant shall provide a digital copy of the recorded Parcel Map (in AutoCAD format) to the Community Development Department.	M	CD (E)
17.		The owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Parcel Map.	M	CD (P)
18.		Prior to the recording of the Parcel Map, the owner/applicant shall enter into a deferred improvement agreement with the City, identifying public improvements, if any, to be constructed. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.	M	CD (P)(E)
19.		The easement along the Oak Avenue frontage shall be labeled as "Right-of-Way Dedication" rather than "Intent of Deed" on the Final Map.	M	CD (P)(E)

RESPONSIBLE DEPARTMENT		WHEN REQUIRED	
CD (P) (E) (B) (F)	Community Development Department	I	Prior to approval of Improvement Plans
	Planning Division	M	Prior to approval of Final Map
	Engineering Division	B	Prior to issuance of first Building Permit
	Building Division	O	Prior to approval of Occupancy Permit
	Fire Division	G	Prior to issuance of Grading Permit
PW	Public Works Department	DC	During construction
PR	Park and Recreation Department	OG	On-going requirement
PD	Police Department		

Attachment 4

Vicinity Map



Attachment 5

Project Narrative



PROJECT NARRATIVE
6987 OAK AVE, FOLSOM, CA 95630

6987 Oak Ave, Folsom, CA, APN 213-0281-005 is currently a 1.03 acre residential lot consisting of a single one-story structure. The applicant desires to split the parcel into two individual parcels for the purpose of selling the newly created vacant parcel.

There are no development plans at this time.

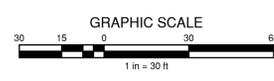
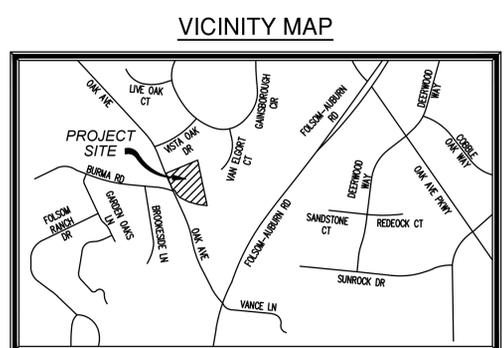
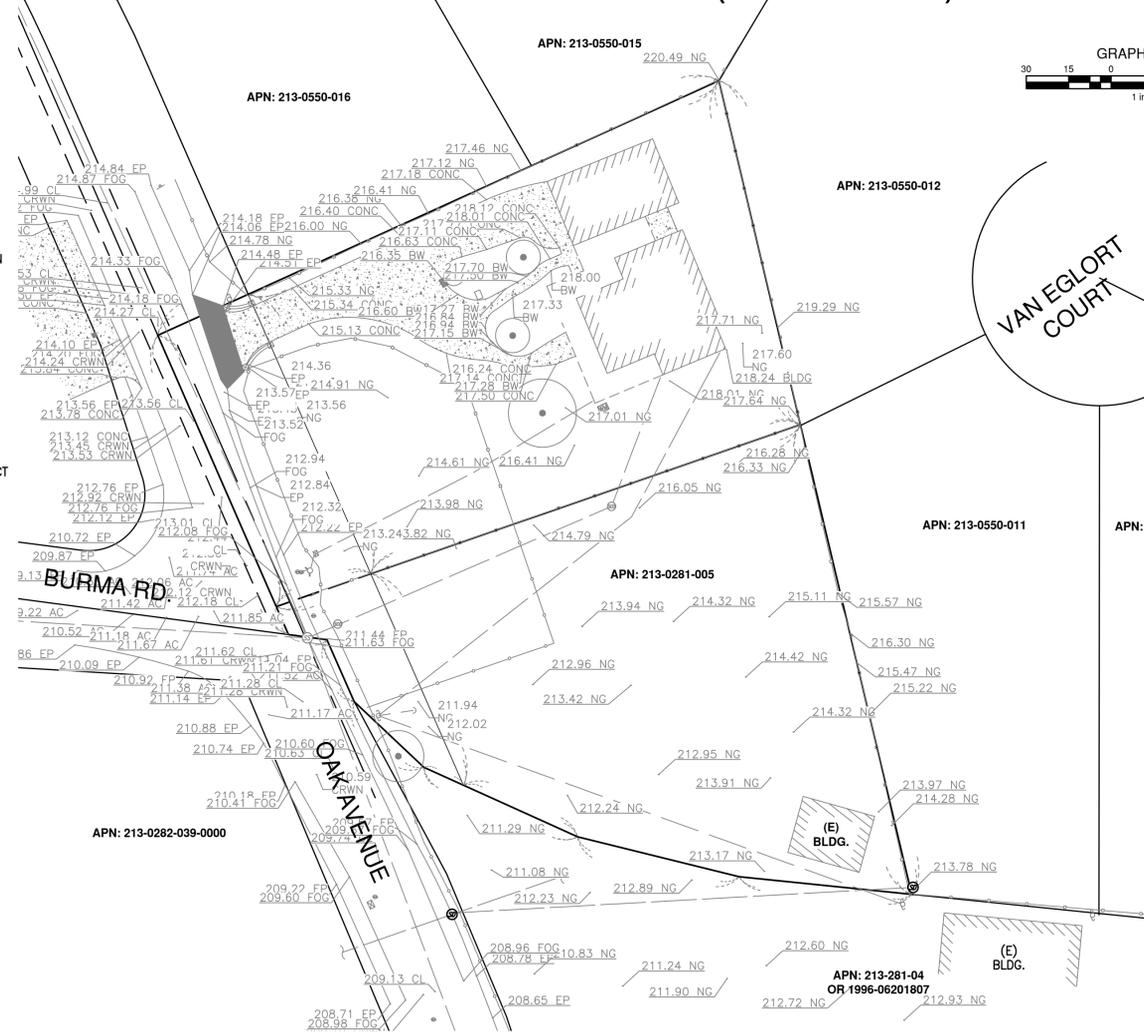
Attachment 6
Tentative Parcel Map and Improvement Plans,
dated May 2022

CONTRACT DOCUMENTS ARE THE COPYRIGHT OF THE OLYMPUS GROUP CONSULTING AND ENGINEERING AND MAY NOT BE USED ON ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF THE OLYMPUS GROUP, INC.

DESCRIPTION	EXISTING	PROPOSED
LOT LINES	---	---
EASEMENT	---	---
PROPERTY LINE	---	---
CENTERLINE	---	---
CURB & GUTTER	---	---
DITCH	---	---
STORM DRAIN	SD	SD
SANITARY SEWER	SS	SS
WATER	W	W
GAS LINE	G	G
FIRE SERVICE		FS
CULVERT		
SDMH		
AREA DRAIN		
DROP INLET		
DIRECTION OF SURFACE FLOW		
SSMH		
SSCO		
SEWER SERVICE		
BLOW OFF		
FIRE HYDRANT		
WATER VALVE		
WATER METER		
MONUMENT		
UTILITY POLE		
UTILITY POLE WITH LIGHT		
STREET LIGHT		
POST TOP STREET LIGHT		
FENCE		
INDEX CONTOUR	25	25
INTERMEDIATE CONTOUR		
HEDGE		
JUNCTION/PULL BOX		
SIGN		
GRADE BREAK LINE		
FINISH GRADE ELEVATION	+114.55	57.20
TREE & DRIPLINE		
LANDSCAPE		

ABBREVIATIONS	
AC	ASPHALT CONCRETE
AD	AREA DRAIN
A.E.	APPROVED EQUAL
AP	ANGLE POINT
ARV	AIR RELEASE VALVE
BK	BOOK
BOC	BACK OF CURB
BOV	BLOW-OFF VALVE
BOW	BACK OF WALK
BW	BOTTOM OF WALL
CG	CURB AND GUTTER
CL	CENTERLINE
CMP	CORRUGATED METAL PIPE
CO	CLEANOUT
CONC	CONCRETE
CP	CAR POOL
DET	DETAIL
DI	DROP INLET
DIP	DUCTILE IRON PIPE
DIST	DISTRICT
DWGS	DRAWING
(E)	EXISTING OR EAST
ELEV	ELEVATION
EP	EDGE OF PAVEMENT
ESMT	EASEMENT
EX	EXISTING
EXIST	EXISTING
EV	ELECTRIC VEHICLE
FF	FINISH FLOOR
FG	FINISH GRADE
FS	FIRE SERVICE
FDC	FIRE DEPARTMENT CONNECTION
FES	FLARED END SECTION
FH	FIRE HYDRANT
FL	FLOW LINE
FP	FINISH PAVEMENT
G	GAS
GB	GRADE BREAK
GR	GRATE
HDPE	HIGH DENSITY POLYETHYLENE
HP	HIGH POINT
INTX	INTERSECTION
INV	INVERT
IRR	IRRIGATION
LF	LINEAR FEET
LT	LEFT
NFPA	NATIONAL FIRE PREVENTION ACT
NO	NUMBER
NTS	NOT TO SCALE
OG	ORIGINAL GROUND
OMP	OPEN METAL PIPE
P	PAVERS
PIV	POST INDICATOR VALVE
(P)	PROPOSED
PROP	PROPOSED
PCC	PORTLAND CEMENT CONCRETE
POC	POINT OF CONNECTION
PL	PROPERTY LINE
PG	PAGE
PUE	PUBLIC UTILITY EASEMENT
PVC	POLYVINYL CHLORIDE
RCP	REINFORCED CONCRETE PIPE
RT	RIGHT
ROW	RIGHT-OF-WAY
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SDWK	SIDEWALK
S.O.	SIDE OPENING
SS	SANITARY SEWER
SSCO	SANITARY SEWER CLEAN OUT
SSMH	SANITARY SEWER MANHOLE
STD	STANDARD
SVC	SERVICE
SW	SIDEWALK
TBW	TOP BACK OF WALK
TC	TOP OF CURB
TYP	TYPICAL
TS	TOP OF SLOPE
TW	TOP OF WALL
W	WATER
WV	WATER VALVE
WM	WATER METER

