PLANNING COMMISSION AGENDA
January 18, 2023
CITY COUNCIL CHAMBERS
6:30 p.m.
50 Natoma Street
Folsom, California 95630

Effective July 7, 2022, the City of Folsom is returning to all in-person City Council, Commission, and Committee meetings. Remote participation for the public will no longer be offered. Everyone is invited and encouraged to attend and participate in City meetings in person.

CALL TO ORDER PLANNING COMMISSION: Mathew Herrera, Daniel West, Bill Miklos, Ralph Peña, Bill Romanelli, James Ortega, 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 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 November 16, 2022 meeting will be presented for approval.

Oath of Office Administered to Matthew Herrera, James Ortega, Eileen Reynolds, Bill Romanelli, and Daniel West

Election of Chair and Vice Chair

Planning Commission Recommendation of Two Members to Serve on the Historic District Commission

NEW BUSINESS

1. PN22-026: AT&T Livermore Park Monopine Cellular Site

A Public Hearing to consider a request from New Cingular Wireless PCS, LLC for approval of a Conditional Use Permit Application for the installation and operation of a monopine cellular site located at 6004 Riley Street. The zoning classification for the site is OSC, while the General Plan land-use designation is P. 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: New Cingular Wireless PCS, LLC)**

2. PN 21-159: Vintage Senior Apartments Conditional Use Permit, Planned Development Permit, and Density Bonus

A Public Hearing to consider a request from Vintage at Folsom, LP for approval of a Conditional Use Permit, Planned Development Permit, and Density Bonus for development of a 136-unit senior affordable apartment community on a 4.86-acre site located on the south side of East Natoma Street at the intersection of East Natoma Street and Prison Road (103 East Natoma Street). The General Plan land use designation for the project site is PO, while the Zoning designation is BP PD. An Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program have been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) Guidelines. **(Project Planner: Steve Banks/Applicant: Vintage at Folsom, LP)**

PLANNING COMMISSION / PLANNING MANAGER REPORT

The next Planning Commission meeting is scheduled for **February 15, 2023**. 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) 461-6200 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) 461-6200, (916) 355-7274 (fax) or ckelley@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
NOVEMBER 16, 2022
CITY COUNCIL CHAMBERS
6:30 P.M.
50 Natoma Street
Folsom, CA 95630

CALL TO ORDER PLANNING COMMISSION

The regular Planning Commission Meeting was called to order at 6:30 p.m. with Vice Chair Daniel West presiding.

ROLL CALL

Commissioners Present:	Daniel West, Vice Chair Bill Romanelli, Commissioner Justin Raithel, Commissioner Bill Miklos, Commissioner
Commissioners Absent:	Eileen Reynolds, Chair Ralph Peña, Commissioner Barbara Leary, Commissioner

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

CITIZEN COMMUNICATION

NONE

MINUTES

The minutes of the August 17, 2022 Regular Meeting were approved as submitted.

PUBLIC HEARING

1. SUBPM 22-00215: 905 East Bidwell Street Tentative Parcel Map and Determination that the Project is Exempt from CEQA

A Public Hearing to consider a request from Valuerock Investment Partners for approval of a Tentative Parcel Map to subdivide an existing single-story, 39,404-square-foot commercial building located within the Bidwell Center at 905 East Bidwell Street into two (2) commercial condominium units for future sale and operation. The General Plan land use designation for the project site is CCD, while the Zoning designation is C-2 PD. The project is categorically exempt under Section 15315 Minor Land Divisions and Section 15301 (k) Subdivision of

Existing Facilities of the California Environmental Quality Act (CEQA) Guidelines. **(Project Planner: Steve Banks/Applicant: Valuerock Investment Partners)**

1. Patty Soulsby addressed the Planning Commission, hoping to clarify that these will be "commercial condos" and not for residential use.
2. Dan Griffin addressed the Planning Commission and questioned parking impact with multiple businesses.

COMMISSIONER ROMANELLI MOVED TO APPROVE A TENTATIVE PARCEL MAP TO SUBDIVIDE AN EXISTING SINGLE-STORY, 39,304-SQUARE-FOOT BUILDING LOCATED AT 905 EAST BIDWELL STREET INTO TWO (2) COMMERCIAL CONDOMINIUM UNITS FOR THE 905 EAST BIDWELL STREET TENTATIVE PARCEL MAP PROJECT, BASED ON THE FINDINGS (FINDINGS A-K) AND SUBJECT TO THE CONDITIONS OF APPROVAL (CONDITIONS 1-13) ATTACHED TO THIS REPORT.

COMMISSIONER RAITHEL SECONDED THE MOTION.

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

MOTION PASSED

2. PDEV 22-00259: Creekside Drive Medical Center Planned Development Permit Extension and the Determination that the Project remains Exempt from CEQA. No further environmental review is required.

A Public Hearing to consider a request from Jack Paddon AIA for approval for a two-year extension in time of a previously approved Planned Development Permit associated with development of the Creekside Drive Medical Center project on a 1.91-acre parcel located at 1578 Creekside Drive. The General Plan land use designation for the project site is PO, while the Zoning designation is BP PD. The project was previously determined to be exempt from the California Environmental Quality Act (CEQA) under Section 15332 of the CEQA Guidelines, In-Fill Development Projects. **(Project Planner: Steve Banks/Applicant: Jack Paddon AIA)**

COMMISSIONER RAITHEL MOVED TO APPROVE THE PLANNED DEVELOPMENT PERMIT EXTENSION FOR A PERIOD OF TWO YEARS (UNTIL OCTOBER 7, 2024) FOR DEVELOPMENT OF THE CREEKSIDE DRIVE MEDICAL CENTER PROJECT (PDEV20-00259), BASED ON THE FINDINGS (FINDINGS A-F) AND SUBJECT TO THE CONDITIONS OF APPROVAL (CONDITIONS 1-49) ATTACHED TO THIS REPORT.

COMMISSIONER MIKLOS SECONDED THE MOTION.

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

MOTION PASSED

3. USPT22-00243, 1755 Cavitt Drive Cellular Site and Determination that the Project is Exempt from CEQA

A Public Hearing to consider a request from Peter Perkins for the Lyle Company for approval of a Conditional Use Permit application to operate a new cellular facility on the roof on an existing building located at 1755 Cavitt Drive. The zoning classification for the site is C-2 (SP 95-1), while the General Plan land-use designation is RCC. The project is exempt from the California Environmental Quality Act in accordance with Section 15301 of the CEQA Guidelines. **(Project Planner: Josh Kinkade/Applicant: Peter Perkins for the Lyle Company)**

COMMISSIONER MIKLOS MOVED TO APPROVE THE CONDITIONAL USE PERMIT APPLICATION (USPT22-00243) TO OPERATE A NEW CELLULAR FACILITY ON THE ROOF ON AN EXISTING BUILDING LOCATED

AT 1755 CAVITT DRIVE, AS ILLUSTRATED ON ATTACHMENT 5 FOR THE 1755 CAVITT DRIVE CELLULAR SITE CONDITIONAL USE PERMIT PROJECT, BASED ON THE FINDINGS INCLUDED IN THIS REPORT (FINDINGS A-F) AND SUBJECT TO THE ATTACHED CONDITIONS OF APPROVAL (CONDITIONS 1-11).

COMMISSIONER ROMANELLI SECONDED THE MOTION.

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

MOTION PASSED

4. Planning Commission Rules of Conduct and Meeting Frequency

Community Development Department Staff is recommending a modification to the previously approved Rules of Conduct Before the Planning Commission, related to regular meeting date and time. **(Planning Manager: Scott A. Johnson)**

COMMISSIONER RAITHEL MOVED TO ADOPT THE AMENDED RULES OF CONDUCT FOR BUSINESS BEFORE THE CITY OF FOLSOM PLANNING COMMISSION WITH A ONCE MONTHLY MEETING SCHEDULE AS SHOWN IN ATTACHMENT 1, WITH THE MODIFICATION THAT MEETINGS SHALL COMMENCE AT 6:30 PM.

COMMISSIONER MIKLOS SECONDED THE MOTION.

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

MOTION PASSED

PLANNING COMMISSION / PLANNING MANAGER REPORT

The next Planning Commission meeting for December 14, 2022 has been canceled for lack of quorum. The next tentatively scheduled meeting is January 18, 2023.

ADJOURNMENT

There being no further business to come before the Folsom Planning Commission, Vice Chair Daniel West adjourned the meeting at 7:10 p.m.

RESPECTFULLY SUBMITTED,

_____
Christina Kelley, ADMINISTRATIVE ASSISTANT

APPROVED:

_____
Eileen Reynolds, CHAIR

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

Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project:	AT&T Livermore Park Monopine Cellular Site
File #:	PN-22-026
Request:	Conditional Use Permit
Location:	6004 Riley Street
Parcel(s):	072-0270-088-0000
Staff Contact:	Josh Kinkade, Associate Planner, 916-461-6209 jkinkade@folsom.ca.us

Property Owner
Name: City of Folsom
Address: 50 Natoma Street
Folsom CA 95630

Applicant
Name: New Cingular Wireless PCS, LLC
Address: 600 Coolidge Dr. Suite 100
Folsom CA 95630

Recommendation: Conduct a public hearing and upon conclusion move to approve a Conditional Use Permit (CUP) for the installation and operation of a monopine cellular site located at 6004 Riley Street, subject to the following findings (Findings A-I) and conditions of approval (Conditions 1-24) attached to this report.

Project Summary: The proposed project involves a request for approval of a Conditional Use Permit (CUP) to install and operate a co-locatable monopine cellular site at Livermore Park, located at 6004 Riley Street.

Table of Contents:

1. Description/Analysis
2. Background
3. Conditions of Approval
4. Vicinity Map
5. Project Plans, dated December 20, 2022
6. Photo Simulations, dated January 12, 2022
7. Project Description, Operation Statement, Height Justification Statement and Zoning Propagation Map
8. Alternative Sites Analysis
9. Radio Frequency Emissions Compliance Report
10. Public Comments Received
11. Draft Initial Study/Mitigated Negative Declaration, Dated November 2022

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

Submitted,

_____
PAM JOHNS
Community Development Director

ATTACHMENT 1
DESCRIPTION/ANALYSIS

APPLICANT'S PROPOSAL

The applicant, New Cingular Wireless PCS, LLC (doing business as AT&T Mobility), is requesting approval of a Conditional Use Permit (CUP) to stall and operate a monopine cellular site at Livermore Park, located at 6004 Riely Street. The antennas will sit up to 89 feet in height above finished grade and the false branches will extend to 94 feet above finished grade. The tower will contain 12 panel antennas and 15 remote radio units. The tower will be co-locatable, meaning that it will have the potential to accommodate additional future cellular facilities. The site is also proposed to include a 1,600-square-foot chain link-fenced area with privacy slats at the base of the monopine where an equipment shelter and backup generator are proposed. The chain link fence would be surrounded by a landscaped easement with various shrubs. An access and utility easement is proposed between the project site and the existing water tank west of the project site. Project plans are provided in Attachment 5.

In their project narrative (included in Attachment 7), the applicant has stated that the site will be in operation continuously but will be only visited by up to two technicians and two service vehicles as needed. The narrative states that the facility will not cause and noise, glare, dust, or odors, and that the proposed diesel backup generator will only run in the event of an emergency and for maintenance purposes approximately once a month for 20 to 30 minutes.

The applicant provided maps (included in Attachment 7) showing that AT&T coverage is not reliable in indoor spaces surrounding the project site due to inadequate wireless infrastructure in the area, and that installing the proposed facility would make service reliable both indoors and outdoors within an approximately 0.75-mile radius of the tower. Due to the topography of the site, the applicant has stated in their project narrative (included in Attachment 7) that the proposed tower height is needed in order to reach as many homes in the area as possible both for AT&T and for additional future carriers who will have the potential to co-locate their facilities on the proposed tower rather than construct another tower of their own.

The applicant also provided an alternative sites analysis (included in Attachment 8) that identified potential alternative sites for facilities to fill the identified coverage gap. AT&T did not find feasible collocation opportunities in the area due to a lack of usable tower space, height or owner authorization to utilize the facilities.

POLICY/RULE

Section 17.60.010 of the Folsom Municipal Code (FMC) states that the Planning Commission shall have final authority relating to the issuance of Conditional Use Permits for any of the uses or purposes for which such permits are required or permitted by the terms of this title. FMC Section 17.39.030 states that uses may be permitted in the OSC zone by the Planning Commission via a Conditional Use Permit if the Commission finds

that the proposed use is appropriate and desirable at the location proposed and will enhance the creation or preservation of open space and natural beauty or historical quality of the area.

FMC 17.60.020 states that application for a use permit shall be made to the Community Development Department in writing, on a form prescribed by the department, and shall be accompanied by plans and elevations necessary to show details of the proposed land use activities on the subject property. FMC 17.60.040 states that the Commission's findings shall be that the establishment, maintenance or operation of the use or building applied for will or will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing or working in the neighborhood of such proposed use or be detrimental or injurious to property and improvements in the neighborhood, or to the general welfare of the city.

ANALYSIS

General Plan and Zoning Consistency

The General Plan land use designation for the site is P (Parks) and the Zoning designation for the project site is OSC (Open Space and Conservation). FMC Section 17.58.080 states that machinery, radio aerials, television antennae and similar architectural and utility structures and necessary mechanical appurtenances may be built and used to a height not more than 25 feet above the height limit established for the district in which the structures are located. that additional heights for public utility structures may be permitted upon approval of the Planning Commission, and that height limitations provided herein shall not apply to electrical transmission lines and towers. FMC Section 17.39.050 does not provide a height standard for the OSC zone. Therefore, the appropriateness of the height would be subject to the findings of the CUP.

Conditional Use Permit

In order to approve a request for a Conditional Use Permit, the Commission must find that the "establishment, maintenance, or operation of the use or building applied for will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use, or be detrimental or injurious to property and improvements in the neighborhood, or to the general welfare of the City" (FMC, Section 17.60.040), and that "the proposed use is appropriate and desirable at the location proposed and will enhance the creation or preservation of open space and natural beauty or historical quality of the area" (FMC, Section 17.39.030).

When reviewing personal communications facility projects, staff and the Planning Commission have primarily been concerned with radio frequency impacts and aesthetic impacts. A radio frequency emissions compliance report was performed by a registered professional electrical engineer and has been included in Attachment 9. This report concluded that the facility would not expose members of the general public to hazardous levels of radio frequency energy at ground level or in adjacent buildings. Furthermore, radio frequency of cellular sites is regulated by the Federal Communication Commission

(FCC), and Condition No. 11 has been included to mandate that the project comply with the current standards of the FCC for safe levels of public exposure to electromagnetic radiation and electromagnetic radiation fields.

With regards to aesthetic impacts, the proposed monopine and equipment enclosure are proposed to be located in a currently undeveloped portion of Livermore Park near the existing water tank and future tennis court and water tank. The nearest residential properties to the site are approximately 400 feet away. Aesthetically, the monopine will be highly visible from McAdoo Drive on the east and Riley Street on the north. As shown in the attached photo simulations (see Attachment 6), the monopine will also have visibility from Carter Street on the south, though this view will be from over 800 feet away and the facility would appear to be a part of the tree canopy visible from that street. With the future construction of a second water tank, the view of the monopine and equipment enclosure from Riley Street will be further limited as well. The future sports courts to the east of the project site will further shield the facility from the nearby residences.

The proposed monopine includes a textured base to simulate a pine's trunk with brown branches and green pine needles that would partially shield the antennas and associated equipment at the top of the facility. The monopine is proposed to match the coloring of a Ponderosa Pine, which can grow up to 100 feet in height. As such, a 94-foot tall monopine would be in scale with how tall some local species of pine can grow. The proposed equipment cabinet would be enclosed by a six-foot-tall chain link fence with privacy slats, which will be surrounded by a landscaped easement with various shrubs. Staff has conditioned that the privacy slats are colored dark green for compatibility with the park (Condition No. 13). Parks & Recreation is supportive of this fence plan and the City of Folsom Parks and Recreation Commission recommended that the Planning Commission approve the project and that City Council authorize a Communications Site License Agreement for the project.

Pursuant to Sections 17.60.050 of the Folsom Municipal Code, in any case where the conditions to the granting of a Use Permit have not been, or are not, complied with, the Planning Commission may revoke the permit after a public hearing on the matter. Therefore, the Livermore Park Monopine Cellular Site Conditional Use Permit is subject to ongoing review by the Community Development Department to ensure that it does not result in adverse impacts to the community. If the Community Development Director finds evidence that conditions of approval for the Livermore Park Monopine Cellular Site have not been fulfilled or that the use has resulted in a substantial adverse effect on the health, and/or general welfare of users of adjacent or proximate property or have a substantial adverse impact on public facilities or services or the general welfare of the City, the Director will refer the Use Permit to the Planning Commission for review. If, upon such review, the Planning Commission finds that any of the above-stated results have occurred, the Commission may modify or revoke the Conditional Use Permit following a hearing on the matter. Condition No. 2 is included to reflect this requirement.

As such, staff found that the project, as conditioned, will not be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood or be detrimental or injurious to property and improvements in the neighborhood, or to the general welfare of the City. Staff also found that the proposed use is appropriate and desirable at the location proposed and will enhance the preservation of open space and natural beauty of the area.

PUBLIC COMMENTS

Staff mailed notices of this Conditional Use Permit to property owners within a 300-foot radius of the project site and posted a notice in the Folsom Telegraph. At the time of this staff report, city staff received two letters of support for the project, which have been included in Attachment 10. These letters both expressed the importance of additional cellular coverage for emergency personnel.

ENVIRONMENTAL REVIEW

An Initial Study and Mitigated Negative Declaration have been prepared for this project (Attachment 11). The public review period required by law was completed. Mention any comments on the MND here. Potentially significant impacts identified in the study included potential disturbance of active nests during construction and potential unanticipated discovery of cultural/paleontological resources or human remains during construction. The Mitigated Negative Declaration includes mitigation measures which, when implemented, will reduce the identified impacts to biological resources and cultural, paleontological and tribal resources to a less than significant level. These mitigation measures have been included as conditions of approval for this project. A more detailed description of the potential impacts is provided within the Initial Study for this project, which is included as an attachment to this report. To date, no public comments were received during the Mitigated Negative Declaration public review period which started on November 18, 2022 and ended on December 8, 2022.

RECOMMENDED PLANNING COMMISSION ACTION

Move to adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the installation and operation of a monopine cellular site located at 6004 Riley Street;

and

Move to approve the Conditional Use Permit application (PN22-026) for the installation and operation of a monopine cellular site located at 6004 Riley Street as illustrated in Attachment 5 for the AT&T Livermore Park Cellular Site Conditional Use Permit project, based on the findings included in this report (Findings A-I) and subject to the attached conditions of approval (Conditions 1-24)

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 ZONING CODE OF THE CITY.

CEQA FINDINGS

C. A MITIGATED NEGATIVE DECLARATION HAS BEEN PREPARED FOR THE PROJECT IN ACCORDANCE WITH CEQA.

D. THE PLANNING COMMISSION HAS CONSIDERED THE PROPOSED MITIGATED NEGATIVE DECLARATION AND ANY PUBLIC COMMENTS ON THE PROPOSED MITIGATED NEGATIVE DECLARATION BEFORE MAKING A DECISION REGARDING THE PROJECT.

E. ON THE BASIS OF THE RECORD AS A WHOLE, THERE IS NO SUBSTANTIAL EVIDENCE THAT THE PROJECT WILL HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.

F. THE MITIGATED NEGATIVE DECLARATION REFLECTS THE INDEPENDENT JUDGMENT AND ANALYSIS OF THE CITY OF FOLSOM.

G. THE MITIGATED NEGATIVE DECLARATION HAS DETERMINED THAT THE PROPOSED PROJECT WOULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT WITH THE REQUIRED MITIGATION MEASURES.

CONDITIONAL USE PERMIT FINDING

H. THE ESTABLISHMENT, MAINTENANCE, OR OPERATION OF THE USE OR BUILDING APPLIED FOR WILL NOT, UNDER THE CIRCUMSTANCES OF THE PARTICULAR CASE, BE DETRIMENTAL TO THE HEALTH, SAFETY, PEACE, MORALS, COMFORT AND GENERAL WELFARE OF PERSONS RESIDING OR WORKING IN THE NEIGHBORHOOD OF SUCH PROPOSED USE, OR BE DETRIMENTAL OR INJURIOUS TO PROPERTY AND IMPROVEMENTS IN THE NEIGHBORHOOD, OR TO THE GENERAL WELFARE OF THE CITY BECAUSE THE PROPOSED LAND USE WILL NOT HAVE A NEGATIVE IMPACT.

I. THE PROPOSED USE IS APPROPRIATE AND DESIRABLE AT THE LOCATION PROPOSED AND WILL ENHANCE THE PRESERVATION OF OPEN SPACE AND NATURAL BEAUTY OF THE AREA THROUGH THE PROPOSED DESIGN.

ATTACHMENT 2
BACKGROUND

BACKGROUND

Livermore Park was first constructed in 1996. An existing monopole cellular facility was placed on the west side of the park in 2007. On March 1, 2022, the City of Folsom Parks and Recreation Commission was presented the new monopine project and authorized the City's Parks and Recreation Department to continue negotiations with AT&T and recommended that the Planning Commission approve the project and that City Council authorize a Communications Site License Agreement for the project.

GENERAL PLAN DESIGNATION	P (Parks)
ZONING	OSC (Open Space and Conservation)
ADJACENT LAND USES/ZONING	North: Riley Street and the Los Cerros Unit No. 2 subdivision (R-1-M) beyond South: Carter Street and the Willow Springs subdivision (R-1-M) beyond East: McAdoo Drive and the Broadstone Unit No. 1 subdivision (R-1-M PD) beyond West: Sierra Estates subdivision (R-1-M PD)
SITE CHARACTERICS	The project site is part of a park that has been developed in phases. Future phases to the east of the project site have not yet been developed.
FUTURE ACTION	Issuance of Building Permits
APPLICABLE CODES	FMC 17.39, OSC, Open Space and Conservation District FMC 17.58, General Provisions and Exceptions FMC 17.60, Use Permits

ATTACHMENT 3
Conditions of Approval

CONDITIONS OF APPROVAL FOR THE LIVERMORE PARK MONOPINE CELLULAR SITE (PN 22-026) 6004 RILEY STREET CONDITIONAL USE PERMIT				
	Mitigation Measure		**When Reqd.**	**Responsible Department**
		GENERAL REQUIREMENTS		
1.		This Conditional Use Permit is approved for installation and operation of a monopine cellular site located at 6004 Riley Street. The facility shall substantially conform to the exhibits referenced below: • Project Plans, dated December 20, 2022, included in Attachment 5 • Photo Simulations, dated July 10, 2022, included in Attachment 6 Any substantial change to the facility shall be subject to review and approval by the Planning Commission through a Conditional Use Permit Modification.	OG	CD (P)
2.		If the Community Development Director finds evidence that conditions of approval for the Livermore Park Monopine Cellular Site Conditional Use Permit have not been complied with or that the use has resulted in a substantial adverse effect on the health, and/or general welfare of users of adjacent or proximate property or has a substantial adverse impact on public facilities or services, the Director will refer the use permit to the Planning Commission for review. If, upon such review, the Planning Commission finds that any of the above-stated results have occurred, the Commission may modify or revoke the Conditional Use Permit.	OG	CD (P)
3.		This Conditional Use Permit shall be deemed revoked without further action by the Planning Commission if the operation of the facility in the manner described in the Conditional Use Permit ceases for any consecutive period of six (6) months.	OG	CD
4.		Issuance of a Building Permit is required. The applicant shall submit final building plans to the Community Development Department that substantially conform to the Project Plans, dated December 20, 2022, included in Attachment 5. Implementation of this project shall be consistent with the above referenced items as modified by these conditions of approval.	B	CD (B)
5.		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		

CONDITIONS OF APPROVAL FOR THE LIVERMORE PARK MONOPINE CELLULAR SITE (PN 22-026) 6004 RILEY STREET CONDITIONAL USE PERMIT				
	Mitigation Measure		**When Reqd.**	**Responsible Department**
		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: • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith 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.	OG	CD (P)(E)(B) PW, PR, FD, PD
DEVELOPMENT COSTS AND FEE REQUIREMENTS				
6.		The 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.	B	CD (P)(E)
7.		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.	B	CD (P)(E)
8.		This project approval shall remain in effect for one year until January 18 , 2024. If a Conditional Use Permit is not vested within the identified time frame prior to the expiration date and the applicant has not demonstrated substantial progress towards the development of the project, this approval shall be considered null and void. The applicant may file an application with the Community Development Department for an extension not less than 30 days prior to the expiration date of the permit, along with appropriate fees and necessary submittal materials pursuant to Chapter 17.60 of the Folsom Municipal Code.	B	CD (P, B)

CONDITIONS OF APPROVAL FOR THE LIVERMORE PARK MONOPINE CELLULAR SITE (PN 22-026) 6004 RILEY STREET CONDITIONAL USE PERMIT				
	Mitigation Measure		**When Reqd.**	**Responsible Department**
CONDITIONAL USE PERMIT REQUIREMENTS				
9.		Any intensification or expansion of the use approved and conditioned herein will require a Use Permit modification approval by the Planning Commission.	B, OG	FD NS (B)
10.		Compliance with the City of Folsom's Noise Control Ordinance (Folsom Municipal Code Chapter 8.42) and General Plan Noise Element shall be required.	OG	CD (P)
11.		The telecommunications facility shall comply with the current standards of the Federal Communication Commission for safe levels of public exposure to electromagnetic radiation and electromagnetic radiation fields.	I, B	CD (E,B)
12.		No improvements below ground or above ground relating to the cell tower (including the false tree canopy) shall be constructed within 40 feet of the edge of the proposed tank side wall.	DC	CD (P), EWR
13.		The privacy slats on the proposed chain link fence surrounding the equipment cabinet shall be colored dark green to the satisfaction of the Parks & Recreation Department	B, O	CD (P), PR
NOISE REQUIREMENTS				
14.		Compliance with Noise Control Ordinance and General Plan Noise Element shall be required. Hours of construction operation shall be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction on Sundays or holidays shall be permitted. Construction equipment shall be muffled and shrouded to minimize noise levels.	OG	CD (P)(E)
PARKS AND RECREATION REQUIREMENTS				
15.		Construction access is only permitted by way of the northeast portion of the parking lot off of Riley Street. Construction activity and construction access shall be coordinated with park maintenance staff to minimize impacts to park users and maintenance schedules.	DC	PR
16.		Construction shall only take place outside of peak park season (May 1 – September 30). Conduit installation shall also be completed outside of the May 1 to September 30 time frame.	DC	PR

CONDITIONS OF APPROVAL FOR THE LIVERMORE PARK MONOPINE CELLULAR SITE (PN 22-026) 6004 RILEY STREET CONDITIONAL USE PERMIT				
	Mitigation Measure		**When Reqd.**	**Responsible Department**
17.		The project contractor shall slurry seal and restripe the parking lot after work has been completed.		PR
BIOLOGICAL RESOURCES REQUIREMENT				
18.	X	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.	DC	CD (P,E,B)
CULTURAL, PALEONTOLOGICAL AND TRIBAL RESOURCES REQUIREMENTS				
19.	X	In the event that cultural resources are exposed during ground-disturbing activities, construction activities shall 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 shall be retained to evaluate the find's significance under CEQA. If the discovery proves to be significant, additional work, such as data recovery excavation, may be warranted and	DC	CD (P,E,B)

CONDITIONS OF APPROVAL FOR THE LIVERMORE PARK MONOPINE CELLULAR SITE (PN 22-026) 6004 RILEY STREET CONDITIONAL USE PERMIT				
	Mitigation Measure		**When Reqd.**	**Responsible Department**
		should be discussed in consultation with the County.		
20.	X	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, shall be followed: All excavation activities within 60 feet of the remains shall immediately stop, and the area will 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 shall contact the County Coroner. 2. The coroner will 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 will notify NAHC of the discovery within 24 hours. 3. NAHC will immediately notify the Most Likely Descendant (MLD), who will have 48 hours after being granted access to the location of the remains to inspect them and make recommendations for treatment of them. Work will be suspended in the area of the find until a qualified 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 qualified archaeologist, in consultation with the County, shall determine mitigation measures appropriate to the discovery.	DC	CD (P,E,B)
21.		If potentially significant Tribal and Cultural resources (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	DC	CD (P,E,B)

CONDITIONS OF APPROVAL FOR THE LIVERMORE PARK MONOPINE CELLULAR SITE (PN 22-026) 6004 RILEY STREET CONDITIONAL USE PERMIT				
	Mitigation Measure		**When Reqd.**	**Responsible Department**
	X	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.		
22.	X	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.	DC	CD (P,E,B)
MISCELLANEOUS REQUIREMENTS				
23.		All new infrastructure shall meet SMUD construction standards as well as General Orders 95/128 and OSHA requirements.	OG	CD (P,E,B)
24.		For all inspections of the cell tower, antennas and other components above 8 feet from grade, the applicant shall contract with a third-party inspection service and be responsible for all payments. The contract inspection firm shall be approved by the City and shall submit all inspection reports to the Community Development Department for final approval. The inspection firm and report requirements shall be reviewed and approved by the Community Development Department prior to permit issuance and the inspection report shall be reviewed and approved by the Community Development Department prior to Certificate of Occupancy.	B,O	CD (B)

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CD (P) (E) (B) (F)	Community Development Department Planning Division Engineering Division Building Division Fire Division	I	Prior to approval of Improvement Plans
		M	Prior to approval of Final Map
		B	Prior to issuance of first Building Permit
		O	Prior to approval of Occupancy Permit
		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		
EWR	Environmental and Water Resources Department		

Attachment 4
Vicinity Map

FOLSOM
LIVERMORE COMMUNITY PARK
WILLOW SPRINGS RESERVOIR
Riley St
Carter St
Palmer Cir
Dolan Ct
Rowlands Ct
Cerro Park Ct
Kay Ct
Hall St
Mann Ct
Euer Ct
Luna Cir
Teceira Way
Corrigan Ct
Tindal Way
Alvaston Ct
Mcadoo Dr
Moonlit Way
Francis Ct
Pearce Ct
Berg Ct
Donnelly Cir
Doc Day Ct
Mallard Cir
John Murray Way
Tanner Ct

Attachment 5
Project Plans, dated December 20, 2022

SITE NUMBER: CVL05842

SITE NAME: LIVERMORE COMMUNITY PARK

6004 RILEY STREET
FOLSOM, CA 95630

JURISDICTION: CITY OF FOLSOM
APN: 072-0270-088

SITE TYPE: WALK IN CABINET / MONOPINE TOWER

FA# 15530356
USID# 311736

PROJECT DESCRIPTION

(P) AT&T UNMANNED TELECOMMUNICATIONS FACILITY CONSISTING OF INSTALLING:

1. (P) AT&T 40'-0" x 40'-0" LEASE AREA (TOTAL 1,600 S.F.)
2. (P) (1) 89'-0" TALL STEALTH MONOPINE TOWER
3. (P) (12) AT&T PANEL ANTENNAS
4. (P) (15) RRUS REMOTE RADIO UNITS
5. (P) (1) CELLXION (WIC) WALK IN CLOSET SHELTER
6. (P) DC50 BOX INSTALLED ON SIDE OF (WIC) WALK IN CLOSET SHELTER
7. ADD 30kw DIESEL GENERATOR w/190 GAL. UL142 RATED FUEL TANK
8. (P) (9) DC POWER TRUNKS & (3) FIBER TRUNKS
9. (P) AT&T GPS ANTENNA

CODE COMPLIANCE

ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS ARE TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THESE CODES.

1. 2019 CALIFORNIA ADMINISTRATIVE CODE, CHAPTER 10, PART 1, TITLE 24 CODE OF REGULATIONS
2. 2019 CALIFORNIA BUILDING CODE (CBC) WITH CALIFORNIA AMENDMENTS, BASED ON THE 2018 IBC (PART 2, VOL. 1-2)
3. 2019 CALIFORNIA RESIDENTIAL CODE (CRC) WITH APPENDIX H, PATIO COVERS, BASED ON THE 2018 IBC (PART 2.5)
4. 2019 CALIFORNIA GREEN BUILDINGS STANDARDS CODE (CALGREEN) (PART 11) (AFFECTED ENERGY PROVISIONS ONLY)
5. 2019 CALIFORNIA FIRE CODE (CFC), BASED ON THE 2018 IFC, WITH CALIFORNIA AMENDMENTS (PART 9)
6. 2019 CALIFORNIA MECHANICAL CODE (CMC), BASED ON THE 2018 UMC (PART 4)
7. 2019 CALIFORNIA PLUMBING CODE (CPC), BASED ON THE 2018 UPC (PART 5)
8. 2019 CALIFORNIA ELECTRICAL CODE (CEC) WITH CALIFORNIA AMENDMENTS, NASED ON THE 2017 NEC (PART 3)
9. 2019 CALIFORNIA ENERGY CODE (CEC)
10. ANSI / EIA-TIA-222-H
11. 2018 NFPA 101, LIFE SAFETY CODE
12. 2018 NFPA 72, NATIONAL FIRE ALARM CODE
13. 2018 NFPA 13, FIRE SPRINKLER CODE

OCCUPANCY AND CONSTRUCTION TYPE

OCCUPANCY: S-2 (UNMANNED TELECOMMUNICATIONS FACILITY), U (TOWER)

CONSTRUCTION TYPE: V-B

ACCESSIBILITY REQUIREMENTS

FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION, ACCESSIBILITY ACCESS AND REQUIREMENTS RE NOT REQUIRED, IN ACCORDANCE WITH CALIFORNIA STATE ADMINISTRATIVE CODE, PART 2, TITLE 24, SECTION 1103B.1, EXCEPTION1 & SECTION 1134B.2.1, EXCEPTION 4.

PROJECT INFORMATION

PROPERTY INFORMATION:

SITE NAME: **LIVERMORE COMMUNITY PARK**

SITE NUMBER: **CVL05842**

SITE ADDRESS: 6004 RILEY STREET
FOLSOM, CA 95630

A.P.N.: 072-0270-088

CURRENT ZONING: N/A

JURISDICTION: CITY OF FOLSOM

LATITUDE: N38° 39' 26.76" NAD 83

LONGITUDE: W121° 08' 47.14" NAD 83

GROUND ELEVATION: 351.0 FT. AMSL

PROPERTY OWNER:
CITY OF FOLSOM
50 NATOMA STREET
FOLSOM, CA. 95630
CONTACT: CINDY SPRADLIN (LEASING)
EMAIL: cspradlin@folosm.ca.us
PHONE: (916) 461-6609
CONTACT: TIM O'SHEA (FACILITIES)
EMAIL: toshea@folosm.ca.us
CONTACT: BRAD NELSON (SR. PLANNER)
EMAIL: prdept@folosm.ca.us
(916) 351-3518

POWER AGENCY:
PG&E
PG&E CORPORATION
1 MARKET STREET, SPEAR TOWER
SAN FRANCISCO, CA 94105
PH: 1-(800) 743-5000

TELEPHONE AGENCY:
AT&T
525 MARKET STREET, SPEAR TOWER
SAN FRANCISCO, CA 94105
PH: 1-(800) 310-2355

VICINITY MAP

SPECIAL INSPECTIONS

SPECIAL INSPECTIONS PER 2019 C.B.C. SECTION 1704 ARE REQUIRED FOR THE FOLLOWING:

1. ANCHOR BOLTS WET-SET INTO CONCRETE
2. EXPANSION BOLTS INTO EXISTING CONCRETE
3. HIGH STRENGTH BOLTING
4. WELDING
5. STEEL REINFORCING / REBAR PLACEMENT
6. STEEL MATERIAL VERIFICATION
7. SOILS ENGINEER TO INSPECT DRILLED PIERS

STRUCTURAL DESIGN CRITERIA:

1.	SOIL CLASSIFICATION:	D
2.	SOIL BEARING CAPACITY:	1,000 PSF
3.	MINIMUM CONCRETE STRENGTH	2,500 PSI
4.	SEISMIC IMPORTANCE FACTOR	1.0
5.	SITE COORDINATES	N 38.5956389 W-122.5474917 NAD 83
6.	SPECTRAL RESPONSE ACCELERATIONS:	Ss = 1.647g S1 = 0.544g
7.	SPECTRAL RESPONSE COEFFICIENTS:	SDs = 1.098g SD1 = 0.544g
8.	SITE COEFFICIENTS:	Fa = 1.000 Fv = 1.500
9.	SEISMIC DESIGN CRITERIA:	D

PROJECT TEAM

APPLICANT / LESSEE:
AT&T
5001 EXECUTIVE PARKWAY
SAN RAMON, CA 94583

CONSTRUCTION MANAGER:
EPIC WIRELESS
605 COOLIDGE DRIVE, SUITE 100
FOLSOM, CA 95630
CONTACT: ANDREW MEDINA
EMAIL: Andrew.Medina@epicwireless.net
PH: (530) 574-4773

RF ENGINEER:
AT&T
5001 EXECUTIVE PKWY
SAN RAMON, CA 94583
CONTACT: STEVEN NELSON
EMAIL: sn149s@att.com

SURVEYOR:
GEIL ENGINEERING
1226 HIGH STREET
AUBURN, CA 95603
CONTACT: KENNETH GEIL
PH: (530) 885-0426

ARCHITECT / ENGINEER:
N.S.S.E.
5022 SUNRISE BOULEVARD
FAIR OAKS, CA 95628
CONTACT: BRIAN K. WINSLOW
EMAIL: brian@nsse.com
PH: (916) 536-9585

SITE AQUISITION:
EPIC WIRELESS
CONTACT: CARL JONES
EMAIL: carl.jones@epicwireless.net
PH: (916) 798-2275

ZONING MANAGER:
EPIC WIRELESS
CONTACT: CARL JONES
EMAIL: carl.jones@epicwireless.net
PH: (916) 798-2275

CIVIL VENDOR:
BECHTEL
CONTACT: SEAN WATSON, FIELD COORDINATOR
EMAIL: swatson@bechtel.com
PH: (925) 594-9070

DIRECTIONS

DIRECTIONS FROM AT&T'S OFFICE AT 5001 EXECUTIVE PARKWAY, SAN RAMON, CA

1. HEAD SOUTH ON BOLLINGER CANYON RD.
2. TURN RIGHT ONTO BOLLINGER CANYON DRIVE
3. MERGE ONTO I-680 NORTH
4. TAKE EXIT 71A TOWARD I-80E
5. MERGE ONTO I-80E
6. KEEP LEFT TO CONTINUE ONTO I-80BL E / US-50 E CAPITOL CITY FREEWAY
7. CONTINUE ONTO US-50 E
8. TAKE EXIT 25 TOWARD PRAIRIE CITY ROAD
9. TURN LEFT ON PRAIRIE CITY ROAD
10. TURN RIGHT ON IRON POINT ROAD
11. TURN LEFT ON McADOO DRIVE
12. TURN LEFT ON RILEY STREET
13. TURN LEFT AT TECEIRA WAY

DESTINATION WILL BE ON RIGHT

APPROVALS

APPROVED BY:	INITIALS:	DATE:
AT&T:		
VENDOR:		
RF ENGINEER:		
LEASING / LANDLORD:		
ZONING:		
CONSTRUCTION:		
POWER / TELCO:		
PG&E:		

SHEET INDEX

			REV
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2.	GN-1	GENERAL NOTES, ABBREVIATIONS, & LEGEND	C
3.	GN-2	SITE SIGNAGE	C
4.	GN-3	BATTERY SPECIFICATIONS	C
5.	C-1	PLOT PLAN AND SITE TOPOGRAPHY	C
6.	A-1	OVERALL SITE PLAN	C
7.	A-1.1	ENLARGED SITE PLAN	C
8.	A-2	AREA EQUIPMENT PLAN	C
9.	A-3	ANTENNA PLAN, SCHEDULE, & DETAILS	C
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11.	A-3.2	SECTOR T-ARM DETAILS	C
12.	A-4.1	PROPOSED ELEVATIONS	C
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14.	A-5	CONSTRUCTION DETAILS - EQUIPMENT	C
15.	A-5.1	CONSTRUCTION DETAILS - EQUIPMENT	C
16.	E-1	GENERAL ELECTRICAL NOTES	C
17.	E-3	POWER SINGLE LINE DIAGRAM	C
18.	L-1	IRRIGATION	C
19.	L-2	PLANTING	C
20.	L-3	DETAILS	C
21.	F-1	FIBER SOW	C

GENERAL CONTRACTOR NOTES

DO NOT SCALE DRAWINGS

THESE DRAWINGS ARE FORMATTED TO BE FULL SIZE AT 24" x 36". CONTRACTOR SHALL VERIFY ALL PLANS AND EXISTING DIMENSIONS AND CONDITIONS ON THE JOBSITE, AND SHALL IMMEDIATELY NOTIFY THE ARCHITECT/ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR MATERIAL ORDERS, OR BE RESPONSIBLE FOR THE SAME.

DIGALERT
800-227-2600
Call 2 Full Working Days In Advance

Issued For:

CVL05842

LIVERMORE COMMUNITY PARK
6004 RILEY STREET
FOLSOM, CA 95630
FA# 15530356
USID# 311736

Prepared For:
at&t
5001 Executive Parkway
San Ramon, California 94583

Vendor:
EPIC WIRELESS GROUP LLC
Connecting a Wireless World
605 Coolidge Drive, Suite 100
Folsom, California 95630

AT&T SITE NO:	CVL05842
PROJECT NO:	21-008
DRAWN BY:	BW
CHECKED BY:	BW

REV	DATE	DESCRIPTION
3		
2		
1		
0		
C	12/20/2022	100% ZD SUB
B	12/20/2021	95% ZD SUB
A	11/22/2021	90% ZD SUB.

Licensee:
REGISTERED PROFESSIONAL ENGINEER
NORMAN J SCHEEL
No. 2567
Exp. 12-31-23
STRUCTURAL
STATE OF CALIFORNIA

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

Designer / Engineer:
Norman Scheel Structural Engineer
1989 - 2022 33 YEARS OF EXCELLENCE Norman Scheel Structural Engineer
5022 Sunrise Blvd.
Fair Oaks, California 95628

Sheet Title:
TITLE SHEET

Sheet Number:
T-1

GENERAL CONSTRUCTION NOTES:

1. PLANS ARE INTENDED TO BE DIAGRAMMATIC OUTLINE ONLY, UNLESS NOTED OTHERWISE. THE WORK SHALL INCLUDE FURNISHING MATERIALS, EQUIPMENT, APPURTENANCES AND LABOR NECESSARY TO COMPLETE ALL INSTALLATIONS AS INDICATED ON THE DRAWINGS.
2. THE CONTRACTOR SHALL OBTAIN, IN WRITING, AUTHORIZATION TO PROCEED BEFORE STARTING WORK ON ANY ITEM NOT CLEARLY DEFINED OR IDENTIFIED BY THE CONTRACT DOCUMENTS.
3. CONTRACTOR SHALL CONTACT USA (UNDERGROUND SERVICE ALERT) AT (800) 227-2600, FOR UTILITY LOCATIONS, 48 HOURS BEFORE PROCEEDING WITH ANY EXCAVATION, SITE WORK OR CONSTRUCTION.
4. THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS UNLESS SPECIFICALLY INDICATED OTHERWISE, OR WHERE LOCAL CODES OR REGULATIONS TAKE PRECEDENCE.
5. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CBC / UBC'S REQUIREMENTS REGARDING EARTHQUAKE RESISTANCE, FOR, BUT NOT LIMITED TO, PIPING, LIGHT FIXTURES, CEILING GRID, INTERIOR PARTITIONS, AND MECHANICAL EQUIPMENT. ALL WORK MUST COMPLY WITH LOCAL EARTHQUAKE CODES AND REGULATIONS.
6. REPRESENTATIONS OF TRUE NORTH, OTHER THAN THOSE FOUND ON THE PLOT OF SURVEY DRAWINGS, SHALL NOT BE USED TO IDENTIFY OR ESTABLISH BEARING OF TRUE NORTH AT THE SITE. THE CONTRACTOR SHALL RELY SOLELY ON THE PLOT OF SURVEY DRAWING AND ANY SURVEYOR'S MARKINGS AT THE SITE FOR THE ESTABLISHMENT OF TRUE NORTH, AND SHALL NOTIFY THE ARCHITECT / ENGINEER PRIOR TO PROCEEDING WITH THE WORK IF ANY DISCREPANCY IS FOUND BETWEEN THE VARIOUS ELEMENTS OF THE WORKING DRAWINGS AND THE TRUE NORTH ORIENTATION AS DEPICTED ON THE CIVIL SURVEY. THE CONTRACTOR SHALL ASSUME SOLE LIABILITY FOR ANY FAILURE TO NOTIFY THE ARCHITECT / ENGINEER.
7. THE BUILDING DEPARTMENT ISSUING THE PERMITS SHALL BE NOTIFIED AT LEAST TWO WORKING DAYS PRIOR TO THE COMMENCEMENT OF WORK, OR AS OTHERWISE STIPULATED BY THE CODE ENFORCEMENT OFFICIAL HAVING JURISDICTION.
8. DO NOT EXCAVATE OR DISTURB BEYOND THE PROPERTY LINES OR LEASE LINES, UNLESS OTHERWISE NOTED.
9. ALL EXISTING UTILITIES, FACILITIES, CONDITIONS, AND THEIR DIMENSIONS SHOWN ON THE PLAN HAVE BEEN PLOTTED FROM AVAILABLE RECORDS. THE ARCHITECT / ENGINEER AND THE OWNER ASSUME NO RESPONSIBILITY WHATSOEVER AS TO THE SUFFICIENCY OR THE ACCURACY OF THE INFORMATION SHOWN ON THE PLANS, OR THE MANNER OF THEIR REMOVAL OR ADJUSTMENT. CONTRACTORS SHALL BE RESPONSIBLE FOR DETERMINING EXACT LOCATION OF ALL EXISTING UTILITIES AND FACILITIES PRIOR TO START OF CONSTRUCTION. CONTRACTORS SHALL ALSO OBTAIN FROM EACH UTILITY COMPANY DETAILED INFORMATION RELATIVE TO WORKING SCHEDULES AND METHODS OF REMOVING OR ADJUSTING EXISTING UTILITIES.
10. CONTRACTOR SHALL VERIFY ALL EXISTING UTILITIES, BOTH HORIZONTAL AND VERTICALLY, PRIOR TO THE START OF CONSTRUCTION. ANY DISCREPANCIES OR DOUBTS AS TO THE INTERPRETATION OF PLANS SHOULD BE IMMEDIATELY REPORTED TO THE ARCHITECT / ENGINEER FOR RESOLUTION AND INSTRUCTION, AND NO FURTHER WORK SHALL BE PERFORMED UNTIL THE DISCREPANCY IS CHECKED AND CORRECTED BY THE ARCHITECT / ENGINEER. FAILURE TO SECURE SUCH INSTRUCTION MEANS CONTRACTOR WILL HAVE WORKED AT HIS/HER OWN RISK AND EXPENSE.
11. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS TO BE DISTURBED BY CONSTRUCTION SHALL BE ADJUSTED TO FINISH ELEVATIONS PRIOR TO FINAL INSPECTION OF WORK.
12. ANY DRAIN AND/OR FIELD TILE ENCOUNTERED / DISTURBED DURING CONSTRUCTION SHALL BE RETURNED TO IT'S ORIGINAL CONDITION PRIOR TO COMPLETION OF WORK. SIZE, LOCATION AND TYPE OF ANY UNDERGROUND UTILITIES OR IMPROVEMENTS SHALL BE ACCURATELY NOTED AND PLACED ON "AS-BUILT" DRAWINGS BY GENERAL CONTRACTOR, AND ISSUED TO THE ARCHITECT / ENGINEER AT COMPLETION OF PROJECT.
13. ALL TEMPORARY EXCAVATIONS FOR THE INSTALLATION OF FOUNDATIONS, UTILITIES, ETC., SHALL BE PROPERLY LAID BACK OR BRACED IN ACCORDANCE WITH CORRECT OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) REQUIREMENTS.
14. INCLUDE MISC. ITEMS PER AT&T SPECIFICATIONS

APPLICABLE CODES, REGULATIONS AND STANDARDS:

SUBCONTRACTOR'S WORK SHALL COMPLY WITH ALL APPLICABLE NATIONAL, STATE, AND LOCAL CODES AS ADOPTED BY THE LOCAL AUTHORITY HAVING JURISDICTION (AHJ) FOR THE LOCATION.