IMPROVEMENT PLANS FOR ZITTEL PARCEL MAP CITY OF FOLSOM, SACRAMENTO COUNTY CALIFORNIA APN:213-0281-005 (EXISTING)



SHEET INDEX

1	C1	TITLE SHEET
2	C2	GENERAL NOTES
3	C3	TENTATIVE PARCEL MAP
4	C4	TENTATIVE PARCEL MAP
5	C5	IMPROVEMENT PLAN

SITE DATA

EXISTING USE:	RESIDENTIAL
PROPOSED USE:	RESIDENTIAL
EXISTING ZONING:	R1-ML(A)
PROPOSED ZONING:	R1-ML(A)
SPECIAL FLOOD HAZARDS:	NONE ZONE "X"
GROSS AREA:	45,676 SF
NET AREA:	37,198 SF
APN:	213-0281-005 (EXISTING)

SURVEY NOTE

- TOPOGRAPHIC SURVEY FOR THIS PROJECT WAS PREPARED BY:
GEO-LAND
8854 GREENBACK LANE, SUITE 3
ORANGEVALE, CALIFORNIA 95662
916-871-4789
FIELD SURVEY: JANUARY, 2022
- CONSTRUCTION STAKING FOR THIS PROJECT SHALL NOT OCCUR UNTIL AFTER THE PARTY CHIEF FOR THE FIRM PERFORMING THE CONSTRUCTION STAKING HAS NOTIFIED THE ENGINEER OF RECORD, IN WRITING, THAT HE HAS PERFORMED A TOPOGRAPHIC CHECK OF THE SITE AND THAT THE ELEVATION FOR THE REFERENCED BENCH MARK MATCHES THE SITE TOPOGRAPHY. IF IT IS DETERMINED THAT THE SITE TOPOGRAPHY IDENTIFIED ON THE PLANS DOES NOT MATCH THE IDENTIFIED BENCH MARK FOR THE SITE, THEN THE ENGINEER, CONTRACTOR AND CONSTRUCTION STAKER SHALL MEET AND DETERMINE HOW TO RESOLVE THE DISCREPANCY. UNDER NO CIRCUMSTANCES SHALL THE SITE BE STAKED UNTIL THE ENGINEER OF RECORD ISSUES A LETTER TO THE CONTRACTOR, CONSTRUCTION STAKER AND TO THE OWNER THAT THE SITE TOPO AND BENCH MARK MATCH.

STAKING NOTES

- WHEN REQUESTING CONSTRUCTION STAKES, THE CONTRACTOR IS REQUIRED TO NOTIFY THE PROJECT ENGINEER 48 HOURS IN ADVANCE BY EMAIL AND BY FILLING OUT A "STAKING REQUEST FORM". ALL STAKING REQUESTS SHALL BE DETAILED IN NATURE WITH TASKS CLEARLY DEFINED. THE OLYMPUS GROUP, INC. ASSUMES NO RESPONSIBILITY FOR ANY COSTS INCURRED FOR CONSTRUCTION SHUTDOWNS OR DELAYS WHEN NOT GIVEN THIS ADVANCE NOTICE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SURVEY MONUMENTS OR MARKERS DESTROYED OR LOST DURING CONSTRUCTION. ALL SUCH MONUMENTS OR MARKERS DESTROYED OR LOST DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTORS EXPENSE AND WILL REQUIRE 48 HOURS NOTICE FROM THE CONTRACTOR TO REPLACE SAID MONUMENTS.
- THE CONTRACTOR WILL NOT PERFORM ANY CORRECTIVE WORK DUE TO STAKING ERRORS WITHOUT FIRST CONSULTING WITH THE PROJECT ENGINEER. IN THE EVENT THE COST OF ANY ITEM OF CORRECTIVE WORK EXCEEDS \$500.00, PERMISSION TO PROCEED MUST BE RECEIVED IN WRITING FROM THE PROJECT ENGINEER. NO LIABILITY WILL BE ASSUMED BY THE PROJECT ENGINEER FOR THE COSTS OF WORK PERFORMED IN VIOLATION OF THIS PROVISION.
- THE OLYMPUS GROUP, INC. ASSUMES NO LIABILITY FOR ANY WORK CONSTRUCTED IF STAKED BY OTHERS.
- WHENEVER THE NOTE "VERIFY" IS INDICATED ON THESE PLANS, THE CONTRACTOR SHALL EXPOSE THESE FACILITIES PRIOR TO THE START OF ANY CONSTRUCTION. AFTER THE CONTRACTOR HAS COMPLETED EXPOSING SAID FACILITIES, HE SHALL NOTIFY THE PROJECT ENGINEER AND REQUEST THEY VERIFY THAT THE HORIZONTAL, VERTICAL ALIGNMENTS, MEASUREMENT, ETC., ARE IN SUBSTANTIAL CONFORMANCE WITH THESE PLANS TO THE PROJECT ENGINEERS SATISFACTION. IN THE EVENT THAT SAID FACILITIES ARE DETERMINED NOT TO BE IN SUBSTANTIAL CONFORMANCE, THE PROJECT ENGINEER RESERVES THE RIGHT TO REVISE THESE PLANS TO REFLECT THE FOUND CONDITIONS.

BENCH MARK

B.M. 51 ELEV=213.98
FD. A BRASS DISK STAMPED CITY OF FOLSOM B.M. 51 AT BACK OF WALK NEXT TO LIGHT POLE AT NORTH END OF THE SOUTHWESTERLY CURB RETURN INTERSECTION FOLSOM-AUBURN ROAD AND OAK AVENUE.

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS IDENTICAL TO THAT FOUND ON RECORD OF SURVEY BOOK 34 SURVEY, PAGE 48, SACRAMENTO COUNTY RECORDS.

PROJECT CONSTRUCTION HOURS

CONSTRUCTION ACTIVITIES SHALL BE RESTRICTED TO THE WEEKDAY DAYTIME HOURS OF 7:00 A.M. TO 6:00 P.M. CONSTRUCTION ACTIVITIES DURING SATURDAYS SHALL BE RESTRICTED TO THE DAYTIME HOURS OF 8:00 A.M. TO 5:00 P.M. NO CONSTRUCTION ACTIVITIES SHALL OCCUR ON SUNDAYS AND HOLIDAYS (MM 4.5.1.C).

DEVELOPER:

ROGER & GAIL ZITTEL
6781 OAK AVE
FOLSOM, CA 95630
916-989-2633

ENGINEER:

THE OLYMPUS GROUP, INC.
8850 GREENBACK LANE, SUITE C
ORANGEVALE, CALIFORNIA 95662
CONTACT: RICH FRANCIS
PHONE: 916-396-6228
WWW.OLYGROUP.NET

CITY OF FOLSOM

APPROVED BY _____ CITY APPROVAL GRANTED FOR ONE (1) YEAR ONLY DATE _____



REVISIONS:

IMPROVEMENT PLANS FOR
ZITTEL PARCEL MAP
APN 213-0281-005
TITLE SHEET
CITY OF FOLSOM, CALIFORNIA



THE OLYMPUS GROUP
ENGINEERING, PLANNING & SURVEYING
8850 GREENBACK LANE, SUITE C
ORANGEVALE, CA 95662
PHONE: 916-396-6228
WWW.OLYGROUP.NET

DRAWN BY: HAN T.
CHECKED BY: R. FRANCIS
DATE: 09-30-2022
SCALE: AS SHOWN
PROJECT NO: 22-003

C1

SHEET 1 OF 5

CONTRACT DOCUMENTS ARE THE COPYRIGHT OF THE OLYMPUS GROUP CONSULTING AND ENGINEERING AND MAY NOT BE USED ON ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF THE OLYMPUS GROUP, INC.

GENERAL NOTES:

- 1. ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO THESE PLANS, ALL CONDITIONS OF APPROVAL RELATED TO THIS PROJECT, AND TO THE LATEST EDITION OF THE CITY OF FOLSOM STANDARD CONSTRUCTION SPECIFICATIONS.
2. THE CONTRACTOR AGREES THAT, IN ACCORDANCE WITH THE GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY.
3. THE CONTRACTOR SHALL CONTACT THE CITY OF FOLSOM CONSTRUCTION INSPECTION REQUEST LINE AT 916-355-7210 48 HOURS PRIOR TO THE START OF WORK TO ARRANGE FOR PRE CONSTRUCTION FIELD MEETING.
4. THE CITY OF FOLSOM IS A MEMBER OF THE UNDERGROUND SERVICES ALERT (USA) ONE-CALL PROGRAM.
5. IF ANY ARCHEOLOGICAL, CULTURAL, OR HISTORICAL RESOURCES, ARTIFACTS OR FEATURES ARE DISCOVERED DURING THE COURSE OF CONSTRUCTION ANYWHERE ON THE PROJECT SITE, WORK SHALL BE SUSPENDED WITHIN 150 FEET OF THAT LOCATION UNTIL A QUALIFIED PROFESSIONAL ARCHEOLOGIST ASSESSES THE SIGNIFICANCE OF THE DISCOVERY AND PROVIDES CONSULTATION WITH THE FOLSOM HISTORICAL SOCIETY AND THE COMMUNITY DEVELOPMENT DEPARTMENT.
6. COMPLIANCE WITH NOISE RESTRICTIONS SHALL BE REQUIRED. HOURS OF CONSTRUCTION OPERATION SHALL BE LIMITED TO THE PERIOD FROM 7:00 A.M. TO 6:00 P.M. WEEKDAYS AND 8:00 A.M. TO 5:00 P.M. SATURDAYS. SUNDAY WORK IS NOT PERMITTED.
7. NO REFUELING, LUBRICATION, OR MAINTENANCE OF CONSTRUCTION VEHICLES SHALL BE DONE ANYWHERE ON THE SITE EXCEPT WITHIN APPROVED CONSTRUCTION STAGING AREAS.
8. PRIOR TO THE COMMENCEMENT OF GRADING OPERATIONS, TREES TO BE PRESERVED SHALL BE FENCED IN ACCORDANCE WITH SECTION 12.01 OF THE STANDARD CONSTRUCTION SPECIFICATIONS.
9. MANHOLES LOCATED OUTSIDE OF PAVED AREAS SHOULD BE INSTALLED ABOVE FINISH GRADE, PER THE LATEST EDITION OF THE CITY OF FOLSOM STANDARD CONSTRUCTION SPECIFICATIONS, AND SHALL BE LOCATED IN THE CENTER OF A 10-FOOT DIAMETER LEVEL PAD (2% MAX. SLOPE) TO ACCOMMODATE ACCESS BY TRIPOD.
10. THE ACCESS PORTS FOR STORM WATER INTERCEPTOR BOXES SHALL MEET THE REQUIREMENTS OF STANDARD DRAWING SD-28, PARTICULARLY AS IT PERTAINS TO THE 18-INCH MAXIMUM DEPTH OF THE 24-INCH GRADE RINGS.
11. THE CONTRACTOR SHALL LEAVE A MINIMUM OF 6 INCHES OF MANHOLE WALL UNDISTURBED BETWEEN CORINGS FOR PIPE TIE-INS.
12. AC PAVEMENT OVERLAYS SHALL BE KEYS INTO EXISTING PAVEMENT AND TO THE LIP OF GUTTER AT A BUTT JOINT CREATED BY GRINDING 1-1/2 INCHES OF THE EXISTING PAVEMENT.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING ANY AND ALL BROKEN AND/OR HAZARDOUS PUBLIC SIDEWALK OR CURB & GUTTER WITHIN THE PROJECT SITE AND ALONG THE SITE FRONTAGE, INCLUDING PREEXISTING CONDITIONS, TO THE SATISFACTION OF THE CONSTRUCTION INSPECTOR.
14. EROSION AND SEDIMENTATION CONTROL SHALL BE PERFORMED PER SECTION 14.29.330 OF THE FOLSOM MUNICIPAL CODE, THE SWPPP FILED FOR THIS PROJECT, AND THE LATEST EDITION OF THE COUNTY OF SACRAMENTO EROSION AND SEDIMENT CONTROL GUIDELINES.
15. IT IS KNOWN THAT THIS PROJECT INCLUDES JOINT UTILITY INSTALLATION WHICH IS NOT A PART OF THESE PLANS.
16. PRIOR TO THE COMMENCEMENT OF ANY WORK SHOWN ON THESE PLANS LOCATED WITHIN EXISTING PUBLIC RIGHT-OF-WAYS OR EASEMENTS, THE CONTRACTOR SHALL OBTAIN AN ENCROACHMENT PERMIT.
17. A SIX-FOOT SECURITY FENCE SHALL BE CONSTRUCTED AROUND THE PERIMETER OF CONSTRUCTION AREAS.
18. THE CONTRACTOR SHALL COORDINATE THROUGH THE CONSTRUCTION INSPECTOR WITH THE CITY OF FOLSOM LIGHTING AND LANDSCAPING DISTRICT (LLD) MANAGER FOR THE REMOVAL, RELOCATION, AND/OR REPLACEMENT OF ALL EXISTING PLANT MATERIAL IMPACTED BY CONSTRUCTION, WHICH IS MAINTAINED BY THE LIGHTING AND LANDSCAPING DISTRICT, AND FOR ANY SHUTDOWNS OF EXISTING IRRIGATION SYSTEMS.
A. UNLESS OTHERWISE AGREED TO IN WRITING, REPLACEMENT PLANTS SHALL BE OF THE SAME TYPE AND OF COMPARABLE SIZE TO THOSE REMOVED.
B. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE EXISTING IRRIGATION SYSTEM DURING CONSTRUCTION, INCLUDING REPAIRS OF ANY CONSTRUCTION DAMAGE.
C. THE CONTRACTOR SHALL GIVE A MINIMUM OF 48 HOURS NOTICE OF INTENT TO SHUT DOWN THE EXISTING IRRIGATION SYSTEM TO THE LLD MANAGER.
D. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY PLANT MATERIAL WHICH IS DAMAGED BY CONSTRUCTION ACTIVITY, WHETHER DIRECTLY OR AS A RESULT OF INSUFFICIENT WATER OR SIMILAR CAUSES.
E. THE CONTRACTOR SHALL EXERCISE GREAT CARE CUTTING INTO EXISTING IRRIGATION MAINLINES TO PREVENT THE INTRODUCTION OF DIRT OR OTHER FOREIGN MATERIALS INTO THE PIPE WHICH MAY CLOG EXISTING HEADS OR OTHERWISE DAMAGE SYSTEM.
F. PRIOR TO FINAL ACCEPTANCE OF THE IMPROVEMENTS SHOWN ON THESE PLANS, THE LANDSCAPING AND IRRIGATION SHALL BE RESTORED TO THE CITY'S SATISFACTION.

GRADING NOTES:

- 1. ALL GRADING SHALL CONFORM TO SECTION 1803 OF THE CALIFORNIA BUILDING CODE, LATEST EDITION, AND TO THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEERING REPORT REFERENCE NO. 14-144.1, PROVIDED BY: CRAWFORD & ASSOCIATES, AND DATED MARCH 2014.
2. LOTS SHALL BE GRADED WITH A CONSTANT SLOPE ALONG THE FRONTAGE OF THE RIGHT-OF-WAY, FROM THE BUILDING SETBACK LINE TO BACK OF SIDEWALK. ALL TEMPORARY AND PERMANENT SLOPES STEEPER THAN 4:1 ALONG THIS FRONTAGE SHALL HAVE EROSION CONTROLS INSTALLED.
3. WATER SHALL BE SPRAYED ON ALL EXPOSED EARTH SURFACES DURING CLEARING, EARTH MOVING, AND OTHER SITE GRADING ACTIVITIES.
4. TARPULINS OR OTHER EFFECTIVE COVERS SHALL BE USED ON ALL STOCKPILES OF EARTH MATERIAL AND HAUL TRUCKS TO MINIMIZE DUST.
5. THE CITY SHALL HAVE THE AUTHORITY TO STOP ALL GRADING OPERATIONS, IF IN OPINION OF THE CITY STAFF, INADEQUATE DUST CONTROL MEASURES ARE BEING PRACTICED OR EXCESSIVE WIND CONDITIONS CONTRIBUTE TO EXCESSIVE DUST EMISSIONS.
6. STREET FRONTAGES SHALL BE SWEEPED TO REMOVE SILT AND OTHER DIRT WHICH IS EVIDENT FROM CONSTRUCTION ACTIVITIES.
7. SHOULD GRADING OPERATIONS UNCOVER HAZARDOUS MATERIALS, OR WHAT APPEARS TO BE HAZARDOUS MATERIAL, THE CITY OF FOLSOM FIRE DEPARTMENT SHALL BE CONTACTED IMMEDIATELY AT (916) 984-2280.
8. THE CONTRACTOR IS EXPECTED TO COMPLY WITH THE REGULATIONS OF THE SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT.

ADD TO NOTES TO CONSTRUCTION DOCUMENTS FOR IMPROVEMENTS WITHIN DESIGNED NATURALLY OCCURRING ASBESTOS AREAS PER SAC METRO AIR QUALITY MANAGEMENT DISTRICT. ASBESTOS ATCM FOR CONSTRUCTION:

AREAS OF ONE ACRE OR LESS MEETING THE CRITERIA IN SUBSECTIONS (B) (1) OR (B) (2).

- 1. CONSTRUCTION VEHICLE SPEED AT THE WORK SITE MUST BE LIMITED TO FIFTEEN (15) MILES PER HOUR OR LESS.
2. PRIOR TO ANY GROUND DISTURBANCE, SUFFICIENT WATER MUST BE APPLIED TO THE AREA TO BE DISTRIBUTED TO PREVENT VISIBLE EMISSIONS FROM CROSSING THE PROPERTY LINE.
3. AREAS TO BE GRADED OR EXCAVATED MUST BE KEPT ADEQUATELY WETTED TO PREVENT VISIBLE EMISSIONS FROM CROSSING THE PROPERTY LINE.
4. STORAGE PILES MUST BE KEPT ADEQUATELY WETTED, TREATED WITH A CHEMICAL DUST SUPPRESSANT, OR COVERED WHEN MATERIAL IS NOT BEING ADDED TO OR REMOVED FROM THE PILE.
5. EQUIPMENT MUST BE WASHED DOWN BEFORE MOVING FROM THE PROPERTY ONTO A PAVED PUBLIC ROAD.
6. VISIBLE TRACT-OUT ON THE PAVED PUBLIC ROAD MUST BE CLEANED USING WET SWEEPING OR A HEPA FILTER EQUIPPED VACUUM DEVICE WITHIN TWENTY FOUR (24) HOURS.