THE EDITION OF THE AHJ ADOPTED CODES AND STANDARDS IN EFFECT ON THE DATE OF CONTRACT AWARD SHALL GOVERN THE DESIGN.

SUBCONTRACTOR'S WORK SHALL COMPLY WITH THE LATEST EDITION OF THE FOLLOWING STANDARDS:

- AMERICAN CONCRETE INSTITUTE (ACI) 318, BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE
- AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC), MANUAL OF STEEL CONSTRUCTION, ASD, NINTH EDITION
- TELECOMMUNICATIONS INDUSTRY ASSOCIATION (TIA) 222-H, STRUCTURAL STANDARD FOR STRUCTURAL ANTENNA TOWER AND ANTENNA SUPPORTING STRUCTURES
- INSTITUTE FOR ELECTRICAL AND ELECTRONICS ENGINEERS (IEEE) 81, GUIDE FOR MEASURING EARTH RESISTIVITY, GROUND IMPEDANCE, AND EARTH SURFACE POTENTIALS OF A GROUND SYSTEM IEEE 1100 (1999) RECOMMENDED PRACTICE FOR POWERING AND GROUNDING OF ELECTRICAL EQUIPMENT.
-IEEE C62.41, RECOMMENDED PRACTICES ON SURGE VOLTAGES IN LOW VOLTAGE AC POWER CIRCUITS (FOR LOCATION CATEGORY "C3" AND "HIGH SYSTEM EXPOSURE")

TIA 607 COMMERCIAL BUILDING GROUNDING AND BONDING REQUIREMENTS FOR TELECOMMUNICATIONS TELCORDIA GR-63 NETWORK EQUIPMENT-BUILDING SYSTEM (NEBS): PHYSICAL PROTECTION
TELCORDIA GR-347 CENTRAL OFFICE POWER WIRING
TELCORDIA GR-1275 GENERAL INSTALLATION REQUIREMENTS
TELCORDIA GR-1503 COAXIAL CABLE CONNECTIONS

ANY AND ALL OTHER LOCAL & STATE LAWS AND REGULATIONS

FOR ANY CONFLICTS BETWEEN SECTIONS OF LISTED CODES AND STANDARDS REGARDING MATERIAL, METHODS OF CONSTRUCTION, OR OTHER REQUIREMENTS, THE MOST RESTRICTIVE SHALL GOVERN. WHERE THERE IS CONFLICT BETWEEN A GENERAL REQUIREMENT AND A SPECIFIC REQUIREMENT, THE SPECIFIC REQUIREMENT SHALL GOVERN.

ABBREVIATIONS

A.B.	ANCHOR BOLT
ABV.	ABOVE
ACCA	ANTENNA CABLE COVER ASSEMBLY
ADD'L	ADDITIONAL
A.F.F.	ABOVE FINISHED FLOOR
A.F.G.	ABOVE FINISHED GRADE
ALUM.	ALUMINUM
ALT.	ALTERNATE
ANT.	ANTENNA
APPRX.	APPROXIMATE(LY)
ARCH.	ARCHITECT(URAL)
AWG.	AMERICAN WIRE GAUGE
BLDG.	BUILDING
BLK.	BLOCK
BLKG.	BLOCKING
BM.	BEAM
B.N.	BOUNDARY NAILING
BTCW.	BARE TINNED COPPER WIRE
B.O.F.	BOTTOM OF FOOTING
B/U	BACK-UP CABINET
CAB.	CABINET
CANT.	CANTILEVER(ED)
C.I.P.	CAST IN PLACE
CLG.	CEILING
CLR.	CLEAR
COL.	COLUMN
CONC.	CONCRETE
CONN.	CONNECTION(OR)
CONST.	CONSTRUCTION
CONT.	CONTINUOUS
d	PENNY (NAILS)
DBL.	DOUBLE
DEPT.	DEPARTMENT
D.F.	DOUGLAS FIR
DIA.	DIAMETER
DIAG.	DIAGONAL
DIM.	DIMENSION
DWG.	DRAWING(S)
DWL.	DOWEL(S)
EA.	EACH
EL.	ELEVATION
ELEC.	ELECTRICAL
ELEV.	ELEVATION
EMT.	ELECTRIAL METALLIC TUBING
E.N.	EDGE NAILING
ENG.	ENGINEER
EQ.	EQUAL
EXP.	EXPANSION
EXST. (E)	EXISTING
EXT.	EXTERIOR
FAB.	FABRICATION (OR)
F.F.	FINISH FLOOR
F.G.	FINISH GRADE
FIN.	FINISH (ED)
FLR.	FLOOR
FDN.	FOUNDATION
F.O.C.	FACE OF CONCRETE
F.O.M.	FACE OF MASONRY
F.O.S.	FACE OF STUD
F.O.W.	FACE OF WALL
F.S.	FINISH SURFACE
FT. (')	FOOT (FEET)
FTG.	FOOTING
G.	GROWTH (CABINET)
GA.	GAUGE
GI.	GALVANIZE (D)
G.F.I.	GROUND FAULT INTERUPTER
GLB. (GLU-LAM)	GLUE LAMINATED BEAM
GPS	GLOBAL POSITIONING SYSTEM
GRND.	GROUND
HDR.	HEADER
HGR.	HANGER
HT.	HEIGHT
ICGB.	ISOLATED COPPER GROUND BUS
IN. (")	INCH(ES)
INT.	INTERIOR
LB.(#)	POUND(S)
L.B.	LAG BOLTS
L.F.	LINEAR FEET (FOOT)
L.	LONG(ITUDINAL)
MAS.	MASONRY
MAX.	MAXIMUM
M.B.	MACHINE BOLT
MECH.	MECHANICAL
MFR.	MANUFACTURER
MIN.	MINIMUM
MISC.	MISCELLANEOUS
MTL.	METAL
(N)	NEW
NO.(#)	NUMBER
N.T.S.	NOT TO SCALE
O.C.	ON CENTER
OPNG.	OPENING
P/C	PRECAST CONCRETE
PCS	PERSONAL COMMUNICATION SERVICES
PLY.	PLYWOOD
PPC	POWER PROTECTION CABINET
PRC	PRIMARY RADIO CABINET
P.S.F.	POUNDS PER SQUARE FOOT
P.S.I.	POUNDS PER SQUARE INCH
P.T.	PRESSURE TREATED
PWR.	POWER (CABINET)
QTY.	QUANTITY
RAD.(R)	RADIUS
REF.	REFERENCE
REINF.	REINFORCEMENT(ING)
REQ'D/	REQUIRED
RGS.	RIGID GALVANIZED STEEL
SCH.	SCHEDULE
SHT.	SHEET
SIM.	SIMILAR
SPEC.	SPECIFICATIONS
SQ.	SQUARE
S.S.	STAINLESS STEEL
STD.	STANDARD
STL.	STEEL
STRUC.	STRUCTURAL
TEMP.	TEMPORARY
THK.	THICK(NESS)
T.N.	TOE NAIL
T.O.A.	TOP OF ANTENNA
T.O.C.	TOP OF CURB
T.O.F.	TOP OF FOUNDATION
T.O.P.	TOP OF PLATE (PARAPET)
T.O.S.	TOP OF STEEL
T.O.W.	TOP OF WALL
TYP.	TYPICAL
U.G.	UNDER GROUND
U.L.	UNDERWRITERS LABORATORY
U.N.O.	UNLESS NOTED OTHERWISE
V.I.F.	VERIFY IN FIELD
W	WIDE (WIDTH)
w/	WITH
WD.	WOOD
W.P.	WEATHERPROOF
WT.	WEIGHT
℄	CENTERLINE
ℙ	PLATE, PROPERTY LINE

SYMBOLS LEGEND

X / X-X	BLDG. SECTION
X / X-X	WALL SECTION
X / X-X	DETAIL
X / X-X	ELEVATION
001	DOOR SYMBOL
10	WINDOW SYMBOL
3	TILT-UP PANEL MARK
	PROPERTY LINE
	CENTERLINE
±0"	ELEVATION DATUM
A	GRID/COLUMN LINE
3	KEYNOTE, DIMENSION ITEM
2	KEYNOTE, CONSTRUCTION ITEM
W-3	WALL TYPE MARK
OFFICE 101	ROOM NAME ROOM NUMBER

	GROUT OR PLASTER
	(E) BRICK
	(E) MASONRY
	CONCRETE
	EARTH
	GRAVEL
	PLYWOOD
	SAND
	PLYWOOD
	SAND
	(E) STEEL
	MATCH LINE
	GROUND CONDUCTOR
OH	OVERHEAD SERVICE CONDUCTORS
	TELEPHONE CONDUIT
	POWER CONDUIT
	COAXIAL CABLE
	CHAIN LINK FENCE
	WOOD FENCE
	(P) ANTENNA
	(P) RRU
	(P) DC SURGE SUPRESSION
	(F) ANTENNA
	(F) RRU
	(E) EQUIPMENT

Issued For:

CVL05842

LIVERMORE COMMUNITY PARK

6004 RILEY STREET
FOLSOM, CA 95630

FA# 15530356
USID# 311736

Prepared For:

at&t

5001 Executive Parkway
San Ramon, California 94583

Vendor:

EPIC WIRELESS GROUP LLC
Connecting a Wireless World

605 Coolidge Drive, Suite 100
Folsom, California 95630

AT&T SITE NO:	CVL05842
PROJECT NO:	21-008
DRAWN BY:	BW
CHECKED BY:	BW

REV	DATE	DESCRIPTION
3		
2		
1		
0		
C	12/20/2022	100% ZD SUB
B	12/20/2021	95% ZD SUB
A	11/22/2021	90% ZD SUB.

Licensee:

REGISTERED PROFESSIONAL ENGINEER
NORMAN J SCHEEL
No. 2567
Exp. 12-31-23
STRUCTURAL
STATE OF CALIFORNIA

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

Designer / Engineer:

Norman Scheel Structural Engineer

1989 - 2022
33 YEARS OF EXCELLENCE
Norman Scheel Structural Engineer

5022 Sunrise Blvd.
Fair Oaks, California 95628

Sheet Title:

GENERAL NOTES, ABBREVIATIONS, & LEGEND

Sheet Number:

GN-1

at&t

This Site Operated By:

AT&T MOBILITY

2600 CAMINO RAMON, 4W850 N
SAN RAMON , CA 94583
IN CASE OF FIRE AND THE NEED FOR SHUTDOWN
TO DEACTIVATE ANTENNAS CALL THE
FOLLOWING NUMBER:

For 24 Hour Emergency Contact and Access Please Call:
(800) 832-6662

Reference Site#: _____

Site Address: _____

11 FENCED COMPOUND SIGNAGE
N.T.S.

DANGER

NO TRESPASSING

10 FENCED COMPOUND SIGNAGE
N.T.S.

NOTICE

AUTHORIZED PERSONNEL ONLY

9 DOOR / EQUIPMENT SIGN
N.T.S.

8 NOT USED
N.T.S.

INFORMATION

Federal Communications Communication
Tower Registration Number

1 2 3 4 5 6 7

Posted in accordance with federal Communications Commission rules and antenna tower registration 47CFR 17.4(g).

7 FCC ASR SIGNAGE
N.T.S.

Property of AT&T

Authorized Personnel Only

No Trespassing
Violators will be Prosecuted

In case of emergency, or prior to performing maintenance on this site, call _____
and reference cell site number _____

6 GATE SIGNAGE
N.T.S.

Property of AT&T

Authorized Personnel Only

In case of emergency, or prior to performing maintenance on this site, call _____
and reference cell site number _____

5 SHELTER / CABINET DOORS SIGNAGE
N.T.S.

WARNING

Entering this area can expose you to lead from lead acid batteries.

Lead is known to the State of California to cause cancer and birth defects or other reproductive harm. For more information go to

www.P65Warnings.ca.gov

4 PROP 65 WARNING SIGNAGE
N.T.S.

WARNING

On This Tower

you are entering a controlled area where RF Emissions exceed the FCC Controlled Exposure limits Failure to obey all posted signs and site guidelines could result in serious injury

Ref: FCC 47CFR 1.1307(b) at&t

CAUTION

On This Tower

you are entering a controlled area where RF Emissions may exceed the FCC Controlled Exposure limits Obey all posted signs and site guidelines for working in an RF environment

Ref: FCC 47CFR 1.1307(b) at&t

3 CAUTION AND WARNING SIGN
N.T.S.

SIGNAGE AND STRIPING INFORMATION

1. THE FOLLOWING INFORMATION IS A GUIDELINE w/ RESPECT TO PREVAILING STANDARDS LIMITING HUMAN EXPOSURE TO RADIO FREQUENCY ENERGY AND SHOULD BE USED AS SUCH. IF THE SITE'S EMF REPORT OR ANY LOCAL, STATE OR FEDERAL GUIDELINES OR REGULATIONS SHOULD BE IN CONFLICT w/ ANY PART OF THESE NOTES OR PLANS, THE MORE RESTRICTIVE GUIDELINE OR REGULATION SHALL BE FOLLOWED AND OVERRIDE THE LESSER.
2. THE PUBLIC LIMIT OF RF EXPOSURE ALLOWED BY AT&T IS 1mWcm^2 AND THE OCCUPATIONAL LIMIT OF RF EXPOSURE ALLOWED BY AT&T IS 5mWcm^2
3. IF THE BOTTOM OF THE ANTENNA IS MOUNTED (8) EIGHT FEET ABOVE THE GROUND OR WORKING PLATFORM LINE OF THE PERSONAL COMMUNICATION SYSTEM (PCS) AND DOES NOT EXCEED THE PUBLIC LIMIT OF RF EXPOSURE LIMIT THEN NO STRIPING OR BARRICADES SHOULD BE NEEDED.
4. IF THE PUBLIC LIMIT OF RF EXPOSURE ON THE SITE IS EXCEEDED AND THE AREA IS PUBLICLY ACCESSIBLE (e.g. ROOF ACCESS DOOR THAT CANNOT BE LOCKED, OR FIRE EGRESS) THEN BOTH BARRICADES AND STRIPING SHALL BE PLACED AROUND THE ANTENNAS. THE EXACT EXTENT OF THE BARRICADES AND STRIPING SHALL BE DETERMINED BY THE EMF REPORT FOR THE SITE DONE BEFORE OR SHORTLY AFTER COMPLETION OF SITE CONSTRUCTION. USE THE PLANS AS A GUIDELINE FOR PLACEMENT OF SUCH BARRICADES AND STRIPING.
5. IF THE PUBLIC LIMIT OF RF EXPOSURE ON THE SITE IS EXCEEDED AND THE AREA IS PUBLICLY ACCESSIBLE (e.g. ROOF ACCESS DOOR THAT CANNOT BE LOCKED, OR FIRE EGRESS) THEN BOTH BARRICADES AND STRIPING SHALL BE PLACED AROUND THE ANTENNAS. THE EXACT EXTENT OF THE BARRICADES AND STRIPING SHALL BE DETERMINED BY THE EMF REPORT FOR THE SITE DONE BEFORE OR SHORTLY AFTER COMPLETION OF SITE CONSTRUCTION. USE THE PLANS AS A GUIDELINE FOR PLACEMENT OF SUCH BARRICADES AND STRIPING.
6. ALL TRANSMIT ANTENNAS REQUIRE A THREE LANGUAGE WARNING SIGN WRITTEN IN ENGLISH, SPANISH, AND CHINESE. THIS SIGN SHALL BE PROVIDED TO THE CONTRACTOR Y THE AT&T CONSTRUCTION PROJECT MANAGER AT THE TIME OF CONSTRUCTION. THE LARGER SIGN SHALL BE PLACED IN PLAIN SIGHT AT ALL ROOF ACCESS LOCATIONS AND ON ALL BARRICADES. THE SMALLER SIGN SHALL BE PLACED ON THE ANTENNA ENCLOSURES IN A MANNER THAT IS EASILY SEEN BY ANY PERSON ON THE ROOF. WARNING SIGNS SHALL COMPLY w/ ANSI C95.2 COLOR, SYMBOL, AND CONTENT CONVENTIONS. ALL SIGNS SHALL HAVE AT&T'S NAME AND THE COMPANY CONTACT INFORMATION (e.g. TELEPHONE NUMBER) TO ARRANGE FOR ACCESS TO THE RESTRICTED AREAS. THIS TELEPHONE NUMBER SHALL BE PROVIDED TO THE CONTRACTOR BY THE AT&T CONSTRUCTION PROJECT MANAGER AT THE TIME OF CONSTRUCTION.
7. PHOTOS OF ALL STRIPING, BARRICADES & SIGNAGE SHALL BE PART OF THE CONTRACTORS CLOSE OUT PACKAGE & SHALL BE TURNED INTO THE AT&T CONSTRUCTION PACKAGE & SHALL BE TURNED INTO THE AT&T CONSTRUCTION PROJECT MANAGER AT THE END OF CONSTRUCTION. STRIPING SHALL BE DONE w/ FADE RESISTANT YELLOW SAFETY PAINT IN A CROSS-HATCH PATTERN AS DETAILED BY THE CONSTRUCTION DRAWINGS. ALL BARRICADES SHALL BE MADE OF AN RF FRIENDLY MATERIAL SO AS NOT TO BLOCK OR INTERFERE w/ THE OPERATION OF THE ANTENNAS. BARRICADES SHALL BE PAINTED w/ FADE RESTRAINT YELLOW SAFETY PAINT. THE CONTRACTOR SHALL PROVIDE ALL RF FRIENDLY BARRICADES NEEDED, & SHALL PROVIDE THE AT&T CONSTRUCTION PROJECT MANAGER w/ A DETAILED SHOP DRAWING OF EACH BARRICADE. UPON CONSTRUCTION COMPLETION.

2 GENERAL NOTES
N.T.S.

NOTICE

On This Tower

You are entering an area where RF Emissions may exceed the FCC General Population Exposure Limits Follow all posted signs and site guidelines for working in an RF environment

Ref: FCC 47CFR 1.1307(b) at&t

1 NOTICE SIGN
N.T.S.

Issued For:

CVL05842

LIVERMORE COMMUNITY PARK

6004 RILEY STREET
FOLSOM, CA 95630

FA# 15530356
USID# 311736

Prepared For:

at&t

5001 Executive Parkway
San Ramon, California 94583

Vendor:

EPIC WIRELESS GROUP LLC
Connecting a Wireless World

605 Coolidge Drive, Suite 100
Folsom, California 95630

AT&T SITE NO:	CVL05842
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REV	DATE	DESCRIPTION
3		
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C	12/20/2022	100% ZD SUB
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Licensee:

REGISTERED PROFESSIONAL ENGINEER
NORMAN J SCHEEL
No. 2567
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STRUCTURAL
STATE OF CALIFORNIA

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Designer / Engineer:

Norman Scheel Structural Engineer

1989 - 2022 33 YEARS OF EXCELLENCE Norman Scheel Structural Engineer

5022 Sunrise Blvd.
Fair Oaks, California 95628

Sheet Title:

SITE SIGNAGE

Sheet Number:

GN-2

SAFETY DATA SHEET

Form #: SDS 853027
Revised: AG
Supersedes: AF
ECO #: 1002195

I. PRODUCT IDENTIFICATION

Chemical Trade Name (as used on label):
Cyclon®, Odyssey, Genesis®, SBS, XE®, Armsafe Plus®, MILPC, Nexsys, or Large TPPL.

Chemical Family/Classification:
Sealed Lead Battery

Synonyms:
Sealed Lead Acid Battery, VRLA Battery

Manufacturer's Name/Address:
EnerSys Energy Products Inc.
617 N. Ridgeview Drive
Warrensburg, MO 64093-9301

Canada Corporate Office
3-61 Parr Boulevard
Bolton, Ontario
L7E 4E3

Telephone:
For information and emergencies, contact EnerSys Energy Products Environmental, Health & Safety Dept. at 660-429-2165

24-Hour Emergency Response Contact:
CHEMTREC DOMESTIC: 800-424-9300 CHEMTREC INT'L: 703-527-3877

II GHS HAZARDS IDENTFICATION

HEALTH		ENVIRONMENTAL	PHYSICAL
Acute Toxicity (Oral/Dermal/Inhalation)	Category 4	Aquatic Chronic 1	Explosive Chemical, Division 1.3
Skin Corrosion/Irritation	Category 1A	Aquatic Acute 1	
Eye Damage	Category 1		
Reproductive	Category 1A		
Carcinogenicity (lead compounds)	Category 1B		
Carcinogenicity (acid mist)	Category 1A		
Specific Target Organ Toxicity (repeated exposure)	Category 2		

GHS LABEL:

HEALTH	ENVIRONMENTAL	PHYSICAL

Hazard Statements
DANGER!
Causes severe skin burns and serious eye damage.
May damage fertility or the unborn child if ingested or inhaled.
May cause cancer if ingested or inhaled.
Causes damage to central nervous system, blood and kidneys through prolonged or repeated exposure.
May form explosive air/gas mixture during charging.
Explosive, fire, blast, or projection hazard.
May cause harm to breast-fed children
Harmful if swallowed, inhaled, or contact with skin
Causes skin irritation, serious eye damage.

Precautionary Statements
Wash thoroughly after handling.
Do not eat, drink or smoke when using this product.
Wear protective gloves/protective clothing, eye protection/face protection.
Avoid breathing dust/fume/gas/mist/vapors/spray.
Use only outdoors or in a well-ventilated area.
Contact with internal components may cause irritation or severe burns. Avoid contact with internal acid.
Irritating to eyes, respiratory system, and skin.
Obtain special instructions before use.
Do not handle until all safety precautions have been read and understood
Avoid contact during pregnancy/while nursing
Keep away from heat./sparks/open flames/hot surfaces. No smoking

III. COMPOSITION/INFORMATION ON INGREDIENTS

Components	CAS Number	Approximate % by Weight
Inorganic Lead Compound:		
Lead	7439-92-1	45 - 60
Lead Dioxide	1309-60-0	15 - 25
Tin	7440-31-5	0.1 - 0.2
Sulfuric Acid Electrolyte (Sulfuric Acid/Water)	7664-93-9	15 - 20
Case Material:		5 - 10
Polypropylene	9003-07-0	
Polystyrene	9003-53-6	
Styrene Acrylonitrile	9003-54-7	
Acrylonitrile Butadiene Styrene	9003-56-9	
Styrene Butadiene	9003-55-8	
Polyvinylchloride	9002-86-2	
Polycarbonate, Hard Rubber, Polyethylene	9002-88-4	
Polyphenylene Oxide	25134-01-4	
Polycarbonate/Polyester Alloy	--	
Other:		
Absorbent Glass Mat	--	1 - 2

Page 1

SAFETY DATA SHEET

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Inorganic lead and sulfuric acid electrolyte are the primary components of every battery manufactured by EnerSys Energy Products.
There are no mercury or cadmium containing products present in batteries manufactured by EnerSys Energy Products.

IV. FIRST AID MEASURES

Inhalation:
Sulfuric Acid: Remove to fresh air immediately. If breathing is difficult, give oxygen. Consult a physician
Lead: Remove from exposure, gargle, wash nose and lips; consult physician.

Ingestion:
Sulfuric Acid: Give large quantities of water; do not induce vomiting or aspiration into the lungs may occur and can cause permanent injury or death; consult a physician
Lead: Consult physician immediately.

Skin:
Sulfuric Acid: Flush with large amounts of water for at least 15 minutes; remove contaminated clothing completely, including shoes.
If symptoms persist, seek medical attention. Wash contaminated clothing before reuse. Discard contaminated shoes
Lead: Wash immediately with soap and water.

Eyes:
Sulfuric Acid and Lead: Flush immediately with large amounts of water for at least 15 minutes while lifting lids
Seek immediate medical attention if eyes have been exposed directly to acid.

V. FIRE FIGHTING MEASURES

Flash Point: N/A **Flammable Limits:** LEL = 4.1% (Hydrogen Gas) UEL = 74.2% (Hydrogen Gas)

Extinguishing Media: Carbon dioxide; foam; dry chemical. Avoid breathing vapors. Use appropriate media for surrounding fire.

Special Fire Fighting Procedures:
If batteries are on charge, shut off power. Use positive pressure, self-contained breathing apparatus. Water applied to electrolyte generates heat and causes it to spatter. Wear acid-resistant clothing, gloves, face and eye protection.
Note that strings of series connected batteries may still pose risk of electric shock even when charging equipment is shut down.

Unusual Fire and Explosion Hazards:
Highly flammable hydrogen gas is generated during charging and operation of batteries. To avoid risk of fire or explosion, keep sparks or other sources of ignition away from batteries. Do not allow metallic materials to simultaneously contact negative and positive terminals of cells and batteries. Follow manufacturer's instructions for installation and service.

VI. ACCIDENTAL RELEASE MEASURES

Spill or Leak Procedures:
Stop flow of material, contain/absorb small spills with dry sand, earth, and vermiculite. Do not use combustible materials. If possible, carefully neutralize spilled electrolyte with soda ash, sodium bicarbonate, lime, etc. Wear acid-resistant clothing, boots, gloves, and face shield. Do not allow discharge of unneutralized acid to sewer. Acid must be managed in accordance with local, state, and federal requirements.
Consult state environmental agency and/or federal EPA.

VII. HANDLING AND STORAGE

Handling:
Unless involved in recycling operations, do not breach the casing or empty the contents of the battery.
There may be increasing risk of electric shock from strings of connected batteries
Keep containers tightly closed when not in use. If battery case is broken, avoid contact with internal components.
Keep vent caps on and cover terminals to prevent short circuits. Place cardboard between layers of stacked automotive batteries to avoid damage and short circuits.
Keep away from combustible materials, organic chemicals, reducing substances, metals, strong oxidizers and water. Use banding or stretch wrap to secure items for shipping.

Storage:
Store batteries in cool, dry, well-ventilated areas with impervious surfaces and adequate containment in the event of spills. Batteries should also be stored under roof for protection against adverse weather conditions. Separate from incompatible materials. Store and handle only in areas with adequate water supply and spill control. Avoid damage to containers. Keep away from fire, sparks and heat. Keep away from metallic objects which could bridge the terminals on a battery and create a dangerous short-circuit

Charging:
There is a possible risk of electric shock from charging equipment and from strings of series connected batteries, whether or not being charged. Shut-off power to chargers whenever not in use and before detachment of any circuit connections. Batteries being charged will generate and release flammable hydrogen gas.
Charging space should be ventilated. Keep battery vent caps in position. Prohibit smoking and avoid creation of flames and sparks nearby.
Wear face and eye protection when near batteries being charged.

VIII. EXPOSURE CONTROLS/PERSONAL PROTECTION

Exposure Limits (mg/m3) Note: N.E.= Not Established

INGREDIENTS (Chemical/Common Names)	OSHA PEL	ACGIH	US NIOSH	Quebec PEV	Ontario OEL	EU OEL
Lead and Lead Compounds (inorganic)	0.05	0.05	0.05	0.05	0.05	0.15 (b)
Tin	2	2	2	2	2	N.E
Sulfuric Acid Electrolyte	1	0.2	1	1	0.2	0.05 (c)
Polypropylene	N.E	N.E	N.E	N.E	N.E	N.E
Polystyrene	N.E	N.E	N.E	N.E	N.E	N.E
Styrene Acrylonitrile	N.E	N.E	N.E	N.E	N.E	N.E
Acrylonitrile Butadiene Styrene	N.E	N.E	N.E	N.E	N.E	N.E
Styrene Butadiene	N.E	N.E	N.E	N.E	N.E	N.E
Polyvinylchloride	N.E	N.E	N.E	N.E	1	N.E

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Polycarbonate, Hard Rubber, Polyethylene	N.E	N.E	N.E	N.E	N.E	N.E
Polyphenylene Oxide	N.E	N.E	N.E	N.E	N.E	N.E
Polycarbonate/Polyester Alloy Rubber, Polyethylene	N.E	N.E	N.E	N.E	N.E	N.E
Absorbent Glass Mat	N.E	N.E	N.E	N.E	N.E	N.E

NOTES:
(b) As inhalable aerosol
(c) Thoracic fraction

Engineering Controls (Ventilation):
Store and handle in well-ventilated area. If mechanical ventilation is used, components must be acid-resistant.
Handle batteries cautiously to avoid spills. Make certain vent caps are on securely. Avoid contact with internal components. Wear protective clothing, eye and face protection when filling, charging or handling batteries. Do not allow metallic materials to simultaneously contact both the positive and negative terminals of the batteries. Charge the batteries in areas with adequate ventilation. General dilution ventilation is acceptable.

Respiratory Protection (NIOSH/MSHA approved):
None required under normal conditions. When concentrations of sulfuric acid mist are known to exceed the PEL, use NIOSH or MSHA-approved respiratory protection.

Skin Protection:
If battery case is damaged, use rubber or plastic acid-resistant gloves with elbow-length gauntlet, acid-resistant apron, clothing and boots

Eye Protection:
If battery case is damaged, use chemical goggles or face shield.

Other Protection:
Under severe exposure emergency conditions, wear acid-resistant clothing and boots.

IX. PHYSICAL AND CHEMICAL PROPERTIES

Properties Listed Below are for Electrolyte:

Boiling Point:	203 - 240° F	**Specific Gravity (H2O = 1):**	1.215 to 1.350
Melting Point:	N/A	**Vapor Pressure (mm Hg):**	10
Solubility in Water:	100%	**Vapor Density (AIR = 1):**	Greater than 1
Evaporation Rate: (Butyl Acetate = 1)	Less than 1	**% Volatile by Weight:**	N/A
pH:	~1 to 2	**Flash Point:**	Below room temperature (as hydrogen gas)
LEL (Lower Explosive Limit)	4.1% (Hydrogen)	**UEL (Upper Explosive Limit)**	74.2% (Hydrogen)
Appearance and Odor:	Manufactured article; no apparent odor. Electrolyte is a clear liquid with a sharp, penetrating, pungent odor.		

X. STABILITY AND REACTIVITY

Stability: Stable X_ Unstable ___

This product is stable under normal conditions at ambient temperature

Conditions To Avoid: Prolonged overcharge; sources of ignition

Incompatibility: (Materials to avoid)
Sulfuric Acid: Contact with combustibles and organic materials may cause fire and explosion. Also reacts violently with strong reducing agents, metals, sulfur trioxide gas, strong oxidizers and water. Contact with metals may produce toxic sulfur dioxide fumes and may release flammable hydrogen gas.
Lead Compounds: Avoid contact with strong acids, bases, halides, halogenates, potassium nitrate, permanganate, peroxides, nascent hydrogen and reducing agents.

Hazardous Decomposition Products:
Sulfuric Acid: Sulfur trioxide, carbon monoxide, sulfuric acid mist, sulfur dioxide, and hydrogen sulfide.
Lead Compounds: High temperatures likely to produce toxic metal fume, vapor, or dust; contact with strong acid or base or presence of nascent hydrogen may generate highly toxic arsine gas.

Hazardous Polymerization:
Will not occur

XI. TOXICOLOGICAL INFORMATION

Routes of Entry:
Sulfuric Acid: Harmful by all routes of entry.
Lead Compounds: Hazardous exposure can occur only when product is heated, oxidized or otherwise processed or damaged to create dust, vapor or fume. The presence of nascent hydrogen may generate highly toxic arsine gas.

Inhalation:
Sulfuric Acid: Breathing of sulfuric acid vapors or mists may cause severe respiratory irritation.
Lead Compounds: Inhalation of lead dust or fumes may cause irritation of upper respiratory tract and lungs.

Ingestion:
Sulfuric Acid: May cause severe irritation of mouth, throat, esophagus and stomach.
Lead Compounds: Acute ingestion may cause abdominal pain, nausea, vomiting, diarrhea and severe cramping. This may lead rapidly to systemic toxicity and must be treated by a physician.

Skin Contact:
Sulfuric Acid: Severe irritation, burns and ulceration.
Lead Compounds: Not absorbed through the skin.

Eye Contact:
Sulfuric Acid: Severe irritation , burns, cornea damage, and blindness.

Page 3

SAFETY DATA SHEET

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Lead Components: May cause eye irritation.

Effects of Overexposure - Acute:
Sulfuric Acid: Severe skin irritation, damage to cornea, upper respiratory irritation.
Lead Compounds: Symptoms of toxicity include headache, fatigue, abdominal pain, loss of appetite, muscle aches and weakness, sleep disturbances and irritability.

Effects of Overexposure - Chronic:
Sulfuric Acid: Possible erosion of tooth enamel, inflammation of nose, throat and bronchial tubes.
Lead Compounds: Anemia; neuropathy, particularly of the motor nerves, with wrist drop; kidney damage; reproductive changes in males and females. Repeated exposure to lead and lead compounds in the workplace may result in nervous system toxicity. Some toxicologists report abnormal conduction velocities in persons with blood lead levels of 50mcg/100 ml or higher. Heavy lead exposure may result in central nervous system damage, encephalopathy and damage to the blood-forming (hematopoietic) tissues.

Carcinogenicity:
Sulfuric Acid: The International Agency for Research on Cancer (IARC) has classified "strong inorganic acid mist containing sulfuric acid" as a Group 1 carcinogen, a substance that is carcinogenic to humans. This classification does not apply to liquid forms of sulfuric acid or sulfuric acid solutions contained within a battery. Inorganic acid mist (sulfuric acid mist) is not generated under normal use of this product. Misuse of the product, such as overcharging, may result in the generation of sulfuric acid mist.
Lead Compounds: Lead is listed as a Group 2A carcinogen, likely in animals at extreme doses. Per the guidance found in OSHA 29 CFR 1910.1200 Appendix F, this is approximately equivalent to GHS Category 1B. Proof of carcinogenicity in humans is lacking at present.

Medical Conditions Generally Aggravated by Exposure:
Overexposure to sulfuric acid mist may cause lung damage and aggravate pulmonary conditions. Contact of sulfuric acid with skin may aggravate diseases such as eczema and contact dermatitis. Lead and its compounds can aggravate some forms of kidney, liver and neurologic diseases.

Acute Toxicity:
Inhalation LD50:
Electrolyte: LC50 rat: 375 mg/m3; LC50: guinea pig: 510 mg/m3
Elemental Lead: Acute Toxicity Point Estimate = 4500 ppmV (based on lead bullion)

Oral LD50:
Electrolyte: rat: 2140 mg/kg
Elemental Lead: Acute Toxicity Estimate (ATE) = 500 mg/kg body weight (based on lead bullion)

Additional Health Data:
All heavy metals, including the hazardous ingredients in this product, are taken into the body primarily by inhalation and ingestion.
Most inhalation problems can be avoided by adequate precautions such as ventilation and respiratory protection covered in Section 8.
Follow good personal hygiene to avoid inhalation and ingestion: wash hands, face, neck and arms thoroughly before eating, smoking or leaving the worksite. Keep contaminated clothing out of non-contaminated areas, or wear cover clothing when in such areas. Restrict the use and presence of food, tobacco and cosmetics to non-contaminated areas. Work clothes and work equipment used in contaminated areas must remain in designated areas and never taken home or laundered with personal non-contaminated clothing. This product is intended for industrial use only and should be isolated from children and their environment.

The 19th Amendment to EC Directive 67/548/EEC classified lead compounds, but not lead in metal form, as possibly toxic to reproduction.
Risk phrase 61: May cause harm to the unborn child, applies to lead compounds, especially soluble forms.

XII. ECOLOGICAL INFORMATION

Environmental Fate:
Lead is very persistent in soil and sediments. No data on environmental degradation. Mobility of metallic lead between ecological compartments is slow.
Bioaccumulation of lead occurs in aquatic and terrestrial animals and plants but little bioaccumulation occurs through the food chain.
Most studies include lead compounds and not elemental lead.

Environmental Toxicity: Aquatic Toxicity:
Sulfuric acid: 24-hr LC50, freshwater fish (Brachydanio rerio): 82 mg/L
96 hr- LOEC, freshwater fish (Cyprinus carpio): 22 mg/L
Lead: 48 hr LC50 (modeled for aquatic invertebrates): <1 mg/L, based on lead bullion

Additional Information:
· No known effects on stratospheric ozone depletion.
· Volatile organic compounds: 0% (by Volume)
· Water Endangering Class (WGK): NA

XIII. DISPOSAL CONSIDERATIONS (UNITED STATES)

Spent batteries: Send to secondary lead smelter for recycling. Spent lead-acid batteries are not regulated as hazardous waste when the requirements of 40 CFR Section 266.80 are met. This should be managed in accordance with approved local, state and federal requirements. Consult state environmental agency and/or federal EPA.

Electrolyte:
Place neutralized slurry into sealed containers and handle as applicable with state and federal regulations. Large water-diluted spills, after neutralization and testing, should be managed in accordance with approved local, state and federal requirements. Consult state environmental agency and/or federal EPA.

Following local, State/Provincial, and Federal/National regulations applicable to end-of-life characteristics will be the responsibility of the end-user.

XIV. TRANSPORT INFORMATION

U.S. DOT:
Excepted from the hazardous materials regulations (HMR) because the batteries meet the requirements of 49 CFR 173.159(f) and 49 CFR 173.159a of the U.S. Department of Transportation's HMR. Battery and outer package must be marked " NONSPILLABLE" or "NONSPILLABLE BATTERY"

Page 4

SAFETY DATA SHEET

Form #: SDS 853027
Revised: AG
Supersedes: AF
ECO #: 1002195

Battery terminals must be protected against short circuits.

IATA Dangerous Goods Regulations DGR:
Excepted from the dangerous goods regulations because the batteries meet the requirements of Packing Instruction 872 and Special Provisions A67 of the International Air Transportation Association (IATA) Dangerous goods Regulations and International Civil Aviation Organization (ICAO) Technical Instructions. Battery Terminals must be protected against short circuits.

The words " NOT RESTRICTED" , SPECIAL PROVISION A67" must be provided when the air waybill is issued.

IMDG:
Excepted from the dangerous goods regulations for transport by sea because the batteries meet the requirements of Special Provision 238 of the International Maritime Dangerous Goods(IMDG CODE). Battery terminals must be protected against short circuits.

Requirements for Safe Shipping and Handling of Cyclon Cells:
Warning – Electrical Fire Hazard – Protect against shorting. Terminals can short and cause a fire if not insulated during shipping. Cyclon product must be labeled "NONSPILLABLE" during shipping. Follow all federal shipping regulations. See section IX of this sheet and CFR 49 Parts 171 through 180, available online at wwww.gpoaccess.gov.

Requirements for Shipping Cyclon Product as Single Cells:
Protective caps or other durable inert material must be used to insulate each terminal of each cell unless cells are shipping in the original packaging from EnerSys, in full box quantities. Protective caps are available for all cell sizes by contacting EnerSys Customer Service at 1-800-964-2837.

Requirements for Shipping Cyclon Product Assembled Into Multicell Batteries:
Assembled batteries must have short circuit protection during shipping. Exposed terminals, connectors, or lead wires must be insulated with a durable inert material to prevent exposure during shipping.

XV. REGULATORY INFORMATION

UNITED STATES:
EPA SARA Title III:

Section 302 EPCRA Extremely Hazardous Substances (EHS):
Sulfuric acid is a listed "Extremely Hazardous Substance" under EPCRA, with a Threshold Planning Quantity (TPQ) of 1,000 lbs.
EPCRA Section 302 notification is required if 1000 lbs or more of sulfuric acid is present at one site (40 CFR 370.10). For more information consult 40 CFR Part 355. The quantity of sulfuric acid will vary by battery type. Contact your EnerSys representative for additional information

Section 304 CERCLA Hazardous Substances:
Reportable Quantity (RQ) for spilled 100% sulfuric acid under CERCLA (Superfund) and EPCRA (Emergency Planning and Community Right to Know Act) is 1,000 lbs. State and local reportable quantities for spilled sulfuric acid may vary.

Section 311/312 Hazard Categorization:
EPCRA Section 312 Tier Two reporting is required for non-automotive batteries if sulfuric acid is present in quantities of 500 lbs or more and/or if lead is present in quantities of 10,000 lbs or more. For more information consult 40 CFR 370.10 and 40 CFR 370.40

Section 313 EPCRA Toxic Substances:
40 CFR section 372.38 (b) states: If a toxic chemical is present in an article at a covered facility, a person is not required to consider the quantity of the toxic chemical present in such article when determining whether an applicable threshold has been met under § 372.25, § 372.27, or § 372.28 or determining the amount of release to be reported under § 372.30. This exemption applies whether the person received the article from another person or the person produced the article. However, this exemption applies only to the quantity of the toxic chemical present in the article.

Supplier Notification:
This product contains toxic chemicals, which may be reportable under EPCRA Section 313 Toxic Chemical Release Inventory (Form R) requirements.
If you are a manufacturing facility under SIC codes 20 through 39, the following information is provided to enable you to complete the required reports:

Toxic Chemical	CAS Number	Approximate % by Wt.
Lead	7439-92-1	45 - 60
Sulfuric Acid Electrolyte (Sulfuric Acid/Water)	7664-93-9	15 - 20
Tin	7440-31-5	0.1 - 0.2

See 40 CFR Part 370 for more details.

If you distribute this product to other manufacturers in SIC Codes 20 through 39, this information must be provided with the first shipment of each calendar year.

The Section 313 supplier notification requirement does not apply to batteries, which are "consumer products".

TSCA:
TSCA Section 8b – Inventory Status: All chemicals comprising this product are either exempt or listed on the TSCA Inventory.

TSCA Section 12b (40 CFR Part 707.60(b)) No notice of export will be required for articles, except PCB articles, unless the Agency so requires in the context of individual section 5, 6, or 7 actions.

TSCA Section 13 (40 CFR Part 707.20): No import certification required (EPA 305-B-99-001, June 1999, Introduction to the Chemical Import Requirements of the Toxic Substances Control Act, Section IV.A)

RCRA:
Spent Lead Acid Batteries are subject to streamlined handling requirements when managed in compliance with 40 CFR section 266.80 or 40 CFR part 273.
Waste sulfuric acid is a characteristic hazardous waste; EPA hazardous waste number D002 (corrosivity) and D008 (lead).

CAA:

Page 5

SAFETY DATA SHEET

Form #: SDS 853027
Revised: AG
Supersedes: AF
ECO #: 1002195

EnerSys supports preventative actions concerning ozone depletion in the atmosphere due to emissions of CFC's and other ozone depleting chemicals (ODC's), defined by the USEPA as Class I substances. Pursuant to Section 611of the Clean Air Act Amendments (CAAA) of 1990, finalized on January 19, 1993, EnerSys established a policy to eliminate the use of Class I ODC's prior to the May 15, 1993 deadline.

STATE REGULATIONS (US):
Proposition 65:
Warning: Battery posts, terminals and related accessories contain lead and lead compounds, chemicals known to the State of California to cause cancer and reproductive harm. Batteries also contain other chemicals known to the State of California to cause cancer. Wash hands after handling.

INTERNATIONAL REGULATIONS:
Distribution into Quebec to follow Canadian Controlled Product Regulations (CPR) 24(1) and 24(2).

Distribution into the EU to follow applicable Directives to the Use, Import/Export of the product as-sold.

Article 33 (1) of the REACH regulation (Reg. EC 1907/2006), which entered into force on 1st of June 2007 in the European Union, requires that manufacturers communicate the presence of Substances of Very High Concern (SVHC) in articles (lead batteries) in concentration greater than 0.1% by weight.

Effective the 27th of June 2018, the European Chemical Agency (ECHA) updated the Candidate List with the inclusion of Lead Metal (CAS No.: 7439-92-1). This inclusion of Lead as an SVHC applies to all of EnerSys Lead based battery products regardless of the design (Flooded, Gel, AGM, etc…).

XVI. OTHER INFORMATION

Revised: 4/7/2020

NFPA Hazard Rating for Sulfuric Acid:
Flammability (Red) = 0
Health (Blue) = 3
Reactivity (Yellow) = 2
Sulfuric acid is water-reactive if concentrated.