AREAS GREATER THAN ONE ACRE MEETING THE CRITERIA IN SUBSECTIONS (B) (1) OR (B) (2) SHALL INCLUDE THE ABOVE NOTES THE FOLLOWING:

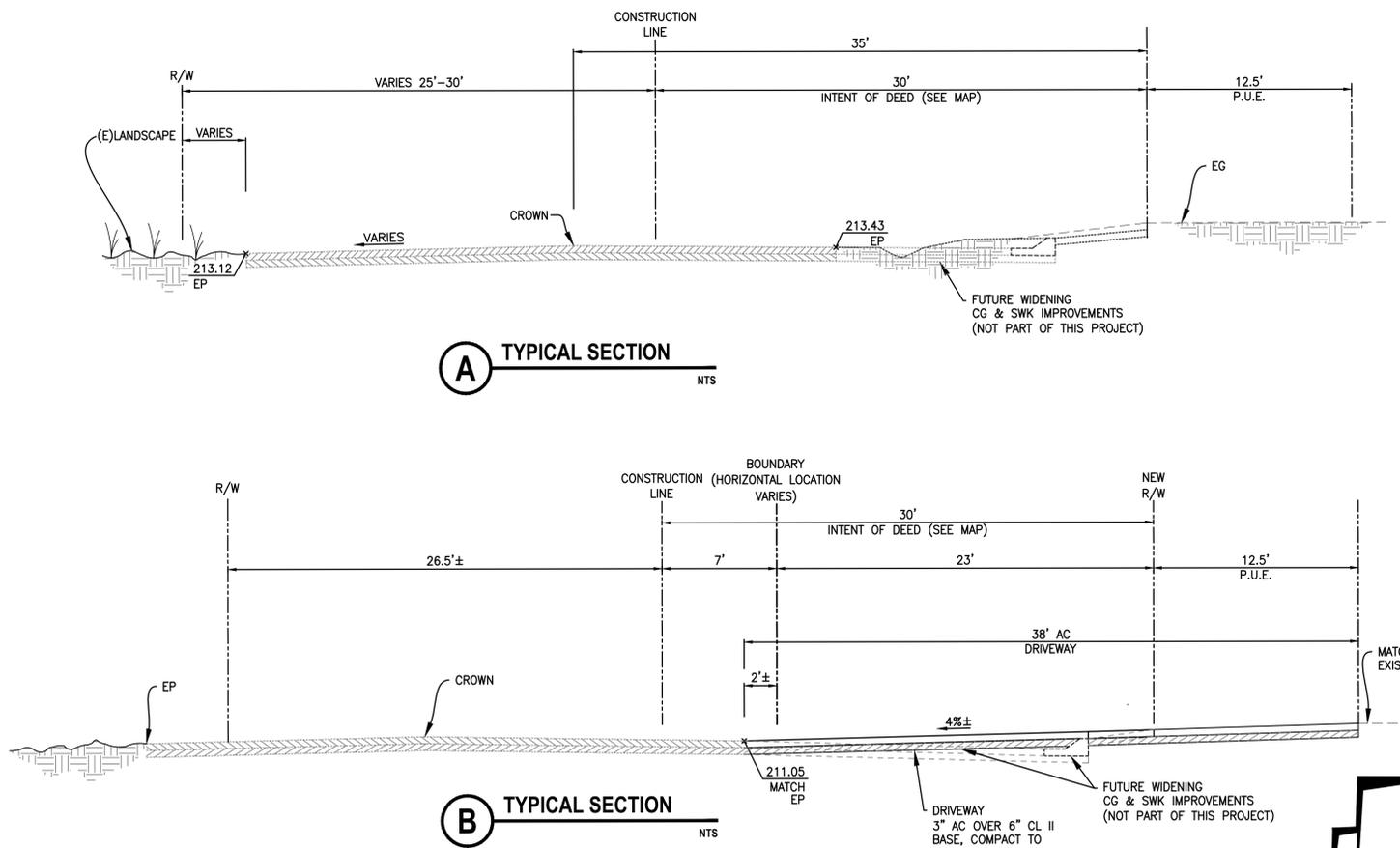
- 7. PRIOR TO THE START OF ANY CONSTRUCTION OR GRADING ACTIVITY AN ASBESTOS DUST MITIGATION PLAN FOR OPERATIONS HAS BEEN APPROVED BY THE CITY AND COPY IS AVAILABLE AT THE PROJECT SITE.
8. THE PROVISIONS OF THE DUST MITIGATION PLAN ARE IMPLEMENTED AT THE BEGINNING AND MAINTAINED THROUGHOUT THE DURATION OF THE CONSTRUCTION OR GRADING ACTIVITY.

WATER NOTES (PUBLIC AND PRIVATE)

- 1. ALL FIRE HYDRANTS SHALL BE CLOW 960, OR APPROVED EQUIVALENT MEETING THE REQUIREMENTS OF AWWA STANDARD C503. FIRE HYDRANTS SHALL BE PAINTED "SAFETY YELLOW" (UNLESS LOCATED IN THE SAN JUAN SUBURBAN WATER DISTRICT SERVICE AREA.) THE TOP TWO INCHES OF THE HYDRANT AND THE 4-1/2" CAP SHALL BE PAINTED THE APPROPRIATE COLOR PREDETERMINED BY FIRE FLOW TESTS CONDUCTED BY THE CITY CONSTRUCTION INSPECTOR.
2. FOR EACH FIRE HYDRANT, A BLUE TWO-WAY REFLECTIVE MARKER SHALL BE PLACED ON STREET PAVEMENT 6 INCHES OFF STREET CENTERLINE ON HYDRANT SIDE.
3. VALVES ON THE FIRE PROTECTION DEVICE SHALL BE OS&Y TYPE AS SHOWN ON STD. DWG. WR-9.
4. WATERLINE VALVES SHALL BE BOLTED DIRECTLY TO THE TEE.
5. CONNECTIONS TO EXISTING MAINS SHALL BE EITHER BY CUT-IN OR HOT TAP. HOT TAP SHALL BE AS SPECIFIED IN SS95-04. TAPPING SLEEVES SHALL BE STAINLESS STEEL WITH A STAINLESS STEEL FLANGE AND STAINLESS STEEL BOLTS, COMPLYING WITH AWWA C207, WITH A FULL CIRCUMFERENTIAL SEAL. THE ENGINEER PRIOR TO INSTALLATION MUST APPROVE ALL TAPPING SLEEVES.
6. THRUST BLOCKS SHALL BE USED ONLY FOR 12" PVC C-900 PIPE AND SMALLER. ALL THRUST BLOCK BEARING AREAS SHALL BE SIZED IN ACCORDANCE WITH THE CITY OF FOLSOM'S STANDARD DETAIL WR-4. PIPES LARGER THAN 12" IN DIAMETER MUST BE DIP AND MECHANICALLY RESTRAINED.
7. DEPTH OF BURY TO THE TOP OF ALL MAINS: MINIMUM 36 INCHES IN DRIVEWAYS AND MINIMUM 30 INCHES IN LANDSCAPED AREAS UNLESS SPECIFICALLY STATED ON THESE PLANS.
8. THE CONTRACTOR SHALL PROVIDE POSITIVE ISOLATION OF THE PROPOSED MAIN FROM THE EXISTING MAIN, AS APPROVED BY THE CITY, DURING CONSTRUCTION, TESTING, CHLORINATION, AND FINAL CONNECTION PROCEDURES, AS SPECIFIED IN AWWA C651, EXCEPT PRIVATE ON-SITE FIRE MAINS DO NOT REQUIRE DISINFECTION.
9. BACKFLOW PREVENTION ASSEMBLIES FOR PUBLICLY OWNED IRRIGATION SERVICES SHALL BE PROTECTED BY A STRONG BOX, LE MEUR, OR APPROVED EQUIVALENT VANDAL-RESISTANT ENCLOSURE OF ADEQUATE SIZE TO PROVIDE A MINIMUM OF 6 INCHES OF CLEARANCE TO ALL PARTS OF THE ASSEMBLY.
10. A SOLID NO. 8 INSULATED COPPER LOCATING WIRE SHALL BE PLACED WITH ALL PIPES FOR WATER DISTRIBUTION MAINS REGARDLESS OF TYPE OF PIPE MATERIAL. TAPE WITH 10 MIL TAPE EVERY 5 FEET.
11. (SPECIAL) EXISTING GATE VALVES, RISERS OR STANDPIPES, AND VALVE BOXES SHALL BE ABANDONED IN PLACE WHERE INDICATED ON THE PLANS. THE GATE VALVES SHALL BE LEFT IN A CLOSED POSITION, THE RISER OR STANDPIPE REMOVED, AND THE VOID FILLED WITH CRUSHED ROCK OR CLASS 2 AGGREGATE BASE.
12. (SPECIAL) ALL WATER SERVICE TAPS TO EXISTING WATER MAINS TO BE INSTALLED BY THE CONTRACTOR SHALL BE MADE WHILE KEEPING THE EXISTING WATER MAIN IN SERVICE AND UNDER PRESSURE. SHUTDOWN OF THE EXISTING WATER MAIN TO FACILITATE THE INSTALLATION OF WATER SERVICE TAPS SHALL NOT BE PERMITTED.