DISCLAIMER
This Safety Data Sheet is created by the manufacturer to comply with the requirements of 29 CFR 1910.1200. To the extent allowed by law, the manufacturer hereby expressly disclaims any liability to any third party, including users of this product, including, but not limited to, consequential or other damages, arising out of the use of, or reliance on, this Safety Data Sheet.

Page 6

connect@alpinepowersystems.com
877-993-8855

Battery Range Summary

The PowerSafe® SBS® Front Terminal battery further extends the technical leadership of PowerSafe SBS battery product line: not only do PowerSafe SBS Front Terminal monoblocs retain the benefits typically associated with Thin Plate Pure Lead (TPPL) Technology such as long life, high energy density, superior shelf life, etc., they also deliver exceptional cyclic performance in both float and fast charge applications, even in the hottest and harshest operating environments.

Where conventional Valve Regulated Lead Acid (VRLA)/Absorbed Glass Mat (AGM) batteries struggle to cope with harsh conditions and frequent power outages, cutting edge (TPPL) technology makes PowerSafe 12V batteries the perfect solution for the challenging operating conditions of today's telecommunication networks.

PowerSafe SBS batteries are designed to high quality standards and a unique manufacturing methods means superior energy and power, high performance and proven reliability, there is no substitute to PowerSafe SBS Front Terminal batteries.

Features and Benefits

- Capacity range 31-190Ah
- 12V monobloc configurations
- Multiple string configurations available
- Two year shelf life
- SR4228 compliant
- Proven long service life
- High energy density and cycling capability

EnerSys RESERVE POWER

Publication No: US-SBSF-RS-004 - January 2014

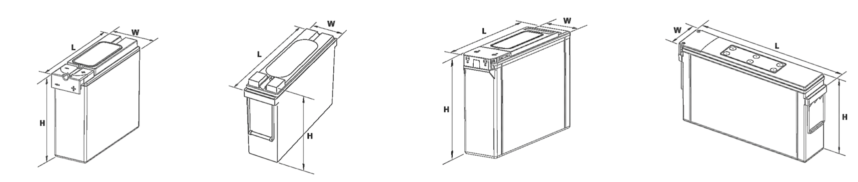
Construction
- Robust positive plates are designed to prolong service life and enhance corrosion resistance
- Separators are low resistance microporous (AGM). The electrolyte is absorbed within the AGM, preventing acid spills in case of accidental damage
- Container and cover in flame retardant UL94-V0 material, highly resistant to shock and vibration
- Terminals are stainless steel front access with top access copper alloy insert. Top and front access terminations provide maximum conductivity
- Self-regulating one way pressure relief valves prevents ingress of atmospheric oxygen

Installation and Operation
- Space efficient footprint
- VRLA design, reduces maintenance requirements
- Lifting handles for easy handling
- Greater than 10 year life expectancy in float service at 77°F (25°C)
- Increased active material surface area yields great cycling capability
- Operating temperature: -40°F (-40°C) to 122°F (50°C) Recommended temperature: 68°F (20°C) to 86°F (30°C)

Standards
- Meets criteria for "non-spillable" batteries
- Complies with Telcordia® SR-4228, Network Equipment Building System (NEBS™) Criteria Levels
- The management systems governing the manufacture of this product are ISO 9001:2008 and ISO 14001:2004 certified

General Specifications

Cell Type	Nominal Capacity (Ah) 10 hr rate to 1.80Vpc @20°C	Nominal Capacity (Ah) 8 hr rate to 1.75Vpc @77°F	Length in	Length mm	Width in	Width mm	Height in	Height mm	Weight - Volumes Unpacked lbs	Unpacked kg
SBS B8F	31	31	11.9	303	3.8	97	6.3	159	22.7	10.3
SBS B10F	38	38	11.9	303	3.8	97	7.2	184	28.2	12.8
SBS B14F	62	62	11.9	303	3.8	97	10.4	264	42.0	19.1
SBS C11F	92	91	16.4	417	4.1	105	10.1	256	61.6	28.0
SBS 100F	100	100	15.6	395	4.3	108	11.3	287	71.9	32.6
SBS 112F	112	112	22.1	561	4.9	125	9.0	228	90.4	41.1
SBS 145F	145	145	17.9	455	6.8	173	9.4	238	105.0	47.7
SBS 165F	165	165	17.9	455	6.8	173	10.8	273	117.4	53.3
SBS 170F	170	170	22.1	561	4.9	125	11.1	283	115.7	52.5
SBS 190F	190	190	22.1	561	4.9	125	12.4	316	132.3	60.0



SBS B8F-B14F SBS C11F SBS 100F-112F SBS 145F - 190F

BATTERY TECHNOLOGY TYPE: TPPL - THIN PLATE PURE LEAD

TOTAL kWh FOR (8) BATTERIES= (190Ah / BATTERY x 28 - 1,520 Ah @ 12V) = 12.16 kWh

ALPINE POWER SYSTEMS

Battery Services for Backup Power
- Battery Installation
- Capacity and Acceptance
- Preventative Maintenance

backup power | telecom | motive power
www.alpinepowersystems.com

connect@alpinepowersystems.com
877-993-8855

BATTERY INFORMATION

BATTERY ELECTRROLYTE DATA - 12V MONOBLOCS

BATTERY MODEL	TOTAL # OF BATTERY UNITS INSTALLED	TOTAL ELECTROLYTE VOLUME GAL/UNIT	TOTAL ELECTROLYTE WEIGHT LBS/UNIT	% SULPHURIC ACID BY VOLUME = ACID VOLUME /UNIT / ELECTROLYTE VOLUME PER UNIT	% SULPHURIC ACID BY WEIGHT = TOTAL ACID WEIGHT / TOTAL ELECTROLYTE WEIGHT	TOTAL SULPHURIC VOLUME (GAL) = TOTAL UNITS X ELECTROLYTE VOLUME/UNITS	TOTAL SULPHURIC WEIGHT (LBS) = TOTAL UNITS X ACID WEIGHT/UNIT
ALPINE POWER SYSTEMS POWERSAFE SBS SBS 190F	8 UNITS	2.47 GAL	69.16 LBS	29.95% = 0.74 GAL/2.47 GAL	41.7% = 11.4 LBS/27.3 LBS	19.76 GAL = 8 UNITS x 2.47 GAL/UNIT	91.2 LBS = 8 UNITS x 11.4 LBS

Issued For:
CVL05842
LIVERMORE COMMUNITY PARK
6004 RILEY STREET
FOLSOM, CA 95630
FA# 15530356
USID# 311736

Prepared For:
at&t
5001 Executive Parkway
San Ramon, California 94583

Vendor:
EPIC WIRELESS GROUP LLC
Connecting a Wireless World
605 Coolidge Drive, Suite 100
Folsom, California 95630

AT&T SITE NO:	CVL05842
PROJECT NO:	21-008
DRAWN BY:	BW
CHECKED BY:	BW

REV	DATE	DESCRIPTION
3		
2		
1		
0		
C	12/20/2022	100% ZD SUB
B	12/20/2021	95% ZD SUB
A	11/22/2021	90% ZD SUB.

Licensee:
REGISTERED PROFESSIONAL ENGINEER
NORMAN J SCHEEL
No. 2567
Exp. 12-31-23
STRUCTURAL
STATE OF CALIFORNIA

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

Designer / Engineer:
Norman Scheel Structural Engineer
1989 - 2022 33 YEARS OF EXCELLENCE
5022 Sunrise Blvd.
Fair Oaks, California 95628

Sheet Title:
BATTERY SPECIFICATIONS

Sheet Number:
GN-3

Lease Area Description

All that certain lease area being a portion of that certain tract labeled "City of Folsom Park Site – 4835 O.R. 342" as is shown on that certain Plat of Willow Springs Unit No. 2 filed for record at Book 250 of Subdivisions at Page 5 Official Records of Sacramento County, being located in the City of Folsom, County of Sacramento, State of California, being a portion of Section 6, Township 9 North, Range 8 East, M.D.B. & M.; being more particularly described as follows:

Commencing at a 3/4" Iron Pipe set at the centerline intersection of Teceira Way and Riley Street, from which a similar monument bears South 88°02'00" East 276.10 feet; thence from said point of commencement South 07°45'28" East 285.38 feet to the True Point of Beginning; thence from said point of beginning South 00°00'05" East 40.00 feet; thence North 89°59'55" East 40.00 feet; thence North 00°00'05" West 40.00 feet; thence South 89°59'55" West 40.00 feet to the point of beginning.

Together with a non–exclusive easement for access and utility purposes being fifteen feet in width, the centerline of which is described as follows: beginning at a point on the South boundary of the above described lease area which bears North 89°59'55" East 5.41 feet from the Southeast corner thereof and running thence South 62°59'14" West 60.67 feet; thence South 47°53'20" West 67.22 feet; thence South 38°09'54" West 44.26 feet; thence West 53.03 feet; thence through a non–tangent curve to the right having a radius of 110.09 feet through an arc length of 137.58 feet, the chord of which bears North 54°11'55" West 128.80 feet; thence through a non–tangent curve to the right having a radius of 119.75 feet through an arc distance of 193.15 feet, the chord of which bears North 20°46'04" East 172.88 feet; thence North 48°43'34" East 58.01 feet; thence through a non–tangent curve to the right having a radius of 228.03 feet through an arc distance of 141.20 feet, the chord of which bears North 61°57'52" East 138.96 feet; thence North 57.92 feet more or less to the public right of way more commonly known as Riley Street.

Also together with a non–exclusive easement for utility purposes six feet in width, the centerline of which is described as follows: beginning at a point on the South boundary of the above described lease area which bears North 89°59'55" East 12.95 feet from the Southeast corner thereof and running thence South 66°18'36" West 68.11 feet; thence South 47°40'09" West 65.94 feet; thence South 41°35'02" West 41.37 feet; thence South 88°57'26" West 74.85 feet; thence North 76°24'23" West 62.36 feet; thence North 09°12'37" West 111.32 feet; thence North 74°47'01" West 16.53 feet.

Geil Engineering
Engineering * Surveying * Planning
1226 High Street
Auburn, California 95603–5015
Phone: (530) 885–0426 * Fax: (530) 823–1309

A.T.& T. Mobility

Project No./Name: CVL05842 / Livermore Park

Project Site Location: 6004 Riley Street
Folsom, CA 95630
Sacramento County

Date of Observation: 11–01–21

Equipment/Procedure Used to Obtain Coordinates: Trimble Pathfinder Pro XL post processed with Pathfinder Office software.

Type of Antenna Mount: Proposed Monopine

Coordinates
Latitude: N 38° 39' 26.76" (NAD83) N 38° 39' 27.10" (NAD27)
Longitude: W 121° 08' 47.14" (NAD83) W 121° 08' 43.33" (NAD27)

ELEVATION of Ground at Structure (NAVD88) 352' AMSL

CERTIFICATION: I, the undersigned, do hereby certify elevation listed above is based on a field survey done under my supervision and that the accuracy of those elevations meet or exceed 1–A Standards as defined in the FAA ASAC Information Sheet 91:003, and that they are true and accurate to the best of my knowledge and belief.

Kenneth D. Geil California RCE 14803

DATE OF SURVEY: 11–01–21

SURVEYED BY OR UNDER DIRECTION OF: KENNETH D. GEIL, R.C.E. 14803

LOCATED IN THE COUNTY OF SACRAMENTO, STATE OF CALIFORNIA

BEARINGS SHOWN ARE BASED UPON MONUMENTS FOUND AND RECORD INFORMATION. THIS IS NOT A BOUNDARY SURVEY.

ELEVATIONS SHOWN ON THIS PLAN ARE BASED UPON U.S.G.S. N.A.V.D. 88 DATUM. ABOVE MEAN SEA LEVEL.

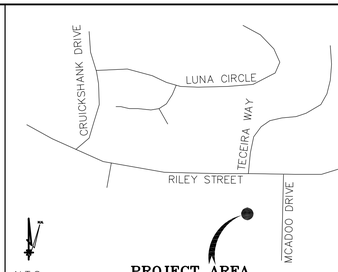
N.G.V.D. 1929 CORRECTION: SUBTRACT 2.54' FROM ELEVATIONS SHOWN.

CONTOUR INTERVAL: 1'

CONTRACTOR IS RESPONSIBLE TO VERIFY LEASE AREA PRIOR TO CONSTRUCTION.

ASSESSOR'S PARCEL NUMBER: 072–0270–088–0000

OWNER(S): CITY OF FOLSOM
6004 RILEY STREET
FOLSOM, CA 95630



N.T.S.
FOLSOM, CA
VICINITY MAP

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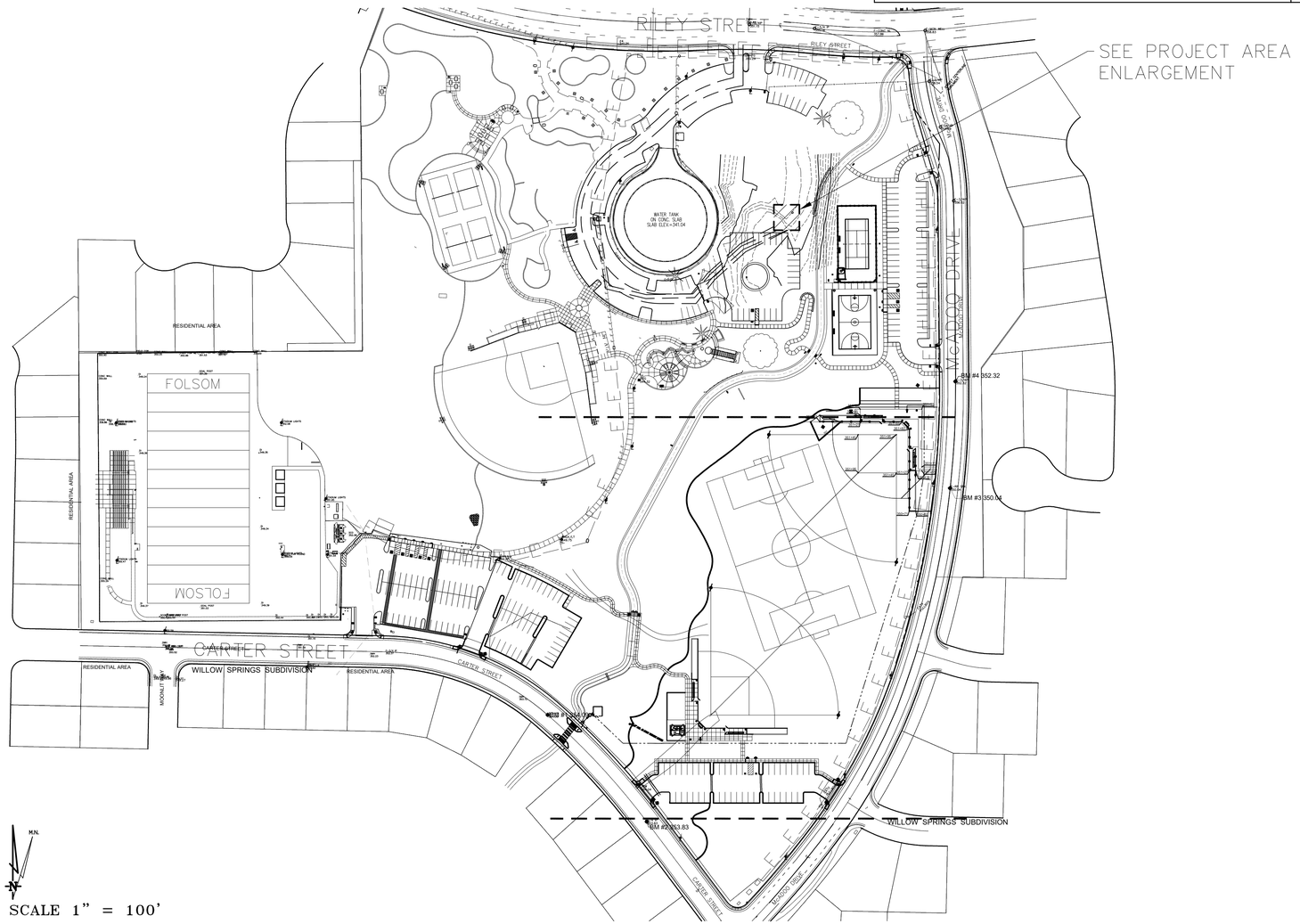

OVERALL SITE PLAN

Surveyor
GEIL ENGINEERING
ENGINEERING • SURVEYING • PLANNING
1226 HIGH STREET
AUBURN, CALIFORNIA 95603
Phone: (530) 885–0426
Fax: (530) 823–1309

DEPT	APPROVED	DATE
A&C		
RE		
RF		
INT		
EE\VN		
OPS		
EE\OUT		

at&t MOBILITY

CVL05842
LIVERMORE PARK

6004 RILEY STREET
FOLSOM, CA 95630
PLOT PLAN AND
SITE TOPOGRAPHY

REVISIONS		
REV	11–01–21 N. ROHDE	DRAWING SUBMITTAL
REV	01–12–22 N. ROHDE	LEASE AREA PLACED
REV	08–17–22 N. ROHDE	ACCESS UPDATE
REV	12–20–22 N. ROHDE	EASEMENT MOD.
REV		

Sheet
C–1

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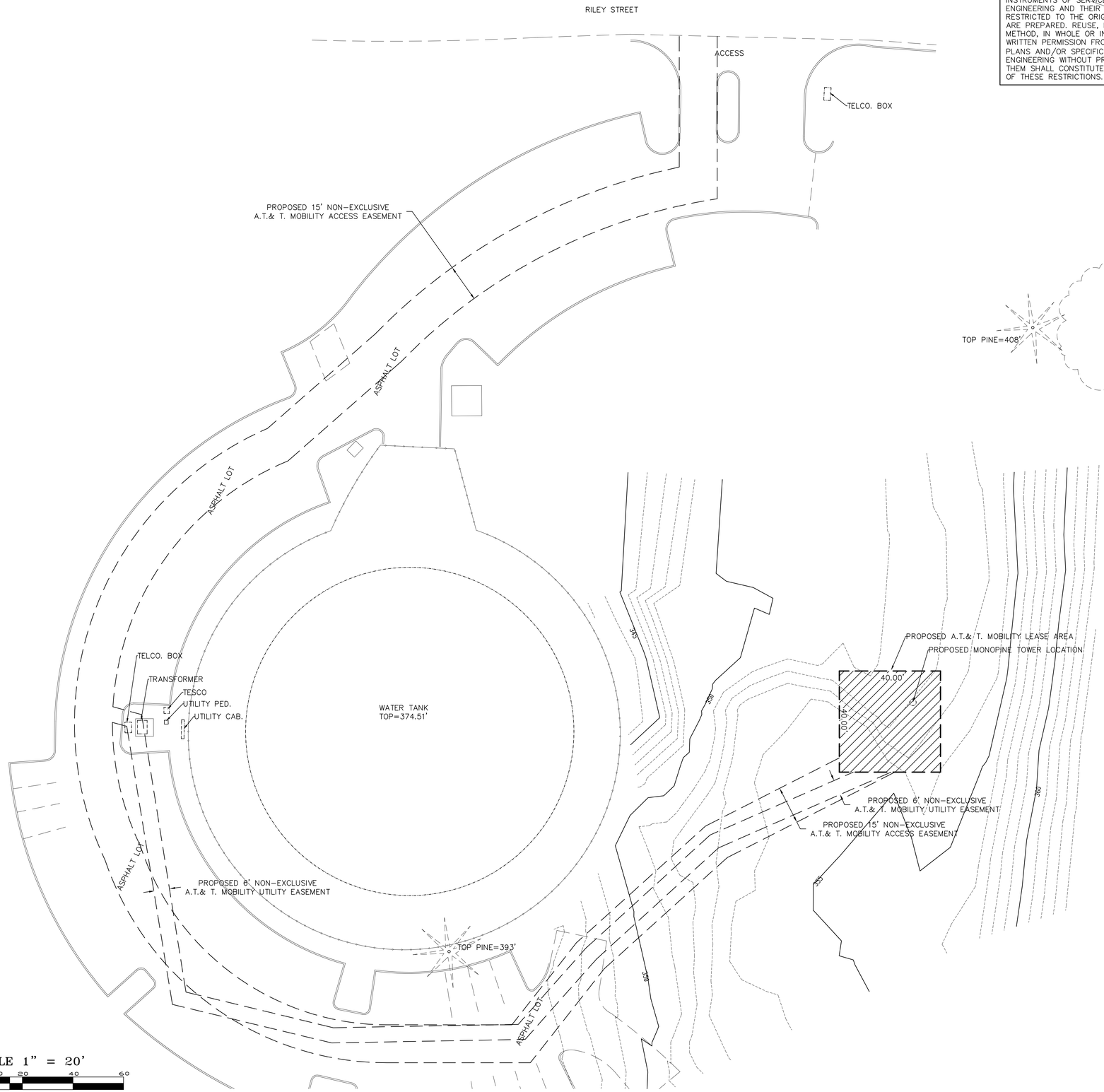
BOUNDARY SHOWN IS BASED ON MONUMENTATION FOUND AND RECORD INFORMATION. THIS IS NOT A BOUNDARY SURVEY. THIS IS A SPECIALIZED TOPOGRAPHIC MAP WITH PROPERTY LINES AND EASEMENTS BEING A GRAPHIC DEPICTION BASED ON INFORMATION GATHERED FROM VARIOUS SOURCES OF RECORD AND AVAILABLE MONUMENTATION FOUND DURING THE FIELD SURVEY. NO EASEMENTS WERE RESEARCHED OR PLOTTED. PROPERTY LINES AND LINES OF TITLE WERE NOT INVESTIGATED NOR SURVEYED. NO PROPERTY MONUMENTS WERE SET.



PROJECT AREA ENLARGEMENT

DEPT	APPROVED	DATE
A&C		
RE		
RF		
INT		
EE\IN		
OPS		
EE\OUT		

Surveyor
GEIL ENGINEERING
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AUBURN, CALIFORNIA 95603
Phone: (530) 885-0426
Fax: (530) 823-1309

at&t MOBILITY

CVL05842
LIVERMORE PARK

6004 RILEY STREET
FOLSOM, CA 95630
PLOT PLAN AND
SITE TOPOGRAPHY

Sheet
C-2

NOTES:

1. NO GRADING OR PERMANENT CONSTRUCTION SHALL OCCUR WITHIN DRIP LINES OF TREES THAT ARE TO REMAIN WITHOUT ARBORIST APPROVAL.
2. PRIOR TO CONSTRUCTION, GENERAL CONTRACTOR TO CONTACT DIGALERT TO MARK OUT EXISTING UNDERGROUND UTILITIES. IN THE EVENT OF CONFLICTS, CONTRACTOR TO CONTACT PDC.

THIS IS NOT A SITE SURVEY

ALL PROPERTY BOUNDARIES, ORIENTATION OF TRUE NORTH AND STREET-HALF-WIDTHS HAVE BEEN OBTAINED FROM A TAX PARCEL MAP AND EXISTING DRAWINGS AND ARE APPROXIMATE.

RILEY STREET

PROPOSED NON-EXCLUSIVE AT&T MOBILITY 6'-0" WIDE UTILITY EASEMENT - POWER / TELCO RUN - +/- 420'-0"

PROPOSED 17" x 30" TRAFFIC RATED PULL BOX BY AT&T MOBILITY. PROPOSED MMP/POF

PROPOSED 15' NON-EXCLUSIVE A.T.& T. MOBILE ACCESS & UTILITY EASEMENT

SEE SHEET F-1 FOR FIBER SOW AND ROUTING

1 / A-1.1 SEE ENLARGED SITE PLAN

(F) WATER TANK

SECTOR A AZIMUTH 15°

+/- 140'-0"

WILLOW HILL PIPE LINE

(E) TRANSFORMER, POWER P.O.C.

(E) TELCO BOX, TELCO P.O.C.

(E) SAND VOLLEYBALL COURTS

(E) WATER TANK

PROPOSED AT&T MOBILITY STAGING AREA

+/- 24'-0"

+/- 29'-0"

PROPOSED AT&T MOBILITY 40'-0" x 40'-0" LEASE AREA, 1,600 S.F.

PROPOSED 15' NON-EXCLUSIVE A.T.& T. MOBILE ACCESS EASEMENT

+/- 88'-0"

NON-EXCLUSIVE A.T.& T. TECHNICIAN PARKING

SECTOR B AZIMUTH 245°

SECTOR C AZIMUTH 115°

PARKING

TENNIS COURT

PARKING

BASKETBALL COURT

PROPOSED AT&T MOBILITY 6'-0" WIDE UTILITY EASEMENT - POWER / TELCO RUN - +/- 420'-0"

(E) BASEBALL FIELD

McADOO DRIVE

McADOO DRIVE

EASEMENT

1 OVERALL SITE PLAN
1/32" = 1'-0"

32' 16' 0 32' 64'
1/32"=1'-0"

Issued For:

CVL05842

LIVERMORE COMMUNITY PARK

6004 RILEY STREET
FOLSOM, CA 95630

FA# 15530356
USID# 311736

Prepared For:

at&t

5001 Executive Parkway
San Ramon, California 94583

Vendor:

EPIC WIRELESS GROUP LLC
Connecting a Wireless World

605 Coolidge Drive, Suite 100
Folsom, California 95630

AT&T SITE NO:	CVL05842
PROJECT NO:	21-008
DRAWN BY:	BW
CHECKED BY:	BW

REV	DATE	DESCRIPTION
3		
2		
1		
0		
C	12/20/2022	100% ZD SUB
B	12/20/2021	95% ZD SUB
A	11/22/2021	90% ZD SUB.

Licensee:

REGISTERED PROFESSIONAL ENGINEER
NORMAN J SCHEEL
No. 2567
Exp. 12-31-23
STRUCTURAL
STATE OF CALIFORNIA

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

Designer / Engineer:

Norman Scheel Structural Engineer

1989 - 2022 33 YEARS OF EXCELLENCE Norman Scheel Structural Engineer

5022 Sunrise Blvd.
Fair Oaks, California 95628

Sheet Title:

OVERALL SITE PLAN

Sheet Number:

A-1

NOTES:

1. NO GRADING OR PERMANENT CONSTRUCTION SHALL OCCUR WITHIN DRIP LINES OF TREES THAT ARE TO REMAIN WITHOUT ARBORIST APPROVAL.
2. PRIOR TO CONSTRUCTION, GENERAL CONTRACTOR TO CONTACT DIGALERT TO MARK OUT EXISTING UNDERGROUND UTILITIES. IN THE EVENT OF CONFLICTS, CONTRACTOR TO CONTACT PDC.

(E) WATER TANK

(E) ELECTRICAL CABINET, POWER P.O.C.

(E) TELCO BOX, FIBER P.O.C.

SECTOR A AZIMUTH 15°

SECTOR B AZIMUTH 245°

SECTOR C AZIMUTH 115°

SEE ENLARGED EQUIPMENT PLAN

SEE ENLARGED ANTENNA PLAN

(P) AT&T MOBILITY 40'-0" x 40'-0" LEASE AREA, (1,600 S.F.)

(P) AT&T MOBILITY 90' MONOPOLE

(P) AT&T MOBILITY STAGING AREA

(P) AT&T MOBILITY 30kW GENERATOR

(P) AT&T MOBILITY CELLXION WIC SHELTER

(P) 15' NON-EXCLUSIVE A.T.&T. MOBILE ACCESS EASEMENT

(P) NON-EXCLUSIVE A.T.& T. MOBILE TECHNICIAN PARKING

(P) AT&T MOBILITY 50kVA H-FRAME w/ POWER METER / DISCONNECT/ UAM / HOFFMAN BOX

PARKING

PARKING

PROPOSED NON-EXCLUSIVE AT&T MOBILITY 6'-0" WIDE UTILITY EASEMENT

AT&T MOBILITY POWER / TELCO RUN INSIDE (3) 6" UNDERGROUND CONDUITS FROM P.O.C. TO COMPOUND, +/- 110'-0"

1 ENLARGED SITE PLAN
1/16" = 1'-0"

16' 8' 0 16' 32'
1/16"=1'-0"

Issued For:

CVL05842

LIVERMORE COMMUNITY PARK

6004 RILEY STREET
FOLSOM, CA 95630

FA# 15530356
USID# 311736

Prepared For:

at&t

5001 Executive Parkway
San Ramon, California 94583

Vendor:

EPIC WIRELESS GROUP LLC
Connecting a Wireless World

605 Coolidge Drive, Suite 100
Folsom, California 95630

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Designer / Engineer:

Norman Scheel Structural Engineer

1989 - 2022 33 YEARS OF EXCELLENCE Norman Scheel Structural Engineer

5022 Sunrise Blvd.
Fair Oaks, California 95628

Sheet Title:

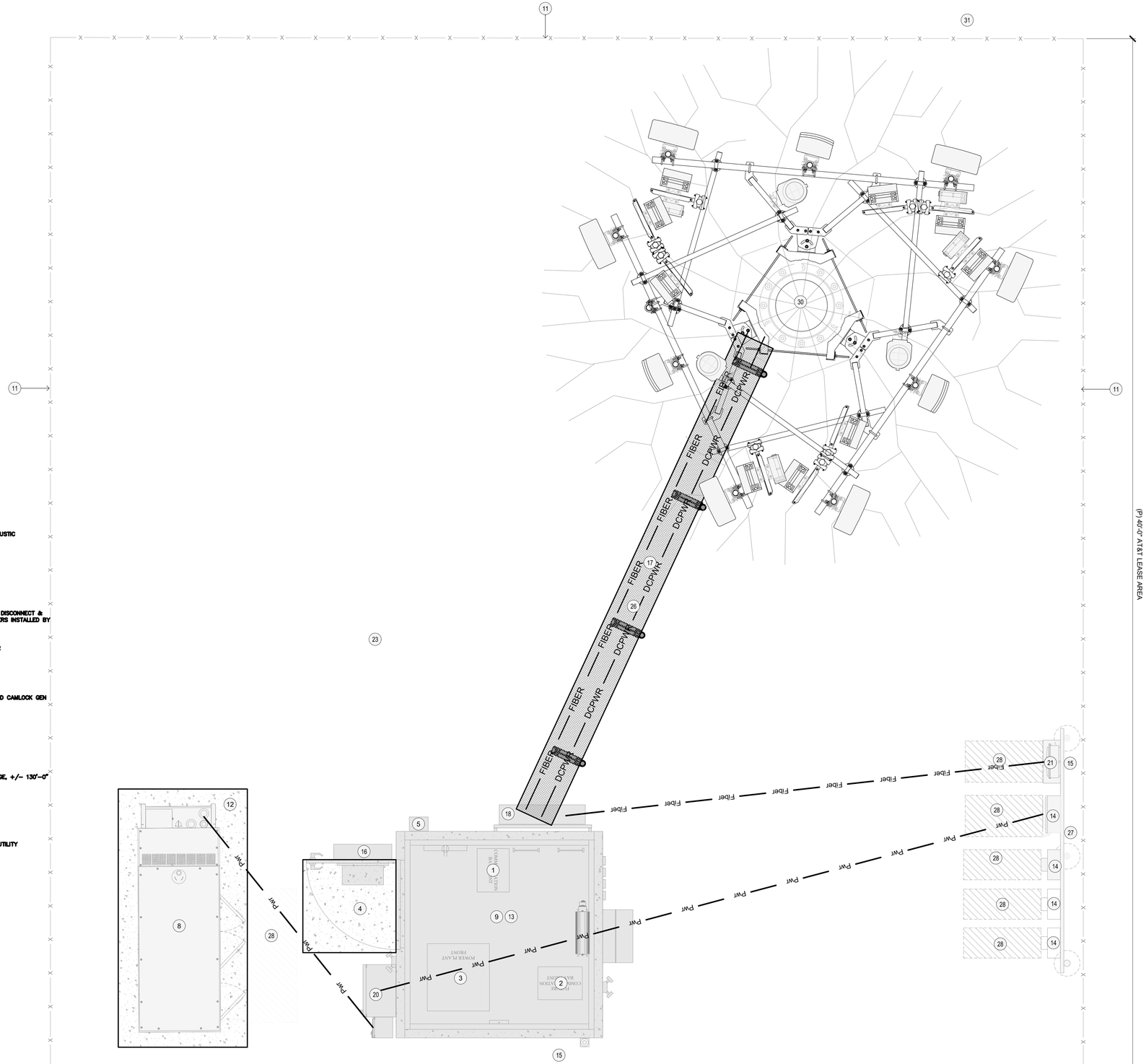
ENLARGED SITE PLAN

Sheet Number:

A-1.1

KEYNOTES

1. (N) RF RACK #1
2. (F) RF RACK #2
3. (N) POWER PLANT RACK W/ (2) STRING OF BATTERIES
4. (P) 4'X4' CONCRETE STOOP
5. (N) 2A:20BC RATED FIRE EXTINGUISHER IN WEATHER RESISTANT CABINET
6. (N) GPS UNIT
7.
8. (N) 30KW AC DIESEL STANDBY GENERATOR W/ LEVEL 2 ACOUSTIC ENCLOSURE & ATTACHED 190 GAL CAPACITY BELLY TANK
9. (N) 8'X8' SHELTER SLAB
10. (N) 6'-0" WIDE ACCESS GATE
11. (P) 6'-0" CHAIN LINK FENCE w/ PRIVACY SLATS
12. (N) 5'X10' GENERATOR SLAB
13. (N) AT&T 8'x8' CELLXION WIC SHELTER
14. (N) AT&T 200A PANEL ON (N) 600A METER BANK W/ MAIN DISCONNECT & TEST BY-PASS FACILITY ON (P) H-FRAME (2)(F) 200A METERS INSTALLED BY OTHERS
15. (N) HOFFMAN BOX BELOW CIENNA
16. (N) HVAC UNIT PROVIDED WITH WALK IN EQUIPMENT SHELTER
17. (N) ICE BRIDGE
18. (N) DC50 BOX MOUNTED ON WIC CABINET
19. (E) TELCO CABINET, TELCO P.O.C.
20. (N) INTERSECT PANEL w/ AUTOMATIC TRASNFER SWITCH, AND CAMLOCK GEN INTERFACE PANEL
21. (N) CIENNA CABINET BY AT&T LANDLINE ON (N) H-FRAME
22.
23. (N) GRAVEL BED OVER MARFI WEED BARRIER THROUGHOUT AT&T COMPOUND
24. (N) FIRE DEPARTMENT KNOX BOX
25. (N) CARRIER CONTACT SIGNAGE AT GATE
26. (N) (9) DC POWER / (3) FIBER TRUNK RUN ON (P) ICEBRIDGE, +/- 130'-0"
27. (N) UTILITY H-FRAME
28. NEC CLEAR WORKING AREA TYPICAL
29.
30. (P) 90'-0" TALL STEEL MONOPINE
31. (P) PROPOSED 6'-0" WIDE NON-EXCLUSIVE AT&T MOBILITY UTILITY TRENCH FOR POWER / TELCO RUN, +/- 360'-0"



17 ENLARGED EQUIPMENT PLAN
1/2" = 1'-0"

N

2' 1' 0 2' 4'
1/2"=1'-0"

Issued For:

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6004 RILEY STREET
FOLSOM, CA 95630

FA# 15530356
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5001 Executive Parkway
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Designer / Engineer:

Norman Scheel Structural Engineer
1989 - 2022 33 YEARS OF EXCELLENCE Norman Scheel Structural Engineer
5022 Sunrise Blvd.
Fair Oaks, California 95628

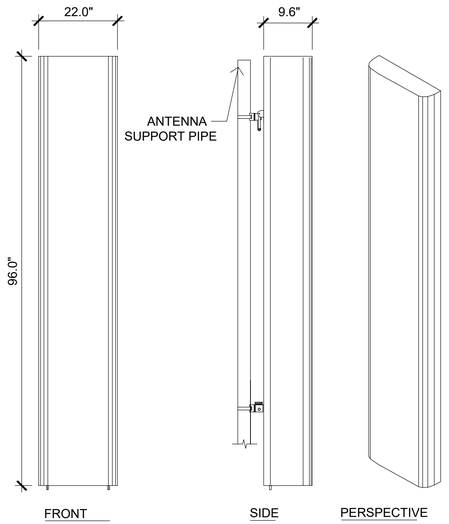
Sheet Title:

EQUIPMENT AREA PLAN

Sheet Number:

A-2

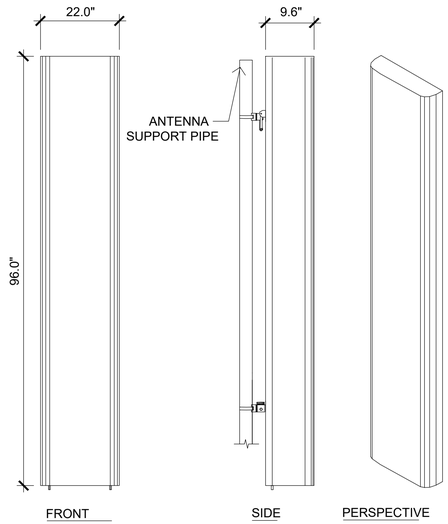
EQUIPMENT SUBJECT TO CHANGE



ANTENNA = QUINTEL QD8612-3D
WEIGHT = 211 LBS
DIMENSIONS = 96.0" (H) x 22.0" (W) x 9.6" (D)

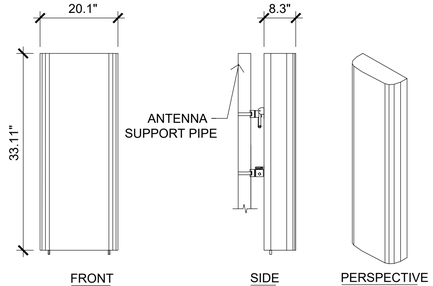
5 PROPOSED ANTENNA SPEC
NOT TO SCALE

EQUIPMENT SUBJECT TO CHANGE

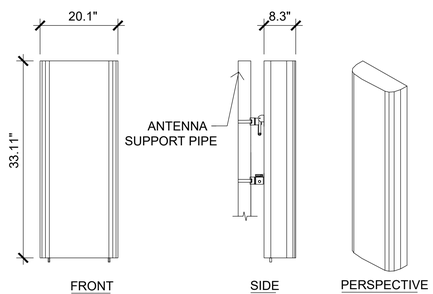


ANTENNA = QUINTEL QD8612-2
WEIGHT = 155 LBS
DIMENSIONS = 96.0" (H) x 22.0" (W) x 9.6" (D)

4 PROPOSED ANTENNA SPEC
NOT TO SCALE



ANTENNA = ERICSSON - AIR6449 B77D
WEIGHT = 103.6 LBS
DIMENSIONS = 33.11 (H) x 20.1" (W) x 8.3" (D)



ANTENNA = ERICSSON - AIR6419 B77G
WEIGHT = 103.6 LBS
DIMENSIONS = 33.11 (H) x 20.1" (W) x 8.3" (D)

3 PROPOSED ANTENNA SPEC
NOT TO SCALE

RF SCHEDULE

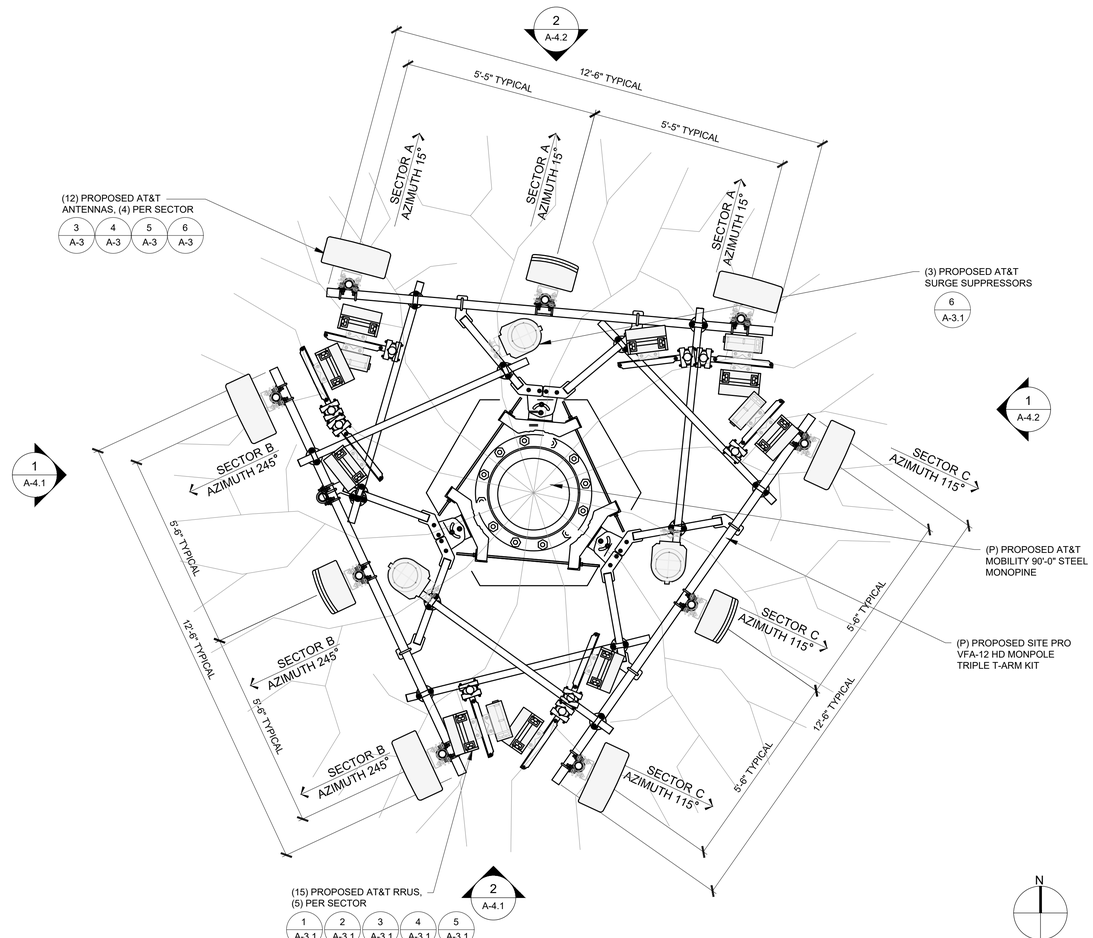
SECTOR		ANTENNA MODEL NO.	AZIMUTH	CENTERLINE	RRH	TMA	FIBER LENGTH	COAX LENGTH	JUMPER TYPE	RRU NO.
ALPHA	A1	QUINTEL - QD8612-3D	15°	± 85'-0"	(1) 4449 B5/B12 / (1) 8843 B2/B66	-	± 140'-0"	-	LDF4	(2)
	A2	ERICSSON - AIR 6449 B77D +AIR 6419 B77G STACKED	15°	± 85'-0"	INTEGRATED	-	± 140'-0"	-	LDF4	-
	A3	QUINTEL- QD8612-2	15°	± 85'-0"	(1) 4478 B14 / (1) 4415 B25 (1) 4415 B30	-	± 140'-0"	-	LDF4	(3)
	-	-	-	-	-	-	-	-	-	-
BETA	B1	QUINTEL - QD8612-3D	245°	± 85'-0"	(1) 4449 B5/B12 / (1) 8843 B2/B66	-	± 140'-0"	-	LDF4	(2)
	B2	ERICSSON - AIR 6449 B77D +AIR 6419 B77G STACKED	245°	± 85'-0"	INTEGRATED	-	± 140'-0"	-	LDF4	-
	B3	QUINTEL- QD8612-2	245°	± 85'-0"	(1) 4478 B14 / (1) 4415 B25 (1) 4415 B30	-	± 140'-0"	-	LDF4	(3)
	-	-	-	-	-	-	-	-	-	-
GAMMA	C1	QUINTEL - QD8612-3D	115°	± 85'-0"	(1) 4449 B5/B12 / (1) 8843 B2/B66	-	± 140'-0"	-	LDF4	(2)
	C2	ERICSSON - AIR 6449 B77D +AIR 6419 B77G STACKED	115°	± 85'-0"	INTEGRATED	-	± 140'-0"	-	LDF4	-
	C3	QUINTEL- QD8612-2	115°	± 85'-0"	(1) 4478 B14 / (1) 4415 B25 (1) 4415 B30	-	± 140'-0"	-	LDF4	(3)
	-	-	-	-	-	-	-	-	-	-

2 RF SCHEDULE
NO SCALE

RF DATA SHEET 1, v1.00 DATED 11/10/2021

NOTE: ANTENNA POSITIONS ARE LEFT TO RIGHT FROM FRONT OF ANTENNA

EQUIPMENT IS PRELIMINARY AND SUBJECT TO CHANGE.



1 ENLARGED ANTENNA PLAN
1/2" = 1'-0"

Issued For:

CVL05842

LIVERMORE COMMUNITY PARK
6004 RILEY STREET
FOLSOM, CA 95630
FA# 15530356
USID# 311736

Prepared For:

at&t
5001 Executive Parkway
San Ramon, California 94583

Vendor:

EPIC WIRELESS GROUP LLC
Connecting a Wireless World
605 Coolidge Drive, Suite 100
Folsom, California 95630

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NORMAN J SCHEEL
No. 2567
Exp. 12-31-23
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STATE OF CALIFORNIA

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Designer / Engineer:

Norman Scheel Structural Engineer
1989 - 2022 33 YEARS OF EXCELLENCE Norman Scheel Structural Engineer
5022 Sunrise Blvd.
Fair Oaks, California 95628

Sheet Title:
ANTENNA PLAN, SCHEDULE & DETAILS

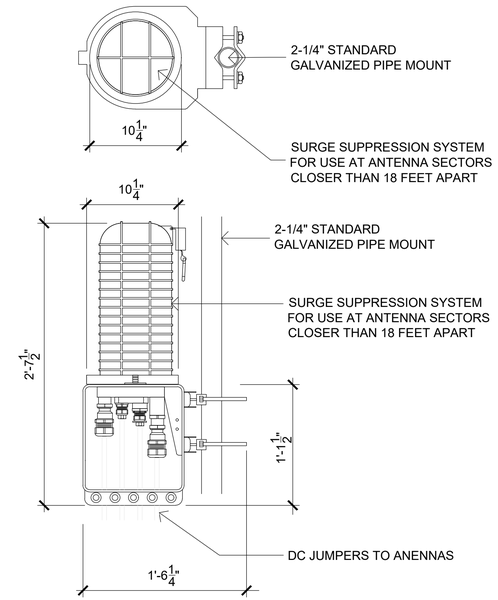
Sheet Number:
A-3

RAYCAP DC9-48-60-24-8C-EV SURGE SUPPRESSION SOLUTION

COLOR: BLACK/SILVER

DIMENSIONS: 10.25" DIA X 2'-7.5" TALL W/ 1'-1.5' BASE

WEIGHT: 26.2 LBS.±



6 DC SURGE SUPPRESSION (SQUID)

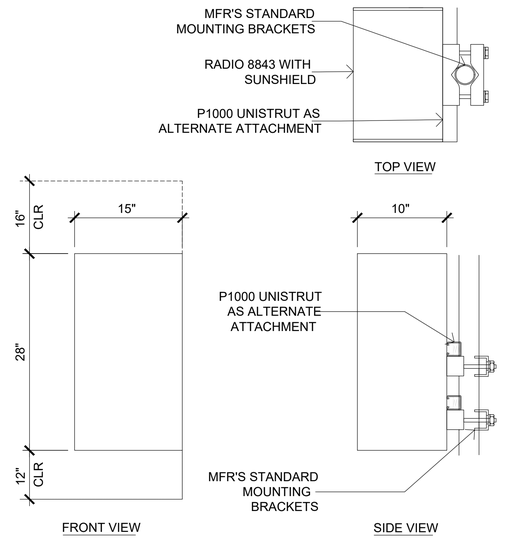
1-1/2"= 1'-0"

ERICSSON RADIO 8843 REMOTE RADIO UNIT

COLOR: WHITE

DIMENSIONS: 28" TALL X 15" WIDE X 10" DEEP (INCLUDING SUNSHIELD)

WEIGHT: 85 LBS.± (INCLUDING MOUNTING HARDWARE)



4 ERICSSON RADIO 8843 REMOTE RADIO UNIT

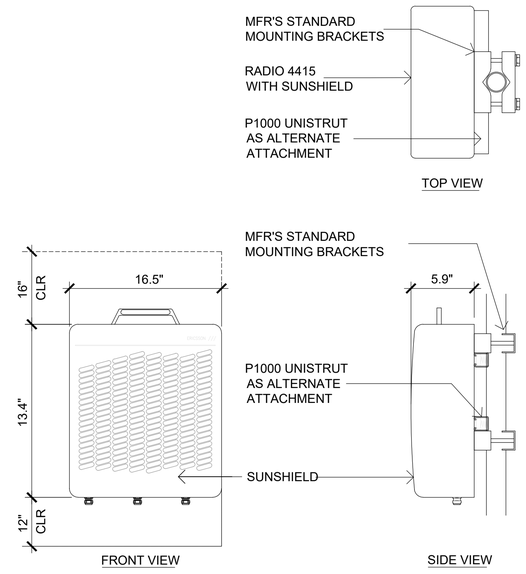
1-1/2"= 1'-0"

ERICSSON RADIO 4415 B25 REMOTE RADIO UNIT

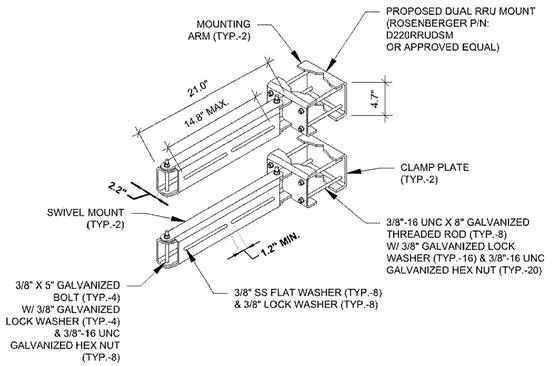
COLOR: WHITE

DIMENSIONS: 16.5" TALL X 13.4" WIDE X 5.9" DEEP (INCLUDING SUNSHIELD)

WEIGHT: 46 LBS.± (INCLUDING MOUNTING HARDWARE)



2 ERICSSON RADIO 4415 REMOTE RADIO UNIT



7 ROSENBERGER D220RRUDSM DUAL RRU MOUNT

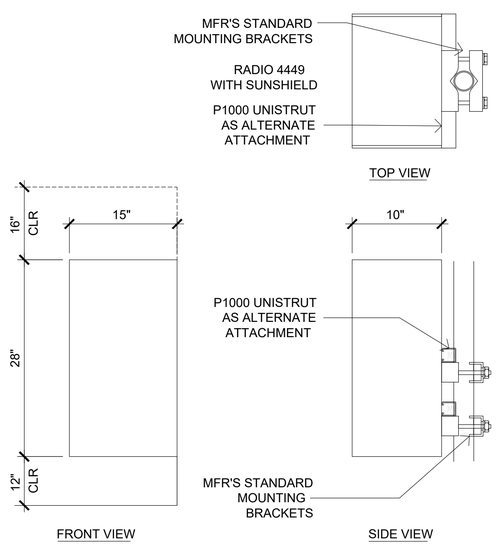
1-1/2"= 1'-0"

ERICSSON RADIO 4449 REMOTE RADIO UNIT

COLOR: WHITE

DIMENSIONS: 28" TALL X 15" WIDE X 10" DEEP (INCLUDING SUNSHIELD)

WEIGHT: 85 LBS± (INCLUDING MOUNTING HARDWARE)



5 ERICSSON RADIO 4449 REMOTE RADIO UNIT

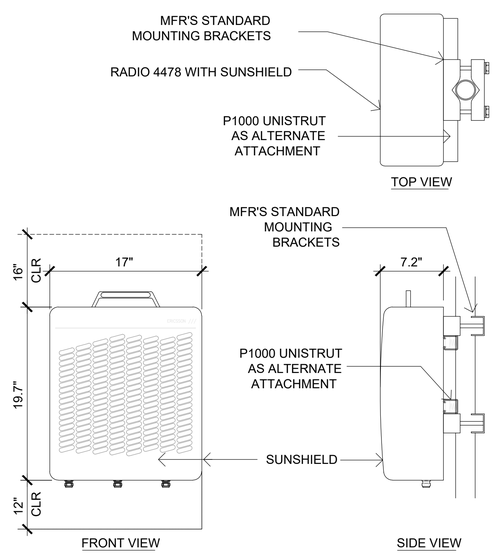
1-1/2"= 1'-0"

ERICSSON RADIO 4478 REMOTE RADIO UNIT

COLOR: WHITE

DIMENSIONS: 19.7" TALL X 17" WIDE X 7.2" DEEP (INCLUDING SUNSHIELD)

WEIGHT: +/- 50 LBS. (INCLUDING MOUNTING HARDWARE)



3 ERICSSON RADIO 4478 REMOTE RADIO UNIT

1-1/2"= 1'-0"

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Designer / Engineer:

Norman Scheel Structural Engineer
1989 - 2022 33 YEARS OF EXCELLENCE Norman Scheel Structural Engineer

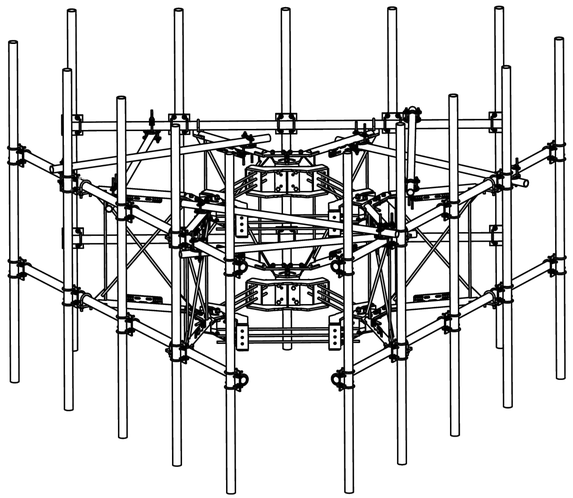
5022 Sunrise Blvd.
Fair Oaks, California 95628

Sheet Title:

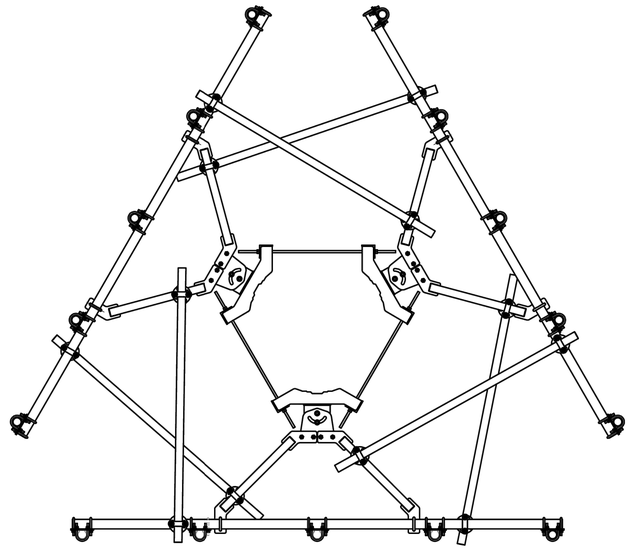
RRH DETAILS

Sheet Number:

A-3.1



PARTS LIST						
ITEM	QTY	PART NO.	PART DESCRIPTION	LENGTH	UNIT WT.	NET WT.
1	6	X-LWRM	RING MOUNT WELDMENT		68.81	412.85
2	6	X-RMBP	RING MOUNT BENT PLATE CONNECTION	15 1/2 in	17.02	102.13
3	6	X-VFAPL4	VFA-HD PIVOT PLATE	12 in	15.88	95.30
4	6	X-VFAW	SUPPORT ARM		71.41	428.44
5	30	SCX2	CROSSOVER PLATE	7 in	4.80	143.89
6	6	P284	2-3/8" X 84" SCH 40 GALVANIZED PIPE	84 in	26.91	161.47
7	15	P30120	2-7/8" x 120" (2-1/2" SCH. 40) GALVANIZED PIPE	120 in	58.07	870.99
8	6	P30150	2-7/8" X 150" (2-1/2" SCH. 40) GALVANIZED PIPE	150 in	76.94	461.62
9	12	X-127594	FLAT DISK CLAMP PLATE 4" CENTERS (GALV.)		2.51	30.08
10	24	X-100064	CLAMP (4" V-CLAMP) GALVANIZED		0.92	22.12
11	12	A34212	3/4" x 2-1/2" UNC HEX BOLT (A325)	2 1/2 in	0.48	5.75
12	18	G34FW	3/4" HDG USS FLATWASHER		0.06	1.06
13	12	G34LW	3/4" HDG LOCKWASHER		0.04	0.51
14	12	G34NUT	3/4" HDG HEAVY 2H HEX NUT		0.21	2.55
15	18	G58R-48	5/8" x 48" THREADED ROD (HDG.)		4.18	75.27
16	12	X-UB5300	5/8" X 3" X 5-1/4" X 2-1/2" U-BOLT (HDG.)		1.15	13.79
17	24	A582112	5/8" x 2-1/2" HDG A325 HEX BOLT	2 1/2 in	0.33	8.02
18	24	A582114	5/8" x 2-1/4" HDG A325 HEX BOLT	2 1/4 in	0.31	7.50
19	108	G58LW	5/8" HDG LOCKWASHER		0.03	2.82
20	108	G58NUT	5/8" HDG HEAVY 2H HEX NUT		0.13	14.03
21	120	X-UB1300	1/2" X 3" X 5" X 2" GALV U-BOLT		0.74	88.64
22	24	G12065	1/2" x 6-1/2" HDG HEX BOLT GR5 FULL THREAD	5 1/2 in	0.41	9.83
23	24	G1204	1/2" x 4" HDG HEX BOLT GR5 FULL THREAD	4 in	0.27	6.48
24	288	G12FW	1/2" HDG USS FLATWASHER	3/32 in	0.03	9.82
25	288	G12LW	1/2" HDG LOCKWASHER	1/8 in	0.01	4.00
26	288	G12NUT	1/2" HDG HEAVY 2H HEX NUT		0.07	20.63
					TOTAL WT. #	2999.58



TOLERANCE NOTES

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BENDS ARE ± 1/2 DEGREE
ALL OTHER MACHINING *(± 0.030")*
ALL OTHER ASSEMBLY *(± 0.060")*

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DESCRIPTION
THREE SECTORS HEAVY WLL FRAME
AND MONOPOLE ATTACHMENT HARDWARE
WITH FIVE MOUNTING PIPES

SITE PRO 1 — Engineering Support Team: 1-888-753-7446
Locations: New York, NY; Atlanta, GA; Los Angeles, CA; Plymouth, IN; Salem, OR; Dallas, TX
A valmont COMPANY

CPD NO.	DRAWN BY	ENG. APPROVAL	PART NO.	PAGE
	CEK 10/26/2018		VFA12-M3-WLL	1 OF 4
CLASS / SUB	DRAWING USAGE	CHECKED BY	DWG. NO.	
81 / 02	CUSTOMER	BMC 10/29/2018	VFA12-M3-WLL	

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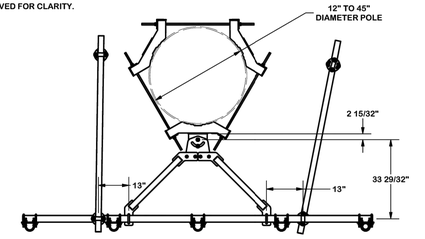
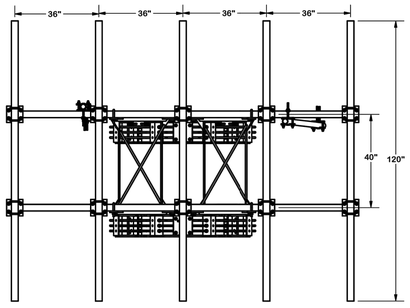
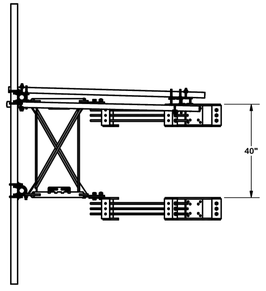
	CEK 10/26/2018		VFA12-M3-WLL	2 OF 4
CLASS / SUB	DRAWING USAGE	CHECKED BY	DWG. NO.	
81 / 02	CUSTOMER	BMC 10/29/2018	VFA12-M3-WLL	

NOTE:
OTHER SECTORS REMOVED FOR CLARITY.







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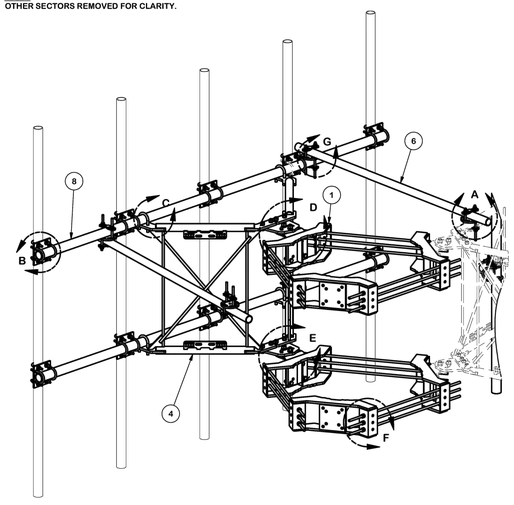

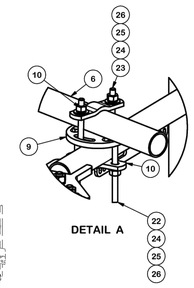

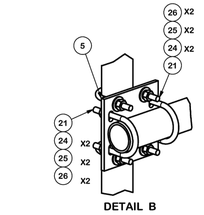

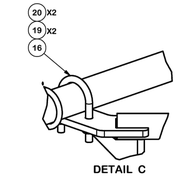

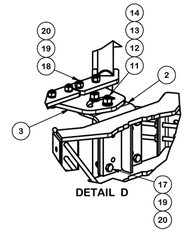

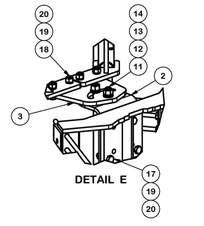

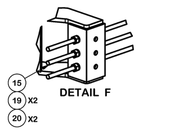

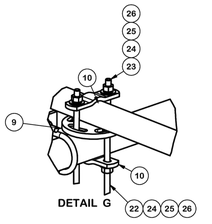

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CLASS / SUB	DRAWING USAGE	CHECKED BY	DWG. NO.	
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Issued For:

CVL05842

LIVERMORE COMMUNITY PARK
6004 RILEY STREET
FOLSOM, CA 95630

FA# 15530356
USID# 311736

Prepared For:

at&t
5001 Executive Parkway
San Ramon, California 94583

Vendor:

EPIC WIRELESS GROUP LLC
Connecting a Wireless World
605 Coolidge Drive, Suite 100
Folsom, California 95630

AT&T SITE NO:	CVL05842
PROJECT NO:	21-008
DRAWN BY:	BW
CHECKED BY:	BW

REV	DATE	DESCRIPTION
3		
2		
1		
0		
C	12/20/2022	100% ZD SUB
B	12/20/2021	95% ZD SUB
A	11/22/2021	90% ZD SUB.

Licensee:

REGISTERED PROFESSIONAL ENGINEER
NORMAN J SCHEEL
No. 2567
Exp. 12-31-23
STRUCTURAL
STATE OF CALIFORNIA

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

Designer / Engineer:

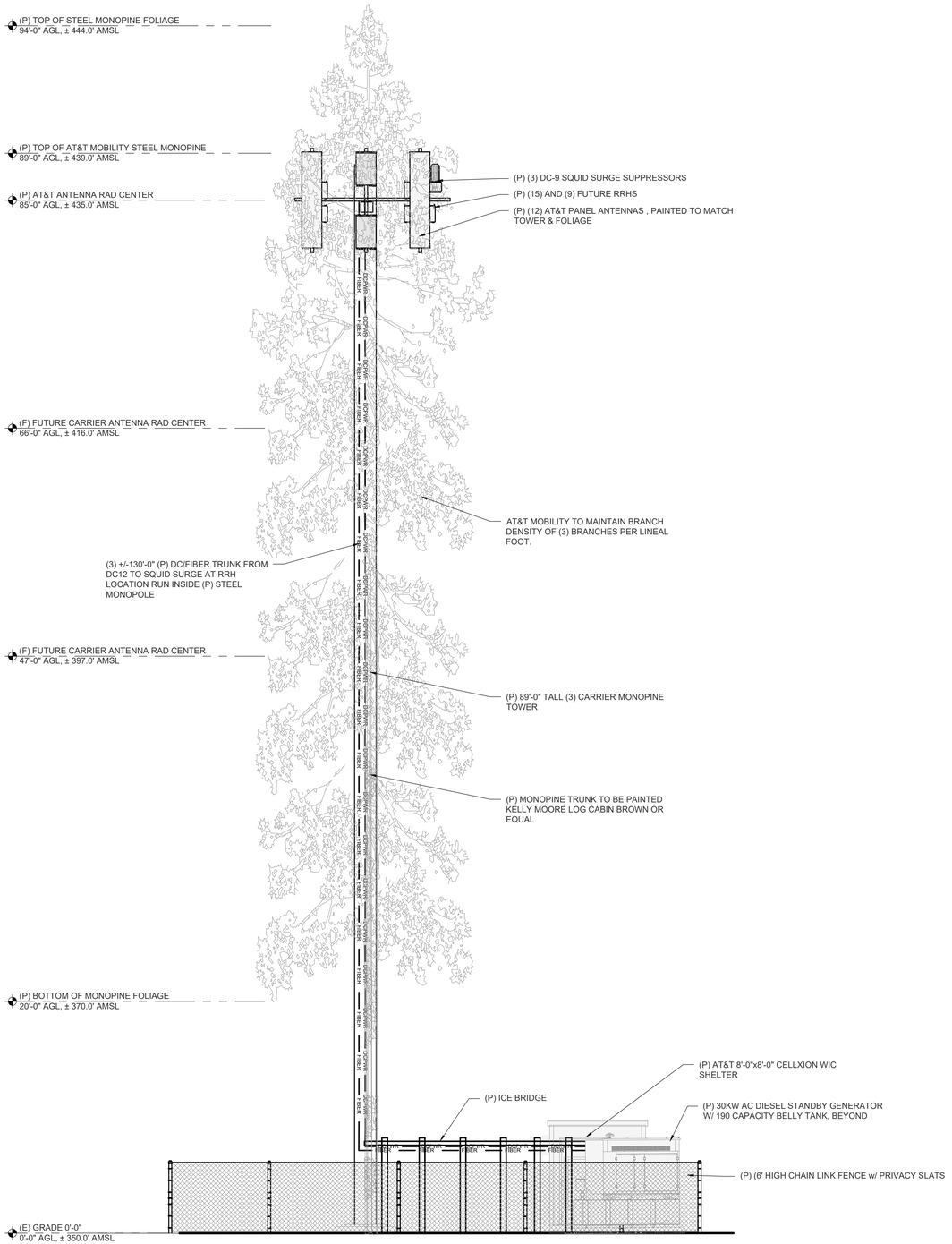
Norman Scheel Structural Engineer
1989 - 2022 — 33 YEARS OF EXCELLENCE — Norman Scheel Structural Engineer
5022 Sunrise Blvd.
Fair Oaks, California 95628

Sheet Title:

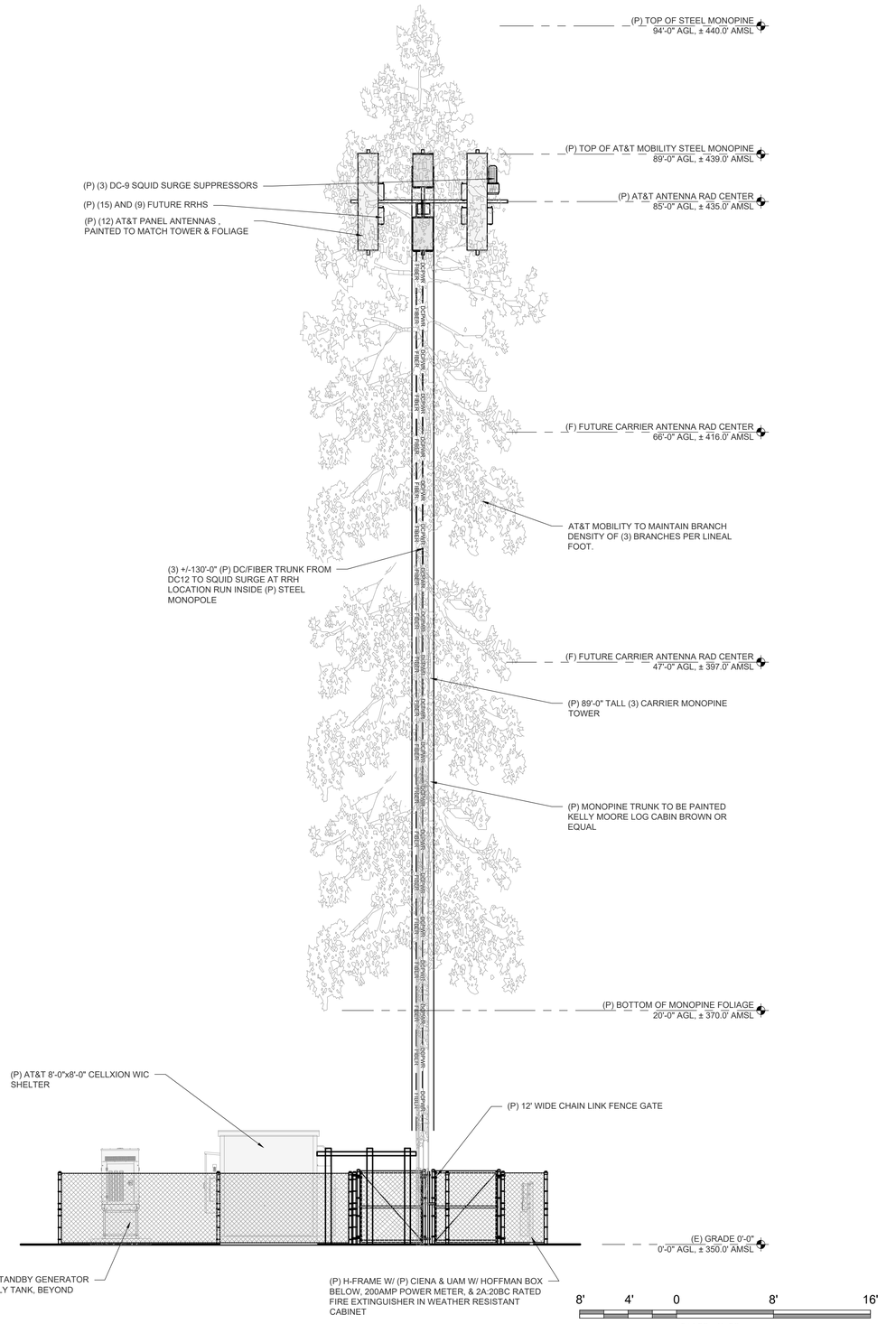
SECTOR T-ARM DETAILS

Sheet Number:

A-3.2



1 WEST ELEVATION
3/16" = 1'-0"



2 SOUTH ELEVATION
3/16" = 1'-0"

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1989 - 2022 33 YEARS OF EXCELLENCE Norman Scheel Structural Engineer
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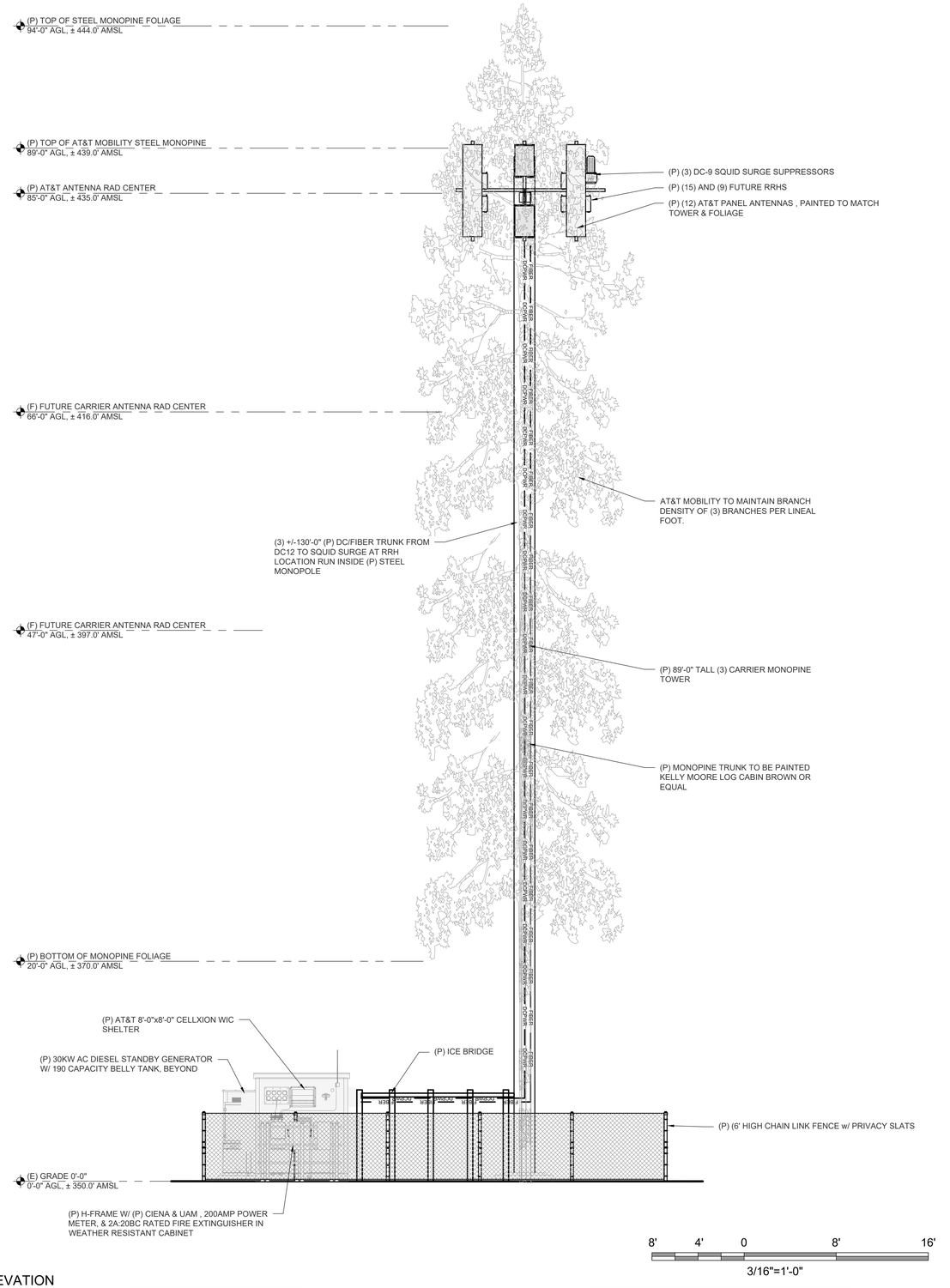
Fair Oaks, California 95628

Sheet Title:

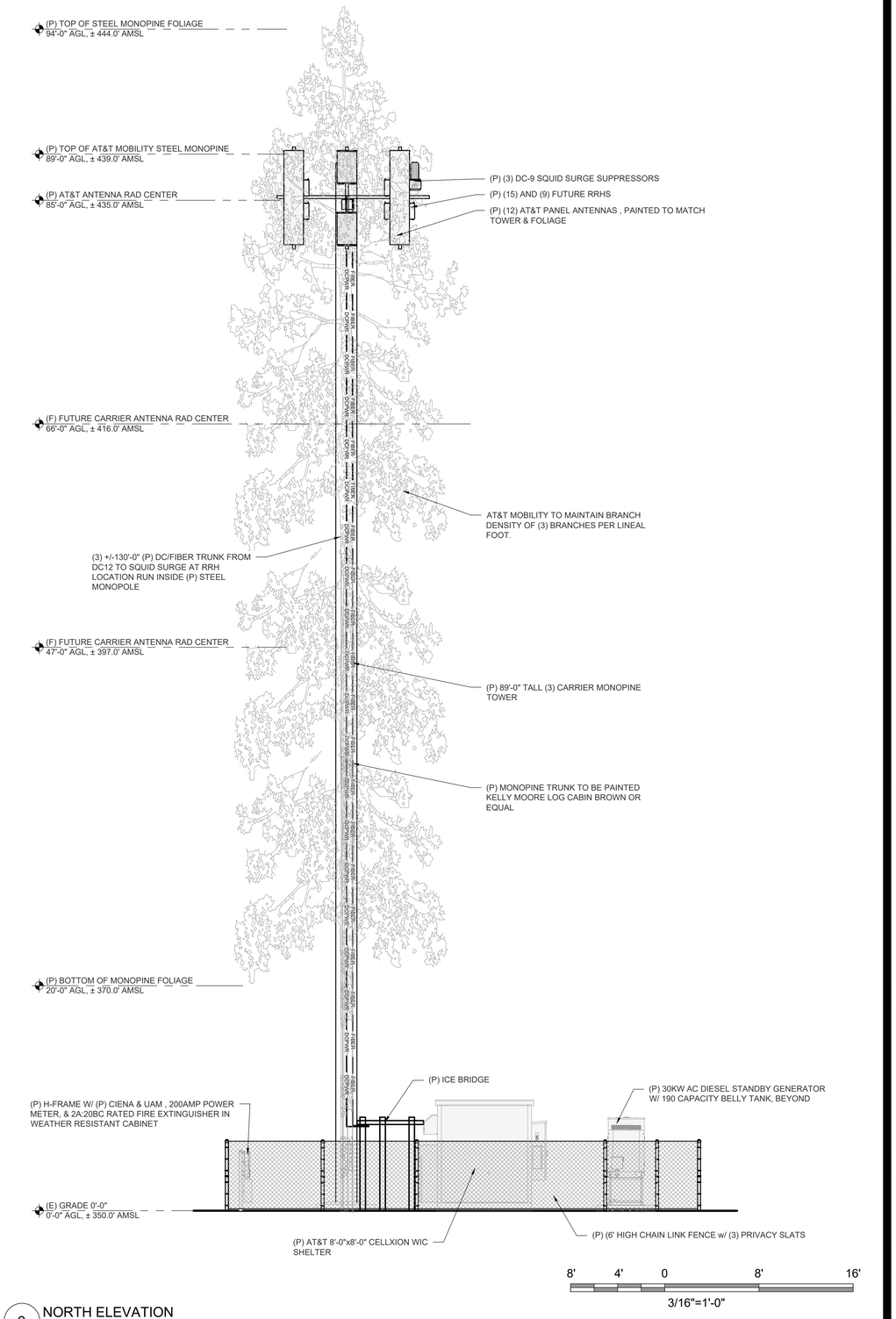
PROPOSED ELEVATIONS

Sheet Number:

A-4.1



1 EAST ELEVATION
3/16" = 1'-0"



2 NORTH ELEVATION
3/16" = 1'-0"

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Fair Oaks, California 95628

Sheet Title:

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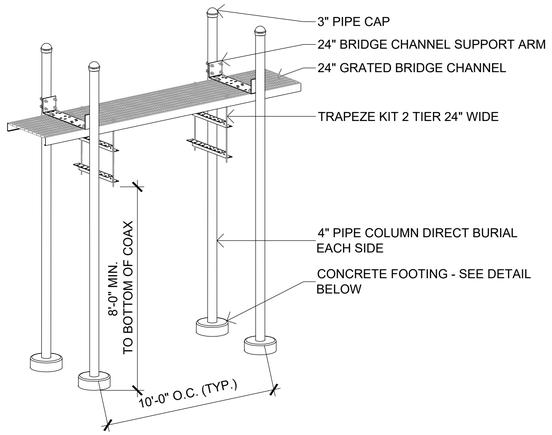
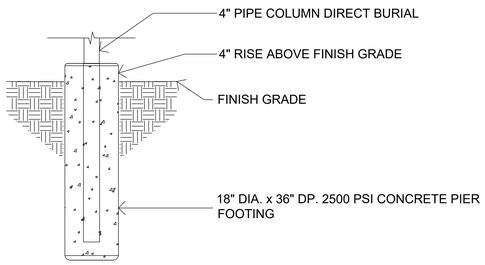
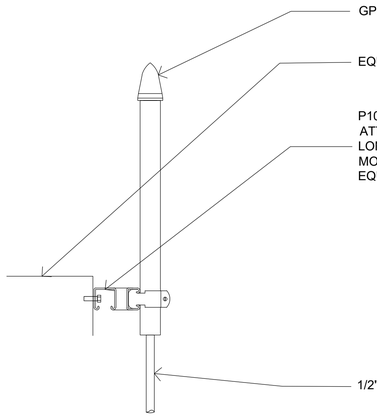
Sheet Number:

A-4.2





8 ICE BRIDGE DETAIL
NO SCALE



7 GPS MOUNTING DETAIL
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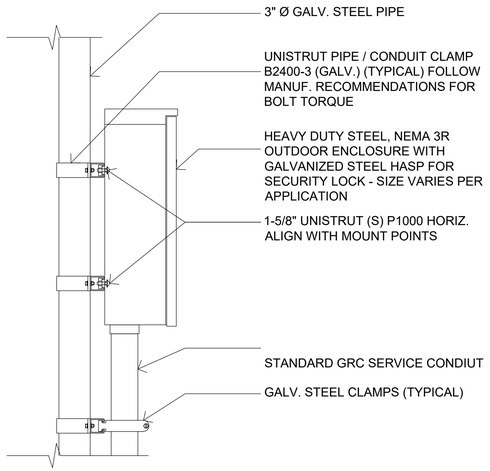
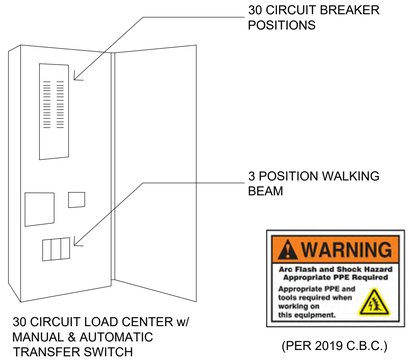
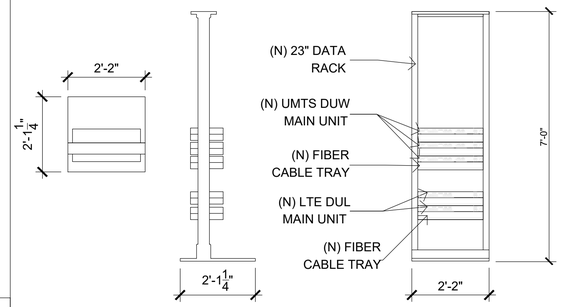


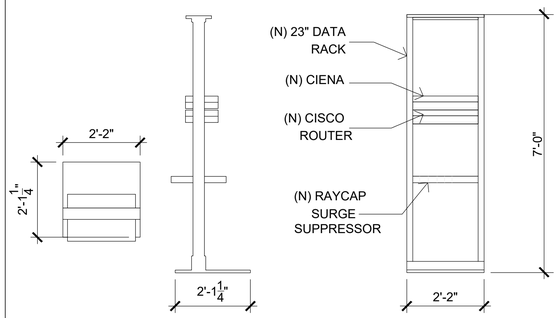
6 UTILITY BOX MOUNTING DETAIL
1-1/2"= 1'-0"



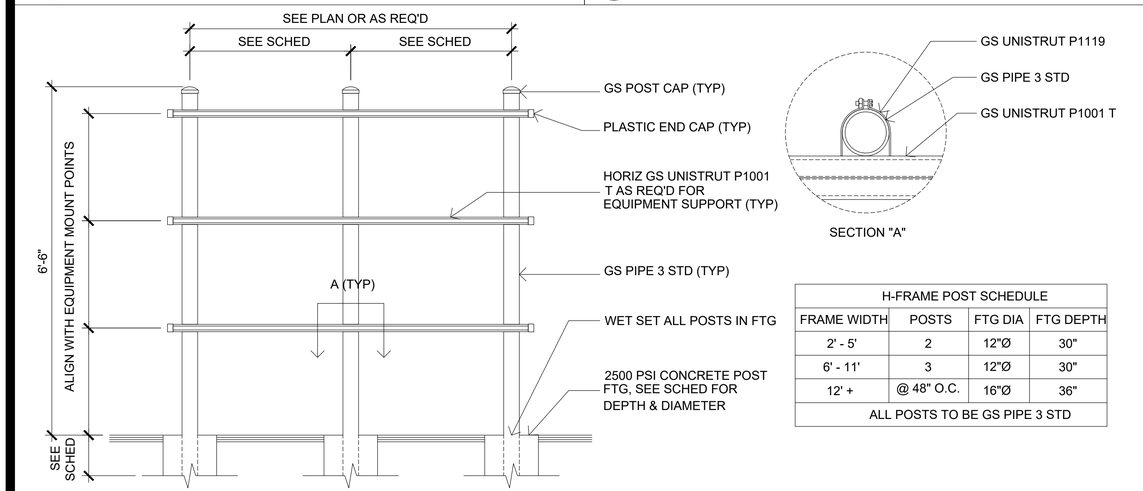
3 INTERSECT PTLC-ATS-3S-12200-CL_ATT
INTERGRATED LOAD CENTER
NOT TO SCALE



(P) RF HYBRID RACK

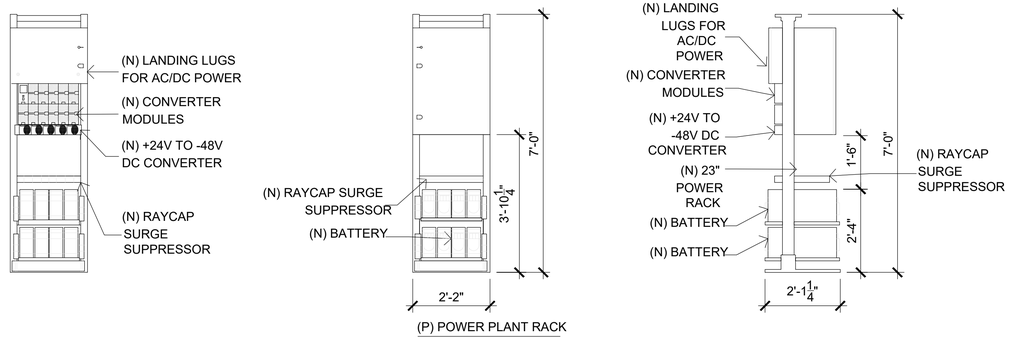


(P) TELCO RACK



H-FRAME POST SCHEDULE			
FRAME WIDTH	POSTS	FTG DIA	FTG DEPTH
2' - 5'	2	12"Ø	30"
6' - 11'	3	12"Ø	30"
12' +	@ 48" O.C.	16"Ø	36"
ALL POSTS TO BE GS PIPE 3 STD			

5 TYPICAL EQUIPMENT H-FRAME
3/4" = 1'-0"



(P) POWER PLANT RACK

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FA# 15530356
USID# 311736

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Vendor:

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Connecting a Wireless World
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AT&T SITE NO:	CVL05842
PROJECT NO:	21-008
DRAWN BY:	BW
CHECKED BY:	BW

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0		
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A	11/22/2021	90% ZD SUB.

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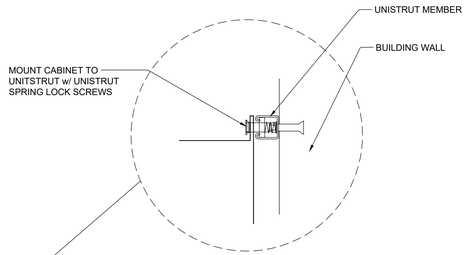
Fair Oaks, California 95628

Sheet Title:

CONSTRUCTION DETAILS - EQUIPMENT

Sheet Number:

A-5



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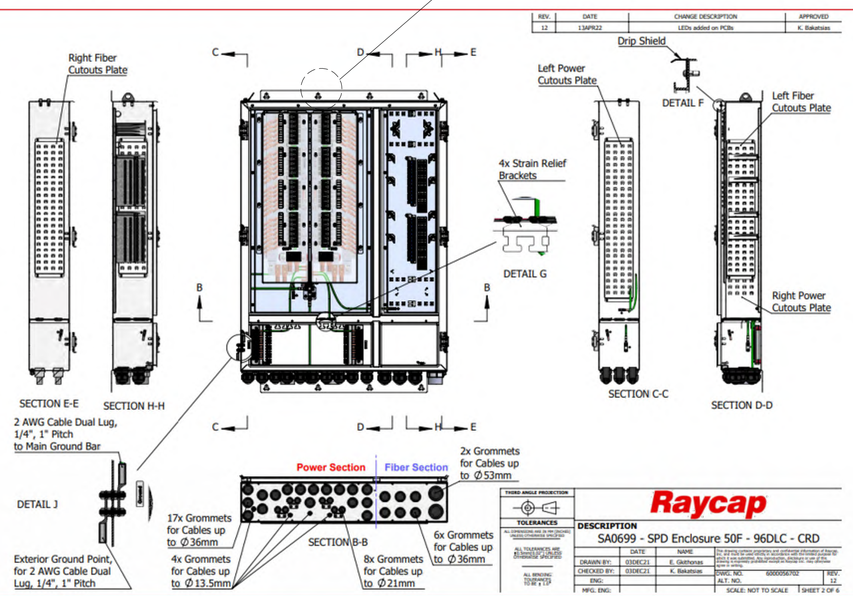


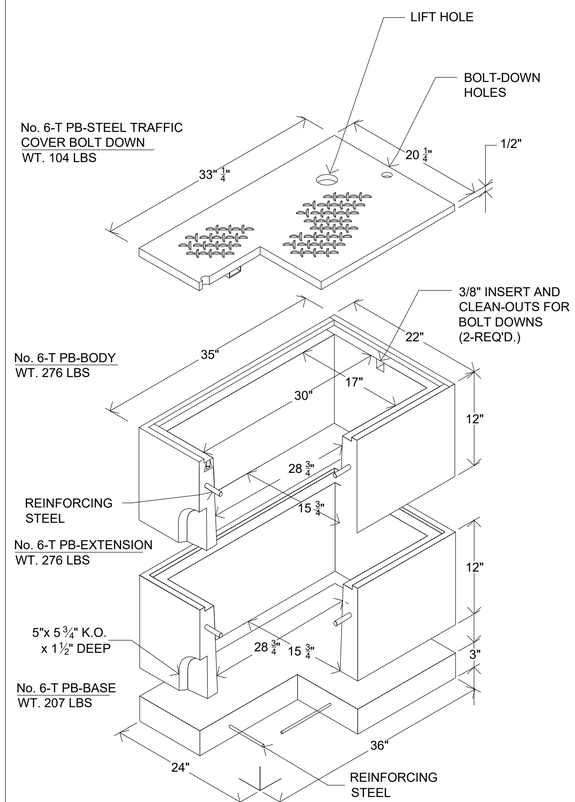
REV.	DATE	CHANGE DESCRIPTION	APPROVED
12	13APR22	LEDs added on PCBs	K. Bakatsias

	DATE	NAME
DRAWN BY:	03DEC21	E. Gkithonas
CHECKED BY:	03DEC21	K. Bakatsias
ENG:		
MFG. ENG:		

ALT. NO. 6000056702 REV: 12
SCALE: NOT TO SCALE SHEET 2 OF 6

Raycap 3

6 SPD BOX
NO SCALE



4 17"x30" TRAFFIC RATED PULLBOX
1/4" = 1'-0"

Issued For:

CVL05842

LIVERMORE COMMUNITY PARK

6004 RILEY STREET
FOLSOM, CA 95630

FA# 15530356
USID# 311736

Prepared For:

at&t

5001 Executive Parkway
San Ramon, California 94583

Vendor:

EPIC WIRELESS GROUP LLC
Connecting a Wireless World

605 Coolidge Drive, Suite 100
Folsom, California 95630

AT&T SITE NO:	**CVL05842**
PROJECT NO:	21-008
DRAWN BY:	BW
CHECKED BY:	BW

REV	DATE	DESCRIPTION
3		
2		
1		
0		
C	12/20/2022	100% ZD SUB
B	12/20/2021	95% ZD SUB
A	11/22/2021	90% ZD SUB.