EROSION AND SEDIMENT CONTROL NOTES:

- 1. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE LATEST EDITION OF THE COUNTY OF SACRAMENTO IMPROVEMENT STANDARDS AND THE COUNTY OF SACRAMENTO EROSION AND SEDIMENT CONTROL GUIDELINES OR AS OTHERWISE DIRECTED BY THE SPECIAL PROVISIONS FOR THIS PROJECT. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE CITY.
2. EROSION CONTROL BEST MANAGEMENT PRACTICES (BMPs) SHALL BE INSTALLED AND MAINTAINED YEAR ROUND AND AN EFFECTIVE COMBINATION OF EROSION AND SEDIMENT CONTROL BMPs SHALL BE INSTALLED AND MAINTAINED DURING THE WET SEASON (OCTOBER 1 THROUGH APRIL 30) AND PRIOR TO THE ONSET OF ANY STORM.
3. ALL STORM DRAIN INLETS WITHIN THE WORK AREA, AND OFFSITE STORM DRAIN INLETS WITH THE POTENTIAL TO RECEIVE RUNOFF FROM THE PROJECT SITE, SHALL BE ADEQUATELY PROTECTED WITH SEDIMENT CONTROL BMPs TO EFFECTIVELY REMOVE SEDIMENT FROM RUNOFF PRIOR TO DISCHARGE TO THE STORM DRAIN. ADDITIONAL BMP SHALL BE USED AS NEEDED TO REMOVE SEDIMENT FROM RUNOFF. UPON COMPLETION OF THE PROJECT AND ACCEPTANCE OF THE IMPROVEMENTS BY THE CITY, ALL SEDIMENT CONTROL BMPs SHALL BE REMOVED.
4. ALL STABILIZED CONSTRUCTION ACCESS LOCATIONS SHALL BE CONSTRUCTED PER THE LATEST ADDITION OF THE SACRAMENTO COUNTY STANDARDS TO EFFECTIVELY PREVENT TRACKING OF SEDIMENT ONTO PAVED AREAS. THE STABILIZED ACCESS SHALL BE MAINTAINED ON A YEAR ROUND UNTIL ALL AREAS ARE FINALLY STABILIZED.
5. ALL AREAS DISTURBED DURING CONSTRUCTION, BY GRADING, TRENCHING, OR OTHER ACTIVITIES, SHALL BE PROTECTED FROM EROSION DURING THE WET SEASON (OCTOBER 1 THROUGH APRIL 30). HYDROSEED, IF UTILIZED, SHALL IDEALLY BE PLACED BY SEPTEMBER 15. HYDROSEED PLACED DURING THE WET SEASON SHALL USE A SECONDARY EROSION PROTECTION METHOD.
6. PROTECTED AREAS AND AREAS WHERE EXISTING VEGETATION IS BEING PRESERVED SHALL BE PROTECTED WITH ORANGE CONSTRUCTION FENCING. ADDITIONAL SIGNAGE MAY BE REQUIRED TO IDENTIFY THE RESOURCE BEING PROTECTED AND/OR PROVIDE ADDITIONAL INSTRUCTIONS TO CONSTRUCTION PERSONNEL. EROSION, SEDIMENT, AND DIVERSION CONTROL BMPs SHALL BE INSTALLED AND MAINTAINED TO ENSURE THAT CONSTRUCTION RUNOFF DOES NOT ENTER THE PROTECTED AREAS.
7. SEDIMENT CONTROL BMPs SHALL BE PLACED ALONG THE PROJECT PERIMETER WHEREVER THERE IS A POTENTIAL FOR DRAINAGE TO LEAVE THE PROJECT. PERIMETER SEDIMENT CONTROL BMPs SHALL BE MAINTAINED YEAR ROUND UNTIL THE CONSTRUCTION IS COMPLETE OR THE DRAINAGE PATTERN HAS BEEN CHANGED AND NO LONGER LEAVES THE SITE AT THOSE LOCATIONS.
8. CONTRACTOR SHALL MAINTAIN A LOG AT THE SITE OF ALL INSPECTIONS OR MAINTENANCE OF BMPs, AS WELL AS, ANY CORRECTIVE CHANGES TO THE BMPs OR THE EROSION AND SEDIMENT CONTROL PLAN.
ADD NOTE 9 IF THE PROJECT DISTURBS MORE THAN ONE ACRE:
9. EROSION AND SEDIMENT CONTROL MEASURES FOR THIS PROJECT SHALL BE IN SUBSTANTIAL COMPLIANCE AT ALL TIMES WITH THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PREPARED FOR THE PROJECT IN ACCORDANCE WITH THE STATE OF CALIFORNIA GENERAL CONSTRUCTION PERMIT. THIS PERMIT REQUIRES THAT THE SWPPP BE KEPT UP TO DATE TO REFLECT THE CHANGING SITE CONDITIONS AND THE SWPPP IS TO BE AVAILABLE ON SITE AT ALL TIMES FOR REVIEW BY STATE AND LOCAL INSPECTORS. THE CONTRACTOR SHALL MEET AND FOLLOW ALL NPDES REQUIREMENTS IN EFFECT AT THE TIME OF CONSTRUCTION.



CA: 800-227-2600

REVISIONS:

Table with 2 columns: No., Description. It is currently empty.

IMPROVEMENT PLANS FOR ZITTEL PARCEL MAP APN: 213-0281-005 GENERAL NOTES & SECTIONS CITY OF FOLSOM, CALIFORNIA

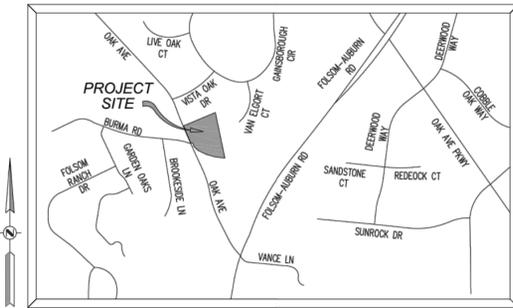
ZITTEL PARCEL MAP APN: 213-0281-005 GENERAL NOTES & SECTIONS CITY OF FOLSOM, CALIFORNIA

REG. RETIRED PROFESSIONAL ENGINEER BOBBY F. BRENTI 48856 Exp. 09-30-2022 CIVIL STATE OF CALIFORNIA

REG. RETIRED PROFESSIONAL ENGINEER BOBBY F. BRENTI 48856 Exp. 09-30-2022 CIVIL STATE OF CALIFORNIA

THE OLYMPUS GROUP ENGINEERING, PLANNING & SURVEYING 888 GREENBROOK LANE SUITE 51 GRANVILLE, CA 95926-2021 Phone: 916-396-8708 Fax: 916-396-8708 www.olympusgrp.com PROJECT NO: 22-003 SHEET 2 OF 5

P:\22-003 ZITTEL PARCEL MAP\CADD\IMPROVEMENT PLANS\22003IP_C03-TM01.DWG Apr 29, 2022-04:16 pm OWNER CONTRACT DOCUMENTS ARE THE COPYRIGHT OF THE OLYMPUS GROUP CONSULTING AND ENGINEERING AND MAY NOT BE USED ON ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF THE OLYMPUS GROUP, INC.



VICINITY MAP NOT TO SCALE

WATER SUPPLY:
CITY OF FOLSOM WATER
DRAINAGE:
CITY OF FOLSOM STORM WATER MANAGEMENT
GAS:
PG&E
ELECTRICITY:
SMUD
SANITARY SEWER:
CITY OF FOLSOM
FIRE PROTECTION:
CITY OF FOLSOM

PARK DISTRICT:
CITY OF FOLSOM
SCHOOL DISTRICT:
FOLSOM - CORDOVA

EXISTING USE:
SINGLE FAMILY
PROPOSED USE:
SINGLE FAMILY
EXISTING ZONING:
R-1-ML(A)
GENERAL PLAN:
SINGLE FAMILY
CONTOUR INTERVAL:
ONE FOOT

OWNER:
ROGER & GAIL ZEITTEL
6781 OAK AVENUE
FOLSOM, CA 95630
916-989-2633
ENGINEER & SURVEYOR
GEO LAND, INC
8854 GREENBACK LANE, STE 3
ORANGEVALE, CA 95662
916-871-4789
TOPOGRAPHIC SURVEY
BY: GEO LAND, INC
DATED: 12/08/2020
NUMBER OF LOTS:
2 RESIDENTIAL LOTS
PARCEL SIZE:
PARCEL 1- 0.54 ACRES/23,518.92 S.F.
PARCEL 2- 0.49 ACRES/21,492.58 S.F.

PROJECT SITE
6987 OAK AVENUE
FOLSOM, CA 95630
ASSESSOR'S PARCEL NUMBER:
213-0281-005

TENTATIVE PARCEL MAP

PORTION OF JOHN A. SCOTT RECORD OF SURVEY 14 RS 3, BEING A PORTION OF ESTATE OF CHARLES C. VANCE SR. RECORD OF SURVEY 9 RS 48, CITY OF FOLSOM COUNTY OF SACRAMENTO, STATE OF CALIFORNIA

SHEET 1 OF 2

APRIL 2022



SCALE : 1" = 40'



PUBLISHED BENCHMARK

B.M. 51 ELEV=213.98

FD. A BRASS DISK STAMPED CITY OF FOLSOM B.M. 51 AT BACK OF WALK NEXT TO LIGHT POLE AT NORTH END OF THE SOUTHWESTERLY CURB RETURN INTERSECTION FOLSOM-AUBURN ROAD AND OAK AVENUE.

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS IDENTICAL TO THAT FOUND ON RECORD OF SURVEY BOOK 34 SURVEY, PAGE 48, SACRAMENTO COUNTY RECORDS.

FLOOD ZONE

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS LOCATED IN ZONE "X" OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 06067C0108H, WHICH BEARS AN EFFECTIVE DATE OF AUGUST 16, 2012 AND IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA. NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE AND AN ELEVATION CERTIFICATE MAY BE NEEDED TO VERIFY THIS DETERMINATION OR APPLY FOR A VARIANCE FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY. ZONE "X" - AREA DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD AND PROTECTED BY LEVEE FROM 100-YEAR FLOOD.

LEGEND

- APPROXIMATE UNDERGROUND STORM DRAIN LINE
- APPROXIMATE UNDERGROUND SANITARY SEWER LINE
- APPROXIMATE UNDERGROUND WATER LINE
- PROPERTY LINE
- BOUNDARY

UNDERGROUND UTILITY NOTE:

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED

DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

TENTATIVE MAP STATEMENT:

I HEREBY STATE THAT ALL EASEMENTS AS INDICATED IN THE TITLE REPORT, NUMBER, DATED; HAVE BEEN SHOWN HEREON AND/OR HAVE BEEN ACCOUNIED FOR IN NOTE PLACED HEREON. ALL EASEMENTS PROPOSED TO BE ABANDONED OR QUITCLAIMED AND/OR ALL EASEMENTS THAT CANNOT BE LOCATED ARE NOTED HEREON.