Licensee:

REGISTERED PROFESSIONAL ENGINEER
NORMAN J SCHEEL
No. 2567
Exp. 12-31-23
STRUCTURAL
STATE OF CALIFORNIA

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

Designer / Engineer:

Norman Scheel Structural Engineer

1989 - 2022 33 YEARS OF EXCELLENCE Norman Scheel Structural Engineer

5022 Sunrise Blvd.
Fair Oaks, California 95628

Sheet Title:

CONSTRUCTION DETAILS - EQUIPMENT

Sheet Number:

A-5.1

ELECTRICAL NOTES

GENERAL REQUIREMENTS:

1. ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH THE LATEST RULES AND REGULATIONS OF THE NATIONAL ELECTRICAL CODE AND ALL STATE AND LOCAL CODES. NOTHING IN THESE PLANS OR SPECIFICATIONS SHALL BE CONSTRUED AS TO PERMIT WORK NOT CONFORMING TO THE MOST STRINGENT OF THESE CODES. SHOULD CHANGES BE NECESSARY IN THE DRAWINGS OR SPECIFICATIONS TO MAKE THE WORK COMPLY WITH THESE REQUIREMENTS, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ARCHITECT IN WRITING AND CEASE WORK ON PARTS OF THE CONTRACT WHICH ARE AFFECTED.
2. THE CONTRACTOR SHALL MAKE A SITE VISIT PRIOR TO BIDDING AND CONSTRUCTION TO VERIFY ALL EXISTING CONDITIONS AND SHALL NOTIFY ARCHITECT IMMEDIATELY UPON DISCOVERY OF ANY DISCREPANCIES. THE CONTRACTOR ASSUMES ALL LIABILITY FOR FAILURE TO COMPLY WITH THIS PROVISION.
3. THE EXTENT OF THE WORK IS INDICATED BY THE DRAWINGS, SCHEDULES, AND SPECIFICATIONS AND IS SUBJECT TO THE TERMS AND CONDITIONS OF THE CONTRACT. THE WORK SHALL CONSIST OF FURNISHING ALL LABOR, EQUIPMENT, MATERIALS, AND SUPPLIES NECESSARY FOR A COMPLETE AND OPERATIONAL ELECTRICAL SYSTEM. THE WORK SHALL ALSO INCLUDE THE COMPLETION OF ALL ELECTRICAL WORK NOT MENTIONED OR SHOWN WHICH IS NECESSARY FOR SUCCESSFUL OPERATION OF ALL SYSTEMS.
4. THE CONTRACTOR SHALL PREPARE A BID FOR A COMPLETE AND OPERATIONAL SYSTEM, WHICH INCLUDES THE COST FOR MATERIAL AND LABOR.
5. WORKMANSHIP AND NEAT APPEARANCE SHALL BE AS IMPORTANT AS THE OPERATION. DEFECTIVE OR DAMAGED MATERIALS SHALL BE REPLACED OR REPAIRED PRIOR TO FINAL ACCEPTANCE IN A MANNER ACCEPTABLE TO OWNER AND ENGINEER.
6. COMPLETE THE ENTIRE INSTALLATION AS SOON AS THE PROGRESS OF THE WORK WILL PERMIT. ARRANGE ANY OUTAGE OF SERVICE WITH THE OWNER AND BUILDING MANAGER IN ADVANCE. MINIMIZE DOWNTIME ON THE BUILDING ELECTRICAL SYSTEM.
7. THE ENTIRE ELECTRICAL SYSTEM INSTALLED UNDER THIS CONTRACT SHALL BE DELIVERED IN PROPER WORKING ORDER. REPLACE, WITHOUT ADDITIONAL COST TO THE OWNER, ANY DEFECTIVE MATERIAL AND EQUIPMENT WITHIN ONE YEAR FROM THE DATE OF FINAL ACCEPTANCE.
8. ANY ERROR, OMISSION OR DESIGN DISCREPANCY ON THE DRAWINGS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER FOR CLARIFICATION OR CORRECTION BEFORE CONSTRUCTION.
9. "PROVIDE" INDICATES THAT ALL ITEMS ARE TO BE FURNISHED, INSTALLED AND CONNECTED IN PLACE.
10. CONTRACTOR SHALL SECURE ALL NECESSARY BUILDING PERMITS AND PAY ALL REQUIRED FEES.

EQUIPMENT LOCATIONS:

1. THE DRAWINGS INDICATE DIAGRAMMATICALLY THE DESIRED LOCATIONS OR ARRANGEMENTS OF THE CONDUIT RUNS, OUTLETS, EQUIPMENT, ETC., AND ARE TO BE FOLLOWED AS CLOSELY AS PROPER JUDGEMENT MUST BE EXERCISED IN EXECUTING THE WORK SO AS TO SECURE THE BEST POSSIBLE INSTALLATION IN THE AVAILABLE SPACE LIMITATIONS OR INTERFERENCE OF STRUCTURE CONDITIONS ENCOUNTERED.
2. IN THE EVENT CHANGES IN THE INDICATED LOCATIONS OR ARRANGEMENTS ARE NECESSARY, DUE TO FIELD CONDITIONS IN THE BUILDING CONSTRUCTION OR REARRANGEMENT OF FURNISHINGS OR EQUIPMENT, SUCH CHANGES SHALL BE MADE WITHOUT COST, PROVIDING THE CHANGE IS ORDERED BEFORE THE CONDUIT RUNS, ETC., AND WORK DIRECTLY CONNECTED TO THE SAME IS INSTALLED AND NO EXTRA MATERIAL IS REQUIRED.
3. LIGHTING FIXTURES ARE SHOWN IN THEIR APPROXIMATE LOCATIONS ONLY. COORDINATE THE FIXTURE LOCATION WITH MECHANICAL EQUIPMENT TO AVOID INTERFERENCE.
4. COORDINATE THE WORK OF THIS SECTION WITH THAT OF ALL OTHER TRADES, WHERE CONFLICTS OCCUR, CONSULT WITH THE RESPECTIVE CONTRACTOR AND COME TO AGREEMENT AS TO CHANGES NECESSARY, OBTAIN WRITTEN ACCEPTANCE FROM ENGINEER FOR THE PROPOSED CHANGES BEFORE PROCEEDING.

SHOP DRAWINGS:

1. N/A UNLESS NOTED OTHERWISE.

SUBSTITUTIONS:

1. NO SUBSTITUTIONS ARE ALLOWED.

TESTS:

1. BEFORE FINAL ACCEPTANCE OF WORK, THE CONTRACTOR SHALL INSURE THAT ALL EQUIPMENT, SYSTEMS, FIXTURES, ETC., ARE WORKING SATISFACTORILY AND TO THE INTENT OF THE DRAWINGS.

PERMITS:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TAKING OUT AND PAYING FOR ALL REQUIRED PERMITS, INSPECTION AND EXAMINATION WITHOUT ADDITIONAL EXPENSE TO THE OWNER.

GROUNDING:

1. THE CONTRACTOR SHALL PROVIDE A COMPLETE, AND APPROVED GROUNDING SYSTEM INCLUDING ELECTRODES, ELECTRODE CONDUCTOR, BONDING CONDUCTORS, AND EQUIPMENT CONDUCTORS AS REQUIRED BY ARTICLE 250 OF THE NATIONAL ELECTRICAL CODE.
2. CONDUITS CONNECTED TO EQUIPMENT AND DEVICES SHALL BE METALLICALLY JOINED TOGETHER TO PROVIDE EFFECTIVE ELECTRICAL CONTINUITY.
3. FEEDERS AND BRANCH CIRCUIT WIRING INSTALLED IN A NONMETALLIC CONDUIT SHALL INCLUDE A CODE SIZED GROUNDING CONDUCTOR HAVING GREEN INSULATION. THE GROUND CONDUCTOR SHALL BE PROPERLY CONNECTED AT BOTH ENDS TO MAINTAIN ELECTRICAL CONTINUITY.
4. REFER TO GROUND BUS DETAILS. PROVIDE NEW GROUND SYSTEM COMPLETE WITH CONDUCTORS, GROUND ROD AND DESCRIBED TERMINATIONS.
5. ALL GROUNDING CONDUCTORS SHALL BE SOLID TINNED COPPER AND ANNEALED #2 UNLESS NOTED OTHERWISE.
6. ALL NON-DIRECT BURIED TELEPHONE EQUIPMENT GROUND CONDUCTORS SHALL BE #2 STRANDED THHN (GREEN) INSULATION.
7. ALL GROUND CONNECTIONS SHALL BE MADE WITH "HYGROUND" COMPRESSION SYSTEM BURNDY CONNECTORS EXCEPT WHERE NOTED OTHERWISE.
8. PAINT AT ALL GROUND CONNECTIONS SHALL BE REMOVED.
9. GROUNDING SYSTEM RESISTANCE SHALL NOT EXCEED 5 OHMS. IF THE RESISTANCE VALUE IS EXCEEDED, NOTIFY THE OWNER FOR FUTURE INSTRUCTION ON METHODS FOR REDUCING THE RESISTANCE VALUE. SUBMIT TEST REPORTS AND FURNISH TO SMART SMR ONE COMPLETE SET OF PRINTS SHOWING "INSTALLED WORK".

UTILITY SERVICE:

1. TELEPHONE AND ELECTRICAL METERING FACILITIES SHALL CONFORM TO THE REQUIREMENTS OF THE SERVING UTILITY COMPANIES. CONTRACTOR SHALL VERIFY SERVICE LOCATIONS AND REQUIREMENTS. SERVICE INFORMATION WILL BE FURNISHED BY THE SERVING UTILITIES.
2. CONFORM TO ALL REQUIREMENTS OF THE SERVING UTILITY COMPANIES.

PRODUCTS:

1. ALL MATERIALS SHALL BE NEW, CONFORMING WITH NEC, ANSI, NEMA, AND THEY SHALL BE U.L. LISTED AND LABELED.
2. CONDUIT:
   A) RIGID CONDUIT SHALL BE U.L. LABEL GALVANIZED ZINC COATED WITH ZINC INTERIOR AND SHALL BE USED WHEN INSTALLED IN OR UNDER CONCRETE SLABS, IN CONTACT WITH THE EARTH, UNDER PUBLIC ROADWAYS, IN MASONRY WALLS OR EXPOSED ON BUILDING EXTERIOR, RIGID CONDUIT IN CONTACT WITH EARTH SHALL BE 1/2 LAPPED WRAPPED WITH HUNTS WRAP PROCESS NO. 3.

   B) ELECTRICAL METALLIC TUBING SHALL U.L. LABEL, FITTINGS SHALL BE COMPRESSION TYPE. EMT SHALL BE USED ONLY FOR INTERIOR RUNS.

   C) FLEXIBLE METALLIC CONDUIT SHALL HAVE U.L. LISTED LABEL AND MAY BE USED WHERE PERMITTED BY CODE. FITTINGS SHALL BE "JAKE" OR "SQUEEZE" TYPE. SEAL TIGHT FLEXIBLE CONDUIT. ALL CONDUIT EXCESS OF SIX FEET IN LENGTH SHALL HAVE FULL SIZE GROUND WIRE.

   D) CONDUIT RUNS MAY BE SURFACE MOUNTED IN CEILING OR WALLS UNLESS INDICATED OTHERWISE. CONDUIT INDICATED SHALL RUN PARALLEL OR AT RIGHT ANGLES TO CEILING, FLOOR OR BEAMS. VERIFY EXACT ROUTING OF ALL EXPOSED CONDUIT WITH ARCHITECT PRIOR TO INSTALLING.

   E) ALL UNDERGROUND CONDUITS SHALL BE PVC SCHEDULE 40 (UNLESS NOTED OTHERWISE) AT A MINIMUM DEPTH OF 24" BELOW GRADE

   F) ALL CONDUIT ONLY (C.O.) SHALL HAVE PULL ROPE.

   G) CONDUITS RUN ON ROOFS SHALL BE INSTALLED ON 4x4 REDWOOD SLEEPERS, 6'-0" ON CENTER, SET IN NON-HARDENING MASTIC.
3. ALL WIRE AND CABLE SHALL BE COPPER, 600 VOLT, #12 AWG MINIMUM UNLESS SPECIFICALLY NOTED OTHERWISE ON THE DRAWINGS. CONDUCTORS #10 AWG AND SMALLER SHALL BE SOLID. CONDUCTORS #8 AWG AND LARGER SHALL BE STRANDED. TYPE THHN INSULATION USED UNLESS CONDUCTORS INSTALLED IN CONDUIT EXPOSED TO WEATHER, IN WHICH CASE TYPE THWN INSULATION SHALL BE USED.
4. PROVIDE GALVANIZED COATED STEEL BOXES AND ACCESSORIES SIZED PER CODE TO ACCOMMODATE ALL DEVICES AND WIRING.
5. DUPLEX RECEPTACLES SHALL BE SPECIFICATION GRADE WITH WHITE FINISH (UNLESS NOTED BY ENGINEER), 20 AMP, 125 VOLT, THREE WIRE GROUNDING TYPE. NEMA 5-20R. MOUNT RECEPTACLE AT +12" ABOVE FINISHED FLOOR UNLESS OTHERWISE INDICATED ON DRAWINGS OR DETAILS. WEATHERPROOF RECEPTACLES SHALL BE GROUND FAULT INTERRUPTER TYPE WITH SIERRA #WPD-8 LIFT COVER PLATES.
6. TOGGLE SWITCHES SHALL BE 20 AMP, 120 VOLT AC, SPECIFICATION GRADE WHITE (UNLESS NOTED OTHERWISE) FINISH. MOUNT SWITCHES AT+48" ABOVE FINISHED FLOOR.
7. PANEL BOARDS SHALL BE DEAD FRONT SAFETY TYPE WITH ANTI-BURN SOLDERLESS COMPRESSION APPROVED FOR COPPER CONDUCTORS, COPPER BUS BARS, FULL SIZED NEUTRAL BUS, GROUND BUS AND EQUIPPED WITH QUICK-MAKE QUICK-BREAK BOLT-IN TYPE THERMAL MAGNETIC CIRCUIT BREAKERS. MOUNT TOP OF THE PANEL BOARD AT 6'-3" ABOVE FINISH FLOOR. PROVIDE TYPE WRITTEN CIRCUIT DIRECTORY.
8. ALL CIRCUIT BREAKERS, MAGNETIC STARTERS, AND OTHER ELECTRICAL EQUIPMENT SHALL HAVE AN INTERRUPTING RATING NOT LESS THAN THE MAXIMUM SHORT CIRCUIT CURRENT TO WHICH THEY BE SUBJECTED.
9. GROUND RODS SHALL BE COPPER CLAD STEEL, 5/8" DIA. ROUND AND 10'-0" LONG. COPPERWELD OR APPROVED EQUAL.

INSTALLATION:

1. PROVIDE SUPPORTING DEVICES FOR ALL ELECTRICAL EQUIPMENT, FIXTURES, BOXES, PANEL, ETC.. SUPPORT LUMINARIES FROM THE UNDERSIDE OF STRUCTURAL CEILING. EQUIPMENT SHALL BE BRACED TO WITHSTAND HORIZONTAL FORCES I ACCORDANCE WITH STATE AND LOCAL CODE REQUIREMENTS. PROVIDE PRIOR ALIGNMENT AND LEVELING OF ALL DEVICES AND FIXTURES.
2. CUTTING, PATCHING, CHASES, OPENINGS: PROVIDE LAYOUT IN ADVANCE TO ELIMINATE UNNECESSARY CUTTING OR DRILLING OF WALLS, FLOORS, CEILINGS, AND ROOFS. ANY DAMAGE TO BUILDING STRUCTURE OR EQUIPMENT SHALL BE REPAIRED BY THE CONTRACTOR. OBTAIN PERMISSION FROM THE ENGINEER BEFORE CORING.
3. IN DRILLING HOLES INTO THE CONCRETE WHETHER FOR FASTENING OR ANCHORING PURPOSES, OR PENETRATIONS THROUGH THE FLOOR FOR CONDUIT RUNS, PIPE RUNS, ETC., IT MUST BE CLEARLY UNDERSTOOD THAT TENDONS AND/OR REINFORCING STEEL WILL NOT BE DRILLED INTO, CUT OR DAMAGED UNDER ANY CIRCUMSTANCES.
4. LOCATION OF TENDONS AND/OR REINFORCING STEEL ARE NOT DEFINITELY KNOWN AND THEREFORE, MUST BE SEARCHED FOR BY APPROPRIATE METHODS AND EQUIPMENT VIA X-RAY OR OTHER DEVICES THAT CAN ACCURATELY LOCATE THE REINFORCING AND/OR STEEL TENDONS.
5. PENETRATIONS IN FIRE RATED WALLS SHALL BE FIRE STOPPED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT C.B.C.

PROJECT CLOSEOUT:

1. UPON COMPLETION OF WORK, CONDUCT CONTINUITY, SHORT CIRCUIT, AND FALL POTENTIAL GROUNDING TESTS FOR APPROVAL. SUBMIT TEST REPORTS TO PROJECT MANAGER. CLEAN PREMISES OF ALLS DEBRIS RESULTING FROM WORK AND LEAVE WORK IN A COMPLETE AND UNDAMAGED CONDITION.
2. PROVIDE PROJECT MANAGER WITH ONE SET OF COMPLETE ELECTRICAL "AS INSTALLED" DRAWINGS AT THE COMPLETION OF THE JOB, SHOWING ACTUAL DIMENSIONS, ROUTINGS AND CIRCUITS.
3. ALL BROCHURES, OPERATING MANUALS, CATALOG, SHOP DRAWINGS, ETC., SHALL BE TURNED OVER TO OWNER AT JOB COMPLETION.

GROUNDING NOTES:

1. ALL DETAILS ARE SHOWN IN GENERAL TERMS. ACTUAL GROUNDING INSTALLATION REQUIREMENTS AND CONSTRUCTION ACCORDING TO SITE CONDITIONS. AT&T'S GROUNDING SPECIFICATIONS NUMBER ATT-TP-76416 (CHAPTER 7), AND MANUFACTURER SPECIFICATION.
2. ALL GROUNDING CONDUCTORS: #2 AWG SOLID BARE TINNED COPPER WIRE UNLESS OTHERWISE NOTED.
3. GROUND BAR LOCATED IN BASE OF EQUIPMENT WILL BE PROVIDED, FURNISHED AND INSTALLED BY THE VENDOR.
4. ALL BELOW GRADE CONNECTIONS: EXOTHERMIC WELD TYPE, ABOVE GRADE CONNECTIONS: EXOTHERMIC WELD TYPE.
5. GROUND RING SHALL BE LOCATED A MINIMUM OF 24" BELOW GRADE OR 6" MINIMUM BELOW THE FROST LINE.
6. INSTALL GROUND CONDUCTORS AND GROUND ROD MINIMUM OF 1'-0" FROM EQUIPMENT CONCRETE SLAB, SPREAD FOOTING, OR FENCE.
7. EXOTHERMIC WELD GROUND CONNECTION TO FENCE POST: TREAT WITH A COLD GALVANIZED SPRAY.
8. GROUND BARS:
   A) EQUIPMENT GROUND BUS BAR (EGB) LOCATED AT THE BOTTOM OF ANTENNA POLE/MAST FOR MAKING GROUNDING JUMPER CONNECTIONS TO COAX FEEDER CABLES SHALL BE FURNISHED AND INSTALLED BY ELECTRICAL CONTRACTOR. JUMPERS (FURNISHED BY OWNERS) SHALL BE INSTALLED AND CONNECTED BY ELECTRICAL CONTRACTOR.
9. ALL GROUNDING INSTALLATIONS AND CONNECTIONS SHALL BE MADE BY ELECTRICAL CONTRACTOR.
10. OBSERVE N.E.C. AND LOCAL UTILITY REQUIREMENTS FOR ELECTRICAL SERVICE GROUNDING.
11. GROUNDING ATTACHMENT TO TOWER SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS OR AT GROUNDING POINTS PROVIDED (2 MINIMUM).
12. IF EQUIPMENT IS IN A C.L. FENCE ENCLOSURE, GROUND ONLY CORNER POSTS AND SUPPORT POSTS OF GATE. IF CHAIN LINK LID IS USED, THEN GROUND LID ALSO.
13. GROUNDING AT PPC CABINET SHALL BE VERTICALLY INSTALLED.
14. ALL GROUNDING FOR ANTENNAS SHALL BE CONNECTED SO THAT IT WILL BY-PASS MAIN BUSS BAR.
15. ALL EMT RUNS SHALL BE GROUNDED AND HAVE A BUSHING, NO PVC ABOVE GROUND.
16. USE SEPARATE HOLES FOR GROUNDING AT BUSS BAR. NO "DOUBLE-UP" OF LUGS.
17. POWER AND TELCO CABINETS SHALL BE GROUNDED (BONDED) TOGETHER.
18. NO LB'S ALLOWED ON GROUNDING.
19. PROVIDE STAINLESS STEEL CLAMP AND BRASS TAGS ON COAX AT ANTENNAS AND DOGHOUSE.

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6004 RILEY STREET

FOLSOM, CA 95630

FA# 15530356

USID# 311736

Prepared For:

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REV	DATE	DESCRIPTION
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Designer / Engineer:

Norman Scheel Structural Engineer

1989 - 2022 33 YEARS OF EXCELLENCE Norman Scheel Structural Engineer

5022 Sunrise Blvd.
Fair Oaks, California 95628

Sheet Title:

GENERAL ELECTRICAL NOTES

Sheet Number:

E-1

ELECTRICAL INSTALLATION METHODS:

This installation shall comply with the currently adopted edition of

1. the National Electrical Code and with utility company and local code requirements.
2. Install sufficient lengths of LFMC including all conduit fittings (nuts, reducing bushings, elbows, couplings, etc) necessary for connection from IMC or PVC conduit to the interior of the BTS cabinet.
3. Power, control and equipment ground wiring in tubing or conduit shall be single conductor (#14 AWG and larger), 600V, oil resistant THHN or THWN-2, Class B stranded copper cable rated for 90°C (wet and dry) operation; listed or labeled for the location and raceway system used.
4. Cut, coil and tape a 3 foot pigtail from end of LFMC for terminating by BTS equipment manufacturer.
5. Supplemental equipment ground wiring located indoors shall be single conductor (#6 AWG and larger), 600V, oil resistant THHN or THWN-2 green insulation, Class B stranded copper cable rated for 90°C (wet and dry) operation, listed or labeled for the location and raceway system used.
6. Supplemental equipment ground wiring located outdoors or below grade shall be single conductor #2 AWG solid, tinned, copper cable.
7. Power and control wiring, not in tubing or conduit, shall be multi-conductor, Type TC. Cable (#14 AWG and larger), 600V, oil resistant THHN or THWN-2, Class B, Stranded copper cable rated for 90°C (Wet or Dry) operation, with outer jacket listed or labeled for the location used.
8. Cables shall not be routed through ladder-style cable tray rungs.
9. Raceway and cable tray shall be listed or labeled for electrical use in accordance with NEMA, UL, ANSI/IEEE and NEC.
10. New raceway or cable tray shall match the existing installation where possible.
11. All power and grounding connections shall be crimp style, compression, wire lugs and wirenuts by Thomas and Betts (or equal). Lugs and wirenuts shall be rated for operation at no less than 75°C.
12. Each end of every power, grounding and T1 conductor and cable shall be labeled with color coded insulation or electrical tape. The identification method shall conform with NEC & OSHA and match existing installation requirements.
13. All electrical components shall be clearly labeled with engraved laminated plastic labels. All equipment shall be labeled with their voltage rating, phase configuration, wire configuration, power or ampacity rating and branch circuit ID numbers (panelboard and circuit identification).
14. All tie wraps shall be cut flush with approved cutting tool to remove sharp edges.
15. Rigid nonmetallic conduit (PVC Schedule 40 or PVC Schedule 80) shall be used underground, direct buried in areas of occasional light vehicle traffic or encased in reinforced concrete in areas of heavy vehicle traffic.
16. All conduit run above ground or exposed shall be LFMC, IMC or Rigid Steel.
17. Electrical metallic tubing (EMT) shall be used for concealed indoor locations.
18. Liquid tight flexible metallic conduit shall be used indoors and outdoors where vibration occurs or flexibility is needed.
19. Conduit and tubing fittings shall be threaded or compression type and approved for the location used. Setscrew fittings are not acceptable.
20. Cabinets, boxes and wireways shall be listed or labeled for electrical use in accordance with NEMA, UL, ANSI/IEEE and NEC.
21. Cabinets, boxes and wireways shall match the existing installation where possible.
22. Provide necessary tagging on the breakers, cables and distribution panels in accordance with applicable codes and standards to safeguard life and property.
23. The subcontractor shall review and inspect the existing facility grounding system and lightning protection system (as designed and installed) for strict compliance with the NEC. The site specific lightning protection code and general compliance with Telcordia and TIA grounding standards. The subcontractor shall report any violations or adverse findings to the contractor for resolution.
24. All electrode systems (including telecommunication, radio, lightning protection and AC power GES's) shall be bonded together at or below grade by two or more copper bonding conductors in accordance with the NEC.
25. Perform IEEE fall-of-potential resistance to earth testing (per IEEE 1100 and 81) for new ground electrode systems. The subcontractor shall furnish and install supplemental ground electrodes as needed to achieve a test result of 5 ohms or less.
26. Metal raceway shall not be used as the NEC required equipment ground conductor. Stranded copper conductors with green insulation sized in accordance with the NEC shall be furnished and installed with the power circuits to BTS equipment.
27. Each indoor BTS cabinet frame shall be directly connected to the master ground bar with supplemental equipment ground wires #6 or larger.
28. Exothermic welds shall be used for all grounding connections below grade.
29. Approved antioxidant coatings (i.e. conductive gel or paste) shall be used on all compression and bolted ground connections.
30. ICE bridge bonding conductors shall be exothermically bonded or bolted to the bridge and the tower ground bar.
31. Surfaces to be connected to ground conductors shall be cleaned to a bright surface at all connections.
32. Exposed ground connections shall be made with compression connectors which are then bolted to equipment using stainless steel hardware. Installation torque shall be per manufacturer's requirements.
33. DC power cables shall be Cobra COP-FLEX 2000, Flexible Class B or approved equal.

4 ELECTRICAL NOTES
1/4" = 1'-0"

PANEL SCHEDULE

NAMEPLATE: PANEL A					SC LEVEL: 22,000				VOLTS: 120/208V, 1Ø, 3W		
LOCATION: AT&T SITE									BUS AMPS: 200A		
MOUNTING: WALL									MAIN CB: 200A		
ØA	ØB									ØA	ØB
LOAD VA	LOAD VA	CONT.	LOAD DESCRIPTION	BKR AMP/ POLE	CIRCUIT NO.		BKR AMP/ POLE	CONT.	LOAD DESCRIPTION	LOAD VA	LOAD VA
1,320	-	Y	RECTIFIER #1	30/2	01	02	30/2	Y	RECTIFIER #4	1,320	-
-	1,320	Y	RECTIFIER #1	-	03	04	-	Y	RECTIFIER #4	-	1,320
1,320	-	Y	RECTIFIER #2	30/2	05	06	30/2	Y	RECTIFIER #5	1,320	-
-	1,320	Y	RECTIFIER #2	-	07	08	-	Y	RECTIFIER #5	-	1,320
1,320	-	Y	RECTIFIER #3	30/2	09	10	30/2	Y	RECTIFIER #6	1,320	-
-	1,320	Y	RECTIFIER #3	-	11	12	-	Y	RECTIFIER #6	-	1,320
1,320	-	Y	RECTIFIER #7	30/2	13	14	30/2	Y	RECTIFIER #10	1,320	-
-	1,320	Y	RECTIFIER #7	-	15	16	-	Y	RECTIFIER #10	-	1,320
1,320	-	Y	RECTIFIER #8	30/2	17	18	30/2	Y	RECTIFIER #11	1,320	-
-	1,320	Y	RECTIFIER #8	-	19	20	-	Y	RECTIFIER #11	-	1,320
1,320	-	Y	RECTIFIER #9	30/2	21	22	-	N	SPACE	1,320	-
-	1,320	Y	RECTIFIER #9	-	23	24	20/1	Y	GFCI RECEPTACLE	-	300
1,600	-	Y	HVAC 1	20/2	25	26	20/1	Y	EXTERIOR LIGHT	300	-
-	1,600	Y	HVAC 1	-	27	28	20/1	Y	BATTERY HEATER BLOCK	-	1,000
180	-	N	GFCI RECEPTACLE		29	30	20/1	Y	BATTERY CHARGER BLOCK	250	-
9,700	9,520	PHASE TOTALS							PHASE TOTALS	8,470	6,900
TOTAL VA = 34,590VA				TOTAL AMPS = 144A							

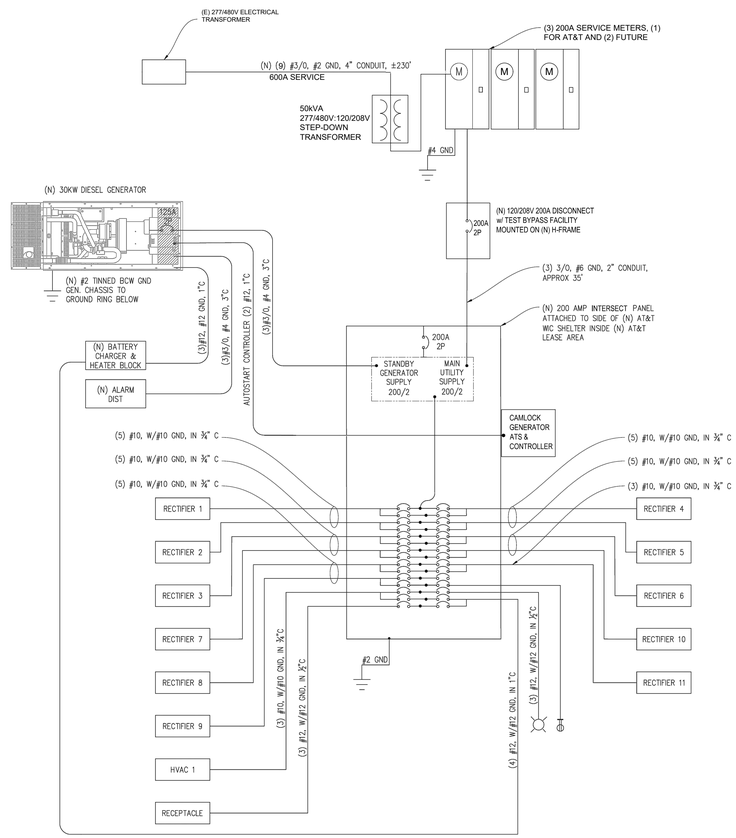
3 PANEL SCHEDULE

ABBREVIATIONS:

BCW	BARE COPPER WIRE
BTS	BASE TRANSCEIVER STATION
C	CONDUIT
(E)	EXISTING
EG	EQUIPMENT GROUND
(F)	FUTURE
FACP	FIRE ALARM CONTROL PANEL
GEN	GENERATOR
IG	ISOLATED GROUND
IMC	INTERMEDIATE METAL CONDUIT
LFMC	LIQUID TIGHT FLEXIBLE METAL CONDUIT
MCM	MILLION CIRCULAR MILLS
MI	MECHANICAL INTERLOCK
MP&S	SEE MECHANICAL PLANS & SPECIFICATIONS
(N)	NEW
NEMA	NATIONAL ELECTRICAL MANUFACTURER'S ASSOCIATION
NL	NIGHT LIGHT - FIXTURE TO BE UNSWITCHED
PFB	PROVISION FOR FUTURE BREAKER
PVC	POLYVINYL CHLORIDE CONDUIT
(R)	RELOCATE
RG	RELAY TO MONITOR GENERATOR POWER
RU	RELAY TO MONITOR UTILITY POWER
TYP	TYPICAL
UON	UNLESS OTHERWISE NOTED
WP	WEATHERPROOF
GFCI	GROUND FAULT CIRCUIT INTERRUPTER

NOTE: SYMBOLS INDICATED ABOVE MAY NOT NECESSARILY APPEAR AS PART OF THESE DRAWINGS IF NOT REQUIRED.

2 ABBREVIATIONS



1 SINGLE LINE DIAGRAM
1/4" = 1'-0"

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Folsom, California 95630

AT&T SITE NO:	CVL05842
PROJECT NO:	21-008
DRAWN BY:	BW
CHECKED BY:	BW

REV	DATE	DESCRIPTION
3		
2		
1		
0		
C	12/20/2022	100% ZD SUB
B	12/20/2021	95% ZD SUB
A	11/22/2021	90% ZD SUB.

Licensee:

REGISTERED PROFESSIONAL ENGINEER
NORMAN J SCHEEL
No. 2567
Exp. 12-31-23
STRUCTURAL
STATE OF CALIFORNIA

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

Designer / Engineer:

Norman Scheel Structural Engineer
1989 - 2022 33 YEARS OF EXCELLENCE Norman Scheel Structural Engineer
5022 Sunrise Blvd.
Fair Oaks, California 95628

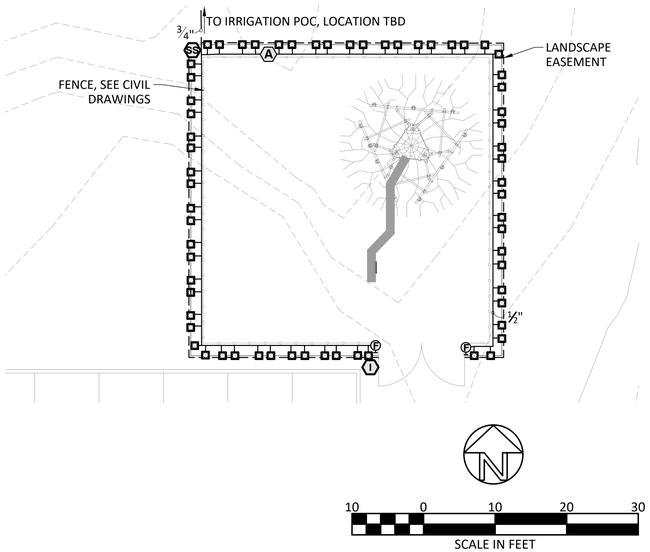
Sheet Title:
POWER SINGLE LINE DIAGRAM

Sheet Number:
E-3

IRRIGATION SCHEDULE

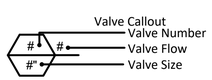
VALVE NUMBER	IRRIGATION TYPE	P.R. INCH/HR	GPM	WATER USE	WATERING INTERVAL: DAYS PER WEEK/MINUTES PER CYCLE											
					JAN 0.9 ETo	FEB 1.7 ETo	MAR 3.4 ETo	APR 5.0 ETo	MAY 6.5 ETo	JUN 7.5 ETo	JUL 8.0 ETo	AUG 7.1 ETo	SEP 5.2 ETo	OCT 3.3 ETo	NOV 1.6 ETo	DEC 0.9 ETo
A1	DRIP	.93	1.1	LOW	1-4	1-8	1-15	1-19	1-28	2-17	2-18	2-15	1-23	1-15	1-7	1-4

NOTES:
1. WATERING TIMES ARE BASED ON WEEKLY APPLICATION RATES (IN INCHES).
2. THIS IRRIGATION SCHEDULE IS BASED ON A 10 HOUR WATERING WINDOW WITH 2 DAYS OF OPERATION PER WEEK. THE IRRIGATION SYSTEM SHALL OPERATE BETWEEN 10 P.M. AND 8 A.M.
3. DURING THE FIRST YEAR, INCREASE THE OPERATION RUN TIME BY 20%. DURING THE THIRD YEAR, REDUCE OPERATION RUN TIME BY 50%.
4. DUE TO UNFORESEEN SITE CONDITIONS AND WEATHER, THE IRRIGATION SYSTEM RUN TIMES MAY NEED TO BE ADJUSTED AS NECESSARY TO ENSURE THAT PROPER MOISTURE IS MAINTAINED IN THE LANDSCAPE.
5. WATERING TIMES ARE BASED ON ANNUAL EVAPOTRANSPIRATION OF 50.5 INCHES PER YEAR, IN ACCORDANCE WITH APPENDIX A OF THE MODEL WATER EFFICIENT LANDSCAPE ORDINANCE.



IRRIGATION LEGEND

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	DETAIL
	Anti-Siphon Control Valve Anti-siphon valve with filter and 40psi pressure regulator. Hunter ACZ-075-40 or approved equal.	1/L-3
	Flush Valve 3/4" Hunter AFV-B, or approved equal.	4/L-3
	Drip System Operation Indicator 6" pop-up pressure indicator. Hunter ECO-ID or approved equal. Install at farthest point of drip zone from valve.	7/L-3
	Drip Emitters Point-Source Drip Emitter with Self-Piercing Barb, 1.0 GPH with diffuser cap, (2) per plant on opposite sides of plant. Hunter HE-10-B with HE-DIFF, or approved equal.	6/L-3
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	DETAIL
	Air Relief Valve Hunter model #PLD-AVR. Install at high point of drip system.	5/L-3
	Controller 1-Station Bluetooth Controller, Hunter NODE-BT-100 or approved equal.	1/L-3
	Soil Sensor Hunter model SC-PROBE soil moisture sensor. Connect to controller and install per manufacturer`s recommendations.	1/L-3
	Irrigation Lateral Line: PVC Class 200 ¾" size	2/L-3
	Drip Lateral Line: Hunter TWPE ½" size. Installed on surface. Connect to lateral line with Class 200 riser.	3/L-3



GENERAL NOTES

UNAUTHORIZED CHANGES AND USES: HELIX ENVIRONMENTAL PLANNING WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY HELIX ENVIRONMENTAL PLANNING .

BASE SHEET DATA: THE PROPOSED IMPROVEMENTS SHOWN ON THESE DRAWINGS ARE DRAWN ONTO A BASE SHEET FORMED FROM THE TOPOGRAPHIC SURVEY, ARCHITECTURAL AND/OR ENGINEERING DOCUMENTS, AND OTHER DATA THAT HAS BEEN MADE AVAILABLE TO HELIX ENVIRONMENTAL PLANNING . HELIX ENVIRONMENTAL PLANNING SHALL NOT BE HELD LIABLE FOR CHANGES, INACCURACIES, OMISSIONS, OR OTHER ERRORS ON DOCUMENTS PROVIDED TO US. THE BASE SHEET DATA IS PROVIDED AS AN AID ONLY AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR REVIEWING THESE DOCUMENTS AND INCORPORATING/INTEGRATING ALL CONSTRUCTION AS REQUIRED TO ACCOMMODATE SAME.

THE SOURCE OF THE BASE SHEET DATA IS: CVL5842 Livermore Community Park Site Plan.dwg AS DATED 01/14/2022, PROVIDED BY EPIC WIRELESS GROUP.

CONTRACTOR: ALL WORK IS TO BE PERFORMED BY A LICENSED CONTRACTOR AND EXPERIENCED WORKERS. THE CONTRACTOR SHALL CONFORM TO ALL LOCAL CODES AND OBTAIN AND PAY FOR ALL PERMITS NECESSARY TO COMPLETE THE WORK.

JOB SITE CONDITIONS: THE CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES THAT 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; THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY, AND HOLD THE CLIENT, OWNER, AND HELIX ENVIRONMENTAL PLANNING HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT EXCEPT LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE CLIENT, OWNER, OR HELIX ENVIRONMENTAL PLANNING . TEMPORARY FENCING SHALL BE PROVIDED AND MAINTAINED AROUND SITE PERIMETER AND AT LOCATIONS DEEMED NECESSARY BY CONTRACTOR. TEMPORARY FENCING SHALL BE 6' CHAIN LINK WITH PEDESTAL TYPE BASE. RELOCATE AS NECESSARY DURING CONSTRUCTION.

UTILITIES: PRIOR TO CONSTRUCTION, THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE UTILITY COMPANIES INVOLVED IN THE VICINITY OF CONSTRUCTION AND REQUESTING A VISUAL VERIFICATION OF THE LOCATIONS OF THEIR FACILITIES. MOST UTILITY COMPANIES ARE MEMBERS OF THE UNDERGROUND SERVICE ALERT (U.S.A.) ONE-CALL PROGRAM. THE CONTRACTOR OR ANY SUBCONTRACTOR FOR THIS CONTRACT SHALL NOTIFY MEMBERS OF THE U.S.A. 72 HOURS IN ADVANCE OF PERFORMING EXCAVATION WORK BY CALLING 811 OR UTILIZING U.S.A'S ONLINE SERVICE AT USANORTH811.ORG/EXCAVATORS. EXCAVATION IS DEFINED AS BEING 12 OR MORE INCHES IN DEPTH BELOW THE EXISTING SURFACE. A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL KNOWN UNDERGROUND UTILITIES. THE CONTRACTOR IS CAUTIONED THAT ONLY EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATION, AND DEPTHS OF SUCH UNDERGROUND UTILITIES. HOWEVER, HELIX ENVIRONMENTAL PLANNING CANNOT ASSUME RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF THE DELINEATION OF SUCH UTILITIES, OR FOR THE EXISTENCE OF OTHER BURIED OBJECTS OR UTILITIES WHICH ARE NOT SHOWN ON THESE DRAWINGS.

COORDINATION: THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE SCHEDULING OF CONSTRUCTION OPERATIONS WITH CONSTRUCTION OPERATIONS OF OTHERS WORKING ON OR NEAR THE PROJECT SITE.

EMISSIONS: THE CONTRACTOR SHALL MAINTAIN AND OPERATE CONSTRUCTION EQUIPMENT TO MINIMIZE EXHAUST EMISSIONS. DURING CONSTRUCTION, TRUCKS AND EQUIPMENT SHALL BE OPERATED ONLY WHEN NECESSARY AND ENGINES SHALL BE SHUT OFF WHEN TRUCKS ARE BEING LOADED OR UNLOADED OR OTHERWISE STATIONARY. EQUIPMENT SHALL BE MAINTAINED IN GOOD CONDITION AND WELL-TUNED TO MINIMIZE EXHAUST EMISSIONS.

GUARANTEE: MATERIALS AND INSTALLATION WORK, AND ALL PLANT MATERIAL, SHALL BE GUARANTEED BY CONTRACTOR FOR A ONE YEAR PERIOD FOLLOWING FINAL ACCEPTANCE OF THE PROJECT. IMPROPER WATERING AND/OR MAINTENANCE PROCEDURES BY OWNER DURING THIS PERIOD THAT RESULT IN THE DEATH OR DAMAGE TO PLANT MATERIAL WILL RELIEVE THE CONTRACTOR OF HIS/HER RESPONSIBILITIES UNDER THIS GUARANTEE.

IRRIGATION NOTES

SYSTEM DESIGN: SYSTEM FEATURES ARE SHOWN DIAGRAMMATICALLY FOR GRAPHIC CLARITY. THE SYSTEM DESIGN IS BASED ON 30 PSI AND 5 GPM AVAILABLE AT THE POINT OF CONNECTION. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THESE REPORTED READINGS PRIOR TO CONSTRUCTION. IF A DISCREPANCY EXISTS BETWEEN THE REPORTED AND THE FOUND READINGS THAT WILL ADVERSELY AFFECT THE OPERATION OF THE SYSTEM, CEASE CONSTRUCTION ACTIVITY AND NOTIFY THE CLIENT REPRESENTATIVE AT ONCE BY TELEPHONE AND IN WRITING. THE CONTRACTOR SHALL OBTAIN AUTHORIZATION FROM THE CLIENT REPRESENTATIVE BEFORE PROCEEDING WITH IRRIGATION SYSTEM INSTALLATION. IN THE EVENT A PRESSURE DISCREPANCY IS NOT REPORTED IN WRITING PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ANY NECESSARY REVISIONS.

TEMPORARY IRRIGATION SYSTEM: THIS IS A TEMPORARY IRRIGATION SYSTEM INTENDED TO AID THE ESTABLISHMENT OF THE PROPOSED PLANTS. THE IRRIGATION SYSTEM SHALL BE USED FOR THE FIRST THREE YEARS FOLLOWING PLANT INSTALLATION.

CODES: INSTALLATION SHALL OCCUR IN ACCORDANCE WITH ALL LOCAL CODES AND MANUFACTURER'S SPECIFICATIONS. NOTIFY THE CLIENT REPRESENTATIVE BY TELEPHONE AND IN WRITING OF ANY CONFLICTS PRIOR TO CONSTRUCTION.

POINT OF CONNECTION: CONNECT TO EXISTING SUBSURFACE MAINLINE DOWNSTREAM OF EXISTING SPIGOT, APPROXIMATE LOCATION SHOWN. CONTRACTOR SHALL VERIFY MAINLINE SIZE AND LOCATION IN FIELD. THE FINAL LOCATION OF THE REMOTE CONTROL VALVE SHALL BE APPROVED BY THE CLIENT REPRESENTATIVE PRIOR TO INSTALLATION.

SYSTEM INSTALLATION: INSTALL IRRIGATION SYSTEM AS SHOWN ON PLAN AND CONSTRUCTION DETAILS. DO NOT WILLFULLY INSTALL THE IRRIGATION SYSTEM AS DIAGRAMMATICALLY SHOWN ON THE DRAWINGS WHEN IT IS OBVIOUS IN THE FIELD THAT OBSTRUCTIONS, GRADE DIFFERENCES, OR DIFFERENCES IN SITE DIMENSIONS EXIST THAT MIGHT NOT HAVE BEEN FORESEEN AND CONSIDERED IN THE IRRIGATION SYSTEM DESIGN. INSTALL ALL PIPING AND VALVES IN COMMON TRENCHES WHERE FEASIBLE AND INSIDE PLANTING AREAS WHENEVER POSSIBLE. IF DIFFERENCES OR OBSTRUCTIONS EXIST IN THE FIELD THAT WILL NOT ALLOW FOR THE INSTALLATION OF THE IRRIGATION SYSTEM AS DIAGRAMMATICALLY SHOWN, THE CLIENT REPRESENTATIVE SHOULD BE INFORMED BY TELEPHONE AND IN WRITING BEFORE PROCEEDING. IN THE EVENT THAT THIS NOTIFICATION IS NOT PERFORMED, THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ANY REVISIONS AND REPAIR WORK NECESSARY.