CHRISTOPHER D. JOHNSON, PLS 7576
EXPIRATION DATE: 12/31/23

DATE:



THE OLYMPUS GROUP
ENGINEERING, PLANNING & SURVEYING
885 GREENBACK LANE, SUITE 3
ORANGEVALE, CA 95662-7021 | WWW.GEO-LANDINC.COM

DESIGNED BY: HAN T.
CHECKED BY: BLAIR B.
DATE: 1-20-22
PROJECT NO: 22-003

C3
SHEET 3 OF 5



REVISIONS:

IMPROVEMENT PLANS FOR
ZITTEL PARCEL MAP
APN 213-0281-005
TENTATIVE PARCEL MAP
CITY OF FOLSOM, CALIFORNIA

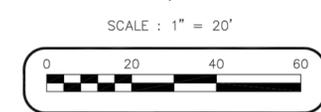
P:\22-003 ZITTEL PARCEL MAP\CADD\ENR\IMPROVEMENT PLANS\22003IP_C04-TPM02.DWG Apr 29, 2022-05:55 pm OWNER CONTRACT DOCUMENTS ARE THE COPYRIGHT OF THE OLYMPUS GROUP CONSULTING AND ENGINEERING AND MAY NOT BE USED ON ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF THE OLYMPUS GROUP, INC.

TENTATIVE PARCEL MAP

PORTION OF JOHN A. SCOTT RECORD OF SURVEY 14 RS 3, BEING A PORTION OF ESTATE OF CHARLES C. VANCE SR. RECORD OF SURVEY 9 RS 48, CITY OF FOLSOM COUNTY OF SACRAMENTO, STATE OF CALIFORNIA

SHEET 2 OF 2

APRIL 2022



LEGEND

- PROPERTY LINE
- BOUNDARY
- SANITARY SEWER MANHOLE
- SANITARY CLEAN-OUT
- STORM DRAIN MANHOLE
- WATER VALVE
- FIRE HYDRANT
- PULL BOX
- STREET SIGN
- POWER POLE
- CONCRETE COLUMN
- WOODEN FENCE
- OVERHEAD WIRE
- UNDERGROUND WATER
- UNDERGROUND POWER
- UNDERGROUND SEWER
- CONCRETE AREA
- ASPHALT PAVING
- IOD
- IRREVOCABLE OFFER OF DEDICATION

TENTATIVE MAP STATEMENT:

I HEREBY STATE THAT ALL EASEMENTS AS INDICATED IN THE TITLE REPORT, NUMBER, DATED; HAVE BEEN SHOWN HEREON AND/OR HAVE BEEN ACCOUNTED FOR IN NOTE PLACED HEREON. ALL EASEMENTS PROPOSED TO BE ABANDONED OR QUITCLAIMED AND/OR ALL EASEMENTS THAT CANNOT BE LOCATED ARE NOTED HEREON.

CHRISTOPHER D. JOHNSON, PLS 7576
EXPIRATION DATE: 12/31/23

DATE: _____



THE OLYMPUS GROUP
ENGINEERING, PLANNING & SURVEYING
8854 GREENBACK LANE, SUITE 3
ORANGEVALE, CA 95662
PHONE: 916-871-4789
WWW.GEO-LANDINC.COM

DESIGNED BY: MWA T.
CHECKED BY: BLANDINS
DATE: APR 29, 2022
SCALE: 1"=20'

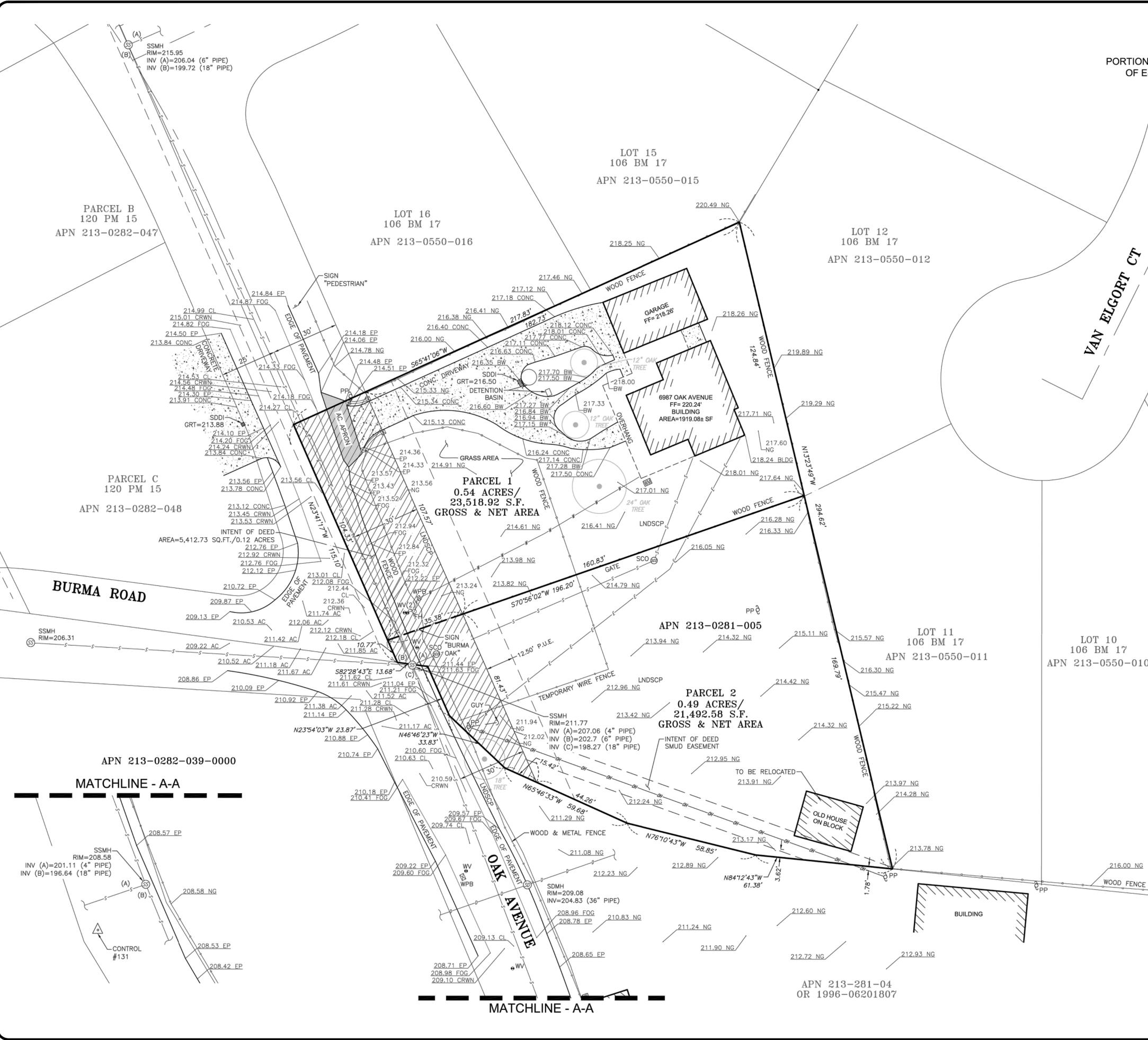
PROJECT NO: 22-003

C4
SHEET 4 OF 5



REVISIONS:

IMPROVEMENT PLANS FOR
ZITTEL PARCEL MAP
APN 213-0281-005
TENTATIVE PARCEL MAP
CITY OF FOLSOM, CALIFORNIA



PARCEL B
120 PM 15
APN 213-0282-047

LOT 16
106 BM 17
APN 213-0550-016

LOT 15
106 BM 17
APN 213-0550-015

LOT 12
106 BM 17
APN 213-0550-012

PARCEL C
120 PM 15
APN 213-0282-048

PARCEL 1
0.54 ACRES/
23,518.92 S.F.
GROSS & NET AREA

APN 213-0281-005

LOT 11
106 BM 17
APN 213-0550-011

LOT 10
106 BM 17
APN 213-0550-010

PARCEL 2
0.49 ACRES/
21,492.58 S.F.
GROSS & NET AREA

APN 213-0282-039-0000
MATCHLINE - A-A

SSMH
RIM=208.58
INV (A)=201.11 (4" PIPE)
INV (B)=196.64 (18" PIPE)