TESTING: AFTER INSTALLING NEW VALVE, THE CONTRACTOR SHALL CHARGE THE MAINLINE AND TEST SYSTEM FOR LEAKS AND REPAIR THE MAINLINE AS NECESSARY. THE CONTRACTOR SHALL ALSO TEST THE CONTROLLER AND WIRING SYSTEM TO VALVES ENSURING OPERABILITY.

VALVE BOXES: ALL VALVE BOXES LOCATED WITHIN UTILITY OR ACCESS EASEMENT ARE TO BE RATED FOR VEHICULAR TRAFFIC. INSTALL FLUSH WITH FINISH GRADE OR PER DETAIL. INSTALL BOXES AS NEEDED AT JOINTS TO ALLOW INSTALLATION OF LATERAL PIPING IN SLEEVES.

FITTINGS: INSTALL ALL IRRIGATION PIPE WITH APPROPRIATE FITTINGS AND ADHESIVE RECOMMENDED FOR USE IN THIS APPLICATION IN ACCORDANCE WITH INDUSTRY STANDARDS.

FIELD ADJUSTMENTS: SUBSTITUTIONS OF EQUIPMENT ARE NOT ALLOWED. ALL MATERIALS SHALL BE NEW AND INSTALLED IN A WAY THAT PROVIDES A COMPLETE AND EFFICIENT OPERATING SYSTEM. FIELD ADJUSTMENTS MAY BE REQUIRED TO PROVIDE OPTIMUM OPERATING EFFICIENCY -- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE CLIENT REPRESENTATIVE TO REVIEW PROPOSED FIELD ADJUSTMENTS PRIOR TO INSTALLATION. IF WRITTEN NOTIFICATION IS NOT RECEIVED AND RESPONDED TO BY THE CLIENT REPRESENTATIVE THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ANY NECESSARY REVISIONS.

REV. #	REVISION DESCRIPTION

IRRIGATION

AT&T LIVERMORE PARK
EPIC WIRELESS

LANDSCAPE ARCHITECT OF RECORD

HELIX Environmental Planning
1 1 NATOMA STREET, SUITE 155
FOLSOM, CALIFORNIA 95630
(916) 365-8700

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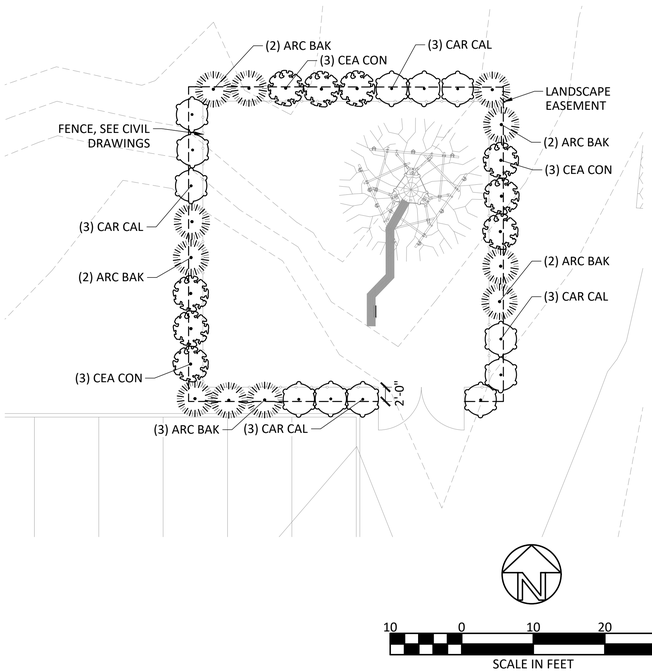
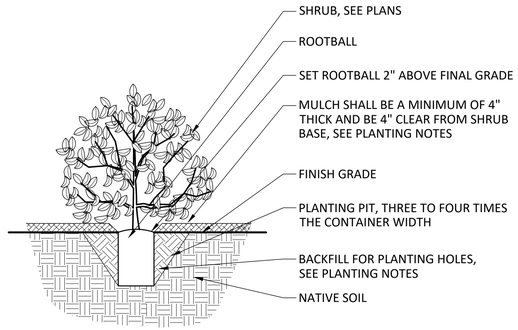
DRAWN BY CBH
DATE 01/28/2022
SCALE AS SHOWN
JOB NUMBER 00034.001
SHEET L-1 1 of 3





NOTES:
1. REMOVE ALL NURSERY STAKES AND TIES.
2. WATER TO SATURATION WHEN FIRST PLANTED

1 SHRUB PLANTING
N.T.S.

PLANT LEGEND

SHRUBS	CODE	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE	MATURE SIZE (H X W)
	ARC BAK	Arctostaphylos bakeri 'Louis Edmunds'	Louis Edmunds Baker's Manzanita	5 gal	Low	5-6` x 5-6`
	CAR CAL	Carpenteria californica	Bush Anemone	5 gal	Low	4-6` x 4-6`
	CEA CON	Ceanothus x 'Concha'	Concha Wild Lilac	5 gal	Low	4-6` x 3-6`

PLANTING NOTES

NOTES: SEE GENERAL NOTES FOR ADDITIONAL INFORMATION.

SUBSTITUTIONS: WITHIN 10 DAYS OF AWARD OF CONTRACT, THE CONTRACTOR SHALL NOTIFY THE CLIENT REPRESENTATIVE BY TELEPHONE OR IN WRITING IF SPECIFIED PLANT MATERIALS ARE UNAVAILABLE. UNDER SUCH CONDITIONS, THE CLIENT REPRESENTATIVE WILL PROVIDE ALTERNATE PLANT MATERIAL SELECTIONS FOR PLANTS THAT ARE UNAVAILABLE. OTHERWISE, THE CONTRACTOR WILL BE RESPONSIBLE FOR FINDING ALTERNATIVE PLANT MATERIAL SELECTIONS AT HIS COST AND SUBJECT TO APPROVAL OF THE CLIENT REPRESENTATIVE. SUCH CHANGES WILL NOT ALTER THE CONTRACTOR'S ORIGINAL BID PRICE UNLESS A CREDIT IS DUE TO THE OWNER.

IRRIGATION: THE CONTRACTOR SHALL ENSURE THE IRRIGATION SYSTEM IS OPERATIONAL AND APPROVED BY THE CLIENT REPRESENTATIVE PRIOR TO PLANTING.

QUANTITIES: THE QUANTITIES SHOWN ON THE PLANT LIST AND IN LABELS ARE FOR THE LANDSCAPE ARCHITECT'S USE AND ARE NOT TO BE CONSTRUED AS THE COMPLETE AND ACCURATE QUANTITY OF THE PLANTS REQUIRED FOR THE CONTRACT. CONTRACTOR SHALL FURNISH AND INSTALL ALL PLANTS SHOWN SCHEMATICALLY ON THE DRAWINGS.

SOIL AMENDMENT: CONTRACTOR SHALL AMEND EACH PLANTING PIT BY MIXING 2 CF OF COMPOST WITH THE NATIVE BACKFILL SOIL. COMPOST SHALL BE WELL DECOMPOSED, STABLE, AND WEED FREE WITH LESS THAN 1% MAN-MADE FOREIGN MATTER. SCARIFY EDGES OF PLANTING PIT BEFORE ADDING PLANT AND BACKFILL.

PLANT STOCK REQUIREMENTS: ALL PLANTS SHALL COMPLY WITH ANSI Z60.1 REQUIREMENTS AND SHALL BE FREE FROM DISEASE, PESTS, LARVAE, EGGS, AND DEFECTS SUCH AS KNOTS, SUN SCALD, INJURIES, ABRASIONS, OR DISFIGUREMENT. ROOT SYSTEM SHALL BE WELL-DEVELOPED AND FREE OF CIRCLING ROOTS. MINOR CIRCLING ROOTS WITHIN OUTER 1" OF ROOTBALL SHOULD BE REMOVED PRIOR TO PLANTING. DO NOT PRUNE PLANTS PRIOR TO INSTALLATION. FOLLOWING INSTALLATION PRUNE ONLY TO REMOVE INJURED OR CROSSING BRANCHES AND RETAIN NATURAL SHAPE. CONTRACTOR SHALL MAINTAIN ALL LANDSCAPE AREAS FOR 90 DAYS AFTER INSTALLATION OF PLANT MATERIAL.

DRAINAGE: THE CONTRACTOR SHALL ENSURE ALL EXCAVATED PLANT PITS HAVE POSITIVE DRAINAGE. PLANT PITS WHEN FULLY FILLED WITH WATER SHALL DRAIN WITHIN 1 HOUR OF FILLING..

DELIVERY AND STORAGE: THE CONTRACTOR IS RESPONSIBLE FOR WATERING AND PROTECTING ALL PLANTS AND MATERIALS STORED ON SITE. PLANT MATERIAL SHALL BE PLANTED WITHIN 3 WORKING DAYS FOLLOWING DELIVERY TO THE SITE. THE PLANT MATERIAL SHALL BE INSPECTED AND APPROVED BY THE CLIENT REPRESENTATIVE PRIOR TO PLANTING.

WOOD MULCH: THE CONTRACTOR SHALL INSTALL A MINIMUM 4 INCH LAYER OF RECYCLED WOOD CHIP MULCH INSIDE LANDSCAPE EASEMENT. MULCH SHALL BE 4 INCHES AWAY FROM TRUNKS AND FENCE. COLOR SHALL BE NATURAL OR BROWN.

MWELO: COMPLIANCE WITH MWELO IS NOT REQUIRED FOR PROJECTS WITH TEMPORARY IRRIGATION.

REV. #	REVISION DESCRIPTION

PLANTING

AT&T LIVERMORE PARK
EPIC WIRELESS

LANDSCAPE ARCHITECT OF RECORD

HELIX Environmental Planning
11 NATOMA STREET, SUITE 155
FOLSOM, CALIFORNIA 95630
(916) 365-8700
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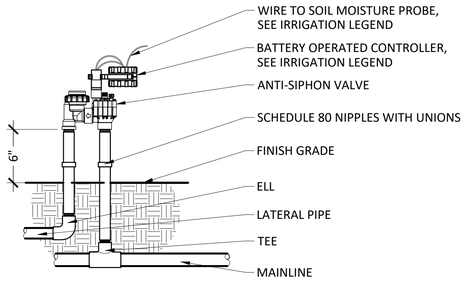
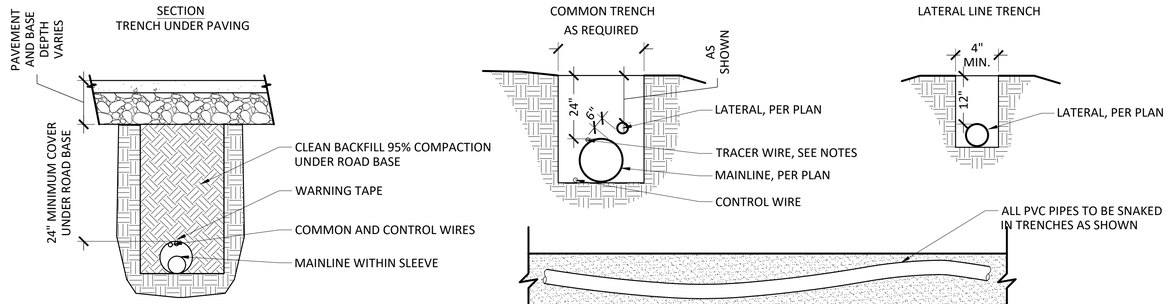
JOB NUMBER 00034.001
SHEET L-2
2 of 3



NOTE:
1. ANTI-SIPHON VALVES SHOULD BE INSTALLED 6-12" ABOVE THE HIGHEST IRRIGATION EMITTER.

1 ANTI-SIPHON VALVE AND CONTROLLER

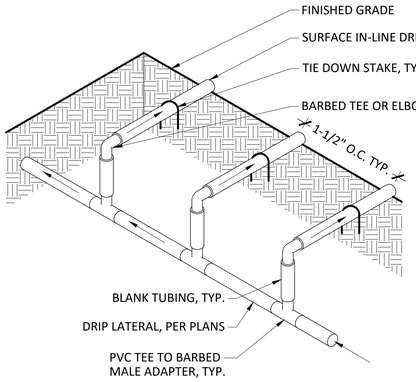
N.T.S.



NOTES:
1. ALL TRENCH DEPTHS ARE MEASURED FROM TOP OF FINISH GRADE.
2. INSTALL PIPE WITHIN SLEEVES PER PLANS UNDER PAVING. UNLESS OTHERWISE SPECIFIED, SLEEVE SIZE SHALL BE A MINIMUM OF TWICE THE DIAMETER OF THE PIPE BEING SLEEVED. SLEEVES SHALL EXTEND 1' BEYOND THE EDGE OF PAVING OR BACK OF CURB NECESSITATING THE SLEEVE. INSTALL TRACER WIRE WITH ALL MAINLINES AND WHERE PIPES ARE INSTALLED UNDER PAVEMENT.
3. ALL PIPE TO BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S INSTALLATION SPECIFICATIONS.
4. INSTALL PER BEDDING UNDER PIPING, WHEN SPECIFIED.
5. TAPE AND BUNDLE ALL WIRING AT 10' INTERVALS. TIE A 24" LOOP IN ALL WIRING AT CHANGES IN DIRECTION OF 30 DEGREES OR GREATER. UNTIE ONCE CONNECTIONS HAVE BEEN MADE.
6. BACKFILL TRENCHES, AFTER SYSTEM HAS BEEN CHARGED TO TEST FOR LEAKS, WITH CLEAN BACKFILL TO A DENSITY TO MATCH ADJACENT UNDISTURBED SOIL PER SPECIFICATIONS.
7. USE 45 OR 90 DEGREE FITTINGS ON PIPES AS NECESSARY TO NAVIGATE CURVES OR BENDS, DO NOT EXCEED THE PIPE MANUFACTURER'S RECOMMENDED CURVE RADIUS.

2 TRENCHING

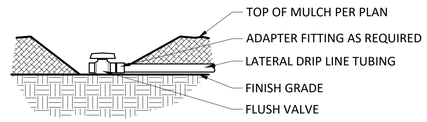
N.T.S.



NOTES:
1. MAXIMUM LENGTH OF LATERAL DRIP LINE SHALL BE 200 LINEAR FEET.
2. INSTALL STAINLESS STEEL TIE DOWN STAKES EVERY 4'.

3 PVC LATERAL TO DRIP LATERAL

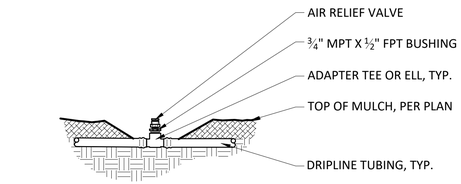
N.T.S.



NOTE:
1. FLUSH VALVE SHALL BE INSTALLED AT THE END POINT OF DRIP SYSTEM TO ALLOW ENTIRETY OF DRIP SYSTEM TO FLUSH OUT.

4 FLUSH VALVE

N.T.S.

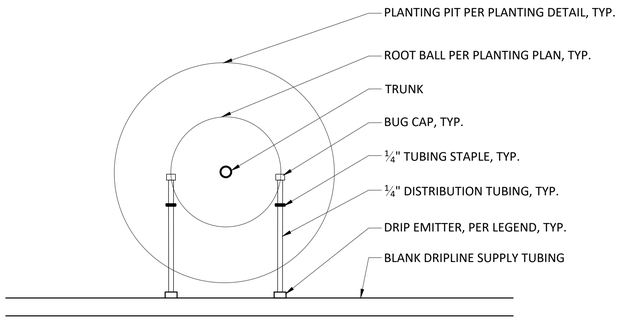


NOTE:

1. AIR RELIEF VALVE SHALL BE INSTALLED AT THE HIGHEST POINT OF THE SYSTEM ABOVE ALL DRIPLINE LATERALS

5 AIR RELIEF VALVE DRIP SURFACE

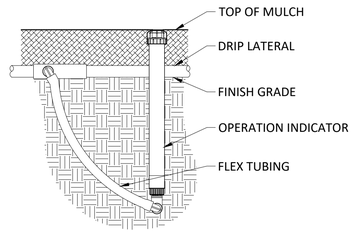
N.T.S.



NOTES:
1. TERMINUS OF DISTRIBUTION TUBING SHALL BE AT UPHILL SIDE OF ROOTBALL.
2. INSTALL EMITTER AT EDGE OF ROOTBALL.
3. MAXIMUM LENGTH OF DISTRIBUTION TUBING SHALL BE 6'.

6 DRIP EMITTERS

N.T.S.



7 DRIP SYSTEM INDICATOR

N.T.S.

REV. #	REVISION DESCRIPTION

DETAILS

AT&T LIVERMORE PARK

EPIC WIRELESS

LANDSCAPE ARCHITECT OF RECORD

HELIX Environmental Planning
11 NATOMA STREET, SUITE 155
FOLSOM, CALIFORNIA 95630
(916) 365-8700

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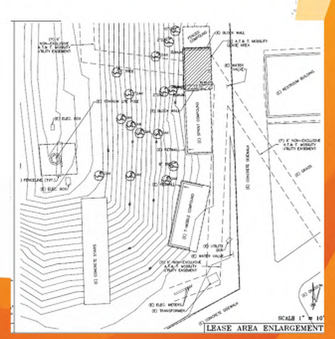
DATE	01/28/2022
SCALE	AS SHOWN
JOB NUMBER	00034.001
SHEET	L-3 3 of 3

SITE ID: CVL05840
FA ID: 15530354
USID: 314595
SITE NAME: American River College
ADDRESS: 4700 College Oaks Drive, Sacramento CA 95841



REV 1
DATE: September 27, 2022
PREPARED BY: Andrew Medina 530-574-4773
DATE OF WALK/MMP: 9/15/2022 with AT&T wireline Engineer Sang Jun (916-335-8219)
2SITE NUMBER: CVL01168
Site Access: TBD; AT&T Mobility Contact: Laura Blake 1916-799-5278
SITE NAME: American River College
SITE ADDRESS: 4700 College Oaks Drive, Sacramento CA 95841
POF COORDINATES: LAT: 38.646483N, LONG: - 121.347019 W
POF INFORMATION: AT&T Mobility POF/Meet me point to be an existing Sub Box located near existing Lease area
FIBER ROUTE: From the POF/MMP (existing Sub Box), From existing sub-Box AT&T Mobility to Trench approximately 60'+/- to proposed H-Frame location inside proposed AT&T Mobility lease area

SCOPE OF WORK

AT&T Mobility POF/Meet me point to be an existing Sub-Box located near the existing carriers lease area. AT&T Mobility to provide and Install 4" Conduit with 1 ¼" Innerduct, and Mule Tape from the existing Sub-Box to the proposed H-Frame (located inside the existing compound) approximately 60' +/- (See Slide 5). Total Length of 4" Conduit run 60' +/-.

AT&T Mobility to provide and install a New Utility H-Frame at the site.

AT&T Mobility to provide and install (1) Hoffman Box 30"X30"X12" with (1) ¾" Backboard and mini ground bar (Inside Hoffman Box) and (1) 6"x6"x4" Plastic Box, mount on new H-Frame. (AT&T Mobility to ground proposed H-Frame).

AT&T Mobility to install Qty (3) 1 ¼" and Qty (1) 1/2" flex conduits between the Hoffman box and the Ciena 3931.

AT&T Wireline to provide and install CIENA CN3931 on new H-Frame and mount above new Hoffman Box. (See Slide 3&4)

AT&T Mobility to provide and install a new 2" Rigid conduit (underground) from the new H-Frame to the hybrid rack inside the Purcell Cabinet. Use the existing knockouts provided with the Purcell Cabinet. Approximately 20' +/-

AT&T Mobility to install a new (1) 1 ¼" Innerduct inside the proposed 2" conduit. Approximately 20'+/-.

AT&T Mobility to provide and install (1) #6 Ground wire for the NEQ 20701 and SIAD install terminate at MGB. (SIAD ground)

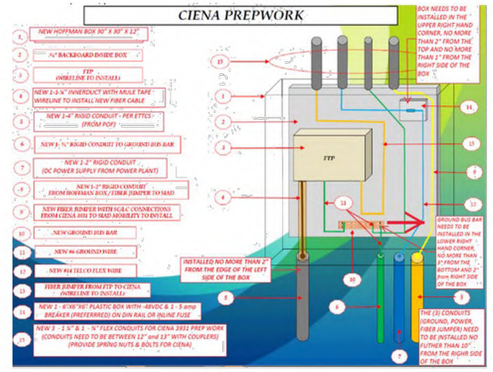
AT&T Mobility to provide and install (1) -48VDC with 5amp breaker from DC Power Plant using 14AWG Telco Flex Wire. (CIENA DC POWER)

AT&T Mobility to provide and install (1) 2" Rigid Conduit from Hoffman Box to Hybrid Rack for CIENA DC Power. (See Slide 3)

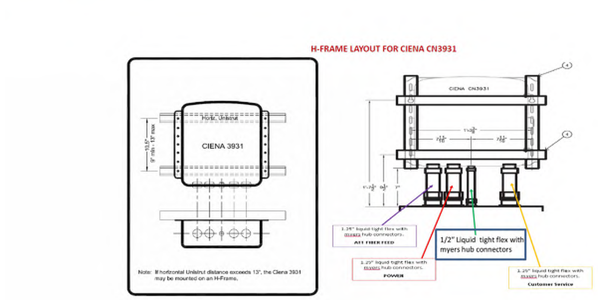
AT&T Mobility to install SIAD inside Purcell Cabinet (with surge equipment) and provide -48VDC with (2) Samp power feed using #14 AWG Telco Flex wire from DC Power Supply and terminate A&B side of SIAD to DC Power approximately 4ft. (inside Hybrid rack)

AT&T Mobility to provide and install (1) 2" Rigid Conduit from Hoffman Box to Purcell Hybrid rack with (1) Fiber Optic Jumper & Innerduct with SC/LC factory terminated connectors from CIENA 3931 to SIAD inside Purcell Hybrid rack. SC Connection at CIENA end and LC Connection will be terminated at SIAD end.

TELCO/HOFFMAN BOX LAYOUT FOR OUTDOOR APPLICATION ONLY (CIENA 3931 PREP WORK)



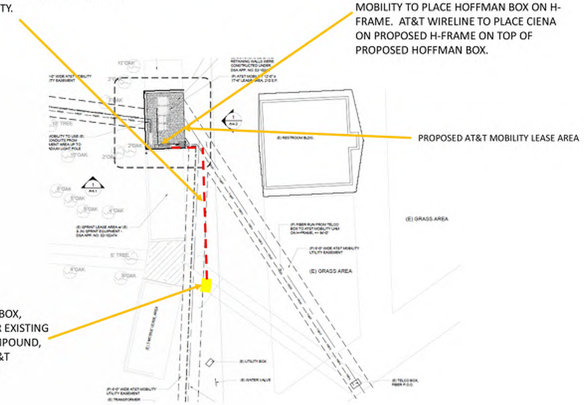
H-FRAME LAYOUT FOR CIENA CN3931



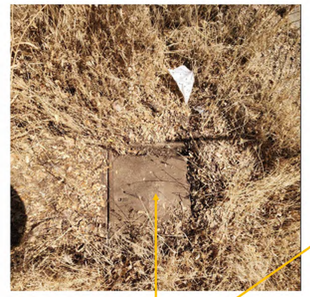
PROPOSED 4" CONDUIT WITH 1 ¼" INNERDUCT AND MULE TAPE TO BE PROVIDED AND INSTALLED CONTINUOUSLY FROM THE EXISTING SUB-BOX (AT&T MOBILITY POF) TO THE PROPOSED H-FRAME APPROXIMAELY 60' +/- BY AT&T MOBILITY.

FIBER PATH

PROPOSED H-FRAME INSIDE PROPOSED AT&T MOBILITY LEASE AREA, AT&T MOBILITY TO PLACE HOFFMAN BOX ON H-FRAME. AT&T WIRELINE TO PLACE CIENA ON PROPOSED H-FRAME ON TOP OF PROPOSED HOFFMAN BOX.



AT&T WIRELINE (PROPOSED POF LOCATION & FIBER ROUTE)

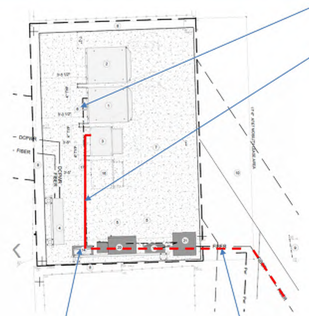


EXISTING SUB BOX, PROPOSED AT&T MOBILITY POF

EXISTING CARRIERS LEASE AREA

PROPOSED WIC CABINET LAYOUT

GROUND BUSS BAR LOCATION



(N) ABOVEGROUND ROUTE FROM H- FRAME LOCATION TO Purcell Cabinet FOR CIENA DC POWER

AT&T MOBILITY TO PROVIDE AND INSTALL (1) D2 SIAD

(N) CIENA CN3931 BY AT&T WIRELINE (#31) MOUNTED TO THE NEW H-FRAME BY AT&T MOBILITY.

AT&T MOBILITY WITH (1) DUPLEX SINGLE MODE FIBER OPTIC JUMPER WITH SC/LC FACTORY TERMINATED CONNECTORS (SC CONNECTIONS TERMINATE AT CIENA END / LC CONNECTIONS TERMINATE AT SIAD END IN PURCELL CABINET

#6 GROUND WIRE AND D2 SIAD INSTALL TERMINATE AT MGB FOR SIAD GROUND IN TRANSPORT RACK.

AT&T Mobility to install D2 Siad inside Purcell Rack rack (with equipment) and provide - 48VDC with (2) 5amp power feed
- using #14 AWG Telco Flex wire from DC power supply and and terminate A&B side of SIAD to DC power approx. 4' (inside Purcell Cabinet)

30"X30"X12" HOFFMAN BOX MOUNTED TO THE EXISTING H- FRAME BELOW THE CIENA BY AT&T MOBILITY. PROPOSED H-FRAME TO BE GROUNDED BY AT&T MOBILITY

PROPOSED FIBER ROUTE APPROXIMATEY 60' +/- BY AT&T MOBILITY

Issued For:

CVL05842

LIVERMORE COMMUNITY PARK
6004 RILEY STREET
FOLSOM, CA 95630

FA# 15530356
USID# 311736

Prepared For:

at&t
5001 Executive Parkway
San Ramon, California 94583

Vendor:

EPIC WIRELESS GROUP LLC
Connecting a Wireless World
605 Coolidge Drive, Suite 100
Folsom, California 95630

AT&T SITE NO:	CVL05842
PROJECT NO:	21-008
DRAWN BY:	BW
CHECKED BY:	BW

REV	DATE	DESCRIPTION
3		
2		
1		
0		
C	12/20/2022	100% ZD SUB
B	12/20/2021	95% ZD SUB
A	11/22/2021	90% ZD SUB.

Licensee:

REGISTERED PROFESSIONAL ENGINEER
NORMAN J SCHEEL
No. 2567
Exp. 12-31-23
STRUCTURAL
STATE OF CALIFORNIA

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

Designer / Engineer:

Norman Scheel Structural Engineer
1989 - 2022 33 YEARS OF EXCELLENCE Norman Scheel Structural Engineer
5022 Sunrise Blvd.
Fair Oaks, California 95628

Sheet Title:

FIBER SOW

Sheet Number:

F-1

Attachment 6
Photo Simulations, dated January 12, 2022

AT&T Wireless

CVL05842 Livermore Community Park
6004 Riley Street, Folsom, CA
Photosims Produced on 1-12-2022

AdvanceSim
Photo Simulation Solutions
Contact (925) 202-8507

Shot Point Map

Existing

Proposed

view from Riley Street looking southeast at site

AT&T Wireless

CVL05842 Livermore Community Park
6004 Riley Street, Folsom, CA
Photosims Produced on 1-12-2022

AdvanceSim
Photo Simulation Solutions
Contact (925) 202-8507

Existing

Proposed

view from McAdoo Drive looking northwest at site

AT&T Wireless

CVL05842 Livermore Community Park
6004 Riley Street, Folsom, CA
Photosims Produced on 1-12-2022

AdvanceSim
Photo Simulation Solutions
Contact (925) 202-8507

Existing

Proposed

view from Riley Street looking southeast at site

AT&T Wireless

CVL05842 Livermore Community Park
6004 Riley Street, Folsom, CA
Photosims Produced on 1-12-2022

AdvanceSim
Photo Simulation Solutions
Contact (925) 202-8507

Existing

Proposed

view from Carter Street looking north at site

AT&T Wireless

CVL05842 Livermore Community Park
6004 Riley Street, Folsom, CA
Photosims Produced on 1-12-2022

AdvanceSim
Photo Simulation Solutions
Contact (925) 202-8507

Attachment 7
Project Description, Operation Statement, Height Justification Statement and Zoning Propagation Map

EPIC WIRELESS GROUP LLC
Connecting a Wireless World

on behalf of

at&t

DATE: 01/25/2022

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

Project Description / Operation Statement

Re: Proposed New AT&T Telcom Facility (cell site) Site Ref# CVL05842/ Livermore Park
Located at: Livermore Community Park 6004 Riley Street Folsom CA95630 APN: 072-0270-088-0000

Introduction

Installation of a new AT&T unmanned Telecommunications facility (cell tower). The proposed project consists of installing (1) New 89' stealth Monopine Co-locatable tower with (12) panel antennas, (15) remote radio units, and associated equipment concealed on the tower. Install (1) new 8.0' x 8.0' (WIC) walk in closet equipment shelter & 30kw back up Diesel generator inside a 40'x40' AT&T Lease Area.

Collaboration

AT&T seeks to fill a significant gap in service coverage using the least intrusive means under the values expressed in the City of Folsom Municipal Code. AT&T seeks to meet the Code requirements and provide the best available design by placing this Monopine WCF in an (OSC) Open Space Conservation Use zone at the minimum height needed to address the significant service coverage gap.

Visual and Noise Considerations

AT&T's engineering (Tower Manufacturer) have reviewed the proposed location to determine the appropriate type of Monotree tower structure and screening materials required, and in research suggest the proposed Monopine (tree species) would have the least visual impact on the local area, blend best with the surroundings and provide the best camouflage and concealment for the proposed AT&T antennas and equipment. The proposed site location will have minimal of an environmental impact with ease of access and utilities/trenching provided via an existing paved access rd. directly to the site. Additionally, the site location will have No negative effect on the aesthetic quality of its surroundings due to the numerous mature/tall trees located on the property and the existing city water tank adjacent to the proposed site. Effectively the existing trees and water tank will screen much of the facility from travelers along Riley rd.

605 Coolidge Drive Suite 100
Folsom, CA. 95630
Fax (916) 781-5927

Project Justification.

AT&T Wireless is currently improving the existing wireless network in the city of Folsom, Sacramento County. The new proposed Monotree tower and installation of AT&T's telecommunication equipment will improve wireless and broadband internet coverage for the local area and provide First Net capability. The First Net program also known as First Responders Network https://www.firstnet.gov/ is the country's first nationwide public safety communications platform dedicated to first responders. Being built with AT&T, in public-private partnership with the First Responder Network Authority AT&T seeks to engage and work with federal, state and local governmental agencies as part of FirstNet buildout to enhance coverage for first responders. Additionally, the improved network will provide an extremely valuable service to those who live, travel, and do business from home in the local area. It will give people the ability to call for emergency services in the event of an accident, the ability to communicate with employees or clients outside of the office, and the ability to communicate with family members when needed. The project engineer has indicated that the proposed location will provide the necessary coverage and capacity with the ability to hand off the wireless signal to the next telecommunications site. This will enable travelers and community members to have reliable and continuous wireless coverage.

- Operation of the project will occur 12 months a year, 7 days a week, 24 hours a day consistent with the continuous schedule of normal telephone company operations.
- The facility is "unmanned" and will be visited on an "as needed" basis only. No more than two technicians will attend the facility. Their schedule will be on a 24-hour basis. No more than two service vehicles, being either a van or a small pickup truck will visit the facility.
- The equipment located within AT&T's lease area will be used for telephone operations.
- There will be no supplies or materials stored on the site.
- There will be no noise, glare, dust or odors associated with the facility.
- The proposed on site 190 gallon diesel backup generator will ONLY run in the event of an emergency and for maintenance purposes approx. (1) time per month for approx. (20) to (30) mins. In the event of power outage, the generator has the capacity to power the site for up to (3) days before refueling is required.

605 Coolidge Drive Suite 100
Folsom, CA. 95630
Fax (916) 781-5927

Conclusion

AT&T would like to apply for a Use Permit for the project. The Proposed Facility is the least intrusive means by which AT&T can close its significant service coverage gap in this portion of the city of Folsom. Denial of AT&T's application would materially inhibit AT&T's ability to provide and improve service in this portion of the town.

Carl Jones

Sincerely,

Carl Jones
Senior Project Manager
Epic Wireless Group LLC
(916) 798-2275 carl.jones@epicwireless.net

on behalf of

DATE: 1/25/2022

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

Re: Proposed New AT&T Telcom Facility (cell site) Site Ref# CVL05842/ Livermore Park
Located at: Livermore Community Park 6004 Riley Street Folsom CA95630 APN: 072-0270-088-0000

Height Justification Statement

AT&T is proposing to install a new wireless telecommunication facility at the above referenced property. The project consists of installing a new 89' stealth Monopine Co-locatable tower to close a service coverage gap that is caused by inadequate wireless infrastructure in the area.

To meet AT&T's coverage objectives, AT&T needs to construct a new wireless communications facility. Wireless telecommunication is a line-of-sight technology, and AT&T's antennas need to be high enough to propagate an effective signal throughout the service gap area. To meet its coverage objectives for this gap area, AT&T proposes to build a 89-foot-tall Monotree tower with antennas installed at a centerline height of 85 feet above ground level. Denial of this proposed facility or a reduction in height would materially inhibit AT&T's ability to provide and improve wireless services in this portion of the city of Folsom.

Due to the topography in this area of Folsom the proposed tower height of 89ft is essential for this site in order to reach as many homes in the area as possible, and provide clear, consistent indoor outdoor wireless coverage and broadband internet service to those who live, travel, and do business from home in the local area.

If the proposed Monotree tower was restricted in height it would significantly reduce the target coverage area, and fail to close the service coverage gap leading to limited wireless and broadband internet service for the local community and surrounding area as identified in the provided AT&T coverage/propagation maps. Additionally, a reduced tower height would limit space for colocation opportunity for other service providers increasing the need for more cell towers in this portion of the City of Folsom.

Should you have any questions or comments please don't hesitate to reach to my office directly
Kind Regards,

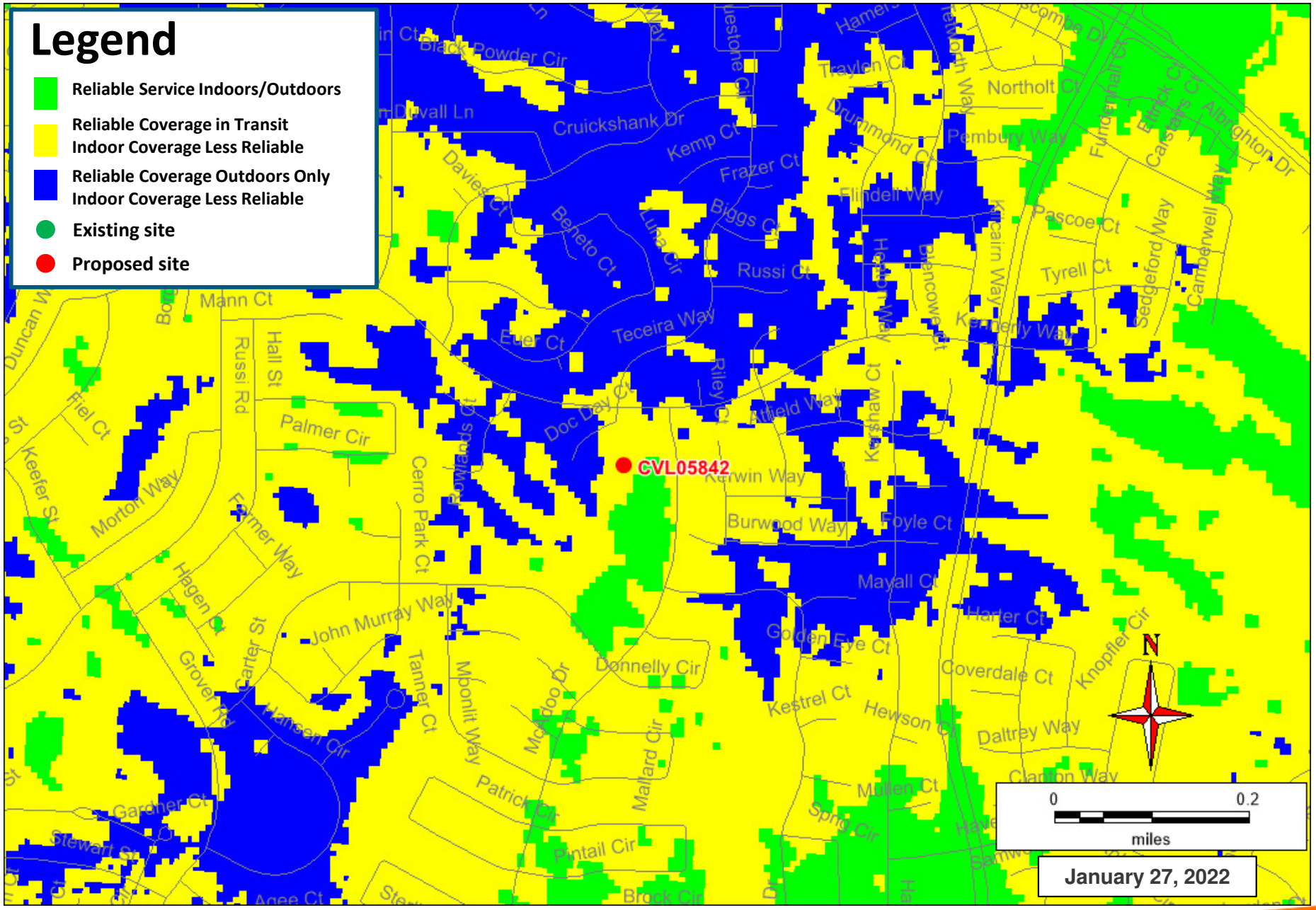
Carl Jones (AT&T Authorized Agent)
Epic Wireless Group LLC
605 Coolidge Drive, Suite 100, Folsom, CA 95630
(916) 798-2275 carl.jones@epicwireless.net

605 Coolidge Drive Suite 100
Folsom, CA. 95630
Fax (916) 781-5927

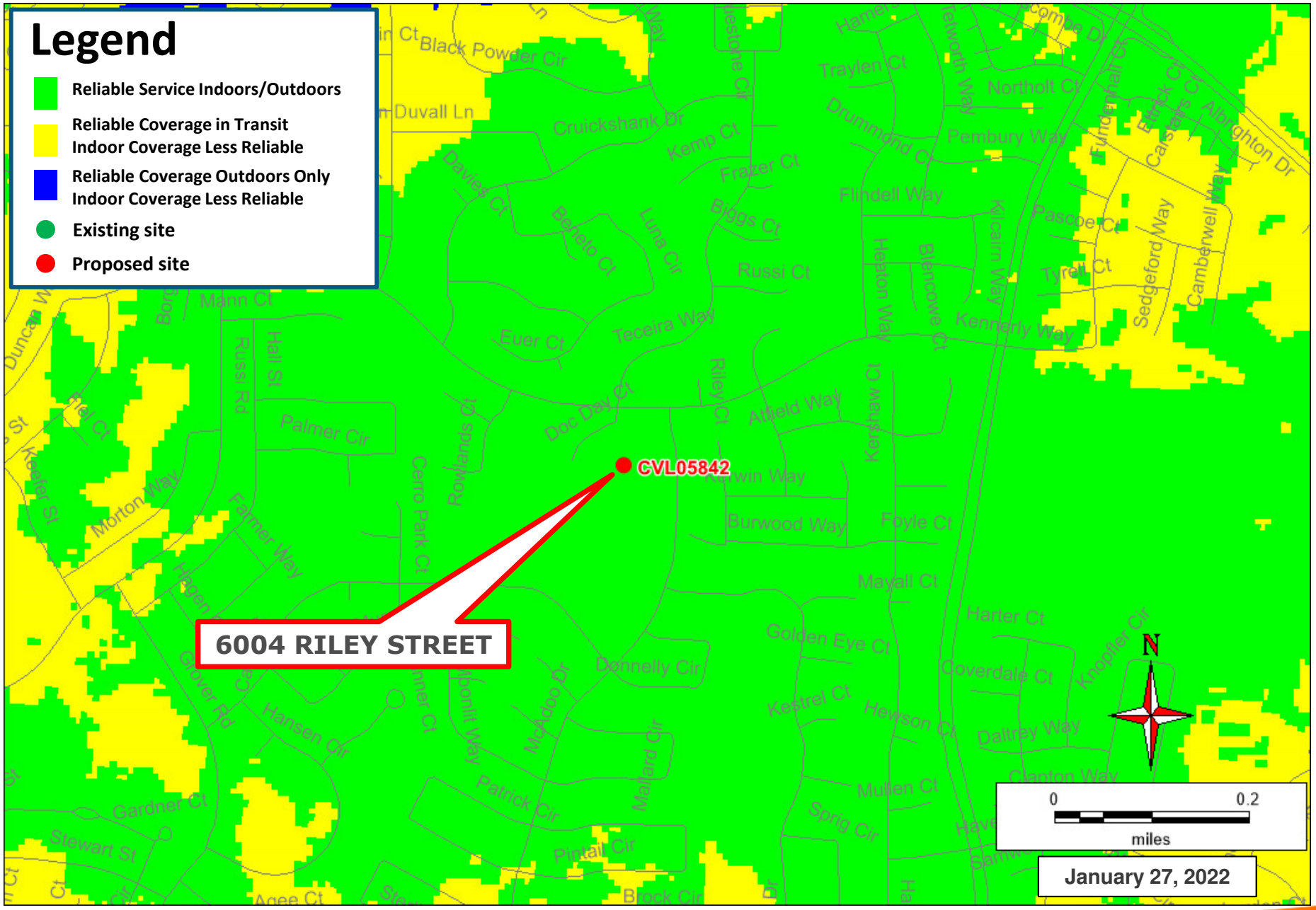
CVL05842 Zoning Propagation Map

January 27, 2022

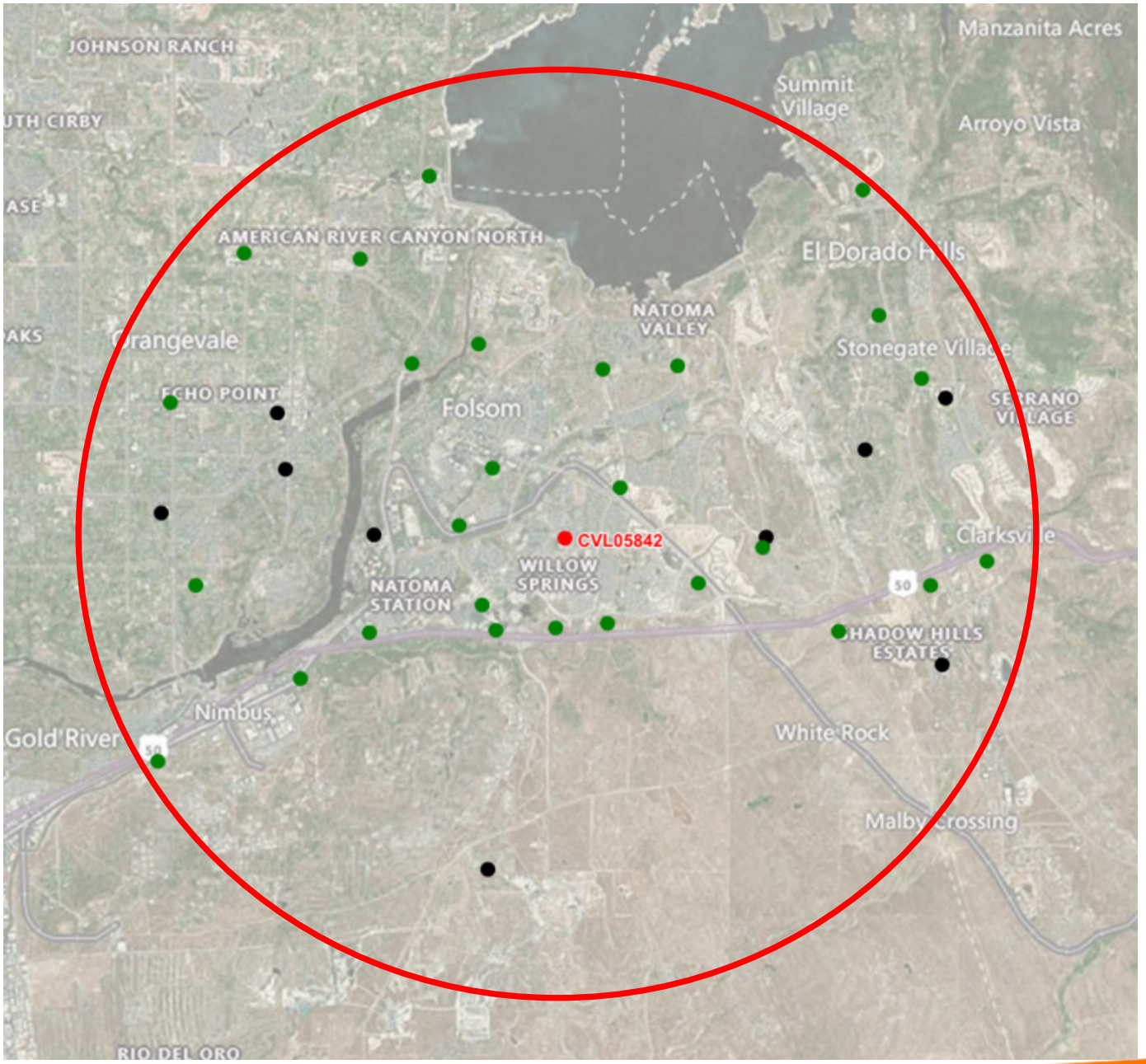
Existing LTE 700 Coverage



Proposed LTE 700 Coverage (RC = 85')



Sites Within 5 Mile Radius



Legend

- On-Air Site
- Planned Site

Attachment 8
Alternative Sites Analysis

Alternative Sites Analysis

AT&T Mobility

Wireless Telecommunications Facility
At
Livermore Community Park
6004 Riley Street Folsom CA95630
Site ID: CVL05842

Introduction

New Cingular Wireless PCS, LLC d/b/a AT&T Mobility ("AT&T") has a significant gap in its service coverage in the City of Folsom. AT&T proposes to install a new 89-foot-tall wireless communications facility ("WCF") disguised as a monopine tree adjacent to the existing water tank located at Livermore Community Park ("Proposed Facility") as a means to fill AT&T's gap in coverage in this portion of the city. This property is located in an Open Space Conservation zoning district in the city of Folsom. The Proposed Facility consists of twelve panel antennas (three sets of four antennas) mounted on a pole and camouflaged as a monopine tree ("monopine"), with related equipment to be housed within a 6-foot-high chain link fenced enclosure installed with privacy slats adjacent to the monopine tower. The Proposed Facility is designed to minimize visual impacts, blend within the existing environment, and the antennas will be painted green and obscured by the faux pine branches. The new site location will have very little negative effect on the aesthetic quality of its surroundings due to the numerous mature/tall trees located on the northern and western property lines. Effectively the existing trees and the city water tank will screen much of the facility from travelers along Riley Street. The Proposed Facility is the least intrusive means to fill the significant gap of the alternatives investigated by AT&T as explained below.

Objective

AT&T Mobility has identified a significant gap in its service coverage in the City of Folsom, Sacramento County in an area roughly bordered by Luna Circle to the north, Grover Road to the west, Pintail Circle to the south, and Alvaston Way to the east. The Proposed Facility will improve coverage to many dozens of homes in several neighborhoods, a community park and other points of interest in the immediate vicinity. The service coverage in this portion of the city is described in the accompanying Radio Frequency propagation maps.

Methodology and Zoning Criteria

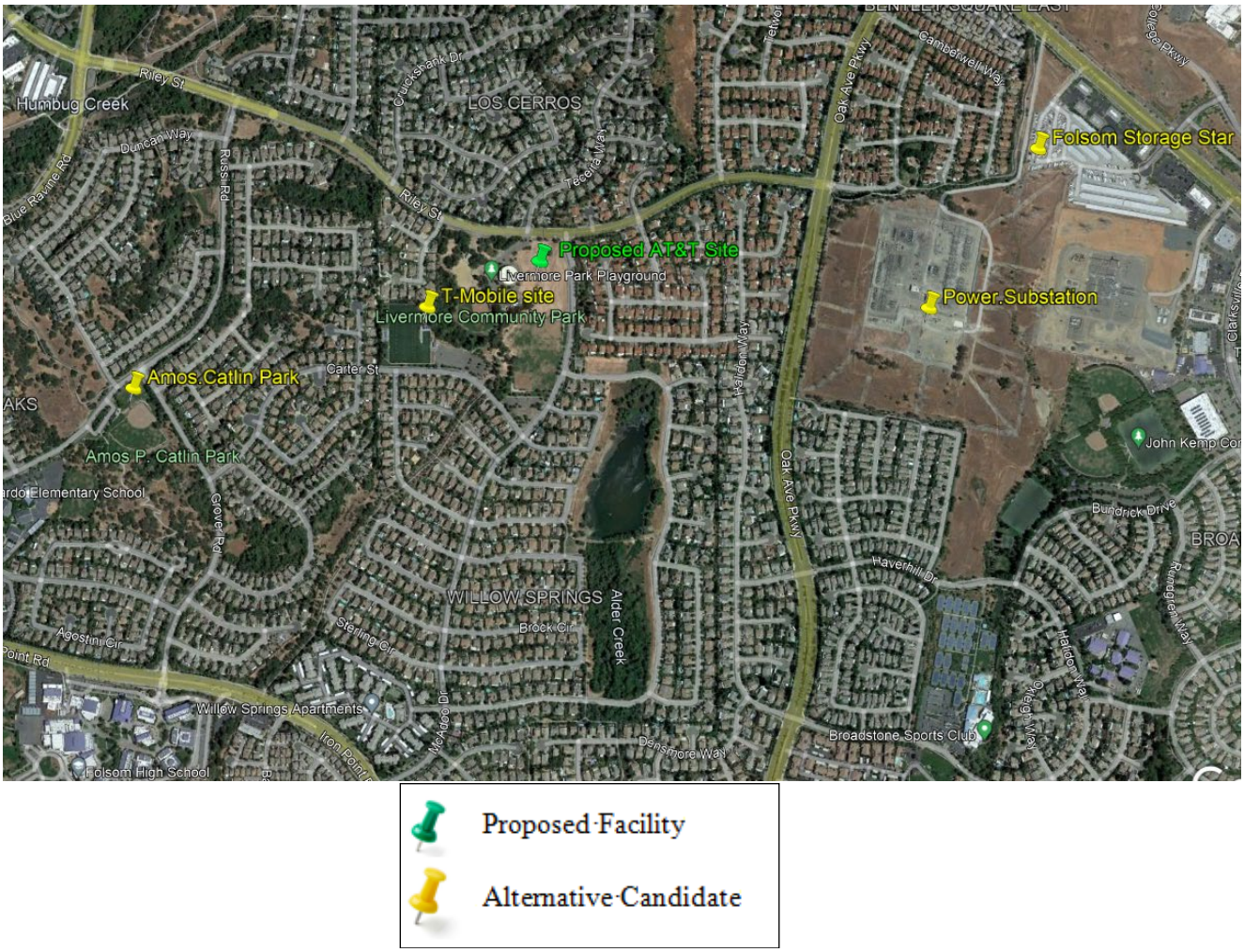
The location of a WCF to fill a significant gap in coverage is dependent upon topography, zoning, existing structures, collocation opportunities, available utilities, access and a willing landlord. Wireless communication is line-of-sight technology that requires WCFs to be in relatively close proximity to the wireless handsets to be served.

AT&T seeks to fill a significant gap in service coverage using the least intrusive means under the values expressed in the City of Folsom Municipal Code. AT&T seeks to meet the Code requirements and provide the best available design by placing this Monopine WCF in an (OSC) Open Space Conservation Use zone at the minimum height needed to address the significant service coverage gap.

Analysis

AT&T investigated potential alternative sites for facilities to fill the identified coverage gap in this portion of the city. AT&T searched for, but did not find, feasible collocation opportunities in and around the coverage objective. Due to the need for antennas with a centerline height of (85) feet above ground level, AT&T proposed a stealth WCF in the form of a Monopine tower. The following map shows the locations of the Proposed Facility and the alternative sites that AT&T investigated. The alternatives are discussed in the analysis which follows.

Location of Candidate Sites



Proposed Facility – Livermore Community Park 6004 Riley Street Folsom CA

Conclusion: Based upon location, a willing landlord and the superior coverage as shown in the AT&T Radio Frequency coverage service maps, the Proposed Facility is the least intrusive means for AT&T to meet its service coverage objective.

This Open Space Conservation District Use property is located along Riley street, Folsom CA. AT&T proposes to install a 89-foot stealth monotree tower to camouflage its twelve antennas. The Proposed Facility is the best available design to minimize visual impacts in the area. The site location will have No negative effect on the aesthetic quality of its surroundings due to the numerous mature/tall trees located on the property and the existing city water tank adjacent to the proposed site. Effectively the existing trees and water tank will screen much of the facility from travelers along the Riley rd. The Proposed Facility is the least intrusive means to fill the significant gap of the alternatives investigated by AT&T.

Alternative 1 – T-Mobile site

Conclusion: Not Viable or available

The existing T-Mobile site is located approximately 0.20 miles southwest from the proposed Facility. The T-Mobile tower is Not viable due to lack of usable tower space and need for a centerline height of (85) feet above ground level for AT&T's proposed antennas and equipment. Additionally, the underlying Landlord (City of Folsom) is Not willing to lease additional ground space to a wireless carrier at this property.

Alternative 2 – Amos Catlin Park

Conclusion: Not Feasible

This property is located approximately 0.57 miles southwest from the Proposed Facility. Due to its location well to the southwest of AT&T's service objective, a WCF here does Not serve the target area and would not close AT&T's significant service coverage gap.

Alternative 3 – Power Substation

Conclusion: Not Feasible

This property is located approximately 0.53 miles northeast from the Proposed Facility. Due to its location well to the northeast of AT&T's service objective, a WCF here does Not serve the target area and would not close AT&T's significant service coverage gap.

Alternative 4 – Folsom Storage Star

Conclusion: Not feasible

This property is located approximately 0.75 miles northeast from the Proposed Facility. Due to its location well to the northeast of AT&T's service objective, a WCF here does Not serve the target area and would not close AT&T's significant service coverage gap.

Conclusion

The Proposed Facility is the least intrusive means by which AT&T can close its significant service coverage gap in this portion of the City of Folsom. Denial of AT&T's application or a reduction in height would materially inhibit AT&T's ability to provide and improve service in this portion of the city.

Attachment 9
Radio Frequency Emissions Compliance Report

Radio Frequency Emissions Compliance Report For AT&T Mobility

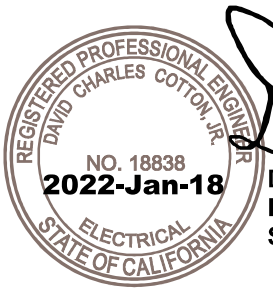
Site Name:	**Livermore Community Park**	**Site Structure Type:**	**Monopine**
Address:	**6004 Riley Street**	**Latitude:**	**38.657288**
	Folsom, CA 95630	**Longitude:**	**-121.146753**
Report Date:	**January 13, 2022**	**Project:**	**New Build**

Compliance Statement

Based on information provided by AT&T Mobility and predictive modeling, the Livermore Community Park installation proposed by AT&T Mobility will be compliant with Radiofrequency Radiation Exposure Limits of 47 C.F.R. §§ 1.1307(b)(3) and 1.1310. RF alerting signage at the base of the Monopine and restricting access to authorized climbers that have completed RF safety training is required for Occupational environment compliance. The proposed operation will not expose members of the General Public to hazardous levels of RF energy at ground level or in adjacent buildings.

Certification

I, David C. Cotton, Jr., am the reviewer and approver of this report and am fully aware of and familiar with the Rules and Regulations of both the Federal Communications Commissions (FCC) and the Occupational Safety and Health Administration (OSHA) with regard to Human Exposure to Radio Frequency Radiation, specifically in accordance with FCC's OET Bulletin 65. I have reviewed this Radio Frequency Exposure Assessment report and believe it to be both true and accurate to the best of my knowledge.



David Charles Cotton, Jr.
Registered Professional Engineer (Electrical)
State of California, 18838

General Summary

The compliance framework is derived from the Federal Communications Commission (FCC) Rules and Regulations for preventing human exposure in excess of the applicable Maximum Permissible Exposure ("MPE") limits. At any location at this site, the power density resulting from each transmitter may be expressed as a percentage of the frequency-specific limits and added to determine if 100% of the exposure limit has been exceeded. The FCC Rules define two tiers of permissible exposure differentiated by the situation in which the exposure takes place and/or the status of the individuals who are subject to exposure. General Population / Uncontrolled exposure limits apply to those situations in which persons may not be aware of the presence of electromagnetic energy, where exposure is not employment-related, or where persons cannot exercise control over their exposure. Occupational / Controlled exposure limits apply to situations in which persons are exposed as a consequence of their employment, have been made fully aware of the potential for exposure, and can exercise control over their exposure. Based on the criteria for these classifications, the FCC General Population limit is considered to be a level that is safe for continuous exposure time. The FCC General Population limit is 5 times more restrictive than the Occupational limits.

In situations where the predicted MPE exceeds the General Population threshold in an accessible area as a result of emissions from multiple transmitters, FCC licensees that contribute greater than 5% of the aggregate MPE share responsibility for mitigation.

7430 New Technology Way, Suite 150 Frederick, Maryland 21703 (703) 596-1022 Phone www.waterfordconsultants.com

Table 1: FCC Limits

Frequency (MHz)	*Limits for General Population/ Uncontrolled Exposure*		*Limits for Occupational/ Controlled Exposure*	
	Power Density (mW/cm^2)	Averaging Time (minutes)	Power Density (mW/cm^2)	Averaging Time (minutes)
30-300	0.2	30	1	6
300-1500	f/1500	30	f/300	6
1500-100,000	1.0	30	5.0	6

f=Frequency (MHz)

Based on the computational guidelines set forth in FCC OET Bulletin 65, Waterford Consultants, LLC has developed software to predict the overall Maximum Permissible Exposure possible at any location given the spatial orientation and operating parameters of multiple RF sources. The power density in the Far Field of an RF source is specified by OET-65 Equation 5 as follows:

$$S = \frac{EIRP}{4 \cdot \pi \cdot R^2} \ (\mathrm{mW/cm^2})$$

where EIRP is the Effective Radiated Power relative to an isotropic antenna and R is the distance between the antenna and point of study. Additionally, consideration is given to the manufacturers' horizontal and vertical antenna patterns as well as radiation reflection. At any location, the predicted power density in the Far Field is the spatial average of points within a 0 to 6-foot vertical profile that a person would occupy. Near field power density is based on OET-65 Equation 20 stated as

$$S = \left(\frac{180}{\theta_{BW}}\right) \cdot \frac{100 \cdot P_{in}}{\pi \cdot R \cdot h} \ (\mathrm{mW/cm^2})$$

where P_{in} is the power input to the antenna, θ_{BW} is the horizontal pattern beamwidth and h is the aperture length.

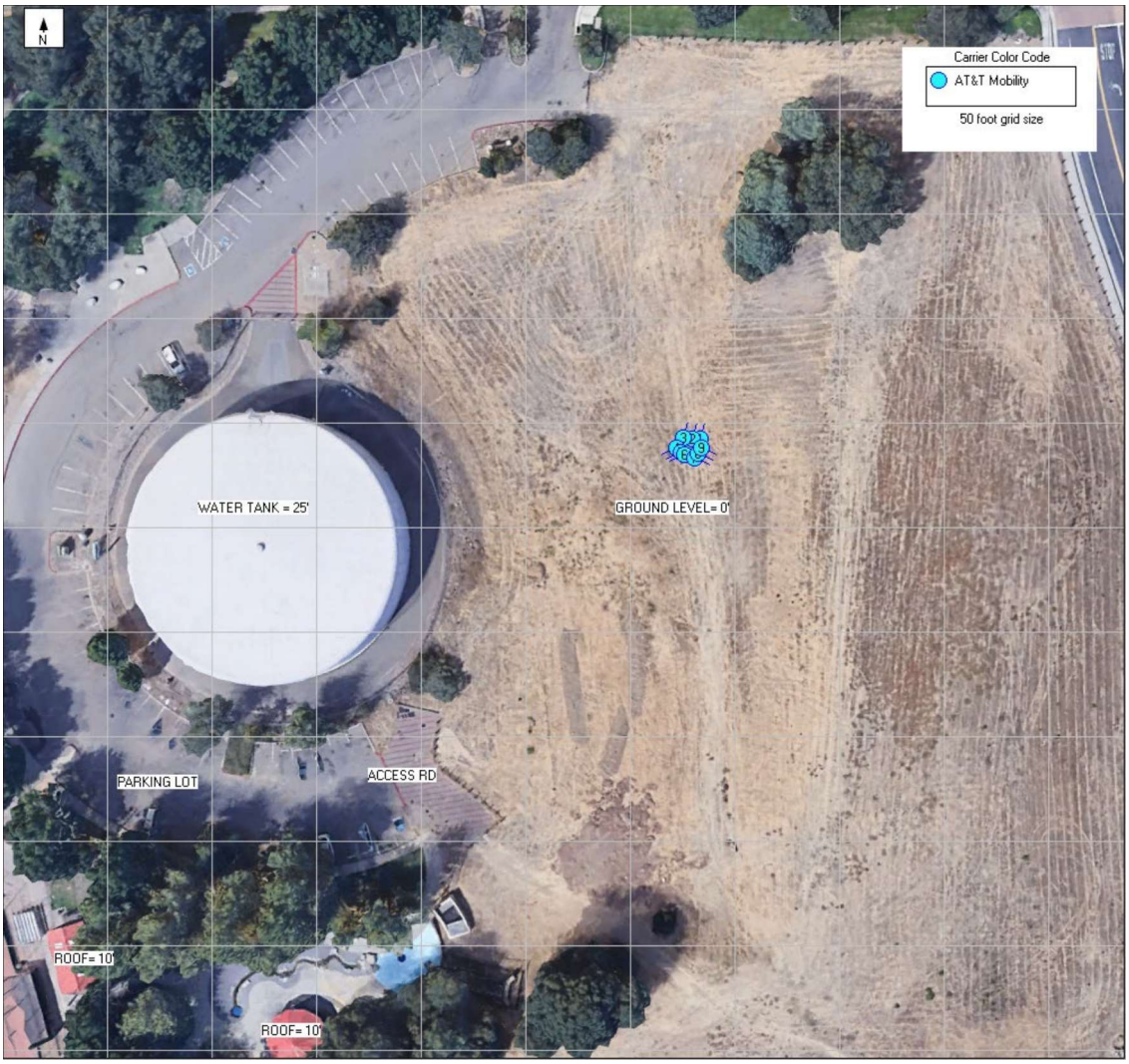
Some antennas employ beamforming technology where RF energy allocated to each customer device is dynamically directed toward their location. This analysis includes a statistical factor reducing the actual power of the antenna system to 32% of maximum theoretical power to account for spatial distribution of users, network utilization, time division duplexing, and scheduling time. AT&T recommends the use of this factor based on a combination of guidance from its antenna system manufacturers, supporting international industry standards, industry publications, and its extensive experience.

Analysis

AT&T Mobility proposes the following installation at this location:

- INSTALL (9) (N) AT&T PANEL ANTENNAS.
- INSTALL (15) (N) RRUS REMOTE RADIO UNITS.

The antennas will be mounted on a 94' Monopine with centerlines 85' above ground level. Proposed antenna operating parameters are listed in Appendix A. Other appurtenances such as GPS antennas, RRUs and hybrid cable below the antennas are not sources of RF emissions. No other antennas are known to be operating in the vicinity of this site.



Power density decreases significantly with distance from any antenna. The panel-type antennas to be employed at this site are highly directional by design and the orientation in azimuth and mounting elevation, as documented, serves to reduce the potential to exceed MPE limits at any location other than directly in front of the antennas. For accessible areas at ground level, the maximum predicted power density level resulting from all AT&T Mobility operations is 12.0048% of the FCC General Population limits. Incident at adjacent

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buildings depicted in Figure 1, the maximum predicted power density level resulting from all AT&T Mobility operations is 25.3444% of the FCC General Population limits. The proposed operation will not expose members of the General Public to hazardous levels of RF energy at ground level or in adjacent buildings.

Waterford Consultants, LLC recommends posting RF alerting signage with contact information (Caution 2B) at the base of the Monopine to inform authorized climbers of potential conditions near the antennas. These recommendations are depicted in Figure 2.

Compliance Requirement Diagram (Access Locations)

Figure 2: Mitigation Recommendations

Caution 2B

Recommendations

AT&T Mobility Access Location

Caution 2B posted at the access location.

Materials – 1 Caution 2B Sign.

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Appendix A: Operating Parameters Considered in this Analysis

Antenna #:	Carrier:	Manufacturer	Pattern:	Band (MHz):	Mech Az (deg):	Mech DT (deg):	H BW (deg):	Length (ft):	TPO (W):	Channels:	Loss (dB):	Gain (dBd):	ERP (W):	EIRP (W):	Rad Center (ft):
1	AT&T	QUINTEL	QD8612-3D V1 02DT	700	15	0	70	8	40	4	0	12.7109	2987	4900	85
1	AT&T	QUINTEL	QD8612-3D V1 02DT	850	15	0	61	8	40	4	0	13.2158	3355	5504	85
1	AT&T	QUINTEL	QD8612-3D V1 02DT	1900	15	0	60	8	40	4	0	15.249	5358	8791	85
1	AT&T	QUINTEL	QD8612-3D V1 02DT	2100	15	0	60	8	40	4	0	15.6024	5812	9536	85
2	AT&T	ERICSSON	SON_AIR6449 NR TB 3700 AT&T	3700	15	0	11	2.8	108.4	1	0	23.55	24549	40274	85
2	AT&T	ERICSSON	SON_AIR6449 NR TB 3700 AT&T	3700	15	0	11	2.8	108.4	1	0	23.55	24549	40274	85
3	AT&T	QUINTEL	QD8612-2 V1 02DT	700	15	0	69	8	40	4	0	13.0532	3232	5302	85
3	AT&T	QUINTEL	QD8612-2 V1 02DT	1900	15	0	61	8	40	4	0	15.3423	5475	8982	85
3	AT&T	QUINTEL	QD8612-2 V1 02DT	2300	15	0	56	8	25	4	0	16.1167	4089	6709	85
4	AT&T	QUINTEL	QD8612-3D V1 02DT	700	245	0	70	8	40	4	0	12.7109	2987	4900	85
4	AT&T	QUINTEL	QD8612-3D V1 02DT	850	245	0	61	8	40	4	0	13.2158	3355	5504	85
4	AT&T	QUINTEL	QD8612-3D V1 02DT	1900	245	0	60	8	40	4	0	15.249	5358	8791	85
4	AT&T	QUINTEL	QD8612-3D V1 02DT	2100	245	0	60	8	40	4	0	15.6024	5812	9536	85
5	AT&T	ERICSSON	SON_AIR6449 NR TB 3700 AT&T	3700	245	0	11	2.8	108.4	1	0	23.55	24549	40274	85
5	AT&T	ERICSSON	SON_AIR6449 NR TB 3700 AT&T	3700	245	0	11	2.8	108.4	1	0	23.55	24549	40274	85
6	AT&T	QUINTEL	QD8612-2 V1 02DT	700	245	0	69	8	40	4	0	13.0532	3232	5302	85
6	AT&T	QUINTEL	QD8612-2 V1 02DT	1900	245	0	61	8	40	4	0	15.3423	5475	8982	85
6	AT&T	QUINTEL	QD8612-2 V1 02DT	2300	245	0	56	8	25	4	0	16.1167	4089	6709	85
7	AT&T	QUINTEL	QD8612-3D V1 02DT	700	115	0	70	8	40	4	0	12.7109	2987	4900	85
7	AT&T	QUINTEL	QD8612-3D V1 02DT	850	115	0	61	8	40	4	0	13.2158	3355	5504	85
7	AT&T	QUINTEL	QD8612-3D V1 02DT	1900	115	0	60	8	40	4	0	15.249	5358	8791	85
7	AT&T	QUINTEL	QD8612-3D V1 02DT	2100	115	0	60	8	40	4	0	15.6024	5812	9536	85
8	AT&T	ERICSSON	SON_AIR6449 NR TB 3700 AT&T	3700	115	0	11	2.8	108.4	1	0	23.55	24549	40274	85
8	AT&T	ERICSSON	SON_AIR6449 NR TB 3700 AT&T	3700	115	0	11	2.8	108.4	1	0	23.55	24549	40274	85
9	AT&T	QUINTEL	QD8612-2 V1 02DT	700	115	0	69	8	40	4	0	13.0532	3232	5302	85
9	AT&T	QUINTEL	QD8612-2 V1 02DT	1900	115	0	61	8	40	4	0	15.3423	5475	8982	85
9	AT&T	QUINTEL	QD8612-2 V1 02DT	2300	115	0	56	8	25	4	0	16.1167	4089	6709	85

Notes: Table depicts recommended operating parameters for AT&T Mobility proposed operations.

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Attachment 10
Public Comments Received

From: Charles Jenkins
Date: March 20th, 2022
To: Who it may concern
Subject: Support for New AT&T Telecom (cell site) at Livermore Community Park

To who it may concern,

As a First Responder in Sacramento County and a resident of Folsom near Livermore Park I am aware of the need of state of the art, up to date, cell phone and data service for our community. I am in support of the proposed FirsNet telecom project at Livermore Park project reference #CVL05842.

I have seen all to often, especially during emergencies throughout the state of California, cell towers / data providers get swamped and become ineffective to communicate for emergency response. With an updated system with better coverage, speed, and data speed we can effectively communicate, gather information, and distribute information daily and during emergencies which are critical.

The public and First Responders deserve this cell site update to be able to handle what the future brings.

Sincerely,

Charles Jenkins 916-[redacted]

Doug Lee
[redacted]

March 16th, 2022

To Whom It May Concern:

I am writing to express my support for the proposed FirstNet telecom project at Livermore Park (project reference #CVL05842). I reside in Willow Springs, the neighborhood where Livermore Park is located, and I believe that my professional experience has qualified me to speak to the importance of the FirstNet platform.

For perspective, I retired as a Chief Deputy from the Sacramento Sheriff's Office in 2015, after serving for 31 years. From 2015 through 2017 I was the Chief Deputy of the Law Enforcement Branch at the California Office of Emergency Services (CalOES), and from 2017 through 2021 I served as the Chief of Police in the City of Lincoln (and the acting Fire Chief from 2019 through 2021). I know firsthand how critical it is that first responders have access to a dedicated interoperable broadband network.

I take my toddler grandson to Livermore Park about once a week and I drive past the park numerous times each day. I have no concerns with the placement of a telecom facility at this location. It is my hope that the public safety benefit helps mitigate any concerns that may be expressed by others regarding this project.

Please do not hesitate to contact me if you have any questions.

Thank you

Doug Lee

Doug Lee

Attachment 11

Draft Initial Study/Mitigated Negative Declaration, Dated November 2022

Livermore Monopine Project

Initial Study/Mitigated Negative Declaration

Prepared by:

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

With technical support from:

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

November 2022

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
APN	Assessor's Parcel Number
AT&T	AT&T Mobility
BMP	Best Management Practices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalGreen	California Green Building Standards Code
CARB	California Air Resources Control Board
CBC	California Building Code
CCAA	California Clean Air Act
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
CHL	California Historical Landmarks
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO2e	carbon dioxide equivalents
CNEL	Community Noise Equivalent Level
CRHR	California Register of Historic Resources
CWA	Clean Water Act
CY	cubic yards
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
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
IPCC	Intergovernmental Panel on Climate Change
ISMND	Initial Study/Mitigated Negative Declaration
ITE	Institute of Transportation Engineers
LOS	Level of Service
m	meters
MBTA	Migratory Bird Treaty Act
MMRP	Mitigation Monitoring and Reporting Program
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_2O	Nitrous Oxide
OPR	Governor's Office of Planning and Research
OSC	Open Space and Conservation
OSHA	Occupational Safety and Health Administration
O_3	Ozone
P	Parks
PM2.5	Fine Particulate Matter
PM10	Coarse Particulate Matter
PFC	Perfluorocarbons
PG&E	Pacific Gas & Electric
PM	Particulate Matter
PRC	Public Resources Code
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
SPD	Surge Protection Device
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
SVAB	Sacramento Valley Air Basin

TAC	Toxic Air Contaminants
UAIC	United Auburn Indian Community
USACE	U.S. Army Corps of Engineers
VMT	Vehicle Miles Traveled

1.0 INITIAL STUDY INFORMATION SHEET

1.	Project title:	Livermore Monopine Project ISMND
2.	Lead agency name and address:	City of Folsom, Community Development Department 50 Natoma Street Folsom, CA 95630
3.	Contact person and phone number:	Josh Kinkade, Associate Planner 916-461-6209
4.	Project location:	Livermore Community Park 6004 Riley Street Folsom, CA 95630
5.	General plan designation:	Parks (P)
6.	Zoning:	Open Space and Conservation (OSC)

2.0 INTRODUCTION

AT&T Mobility (AT&T) (Applicant) proposes to install a new 89-foot (ft)-tall telecommunications cell tower, disguised as a pine tree, with associated support structure (proposed project) located within the Livermore Community Park, in the City of Folsom, California. The project would be constructed to extend AT&T telephone service coverage to the proposed area.

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 7 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.

3.0 PROJECT BACKGROUND

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

- Tribal Cultural Resource Memo, prepared by HELIX Environmental Planning, Inc. (2022)

4.0 PROJECT DESCRIPTION

4.1 Project Location

The project site is located at 6004 Riley Street within the Livermore Community Park in the City of Folsom (City), Sacramento County, California. The project parcel is 17.42-acres and consists of Assessor's Parcel Number (APN) 072-0270-088. However, the area of disturbance associated with the proposed project would be approximately 2.0-acres. The proposed telecommunications cell tower and associated structures would be constructed within a 1,600-square foot (sf) lease area on Site Ref# CVL05842/Livermore Park. The project site is located on the south side of Riley Street, between Oak Avenue Parkway to the east, Blue Ravine Road to the west, and Iron Point Road to the south. The site is located within Section 6, Township 9 North, Range 8 East (Mount Diablo Base and Meridian, United States Geological Survey 7.5-minute "Folsom Quadrangle"). Refer to Figure 1 for the Site and Vicinity Map, Figure 2 for the Aerial Map, and Figure 3 for the Site Plan. Note: All figures are located in **Appendix A**.

4.2 Project Setting and Surrounding Land Uses

The project site is within the Livermore Community Park in the City of Folsom. The Livermore Community Park includes play equipment and athletic facilities including volleyball courts, soccer fields, baseball and softball fields, grass fields, and pedestrian walkways. An existing water tank is located in the northern portion of the Livermore Community Park. The community park includes existing internal paved driveways with parking areas. The park is accessible from one entrance driveway on Riley Street, two entrance driveways on Carter Street, and one entrance driveway on McAdoo Drive.

The project site is relatively flat, with elevations ranging from approximately 350-feet above mean sea level (amsl) to 355-feet amsl. The project site is bounded by Riley Street to the north, McAdoo Drive to the east, Rowlands Court to the west, and Carter Street to the south. The project is immediately surrounded by single-family residential homes to the north, south, east, and west. Further southeast, past a residential neighborhood, is the Willow Creek Reservoir. Natomas Ditch transects the Livermore Community Park in the southeastern portion of the park, approximately 150-ft from the project site. Neighboring land uses are summarized in **Table 1**.

Table 1. Neighboring Land Uses

Direction	Land Use
North	Single-family residences
East	Single-family residences, Willow Creek Reservoir
South	Single-family residences
West	Single-family residences

4.3 Project Characteristics

AT&T proposes to install a single new 89-ft-tall stealth monopine co-locatable tower and associated structures within a 1,600-sf lease area on Site Ref# CVL05842/Livermore Park. The lease area would be located east of the existing water tank located on the northern portion of the Livermore Community Park. A proposed AT&T mobility staging area would border the 1,600-sf lease area to the west.

I. Telecommunications Cell Tower and Support Structures

The proposed project would install a single new 89-ft-tall stealth monopine co-locatable tower with 12 panel antennas, 15 remove ratio units, and a GPS antenna. A monopine is a monopole disguised as a pine tree. The top of the monopine foliage would reach 94-ft above ground level (agl).

The project would also install one 64-sf AT&T mobility Cellxion walk in closet (WIC) shelter with a proposed Surge Protection Device (SPD) box installed on the outside of the shelter. The project would include a 30-kilowatt (kw) diesel generator with 190-gallon fuel tank, as well as nine direct current (DC) power trunks and three fiber trunks. The diesel generator would operate in the case of an emergency and for maintenance purposes, approximately one time a month for approximately 20-30 minutes. In the event of a power outage, the generator would have the capacity to power the site for up to three days before refueling is required.

The proposed utilities would connect to an existing electrical cabinet for power and would connect to an existing telco box for fiber. The existing electrical cabinet and telco box are located on the western side of the existing water tank in the northern portion of the Livermore Community Park. The proposed utilities would connect to the existing electrical cabinet and telco box through 6-inch underground conduits locate underneath the paved entrance driveway off Riley Street.

The lease area would be surrounded by a 6-ft-high chain link fence installed with privacy slats and would be secured with a locked gate. The chain link fence would be surrounded by a landscaped easement with various shrubs.

II. Parking, Access, and Signage

The project would include a non-exclusive AT&T mobile technician parking space located directly south of the lease area. A 6-ft to 15-ft non-exclusive AT&T mobile access easement is proposed on the existing paved driveway leading to the lease area.

The project site would be accessible via an existing paved driveway off Riley Street, which is also an entrance to the Livermore Community Park. The lease area would be enclosed with a 6-ft-high chain link fence with a locked gate, to prevent unauthorized entrance.

Signage would be placed around the proposed chain link fence and within the lease area. The signage would include project information signage, caution and warning signage, no trespassing signage, authorized personal only signage, and Proposition 65 warning signage.

III. Hours of Operation and Employees

Operation of the project would occur 12 months a year, seven days a week, 24 hours a day consistent with the continuous schedule of normal telephone company operations. The facility is "unmanned" and would be visited on an "as needed" basis only. No more than two service vehicles, being either a van or a small pickup truck, would visit the facility at a time.

4.4 Construction and Phasing

The proposed project would be constructed in a single phase. Construction activities would take place during daytime hours between 7 a.m. and 6 p.m. on weekdays and between 8 a.m. and 5 p.m. on Saturdays, in accordance with Section 8.4.2.060 of the City's Municipal Code (Noise Ordinance). No construction would take place on Sundays or holidays. Due to the small nature of the project, construction would last approximately three months and would require minimal equipment including a backhoe, an excavator, and a crane.

4.5 City Regulation and Urban Development

IV. General Plan

The project site is designated as Parks (P) in the Folsom 2035 General Plan. The P designation provides for active and passive recreational opportunities in Folsom. The proposed telecommunications cell tower and associated structures would be consistent with the existing General Plan designation with a Use Permit.

V. Zoning Ordinance

The zoning designation of the project site is Open Space Conservation (OSC) District. The OSC District is intended to be applied to properties which should be generally maintained in an open or undeveloped state or developed for permanent open uses as parks or greenbelts. The proposed telecommunications cell tower and associated structures would be allowed under the OSC zoning district with a Use Permit.

VI. 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 reseeding of graded areas.

VII. 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.
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.

Code Section	Code Name	Effect of Code
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.

5.0 PROJECT JUSTIFICATION

AT&T Wireless is currently improving the existing wireless network in the city of Folsom, Sacramento County. The new proposed monopine and installation of AT&T's telecommunication equipment would improve wireless and broadband internet coverage for the local area and provide First Net capability. The First Net program also known as First Responders Network is the country's first nationwide public safety communications platform dedicated to first responders. Being built with AT&T, in public-private partnership with the First Responder Network Authority, AT&T seeks to engage and work with federal, state, and local governmental agencies as part of FirstNet buildout to enhance coverage for first responders. Additionally, the improved network would provide service to those who live, travel, and do business from home in the local area. The project engineer has indicated that the proposed location would provide the necessary coverage and capacity with the ability to hand off the wireless signal to the next telecommunications site, enabling travelers and community members to have reliable and continuous wireless coverage.

6.0 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:

- Use Permit for the construction and operation of a telecommunications cell tower and associated structures within the Livermore Community Park.

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.

7.0 PREVIOUS RELEVANT ENVIRONMENTAL ANALYSIS

7.1 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 2018). 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.

7.2 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: Josh Kinkade, Associate Planner
(916) 461-6209

8.0 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.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology and Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☐ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation	☐ Transportation	☒ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☒ Mandatory Findings of Significance

8.1 DETERMINATION

On the basis of this initial evaluation:

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☒	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.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	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 I) 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.
☐	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

11-10-22
Date

Josh Kinkade
Printed Name

City of Folsom
For

9.0 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. 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.

VIII. 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?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
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?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Environmental Setting

The project site is within the Livermore Community Park in the City of Folsom. The Livermore Community Park includes play equipment and athletic facilities including volleyball courts, soccer fields, baseball and softball fields, and pedestrian walkways. An existing water tank is located in the northern portion of the Livermore Community Park. The community park includes existing internal paved driveways with parking areas and various trees and shrubs that contribute to the overall visual aesthetic of the park.

The project site is relatively flat, with elevations ranging from approximately 350-feet amsl to 355-feet amsl. The project site is bounded by Riley Street to the north, McAdoo Drive to the east, Rowlands Court to the west, and Carter Street to the south. The project is immediately surrounded by single-family residential homes to the north, south, east, and west. Further southeast, past a residential neighborhood, is the Willow Creek Reservoir. Natomas Ditch transects the Livermore Community Park in the southeastern portion of the park, approximately 150-ft from the project site. The most prominent aesthetic features of the area include a 25-ft-high water tank, pine trees ranging from 43-ft to 58-ft in height, and an oak tree that is 71-ft in height.

One overview simulation map and four photo simulations of the proposed monopine are included as Figure 4 through Figure 8 (**Appendix A**). Figure 4 represents the overall locations of the visual simulations in Figure 5 through Figure 8. Figure 5 represents the view from Riley Street looking southeast at the project site. Figure 6 represents the view from McAdoo Drive looking northwest at the project site. Figure 7 represents the view from Riley Street looking southeast at the project site. Figure 8 represents the view from Carter Street looking north at the project site.

Discussion

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

Less than significant impact. A scenic vista is defined as a viewpoint that provides expansive view of a highly valued landscape for the benefit of the general public. Neither the project site nor the surrounding areas are considered to be scenic vistas due to the existing development and suburban environment typical of the area. Further, neither the project site, nor views to or from the project site, have been designated an important scenic resource by the City of Folsom or any other public agency.

The 89-ft monopine has been designed to resemble a pine tree to hide the mechanical equipment underneath and blend in with the existing pine trees in the vicinity of the project site. The top of the monopine foliage would reach 94-ft above ground level. As shown in Figure 4 through Figure 8, at vantage points in the surrounding area the monopine would be consistent with the existing views that contain scattered pine trees and other tree species, park facility equipment, light poles, and overhead utility lines. Therefore, construction of the proposed project would not have a substantial adverse effect on a scenic vista. Impacts would be less than significant, and no mitigation would be necessary.

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

No impact. 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 existing visual character of the area surrounding the project site is primarily defined by utility structures and recreational facilities for the Livermore Community Park. The project site itself is in an unutilized and undeveloped portion of the community park, consisting of open space with ornamental vegetation. Existing trees in the immediate vicinity include pine trees ranging from 43-ft to 58-ft in height, an oak tree that is 71-ft in height, and various other trees that are shorter in height. Various trees and shrubs are located throughout the Livermore Community Park and are located along entryways and surrounding public streets. As shown in Figure 4 through Figure 8 (**Appendix A**), the proposed monopine would be visible from Riley Street, McAdoo Drive, and slightly visible from Carter Street. Given the project's pine tree design and the distance from most of these roads, the monopine would be largely indistinguishable as a man-made feature from the surrounding pine trees and its visual intrusiveness would not be substantial. Although the top of the monopine would reach 94-ft above ground level, which is approximately 23-ft taller than the highest oak tree in the vicinity, the monopine has been designed to blend in with the surrounding vegetation with camouflage purposes. The monopine would blend in with the existing pine trees, oak trees, and other tree species surrounding the project site. The monopine would be located in the northern portion of the Livermore Community Park, surrounded by existing trees and vegetation and park facility equipment. Therefore, the monopine would be consistent with existing views of the project site from Riley Street and from McAdoo Drive.

Construction of the proposed project within the 1,600-sf lease area would not require the relocation of any trees. The proposed monopine and the associated structures, including the WIC shelter, generator, and fuel tank would be enclosed by a 6-ft-high chain link fence and gate. The project proposes to plant over 30 shrubs within a landscaped area surrounding the chain link fence. The planting of these shrubs would deter from the visual character of the chain link fence and add to the overall visual aesthetic of the project site. Within the vicinity of the proposed project there is an existing 25-ft-tall water tank enclosed within a chain link fence, as well as an existing trash enclosure. Therefore, the location of the proposed project would be consistent with the existing utility structures located in the northern portion of the community park.

Although the proposed project would alter the existing visual character of the site and the surrounding area, the proposed monopine would blend in with the surrounding trees within the Livermore Community Park. The proposed project is consistent with the overall suburban character through its visual similarity with existing pine trees and is expected to integrate into the existing and planned development of the area. A less than significant impact to visual character and quality would occur, and no mitigation would be 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. Existing sources of light in the area include down-tilt light poles within the Livermore Community Park and down-tilt street poles along entryways and surrounding streets. Any new lighting associated with development, including any security lighting or maintenance lighting, would be subject to City standard practices regarding night lighting. Consistent with the City's practices, the lighting would be sited and designed to avoid light spillage and glare on adjacent properties, with timers or photo-electric cells for turning the lights on and off within one-half hour after dusk and one-half hour prior to dawn. Therefore, impacts from lighting would be less than significant, and no mitigation would be necessary.

The monopine branches and trunk would be painted to imitate the colors of a pine tree; these colors would not be substantially reflective. Additionally, the associated support structures, including the WIC shelter and generator, would be made out of non-reflective materials. Therefore, glare impacts would be less than significant, and no mitigation would be necessary.

IX. 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?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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, Xerorthents, dredge tailings, 2 to 50 percent slopes, is not Prime Farmland, Farmland of Statewide Importance, Farmland of Local Importance, or Unique Farmland.

Discussion

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))?

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. Although ornamental vegetation would occur throughout the project parcel, the project site itself does not include any existing trees. 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. No portions 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. Therefore, no impact would occur.

X. 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

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 (O_3) formation. High concentrations of O_3 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	Nonattainment	Nonattainment
Suspended Particulate Matter (PM_{10})	Nonattainment	Attainment
Fine Particulate Matter ($PM_{2.5}$)	Attainment	Nonattainment
Carbon Monoxide	Attainment	Attainment/Unclassified
Nitrogen Dioxide	Attainment	Attainment/Unclassified
Lead	Attainment	Attainment/Unclassified
Sulfur Dioxide	Attainment	Attainment/Unclassified
Sulfates	Attainment	No Federal Standard
Hydrogen Sulfide	Unclassified	No Federal Standard
Visibility Reducing Particles	Unclassified	No Federal Standard

Sources: California Air Resources Board Area Designations. State Area Designations and Maps. Reviewed January 9, 2015. Accessed at http://www.arb.ca.gov/desig/changes.htm#reports on December 14, 2015.
U.S. Environmental Protection Agency Nonattainment Areas for Criteria Pollutants. Accessed at http://www.epa.gov/airquality/greenbk/ancl2.html on December 14, 2015.

Sacramento County is designated as nonattainment for the state and federal ozone standards, the state PM_{10} 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 NOX that occur in the presence of sunlight. ROG and NOX generators in Sacramento County include motor vehicles, recreational boats, other transportation sources, and industrial processes. PM_{10} 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.

Air Quality Monitoring

CARB's air quality monitoring network provides information on ambient concentrations of air pollutants in the SVAB. SMAQMD operates a monitoring station in Folsom, where the air quality data for ozone and $PM_{2.5}$ were obtained. Other data are reported from one additional location in Sacramento County. **Table 4** compares a three-year summary of the highest annual criteria air pollutant emissions collected at these monitoring stations with applicable CAAQS, which are more stringent than the corresponding NAAQS. The pollutants ozone, $PM_{2.5}$, and PM_{10} are expected to be fairly representative of the project site, due to the regional nature of these pollutants.

Table 4. Summary of Annual Air Quality Data for Folsom Area Air Quality Monitoring Stations

POLLUTANT	2013	2014	2015
Ozone (O3) 1-hour: Monitoring location: Folsom – East Natoma Street			
Maximum Concentration (ppm)	0.14	0.100	0.114
Days Exceeding State Standard (1-hr avg. 0.09 ppm)	5	7	3
Ozone (O3) 8-hour: Monitoring location: Folsom – East Natoma Street			
Maximum Concentration (ppm)	0.087	0.085	0.093
Days Exceeding State Standard (8-hr avg. 0.070 ppm)	17	35	11
Days Exceeding National Standard (8-hr avg. 0.075 ppm)	6	14	5
PM10: Monitoring location: Sacramento – Branch Center Road 2			
Maximum State 24-Hour Concentration (µg/m3)	63.0	46.0	35.0
Days Exceeding State Standard (Daily Standard 50 µg/m^3)	1	0	*
Maximum Federal 24-Hour Concentration (µg/m3)	59.0	45.0	35.0
Days Exceeding Federal Standard (Daily Standard 150 µg/m^3)	0	0	*
PM2.5: Monitoring location: Folsom – East Natoma Street			
Maximum National 24-Hour Concentration (µg/m^3)	*	*	*
Days Exceeding National 2006 Standard (Daily Standard 35 µg/m^3)	*	*	*

*Insufficient data to determine the value
Source: California Air Resources Board, Air Quality Data and Statistics. Accessed at: http://www.arb.ca.gov/adam/index.html on April 26, 2016.

As indicated in **Table 4**, ozone and PM_{10} standards have been exceeded in Folsom over the past three years. Although no data are available for $PM_{2.5}$ at the Folsom monitoring station, data collected regionally at the Sacramento Health Department monitoring site on Stockton Boulevard in Sacramento show that there have been exceedances for this pollutant as well over the last five years.

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 would include an existing baseball and softball field within the Livermore Community Park, located approximately 200-ft southeast and southwest of the project site, and residential single-family homes located approximately 300-ft east of the project site. The closest school to the project site is Sandra J. Gallardo Elementary School, located approximately 1-mile southwest of the project site at 775 Russi Road.

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.

Discussion

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 NOX, PM_{10}, and $PM_{2.5}$, and operational-generated ROG and NOX (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, NOX, PM10, or PM2.5, 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 NOX, PM_{10}, and $PM_{2.5}$ and operation-generated emissions ROG and NOX 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.