APN 213-281-04
OR 1996-06201807

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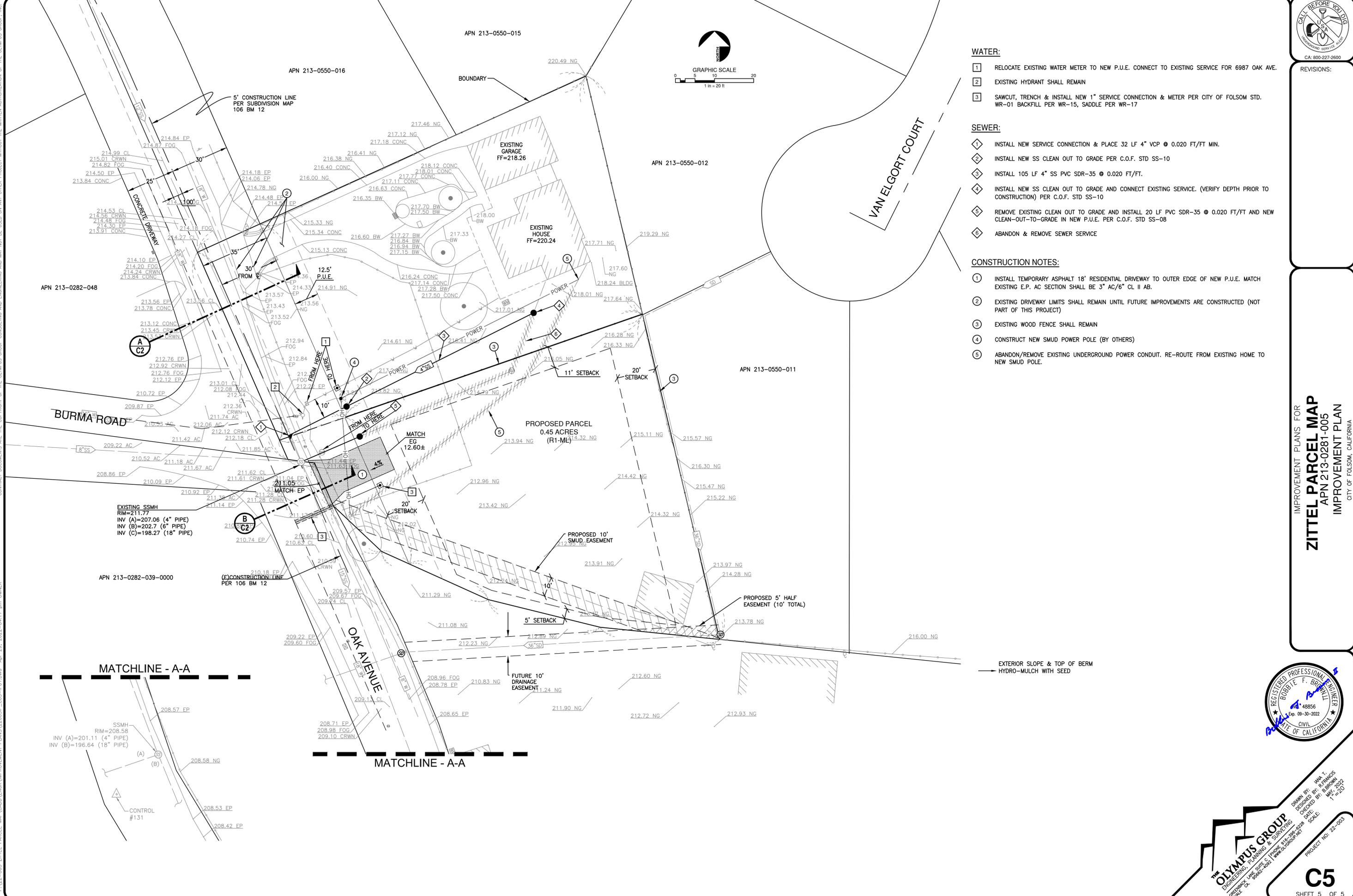
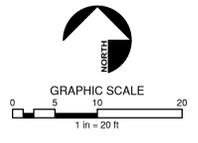


REVISIONS:

- WATER:**
- 1 RELOCATE EXISTING WATER METER TO NEW P.U.E. CONNECT TO EXISTING SERVICE FOR 6987 OAK AVE.
 - 2 EXISTING HYDRANT SHALL REMAIN
 - 3 SAWCUT, TRENCH & INSTALL NEW 1" SERVICE CONNECTION & METER PER CITY OF FOLSOM STD. WR-01 BACKFILL PER WR-15, SADDLE PER WR-17

- SEWER:**
- 1 INSTALL NEW SERVICE CONNECTION & PLACE 32 LF 4" VCP @ 0.020 FT/FT MIN.
 - 2 INSTALL NEW SS CLEAN OUT TO GRADE PER C.O.F. STD SS-10
 - 3 INSTALL 105 LF 4" SS PVC SDR-35 @ 0.020 FT/FT.
 - 4 INSTALL NEW SS CLEAN OUT TO GRADE AND CONNECT EXISTING SERVICE. (VERIFY DEPTH PRIOR TO CONSTRUCTION) PER C.O.F. STD SS-10
 - 5 REMOVE EXISTING CLEAN OUT TO GRADE AND INSTALL 20 LF PVC SDR-35 @ 0.020 FT/FT AND NEW CLEAN-OUT-TO-GRADE IN NEW P.U.E. PER C.O.F. STD SS-08
 - 6 ABANDON & REMOVE SEWER SERVICE

- CONSTRUCTION NOTES:**
- 1 INSTALL TEMPORARY ASPHALT 18' RESIDENTIAL DRIVEWAY TO OUTER EDGE OF NEW P.U.E. MATCH EXISTING E.P. AC SECTION SHALL BE 3" AC/6" CL II AB.
 - 2 EXISTING DRIVEWAY LIMITS SHALL REMAIN UNTIL FUTURE IMPROVEMENTS ARE CONSTRUCTED (NOT PART OF THIS PROJECT)
 - 3 EXISTING WOOD FENCE SHALL REMAIN
 - 4 CONSTRUCT NEW SMUD POWER POLE (BY OTHERS)
 - 5 ABANDON/REMOVE EXISTING UNDERGROUND POWER CONDUIT. RE-ROUTE FROM EXISTING HOME TO NEW SMUD POLE.



IMPROVEMENT PLANS FOR
ZITTEL PARCEL MAP
 APN 213-0281-005
 IMPROVEMENT PLAN
 CITY OF FOLSOM, CALIFORNIA



THE OLYMPUS GROUP
 ENGINEERING, PLANNING & SURVEYING
 888 GARDENWAY, SUITE 510 | FOLSOM, CA 95630
 PHONE: 916-398-8700 | WWW.OLYMPUS-GEI.COM
 DRAWN BY: HAN T.
 DESIGNED BY: R. BARNES
 CHECKED BY: B. BARNES
 DATE: 04-29-2022
 SCALE: 1"=20'
 PROJECT NO: 22-003

Attachment 7

Photographs of the Project Site





Attachment 8

Public Comments Received

From: [REDACTED]
To: [Patrick Pulupa](#); john.baum@waterboards.ca.gov; [Christa Freemantle](#); [Steve Krahn](#); [Marcus Yasutake](#)
Cc: [Lydia Konopka](#); daoffice@sacda.org; ernest.conant@usbr.gov; [Drew Lessard](#); assessor@saccounty.net; [Rick Hillman](#); [Sarah Aquino](#); [Steven Wang](#); [Sarariverwatch Info](#); joaquin.esquivel@waterboards.ca.gov; [Dale Kasler](#); [Josh Kinkade](#); [Barbara Leary](#); [Justin Raithe](#); kathryn.phillips@sierraclub.org
Subject: FORMAL COMPLAINTS: cites, Comments: Folsom Plan Com Subdiv. 4-20-22
Date: Thursday, April 14, 2022 9:29:02 AM
Attachments: [4-20-22 PC Agenda.pdf](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[SEWAGE RED FLAGS S. of LNS, along Amer. River.png](#)
[sewer_map_3_sewer_sheds_merge_at_river_PS2.png](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: Vice Mayor Folsom CA; RWQCB Director; Asst. Director/Engineer

From: Lorette Laurent

April 14 2022

Re: Subdivision: Tentative map approvals

Attached is the actual agenda Item for APPROVAL of Tentative Subdivision Map by an appointed group of citizens, but apparently without a single shred of Examination of Utilities, Services, and Public Safety, plus American River Water Quality, by any of city or other Licensed CA Civil Engineers. It is known North Folsom, abutting American River has huge raw sewage Conveyance Pipe problems. They are detailed in five worsening scenarios by 5 different Civil Engineering Reports by known outside Engineering firms.

Latest was Waterworks Engineering. In their recent study Folsom was found to STILL have gross SSS Conveyance Pipe Deficiencies all over the neighborhood. Folsom Blvd., along American River, and North city SSS pipes [up to and including Lew Howard Park all the way to city & Placer County Border, is substandard.] Bridge attached to Folsom Blvd. LAR Crossing bridge has a mere 18 inch diameter for entire North city. Worse yet, 81 inches of Entering SSS Pipes converge at the American River --- where the Folsom Blvd. 27" "main Line pipe" does not even exist. 27" SSS pipe begins nearly a mile further down FB. The mass catastrophic results of ignoring all these certified Engineering Reports is well known. Waterworks Recent Report & WARNINGS MUST BE CONSULTED and addressed by Both Folsom City Engineer -- with his CA Seal & Signature attesting to the wisdom of having private, appointed citizens doing the SOLE REVIEW of Subdivisions in this rather "scoff-law" city. The Certified Reports tell the entire History and Future of ignoring Civil Engineers as Law Enforcers.

NOTE: IT was never advertised by our monopoly governors that the Subdivision Map Act, B&P Codes, Water Codes, and federal law compliance would be so altered that a scoff-law city could completely ignore the Federal Regulations governing WATER PROTECTION, Health & Safety Codes/Administrations, Ensuring Proper city STANDARDS and proper CITYENFORCEMENT in place -- Independent and ACTIVE in law enforcing.

This is a huge problem for all users of American River. There will always be more RAW SEWAGE from Folsom, but clean water grows constantly more problematic.

It is DOWNSTREAM and Environment & Habitat which will certainly pay the price for an Inadequate Folsom SSS Conveyance System. TIME FOR ENFORCEMENT RWQCB these ridiculous new state law alterations notwithstanding.

It is requested both Sacramento County and Federal agencies, including Reclamation, enter into their own Investigations and Prosecutions against willful water contamination via lack of Proper Civil Engineering Law Enforcement.

Who controls the subdivision map act?

Subdivision Map Act (Govt. Code § 66410 et seq.) – Provides for regulation of land divisions by a city; – Interpreted and enforced by the city.

GOVERNMENT CODE - GOV

TITLE 7. PLANNING AND LAND USE [65000 - 66499.58] (*Heading of Title 7 amended by Stats. 1974, Ch. 1536.*)

DIVISION 3. OFFICIAL MAPS [66499.50 - 66499.58] (*Division 3 added by Stats. 1975, Ch. 24.*)

66499.52. (a) Whenever any city, town or subdivision of land is platted or divided into lots or blocks, and whenever any addition to any city, town or subdivision is laid out into lots or blocks for the purpose of sale or transfer, the city engineer or the county surveyor, under the direction and with the approval of the city council or board of supervisors, may make an official map of the city, town or subdivision, giving to each block on the map a number, and to each lot or subdivision in the block a separate number or letter, and giving names to the streets, avenues, lanes, courts, commons or parks, as may be delineated on the official map.

(b) In a city or county which has adopted the procedure prescribed herein, any surveyor or engineer, under the review of the city engineer or county surveyor, may prepare an official map to be filed for record pursuant to subdivisions (d) and (e) of Section 66499.35. The map shall be prepared in accordance with the map format specifications of subdivisions (a) to (f), inclusive, of Section 66434. Payment for the services of the city engineer or county surveyor, and any charges required by local ordinance to be paid for the cost of processing the official map by the city engineer or county surveyor, shall be the responsibility of the applicant. The official map shall include an engineer's or surveyor's certificate stating that the map was prepared pursuant to the provisions of this section, and an approval certificate of the city engineer or county surveyor. The certificate shall be signed, and, below or immediately adjacent to the signature, indicate the license or registration number with expiration date of the registered civil engineer or licensed land surveyor preparing and approving the official map.

(*Amended by Stats. 1988, Ch. 100, Sec. 5.*)

This law cited, is totally inadequate to keep Raw Sewage out of American River. Land uses MUST BE CONSISTENT with Services, Utilities, and Civil Engineer Law Enforcing Inspections -- to enforce necessary STANDARDS still in ourf state's laws --- and certainly in our US Laws.

2 agenda items below: NOTE:

NO MENTION OF APPROVALS nor REVIEW by any Folsom CA Licensed Civil Engineer.

This means there is NO REVIEW of Impacts upon Sewers, Water Supply, Street Impacts, Access via city streets, curbs, gutters, sidewalks, required street lighting, and

NO FILING made by Lic. Engineer with Sacramento County Recorder and County RE Assessor, as are still required by law.

Licensed Engineers are the Law Enforcers to PROTECT city, residents, and outside visitors and traffic.

Folsom has on file, 5 Certified Civil Engineer Reports proving the Folsom Sanitary Sewer System Conveyance Pipes are INADEQUATE in this area, ACROSS city, and ABUTTING American River where city sewers are missing, or still tiny pre-1970 sizes.

For this reason, RWQCB is Informed and receiving Copy of this as a Formal Complaint.

ACKNOWLEDGMENT IS REQUESTED, with Complaint File Identification clearly indicated, and contemplated Responses &/or Investigations to protect LAR at & below Folsom CA.

If **Waterworks Report**, most recent and shocking one, is NOT easily available to all Agencies and Enforcers, please contact me.

PROTECT the American River, by ensuring a scoff law city is brought to bay on raw sewage leaks, spills, "outside raw sewage storage pits" such as the last on in this area, and other "bandaids."

One such bandaid is the latest Waterworks Engineer-certified Report which suggests the only way to save American River from North city raw sewage, is to prepare to install Balloons in Folsom Blvd. to block the surcharged, backedup raw sewage in North Folsom -- abutting & above the American River.

This is far too urgent for private citizens to make Critical Health & Safety & Water Supply decisions without FULL ENGINEERING CERTIFICATIONS.

----- Forwarded Message -----

From: Karen Sanabria <ksanabria@folsom.ca.us>

Sent: Wednesday, April 13, 2022, 04:13:13 PM PDT

Subject: Agenda - Planning Commission Meeting 4-20-22

PUBLIC HEARING

PN 21-062, 6987 Oak Avenue Tentative Parcel Map and Determination that the Project is Exempt from

CEQA (Recommending Continuation to the May 18, 2022A Public Hearing to consider a request from Roger and Gail Zittel for approval of a Tentative Parcel Map to subdivide

a 1.03-acre single-family residential property located at 6987 Oak Avenue into two individual parcels. The site is

zoned R-1-ML (A) (Single-Family Residential, Medium Lot District, Agricultural Combining District) and has a

General Plan designation of SF (Single Family). The Planning Commission will take final action unless the decision

is appealed to the City Council. The project is exempt from environmental review under Section 15315 (Minor Land

Divisions) of the California Environmental Quality Act (CEQA) Guidelines. (Project Planner: Josh Kinkade)

2. PN 22-037, Auctorem Tattoo Conditional Use Permit and Determination that the Project is Exempt from

CEQA

A Public Hearing to consider a request from Folsom Central, LLC for the approval of the Auctorem Tattoo business at an existing 1,300-square foot commercial building located at 1175 Riley Street. The zoning classification for the site is C-2 (PD), while the General Plan land-use designation is CC. The Planning Commission will take final action unless the decision is appealed to the City Council. The project is exempt from environmental review under Section 15301 (Existing Facilities) of the California Environmental Quality Act (CEQA) Guidelines. (Project Planner: Josh Kinkade)

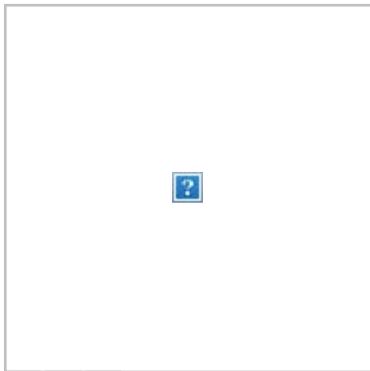
Hello,

Please find attached the Agenda for the Planning Commission Meeting scheduled for April 20, 2022.

Thank you,

Karen Sanabria
Sr. Office Assistant
Community Development Department
50 Natoma Street, Folsom, CA 95630
O: 916.461.6203

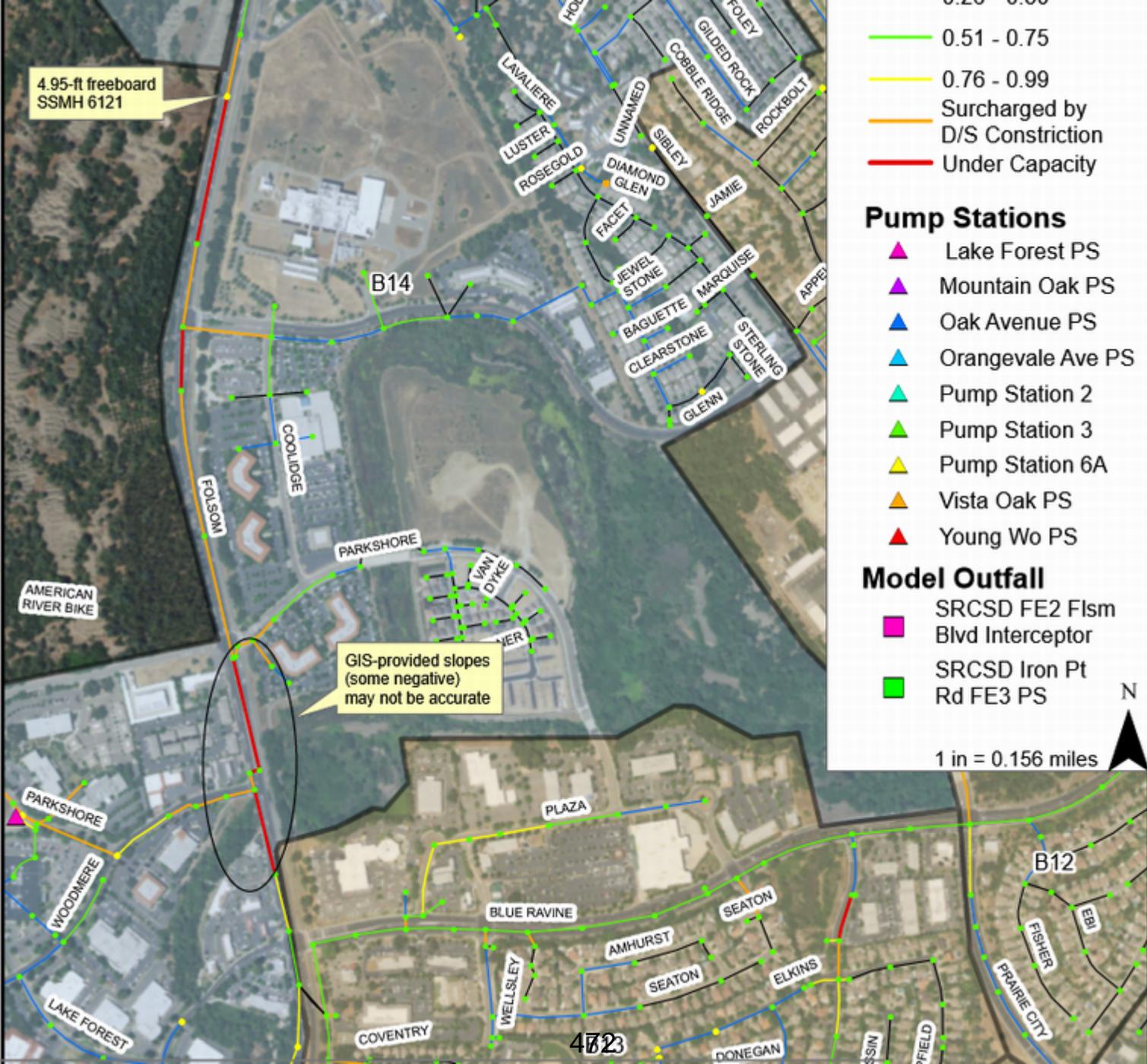
F: 916.355.7274



 www.folsom.ca.us

- 27" Sewer
- FE3 (SRCSO)
- Sewer Pump Station
- Storm Structure
- Storm Conduit
- City Limits





- 0.51 - 0.75
- 0.76 - 0.99
- Surcharged by D/S Constriction
- Under Capacity

Pump Stations

- Lake Forest PS
- Mountain Oak PS
- Oak Avenue PS
- Orangevale Ave PS
- Pump Station 2
- Pump Station 3
- Pump Station 6A
- Vista Oak PS
- Young Wo PS

Model Outfall

- SRCS D FE2 Flsm Blvd Interceptor
- SRCS D Iron Pt Rd FE3 PS

1 in = 0.156 miles

N