Regional Emissions

Operational Emissions

Operation of the proposed project would not result in a population increase and would not generate new vehicle trips beyond occasional maintenance activities and would therefore produce negligible emissions. Although the project includes a 30-kw diesel generator with fuel tank, it would operate in the case of an emergency and for maintenance purposes, approximately one time a month for approximately 20-30 minutes. No other emissions would be associated with the operation of the proposed project. Therefore, the project would not exceed SMAQMD's mass emissions thresholds for operational emissions of ROG or NOx. Operational impacts to regional air quality would be less than significant and no mitigation would be necessary.

Construction Emissions

Construction activities would be temporary and would likely only last approximately three months. In addition, given the small footprint of the site, including a 1,600-sf lease area and a 6-ft to 15-ft-wide non-exclusive road access easement on the existing driveway, limited construction equipment would be necessary for construction tasks. Therefore, construction would not produce emissions that would exceed SMAQMD construction thresholds for NOX, PM_{10}, and $PM_{2.5}$. Construction impacts to regional air quality would be less than significant and no mitigation would be necessary.

Local Emissions

Operational Emissions

The primary pollutant of localized concern is mobile-source CO. Local mobile-source CO emissions near roadway intersections are a direct function of traffic volume, speed, and delay. Long-distance transport of CO is extremely limited because it disperses rapidly with distance from the source under normal meteorological conditions. Under specific meteorological conditions and traffic conditions, CO concentrations at receptors located near roadway intersections may reach unhealthy levels, when combined with background CO levels. The SMAQMD's two-tiered screening criteria identifies when a project has the potential to contribute to a CO hotspot and if CO dispersion modeling is necessary. According to the first screening tier, the proposed project will result in a less-than-significant impact to air quality for local CO if:

1. Traffic generated by the proposed project will not result in deterioration of intersection level of service (LOS) to LOS E or F; and,
2. The project will not contribute additional traffic to an intersection that already operates at LOS E or F.

The project would only be expected to generate occasional, "as-needed" maintenance trips and would therefore not result in the deterioration of an intersection's LOS. Impacts from operational emissions to regional air quality would be less than significant.

Construction Emissions

As stated in the SMAQMD's Guide, a project would result in less than significant PM_{10} (and, therefore, PM2.5) emissions if:

1. The project would implement all the Basic Construction Emission Control Practices; and
2. The maximum daily disturbed area would not exceed 15 acres.

The project site, including all proposed impervious services, is approximately 2.0-acres, and therefore much less than the 15-acre limit. Furthermore, the proposed project would incorporate the Basic Construction Emission Control Practices, as recommended by the SMAQMD. As such, the project would the two criteria above, and impacts related to construction generated PM_{10} and $PM_{2.5}$ emissions would be less than significant.

Cumulative Net Increase

Given the project's minimal construction and operational emissions, the proposed project would not result in a cumulatively considerable net increase for a criteria pollutant for which the region is in non-attainment and impacts 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 would include a baseball/softball field within the Livermore Community Park, located approximately 200-ft southeast and southwest of the project site, and single-family residential homes located approximately 300-ft east of the project site. The closest school to the project site is Sandra J. Gallardo Elementary School, located approximately 1-mile southwest of the project site at 775 Russi Road.

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 be short-term and temporary, it is not anticipated that construction of the project would expose sensitive receptors to substantial DPM concentrations.

Utility projects do not typically have the potential to result in localized concentrations of criteria air pollutants that expose sensitive receptors to substantial pollutant concentrations as criteria air pollutants are predominantly generated in the form of mobile-source exhaust from vehicle trips. 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. During operation, the project would require only occasional, “as-needed” maintenance trips and would require the use of the diesel generator approximately once a month for 20-30 minutes for emergency and maintenance purposes. Routine activities associated with operation of the proposed project would not result in the release of pollutant concentrations in the air. Once operational, the project would not be a significant source of TACs due to the minimal number of vehicle trips and limited usage of the diesel generator.

As operation and construction emissions would not expose sensitive receptors to long-term, substantial pollutant concentrations, impacts 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 less than significant.

Operation of the proposed project could produce odors during occasional maintenance trips and from the proposed diesel generator with fuel tank. However, all maintenance trips would be limited to "as needed" and the generator would be used approximately once a month for approximately 20-30 minutes for emergency and maintenance purposes. Any odor emitted during operational activities would be temporary, short-term, and intermittent in nature. As a result, impacts associated with temporary odors during routine operations are less than significant and no mitigation would be required.

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

Environmental Setting

The project site is within the Livermore Community Park. The Livermore Community Park includes play equipment and athletic facilities including volleyball courts, soccer fields, baseball and softball fields, and pedestrian walkways. The community park also includes existing internal paved driveways with parking areas and various trees and shrubs to contribute to the overall visual aesthetic of the park. Land uses in the general area of the project site include residential development. The project site itself is an unutilized and undeveloped portion of the Livermore Community Park made up of open space with ornamental vegetation. Natomas Ditch transects the Livermore Community Park in the southeastern portion of the park; however, the project site is over 150-ft from Natomas Ditch.

Regulatory Framework Relating to Biological Resources

The City of Folsom regulated urban development through standard construction conditions and through mitigation, building, and construction requirements set forth in the Folsom Municipal Code. Required for all project constructed in the City, compliance with the requirements of the City's standard conditions and the provisions of the Municipal Code avoids or reduces many potential environmental effects. No Habitat Conservation Plan, Natural Community Conservation Plan, or other local, regional, or state habitat conservation plan has been approved for the City of Folsom.

State and Federal Endangered Species Act

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 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. Both laws include a process for issuance of permits for incidental take of listed species through consultation with the agency having jurisdiction over the protected species. Incidental take is a take resulting as an unintended consequence of an otherwise lawful action.

California Code of Regulations and California Fish and Game Code

The official 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. Incidental take of fully protected species is not permitted except in conjunction with an approved Natural Community Conservation Plan that provides adequate coverage to 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, including all raptors, "fully protected",

making it unlawful to take, possess, or destroy these species except under issuance of a specific permit. 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.

City of Folsom Tree Preservation Ordinance

Requirements related to biological resources include protection of existing trees, and specify measures necessary to protect native oaks and ornamental trees. Chapter 12.16 of the Folsom Municipal Code, the Tree Preservation Ordinance, regulates the cutting or modification of protected trees. Protected trees include:

- Native oak trees with a diameter of 6 inches or larger for single trunk trees and 20 inches or greater combined diameter for multi-trunk trees;
- Heritage trees - a tree on the city's master tree list over thirty inches in diameter at standard height (DSH) or a multitrunked tree on the master tree list having a combined DSH of fifty inches or more;
- Landmark trees identified individually by the City Council through resolution as being a significant community benefit; and
- Regulated trees required by the city's zoning code, required as conditions of development project approval, or required by the Zoning Code as mitigation for the removal of a protected tree.

The Tree Preservation Ordinance requires a Tree Permit prior to cutting or modification of a protected tree, and establishes mitigation requirements for cut or damaged protected trees (City of Folsom 2000). Actions regulated by the Tree Preservation Ordinance include:

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

Jurisdictional Waters

Any person, firm, or agency planning to alter or work in the waters of the U.S. (WOUS), including the 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 of the CWA requires an applicant for a federal license or permit under Section 404 to also obtain a state certification that the discharge complies with other provisions of the CWA. The Regional Water Quality Control Board (RWQCB) administers the certification program in California. The extent of USACE jurisdiction under the CWA is determined by USACE according to published definitions that are informed by statute, regulatory practice, and judicial rulings.

Waters of the State are protected by state laws including Section 1600 et seq. of the California Fish and Game Code, and the Porter-Cologne Water Quality Control Act. Waters of the State generally have a broader definition than WOUS. Alteration of a lake or stream as defined in the California Fish and Game

Code requires the execution of a Streambed Alteration Agreement with CDFW. Actions that would result in a discharge of pollutants into waters of the State must be permitted by the RWQCB pursuant to Porter-Cologne.

Discussion

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 impact with mitigation. The proposed project would be located on an unutilized and undeveloped portion of the Livermore Community Park, and the project site itself is made up of open space with ornamental vegetation. The project proposes to add various shrubs within a landscape easement around the 6-ft-high fence that would surround the 1,600-sf lease area. No existing trees are located on the project site; however, existing tree species are located directly adjacent to the project area. Common bird species protected by the federal Migratory Bird Treaty Act and California Fish and Game Codes may nest on the trees directly 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-01 would be implemented to avoid and minimize impacts to nesting birds:

Mitigation Measure BIO-01: 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 Mitigation Measure BIO-01, 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. No riparian habitat or wetlands occur within or immediately adjacent to the project site. Natomas Ditch transects the Livermore Community Park in the southeastern portion of the park; however, the project site is over 150-ft from Natomas Ditch. As such, no direct impacts to federally protected wetlands as defined by Section 404 of the Clean Water Act are anticipated and no mitigation would be necessary.

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?

Less than significant impact. The project site itself is made up open space with ornamental vegetation in an unutilized and undeveloped portion of the Livermore Community Park. The project site is surrounded by recreational facilities and park utility structures including an existing 25-ft-tall water tank enclosed within a chain link fence, as well as an existing trash enclosure. The proposed project would also be located adjacent to an existing parking lot that extends from the existing paved entrance driveway off Riley Street. Although the project site would have the potential to act as a wildlife movement corridor, the location of development in the vicinity of the project site, including existing utility structures, recreational facilities, and parking, would prevent the substantial interference with wildlife movement through the project area. Additionally, the project site does not include any trees or sensitive vegetation and contains only ornamental vegetation. Therefore, due to its proximity to surrounding developed areas, the project would not substantially interfere with wildlife movement corridors and impacts would be less than significant.

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

No impact. The project would include the installation of a telecommunications cell tower and associated structures within an unutilized and undeveloped portion of the Livermore Community Park. The project site itself is made up of open space with ornamental vegetation. Trees within the vicinity of the project site include pine trees ranging from 43-ft to 58-ft in height, and an oak tree that is 71-ft in height. Although the top of the monopine would reach 94-ft above ground level, which is approximately 23-ft taller than the highest oak tree in the vicinity, the monopine has been designed to blend in with the surrounding vegetation with camouflage purposes. The monopine would blend in with the existing pine trees, oak trees, and other tree species surrounding the project site.

The proposed project would not require the relocation or removal of any trees and would therefore not conflict with the City of Folsom Tree Preservation Ordinance criteria for protection. No impact would occur, and no mitigation is necessary.

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 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, and no mitigation would be necessary.

XII. 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?	☐	☒	☐	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c)	Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

Environmental Setting

Study Area

The cultural resources study area for the proposed Project is defined as the geographic area where project activities may directly or indirectly cause changes in the character or use of historic properties of archaeological or buildings, structures, objects, or features that are 45 years or older. The study area for the current undertaking includes approximately 2.0-acres within Livermore Park in the City of Folsom, Sacramento County, California. The Project area is in the southeast quarter of the southwest quarter of Section 6 of Township 9 North, Range 8 east on the USGS 7.5-minute Folsom Quadrangle Map.

Methodology

On August 4, 2022, HELIX requested a records search of the California Historical Resources Information System, North Central Information Center (NCIC) at California State University, Sacramento. The records search encompassed the 2.0-acre study area and surrounding 0.25-mile area. The objective of the records search was to identify (1) prior cultural resource investigations completed in or near the Project area; and (2) prehistoric or historical resources previously documented in the Project area and within 0.25 miles of Project area. Sources consulted included reports of previous studies, cultural resource records (DPR 523-series forms), historical USGS topographic maps, and the Historic Properties Directory of the Office of Historic Preservation to identify National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) eligible or listed resources. The California Points of Historical Interest, California Historical Landmarks, and local Folsom Cultural Resource Inventory listings were reviewed to identify historical resources within the Project area. On August 3, 2022, HELIX requested a search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) to identify recorded locations of Native American sacred sites or human remains within the Project area.

On October 10, 2022, HELIX mailed letters requesting information pertaining to the Project Area to Native American representatives identified by the NAHC. An archaeological survey of the Project area was overseen by HELIX's Senior Archaeologist, Clarus Backes, who meets Secretary of the Interior standards for professional archaeology. A full copy of the cultural resource letter report with findings is on file with the City; however, it is not being circulated due to confidentiality laws.

Records Search Findings

The NCIC records search identified two prior cultural resource studies conducted within the Project area, including *The Riley Street School Site Mine Tunnel* and *Archaeological Evaluation of a Portion of the Natomas Ditch and Replacement Pipeline Route, Near Folsom, Sacramento County, California*. The NCIC also identified two historical resources that intersect the Project area, including the Riley Street School Mine Tunnel (P-34-002264/CA-SAC-001124H), which is a contributing element of the second resource that encompasses the Project area, the Folsom Mining District (P-34-000335/CA-SAC-000308H). No prehistoric cultural resources were identified in the NCIC records search.

The Folsom area encompassing the Project area was heavily placer mined during the Gold Rush through the early half of the 20th century, and the immediate surrounding area was subject to dredging from 1933 to 1942 by the Gold Hill Dredging Company. Nearby Willow Springs Hill was mined as early as 1851 and continuing through the mid-twentieth century. Historic maps and aerial imagery encompassing the Project area were examined to identify historic uses of the Project Area, including: 1856 Public Land Survey System map; Folsom USGS 7.5-minute topographic quadrangle maps dating to 1914, 1954, 1967, and 1975; 15-minute topographic quadrangle maps from 1941 and 1944, and aerial images dating to 1952, 1958, 1964, and 1966. The historic landscape encompassing the Project area comprises undeveloped dirt roads that access placer mining and dredging activity areas, a historic segment of the Southern Pacific Railroad trending northeast towards the Project area, and widespread evidence of historic mining activities (e.g., tailings, ditches) with the Natomas Ditch system to the east and northeast of the Project area. By 1967, major development occurred in the region surrounding the Project area, evident by the presence of major roadways, a substation, residential neighborhoods, and Folsom Lake. The 1975 topographic quadrangle shows historic mining tailings and dump areas, as well as artificial ponds, ditches, and flumes within 0.25-mile of the Project area. A water tower present at the center of the Project area is not historic in age (construction began prior to 1984 with completion visible in the 1993 aerial image).

Much of the ground surface historic landscape, buildings, structures, and features that is depicted in historical maps and aerial imagery has been dismantled, burned, or destroyed and modern development occurs in its place. However, buried and contributing elements of the NRHP/CRHR-eligible Folsom Mining District may be present below the ground surface.

Native American Outreach

On October 4, 2022, HELIX received a written response from the NAHC which stated that the SLF record search had negative results. The letter recommended communication with 10 local Native American representatives who might be able to supply further information related to the Project area. No responses were received to information request letters mailed by HELIX on October 10, 2022.

Archaeological Survey

Under the supervision of an SOI-qualified archaeologist, HELIX archaeologist Jentin Joe conducted a complete pedestrian survey of the Project area on August 28, 2022. The survey involved the systematic investigation of the Project area's ground surface by walking in parallel 15-meter transects across the 2-acre Project area. The ground surface was examined for artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, fire-affected rock, prehistoric ceramics), soil discoloration that might indicate the presence of a prehistoric cultural midden, soil depressions, and features indicative of the former or

extant presence of structures or buildings (e.g., standing exterior walls, postholes, foundations, wells) or historic debris (e.g., metal, glass, ceramics). Ground disturbances such as gopher holes, burrows, cut banks, and drainage banks were also visually inspected. No prehistoric or historic-era cultural material, or possible contributing elements of Folsom Mining District (P-34-000335/CA-SAC-000308H) were observed.

Discussion

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

Less than significant impact with mitigation. A survey of the built environment within the Project area by HELIX did not identify historic-era buildings, structures, objects, or features. However, the NCIC records search identified two resources within or adjacent to the project area that are listed in the City of Folsom 2035 General Plan Update EIR as eligible for inclusion in the NRHP and CRHR, including the Folsom Mining District (P-34-000335/CA-SAC-000308H) and Riley Street School Mine Tunnel (P-34-002264/CA-SAC-001124H). There are no visible remains of these historical resources on the ground surface of the Project area, however, buried features related to either historical resource may be encountered during Project ground-disturbing construction activities. Damage or destruction of buried historical resources or contributing elements of known historical resources could adversely impact the resource. With implementation of Mitigation Measure CUL-01, Response to an Inadvertent Discovery, potential adverse impacts to historical resources would be less than significant.

Mitigation Measure CUL-01: Response to an Inadvertent Discovery

- If archaeological material or historic-era structural features or elements are exposed during ground-disturbing activities, all work shall be halted in the immediate vicinity of the discovery until an archaeologist meeting the Secretary of Interior's (SOI) Professional Qualifications Standards can assess the significance of the find and make recommendations for next steps. If the resource cannot be avoided during project construction, an SOI-qualified archaeologist shall be retained to evaluate the cultural resource's significance and eligibility for inclusion in the NRHP/CRHR or local register. If the discovery proves to be significant, additional work, such as data recovery excavation, may be warranted as determined in consultation with the CEQA lead agency and Native American consulting tribe.

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

Less than significant impact with mitigation. An archaeological survey of the Project area by HELIX did not identify prehistoric or historic-era cultural material on the ground surface. Buried features or artifacts related to two historical resources encompassing the Project area, Folsom Mining District (P-34-000335) or Riley Street School Mine Tunnel (P-34-002264), may be encountered during Project ground-disturbing construction activities. Buried prehistoric cultural material may also be encountered during Project construction. With implementation of Mitigation Measure CUL-01, Response to an Inadvertent Discovery, potential adverse impacts to archaeological resources that are eligible for or listed in the NRHP or CRHR would be less than significant.

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

Less than significant impact with mitigation. No formal cemeteries or other places of human internment are known to exist in the Project area. However, in accordance with Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98, if human remains are uncovered during ground-disturbing Project activities, Mitigation Measure CUL-02, Treatment of Human Remains, will be implemented to reduce impacts to a less than significant level.

Mitigation Measure CUL-02: Treatment of Human Remains

- If human remains are uncovered or discovered during Project construction, the Sacramento County Coroner is to be notified to arrange proper treatment and disposition of the remains. If the remains are identified – based on archaeological context, age, cultural associations, or biological traits – to be those of a Native American, California Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98 require that the coroner notify the Native American Heritage Commission within 24 hours of discovery. The NAHC will then identify the Most Likely Descendent who will determine the manner in which the remains are to be treated.

XIII. 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?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

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 5** provides a summary of California's electricity sources as of 2020.

Table 5. 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).

Discussion

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. The proposed project would involve the construction and operation of a telecommunications cell tower and associated structures that would extend AT&T telephone service coverage to the proposed area in the City of Folsom. While construction activities would result in a temporary consumption of energy resources in the form of vehicle and equipment fuels (gasoline and diesel fuel) and electricity/natural gas (directly or indirectly), such consumption would be incidental and temporary and would thus not have a potential to result in wasteful, insufficient, or unnecessary consumption of energy resources.

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:

- Follow maintenance schedules to maintain equipment in optimal working order and rated energy efficiency, which would include, but not be limited to, regular replacement of filters, cleaning of compressor coils, burner tune-ups, lubrication of pumps and motors, proper vehicle maintenance, etc.;

- Reduce on-site vehicle idling; 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.

With regard to long term operations, although the project would result in a new utility service with the construction of a new telecommunications cell tower with associated structure, the project would necessitate very limited new equipment that would create additional energy demands. Energy related to the onsite 30-kw diesel generator would be less than significant as the generator would operate approximately once a month for 20-30 minutes for maintenance or emergency purposes. The proposed utilities would connect to an existing electrical cabinet for power and would connect to an existing telco box for fiber. The existing electrical cabinet and telco box are located on the western side of the existing water tank in the northern portion of the Livermore Community Park. The proposed utilities would connect to the existing electrical cabinet and telco box through 6-inch underground conduits locate underneath the paved entrance driveway off Riley Street.

The proposed monopine would be in compliance with 2019 California Green Building Standards Code (Part 11) and the 2019 California Energy Code. Compliance with these energy codes would reduce potential impacts to consumption of energy resources. Therefore, with limited usage of the diesel generator, and compliance with the energy codes, impacts relating to energy resources would be less than significant, and no mitigation would be required.

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

No impact. See discussion under question a) above. The proposed project would not result in a substantial new demand for energy resources nor conflict with or obstruct any state or local plan for renewable energy or energy efficiency. No impact would occur.

XIV. 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.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

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 Xerorthents, dredge tailings, 2 to 50 percent slopes (NRCS 2021). The soil drainage class is characterized as somewhat excessively drained and has a low runoff class.

City Regulations 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. The City has additionally adopted a Grading Code (Folsom Municipal Code Section 14.29) that regulates grading citywide to control erosion, stormwater drainage, revegetation, and ground movement.

Discussion

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. Therefore, impacts would be a less than significant and no mitigation would be required.

    iii. Seismic-related ground failure, including liquefaction?

Less than significant impact. The project site is a relatively flat community park with elevations ranging from 350-ft to 355-ft amsl. 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 Xerorthents, dredge tailings, complex soils have a depth to 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 a portion of the Livermore Community Park and has relatively flat topography. Elevations in the project site range from 350-ft to 355-ft amsl. 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, Xerorthents, dredge tailings, are classified as somewhat excessively drained, and have a low runoff class. A low runoff class designation would indicate a lower potential for water erosion. Ground disturbing activities during construction of the project would 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 Xerorthents, dredge tailings, 2 to 50 percent slopes (Unit 245), and NRCS does not have information regarding the shrink-swell of this soil type (NRCS 2021). The proposed project would be designed to meet the 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 wastewater disposal systems where sewers are not available for the disposal of wastewater?

No impact. The project is a proposed telecommunications cell tower with associated structures and would not require wastewater services. No on-site wastewater disposal would occur. 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-01 would reduce potentially significant impacts to a level of less than significant.

Mitigation Measure GEO-01: 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.

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

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 (GHG) 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 (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). 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 (CO_2e), which weigh each gas by its global warming potential (GWP). Expressing GHG emissions in CO_2e 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 CO_2 were being emitted. GHG emissions quantities in this analysis are presented in metric tons (MT) of CO_2e. 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): CO_2 – 1; CH_4 – 25; N_2O – 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 GHG emissions to 1990 levels by 2020, as established in AB 32. California's new emission reduction target of 40 perfect 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 19990 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)

Discussion

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

Less than significant impact. Implementation of the proposed project would result in the construction of an 89-ft-tall telecommunications cell tower, disguised as a pine tree, with associated structures, including a WIC shelter, diesel generator, and fuel tank. The project site itself is within an unutilized and undeveloped portion of the community park, consisting of open space with ornamental vegetation. The project would not generate substantial operational GHG emissions as equipment used for the site including a diesel generator would operate approximately once a month for 20-30 minutes for maintenance and emergency purposes and due to the project only generating occasional, "as-needed" vehicle maintenance trips as the facility is "unmanned". Additionally, the project would generate a negligible amount of greenhouse gas emissions during construction and as a result of the short-term and temporary construction time of approximately three months. Therefore, the project would not generate significant greenhouse gas emissions and impacts would be less than significant.

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

Less than significant impact. 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). The proposed facility is "unmanned" and would be visited on an "as needed" basis only. Implementation of the proposed telecommunications cell tower and associated structures would not generate an increase in population. Vehicles would only access the site for maintenance or for emergency purposes only and would therefore result in a negligible number of VMT for the proposed project.

As a result, the project would not conflict with CARB's 2017 Scoping Plan, the SACOG's 2020 MTP/SCS, or the City's GHG Strategy, and impacts would be less than significant.

XVI. 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Environmental Setting

The project site is an unutilized and undeveloped portion of the Livermore Community Park. The project site is undeveloped and covered with ornamental vegetation. The project site has no known past land uses associated with potentially hazardous sites.

The school nearest to the project site is Sandra J. Gallardo Elementary School, located approximately 1.0-mile southwest of the project site at 775 Russi Road. Other schools in the vicinity include Golden Ridge Elementary School, located approximately 1.5-miles southeast of the project site, and Folsom High School, located approximately 2.0-miles southwest 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).

Discussion

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

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. The proposed project would install a telecommunications cell tower with panel antennas, ratio units, and a GPS antenna. Utility structures, such as a telecommunications cell tower have the potential to emit radiofrequency (RF) energy, a type of electromagnetic energy. According to the Federal Communications Commission (FCC) Office of Engineering & Technology, levels of RF energy routinely encountered by the general public are typically far below levels necessary to produce significant heating and increased body temperature (FCC 1999). There have been no conclusive results that have examined the possibility of a link between RF exposure and cancer, and other studies have failed to find evidence for a causal link to cancer or any related conditions (FCC 1999). As no conclusive or causal evidence of biological effects from RF energy has been determined, there is no evidence to suggest the proposed telecommunications cell tower would cause health problems to the surrounding community. Due to lack of evidence, impacts regarding RF energy would be less than significant.

The proposed project also involves the storage of a fuel tank used to power a standby 30-kw diesel generator used for emergency purposes. The transport, storage, and use of diesel fuel could result in a hazard to the public in the event of upset or accident conditions. A Hazardous Materials Business Plan (HMBP) would be prepared in compliance with the California Health and Safety Code, section 25503.5. Therefore, with preparation of the plan impacts from the generator would be less than significant.

During the project construction period, hazardous substances used to maintain and operate construction equipment (such as fuel, lubricants, etc.) could be present; however, it is not expected that large-scale staging and equipment/materials storage would be necessary. 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 impacts would be less than significant for questions a) and b).

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 school nearest to the project site is Sandra J. Gallardo Elementary School, located approximately 1 mile southwest of the project site. Therefore, the project would not 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 would occur, and no mitigation would be necessary.

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?

Less than significant 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 9.0-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 #28-Willow Springs, which identifies Iron Point Road and Oak Avenue 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. Additionally, installation of the new telecommunications cell tower would enhance coverage to first responders and would improve coverage to allow people to call for emergency services in the event of an accident.

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 and is not within 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. Therefore, the proposed project would not increase the risk of wildland fires and a less than significant impact would occur.

XVII. 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?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Environmental Setting

The project site is within an unutilized and undeveloped portion of the Livermore Community Park and the project site itself is made up of open space with ornamental vegetation. The topography of the project site is generally flat with elevations ranging from 350-ft to 355-ft amsl. Precipitation is the only apparent source of surface water as there are no wetlands or natural drainages located on the project site. Natomas Ditch transects the Livermore Community Park in the southeastern portion of the park; however, the project site is over 150-ft from Natomas Ditch.

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 06067C0117H effective 8/16/2012 (FEMA 2012). The project site is not located within a 100-year floodplain.

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., Best Management Practices (BMP), 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 6**.

Table 6.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.

Discussion

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 an unutilized and undeveloped portion of the Livermore Community Park. The project site itself is made up of open space with ornamental vegetation. Natomas Ditch transects the Livermore Community Park in the southeastern portion of the park; however, the project site is over 150-ft from Natomas Ditch.

Implementation of the proposed project may alter the existing drainage patterns on the project site through introduction of impervious surfaces such as the monopine, associated support structures, surrounding fencing, as well as a 6-ft to 15-ft non-exclusive AT&T mobile access easement on the existing driveway leading to the lease area. An increase in impervious surfaces may result in an increase in the total volume and peak discharges of stormwater runoff. However, due to the small nature of the

site and the small area of which would be developed with impervious surfaces, approximately 2.0-acres, the project would not result in a significant effect on the overall drainage by the area.

In addition, the slight increase in runoff that may be produced would not produce contamination or sediment conveyance that would violate water quality standards. Storm water generated at the project site would flow to pervious/vegetative areas adjacent to the project site or would flow to existing City maintained storm drains on McAdoo Drive and Riley Street. Additionally, a landscape easement with various shrubs would surround the outside of the proposed 6-ft-high chain link fence. Therefore, impacts to water quality, drainage, and runoff would be less than significant and no mitigation would be necessary.

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. The proposed project would not result in the use of groundwater, as domestic water in Folsom is provided solely by a surface water source (Folsom Lake). While the construction of a telecommunications cell tower and associated structure within 1,600-sf lease area would result in additional impervious surfaces to the project site, the project size and small developed space would have a minimal effect on the existing groundwater infiltration in the Livermore Community Park. Storm water generated at the project site would flow to pervious/ vegetative areas adjacent to the project site or would flow to existing City maintained storm drains on McAdoo Drive and Riley Street. A landscape easement with various shrubs would surround the outside of the proposed 6-ft-high chain link fence. Therefore, the proposed project would not substantially interfere with groundwater recharge, and impacts 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.

XVIII. 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?	☐	☐	☐	☒
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?	☐	☐	☒	☐

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 Parks (P) in the Folsom 2035 General Plan. The P designation provides for active and passive recreational opportunities in Folsom. The proposed telecommunications cell tower and associated structures would be consistent with the existing General Plan designation with a Use Permit.

The zoning designation of the project site is Open Space Conservation District (OSC). The OSC District is intended to be applied to properties which should be generally maintained in an open or undeveloped state or developed for permanent open uses as parks or greenbelts. The proposed telecommunications cell tower and associated structures would be allowed under the OSC zoning district with a Use Permit.

Discussion

a) Physically divide an established community?

No impact. The project site is currently an unutilized and undeveloped portion of the Livermore Community Park. Implementation of a telecommunications cell tower and associated structures would not physically divide an established community as there are no residences within the community park. Therefore, no impact would occur.

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 land use designation of Parks (P), and a zoning designation of Open Space Conservation District (OSC).

The City of Folsom General Plan identifies the Parks as a designation for recreational opportunities, and the City of Folsom Municipal Code identifies the OSC District as a zone for open uses or undeveloped states. The proposed telecommunications cell tower and associated structures would be consistent with

the P designation and the OSC zoning district upon approval of an Use Permit. Therefore, with approval of an Use Permit, impacts would be less than significant, and no mitigation is required.

XIX. 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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.

Discussion

- 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?

- 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.

XX. 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?	☐	☐	☒	☐
b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Environmental Setting

The predominant existing noise sources in the vicinity of the proposed project are from vehicles on adjacent streets and visitors of the Livermore Community Park. No commercial airports are located within 2.0-miles of the project site, though occasional overflights and associated noise could occur from aircrafts landing Cameron Airpark, approximately 9.0-miles northeast of the project site, and Mather Airport Air Force Base, approximately 10.0-miles southwest of the project site.

Regulatory Framework

Noise Element

The City of Folsom General Plan Noise Element establishes land use compatibility criteria for transportation noise sources such as roadways. For these sources, the City establishes a noise level criterion of 60 dBA LDN/CNEL[1] or less in outdoor activity areas of noise-sensitive land uses, and 45 dBA LDN/CNEL or less for interior noise levels of noise-sensitive land uses. As the project site would not contain people outside of an occasional maintenance worker, it would not be considered a noise-sensitive land use.

1 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. Similarly, the Day-Night sound level (L_{DN}) is a 24-hour average with an added 10 dBA weighting on the same nighttime hours but no added weighting on the evening hours.

Noise Ordinance

For stationary noise sources, the City has adopted a Noise Ordinance as Section 8.42 of the Folsom Municipal Code (City of Folsom 2011). The Noise Ordinance establishes hourly noise level performance standards that are most commonly quantified in terms of the one-hour average noise level (LEQ). Using the limits specified in Table 8.42.040 of the Noise Ordinance, noise levels generated by the project would be significant if they exceeded 50 dBA LEQ from 7 a.m. to 10 p.m. and 45 dBA LEQ from 10 p.m. to 7 a.m. at the following land uses: single- or multiple-family residence, school, church, hospital or public library.

The City has also established Standard Construction Specifications as published in May 2004 (City of Folsom 2004). The standard construction specifications are required to be adhered to by any contractor constructing a public or private project within the City. Standards regarding the noise environment are summarized below.

- *Noise Control* – Requires that all construction work comply with the City Noise Ordinance, and that all construction vehicles be equipped with a muffler to control sound levels.

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

Discussion

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.

Construction Noise

Construction of the project would generate elevated noise levels. The magnitude of the impact would depend on the type of construction activity, equipment, duration of each construction phase, distance between the noise source and receiver, and any intervening structures.

Construction of the telecommunications cell tower and associated structures may require the use of construction equipment such as a backhoe, excavator, and a crane. Construction noise would be regulated by Section 8.4.2.060 of the City's Municipal Code (Noise Ordinance), which states that construction activities are exempt from noise standards if they take place during daytime hours between 7 a.m. and 6 p.m. on weekdays and between 8 a.m. and 5 p.m. on Saturdays, with no Sunday or Holiday work permitted. Project construction would only occur during these exempted hours. Therefore, construction noise impacts are less than significant, and no mitigation would be required.

Operational Noise

The closest noise-sensitive land uses to the project site would be existing baseball and softball field within the Livermore Community Park, located approximately 200-ft southeast and southwest of the project site. The next closest sensitive receptors are single-family residential homes located

approximately 350-ft east of the project site. The project component most likely to generate audible exterior noise would be the 30-kW diesel generator. The diesel generator would only run in the case of an emergency and for maintenance purposes, approximately one (1) time a month for approximately 20-30 minutes. A potential model is the Kohler 30REOZJC-VER, which would generate a noise level of 65 A-weighted decibels (dBA) at 23-ft (Kohler 2009). With the potential model, the proposed 30-kw generator would not exceed Noise Ordinance's limits of 50 dBA for 30 minutes of cumulative exterior noise as the nearest noise-sensitive land use would be approximately 200-ft southeast and southwest of the project site. Additionally, Section 8.4.2.060 of the City's Municipal Code (Noise Ordinance) states that any mechanical device related to emergency activities or work would be exempt from the chapter provisions. Therefore, any use of the generator for emergency purposes would be exempt from noise provisions. Impacts relating to operational noise would be less than significant, and no mitigation would be required.

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

Less than significant impact. The proposed project would not include components that would result in excessive groundborne vibration. While equipment in use during construction may result in minimal amounts of groundborne vibration, these effects would be temporary and not excessive. Therefore, less than significant impacts associated with groundborne vibration would occur and no mitigation would be necessary.

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?

No impact. Since the project site is not located in an area for which an Airport Land Use Compatibility Plan has been prepared, and the nearest airport, Cameron Airpark, would be located 9.0-miles northeast of the project site, the proposed project would not be exposed to adverse levels of noise due to aircraft overflight. Therefore, no impact would occur, and no mitigation would be necessary.

XXI. 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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Environmental Setting

Folsom's estimated population in 2019 was 81,328 people (U.S. Census Bureau 2019). The population is projected to increase to approximately 97,485 by 2035 (City of Folsom 2018).

Discussion

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 89-ft-tall telecommunication cell tower disguised as a monopine with associated structures within a 1,600-sf lease area. The project site would be accessible via an existing paved driveway off Riley Street, which is also an entrance to the Livermore Community Park.

The proposed project would not induce substantial growth in the City of Folsom. The project would not add new homes or businesses or extend existing roads or other infrastructure in a manner that promotes additional growth. The facility would be "unmanned" and is anticipated that employees would visit the site on an "as needed" basis. Employees would mainly reside locally; however, if future employees would 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 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 within an unutilized and undeveloped portion of the Livermore Community Park, and no existing residences reside on the project site. Therefore, there would be no impact on displacement of existing people or housing.

XXII. 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?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

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 Livermore Community Park 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 1.7-miles east 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 2.5 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 Sandra J. Gallardo Elementary School, Sutter Middle School, and Folsom High School. The project parcel itself is the Livermore Community Park; however, there are several other parks in the vicinity of the project site including Amos P. Catlin Park and John Kemp Community Park.

The Sacramento Municipal Utilities District (SMUD) would supply electricity to the project site. The City of Folsom has a program of maintaining and upgrading existing utility and public services within the City. Similarly, all private utilities maintain and upgrade their systems as necessary for public convenience and necessity, and as technology changes. The proposed telecommunications tower and associated support structures would be served by AT&T Wireless.

Discussion

a) Fire protection?

Less than significant impact. The project site currently receives service from the City of Folsom Fire Department. Due to the small amount of development located on the project site, proposed improvements would not result in significant additional demand for fire protection services. As such, the proposed project would not result in the provision of or the need for new or physically altered protection facilities. The potential for a minor increase in demand for fire services may occur during construction of maintenance of the telecommunications cell tower and associated structures. These minor public service demands would not overburden the Fire Department and no mitigation measures are proposed or warranted. Therefore, a less than significant impact related to fire protection services would occur.

b) Police protection?

Less than significant impact. Police services within the project area would continue to be provided by the Folsom Police Department. Proposed improvements would not result in additional demand for police protection services. As such, the proposed project would not result in the provision of or need for new or physically altered police protection facilities. The potential for minor increase in demand for services may occur for police protection if a crime or accident occurs during construction of maintenance of the telecommunications cell tower and associated structures. These minor demands would not overburden the Folsom Police Department and no mitigation measures are proposed or warranted. Therefore, a less than significant impact related to police protection services would occur.

c) Schools?

Less than significant impact. The proposed telecommunications cell tower and associated structures would not increase the number of residences in the City, as the project does not include residential units. Therefore, no new school facilities would be necessary to serve the proposed project and potential impacts would be less than significant.

d) Parks?

Less than significant impact. The proposed project would be located within the Livermore Community Park. However, the project site would be developed on a portion of the park that is unutilized and undeveloped. The project site itself is made up of open space with ornamental vegetation. The project site would be located east of the existing water tank located in the northern portion of the park. Project operation would not interfere with existing park facilities, and construction of the proposed project would be short-term and temporary. The facility would be "unmanned" and would be visited on an "as needed" basis only. The proposed project would not increase demand for recreational and park facilities from an increase in population. Please refer to Section 9.*XXIII Recreation* for additional analysis on parks and recreational facilities. As the result, impacts to park facilities would be less than significant, and no mitigation would be required.

e) Other public 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 telecommunications cell tower and associated

structures would not increase the number of residents in the City and would therefore not cause an increase in demand for schools, parks, and other public facilities. 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.

XXIII. 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?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Environmental Setting

The Folsom Parks and Recreation Department provides and maintains a full range of recreational activities and park facilities for the community. The project parcel itself is the Livermore Community Park; however, there are several other parks in the vicinity of the project site including Amos P. Catlin Park, located 1.0-mile southwest of the project site, and John Kemp Community Park, located 1.5-miles east of the project site.

Discussion

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 be located within the Livermore Community Park. However, the project site, including the 1,600-sf lease area, would be developed on a portion of the park that is unutilized and undeveloped. The project site itself is made up of open space with ornamental vegetation. The project site would be located east of the existing water tank located in the northern portion of the park. Project operation would not interfere with existing park facilities, and construction of the proposed project would be short-term and temporary. The facility would be "unmanned" and would be visited on an "as needed" basis only, and no more than two service vehicles, being either a van or a small pickup truck, would visit the facility at a time. Therefore, the project would not result in an increase in population that would accelerate the deterioration and/or demand of existing park facilities. Impacts would be less than significant, and no mitigation is required.

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?

No impact. The proposed project includes the construction and operation of a new 89-ft-tall stealth monopine co-locatable tower and associated structures within a 1,600-sf lease area. The project would not require construction or expansion of existing recreational facilities within the Livermore Community Park. Therefore, no impact would occur.

XXIV. 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?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☐	☒

Environmental Setting

The project site would be accessible via an existing paved driveway off Riley Street, which is also an entrance to the Livermore Community Park. The community park includes existing internal paved driveways with parking areas. The Livermore Community Park is accessible from one entrance driveway on Riley Street, two entrance driveways on Carter Street, and one entrance driveway on McAdoo Drive.

Discussion

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 proposed project would install a telecommunications cell tower and associated structures within an unutilized and undeveloped area in the Livermore Community Park. Project operation would not interfere with existing park facilities, which includes pedestrian pathways located throughout the park. The project would propose a 6-ft to 15-ft non-exclusive AT&T mobile access easement on the existing driveway leading to the lease area and would include a proposed non-exclusive AT&T mobile technician parking space located directly south of the lease area. Implementation of the proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Therefore, impacts would be less than significant, and no mitigation would be necessary.

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.

Operation of the proposed facility would "unmanned" and would be visited on an "as needed" basis only for periodic maintenance. No more than two service vehicles, being either a van or a small pickup truck would visit the facility at a time. As such, average daily trip additions to the surrounding roadways would be negligible and VMT significance thresholds would not be exceeded. Therefore, the project would not conflict with CEQA Guidelines section 15064.3, subdivision (b), and impacts would be less than significant.

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. The project site would be accessible via an existing paved driveway off Riley Street, which is also an entrance to the Livermore Community Park. The project would propose a 6-ft to 15-ft non-exclusive AT&T mobile access easement on the existing driveway leading to the lease area and would include a non-exclusive AT&T mobile technician parking space located directly south of the lease area. The proposed project does not include any design features that would create a hazard, such as sharp curves or dangerous intersections in the access road. Therefore, impacts would be less than significant, and no mitigation would be necessary.

d) Result in inadequate emergency access?

No impact. Construction of the proposed project would not alter emergency access on Riley Street as the project would be accessible via an existing paved driveway off Riley Street, which is also an entrance to the Livermore Community Park. The proposed project would install a 6-ft to 15-ft non-exclusive AT&T mobile access easement which would not interfere with the existing entrance driveway off Riley Street. Therefore, no impact would occur.

XXV. 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	☐	☐	☒	☐
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.	☐	☒	☐	☐

A Tribal Cultural Resource (TCR) Memo was prepared by HELIX on October 11, 2022. The TCR Memo is included as **Appendix B**.

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);
- Ione 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 (TCR) 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.

On August 5, 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 Ione 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 August 31, 2022 the City received an email from tribal representative Ms. Anna Cheng, within the 30-day response timeframe, that acknowledged receipt of the City's notification letter and informed the City that no map was attached to the notification letter which makes it difficult to review their system for traditional and cultural affiliation. Ms. Cheng requested the City forward the project's map and/or shapefiles. On August 31, 2022, the City emailed Ms. Cheng with the site plan and elevations. On August

31, 2022, Anna Cheng responded to the site plan and elevations noting that she will notify UAIC's Cultural Regulatory Specialist Ms. Anna Starkey if any sensitivity is identified. Ms. Cheng noted that Ms. Starkey will reach out to the City regarding recommendations.

On September 28, 2022 the City emailed Ms. Cheng and Ms. Starkey to notify them any information they wish to provide must be done by October 7th, otherwise consultation would be considered closed.

On September 29, 2022, Ms. Starkey emailed the City and asked if an archaeological survey was conducted and requested to see the results. She noted that the project is a smaller footprint with no known cultural sites present so they were not anticipating any unrecorded resources to be present. Ms. Starkey noted that if the archaeological survey did not identify any indigenous cultural resources, their unanticipated discoveries mitigation and TCR chapter recommendations would be sufficient.

On September 30, 2022 the City responded to Ms. Starkey noting that an archaeological survey and records search was being conducted and the TCR mitigation measure language will be prescribed in the ISMND. There was no further communication between the City and UAIC after September 30, 2022. As requested by the UAIC, the ISMND will be provided to the tribe during public review period.

Discussion

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 two resources, the Riley Street School Mine or P-34-002264/CA-SAC-001124H and elements of the Folsom Mining District or P-34-000335 / CA-SAC-000308H, may lie within the currently proposed APE. The Riley Street School Mine has been previously recommended as ineligible for listing on the CRHR, though it is still considered a contributing element of the Folsom Mining District. Beyond identifying the Riley Street School Mine as a resource within the APE, the NCIC records search did not specify any other resources within the APE that might be associated with the Folsom Mining District. NCIC records also 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 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.

HELIX Staff Archaeologist conducted a pedestrian survey of the project area on August 28, 2022. Attempts were made by HELIX's surveyor to identify cultural materials associated with the Riley Street School Mine Tunnel (P-34-002264/CA-SAC-001124H), and the Folsom Mining District (P-34-000335/CA-SAC-000308H) but no traces of these cultural resources were encountered. Ultimately no prehistoric or historic-era materials or features that would be impacted by project related activities were observed during HELIX's pedestrian survey of the APE.

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 California Historical Resources Information System (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. Finally, as summarized in **Appendix B**, 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 likely no known TCRs in the project area and requested an unanticipated discoveries mitigation measure be added.

Based on the consultation record summarized above and included in **Appendix B**, the City concludes that there would be a less than significant impact on TCR's with the incorporation of Mitigation Measure TCR-01 regarding unanticipated discoveries.

Mitigation Measure TCR-01: 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.

XXVI. 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Environmental Setting

Existing utilities for the Livermore Community Park include gas and power lines (PG&E), electricity (SMUD), solid waste disposal (City of Folsom), and water and sewer facilities (City of Folsom). The current project site does not include any existing utilities; however, the proposed monopine would be serviced by AT&T and power would be serviced by the existing gas and power lines (PG&E).

Discussion

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 telecommunication 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 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 proposed project would not require any water services. The project proposes to plant over 30 shrubs within a landscape easement around the 6-ft-high chain link fence that surrounds the lease area. Irrigation for the proposed landscape would be served by existing water services within the Livermore Community Park serviced by the City of Folsom. No other water services would be required for the proposed project. As no additional facilities would need to be constructed or expanded, 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 Waste)

The City of Folsom is responsible for managing and maintaining its wastewater collection system, including approximately 275.0-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 proposed project would not require any connection to an existing sewer system or the construction of a new sewer system. As the project does not create any additional demand of wastewater services, impacts would be less than significant, and no mitigation is required.

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.

Implementation of the proposed project may alter the existing drainage patterns on the project site through introduction of impervious surfaces such as the monopine, associated support structures, surrounding fencing, as well as a 6-ft to 15-ft non-exclusive AT&T mobile access easement on the existing driveway leading to the lease area.

An increase in impervious surfaces may result in an increase in the total volume and peak discharges of stormwater runoff. However, due to the small nature of the site and the small area of which would be developed with impervious surfaces, the project would not result in a significant effect on the overall drainage by the area. In addition, the slight increase in runoff that may be produced would not produce contamination or sediment conveyance that would violate water quality standards. Stormwater generated at the project site would flow to pervious/ vegetative areas adjacent to the project site, or would flow to existing City maintained storm drains on McAdoo Drive and Riley Street. A landscape easement with various shrubs would surround the outside of the proposed 6-ft-high chain link fence. No new drainage facilities or expansion of existing facilities would be required. Therefore, impacts would be less than significant, and no mitigation would be necessary.

Electricity, Gas, and Telephone

Existing utilities for the Livermore Community Park include gas and power lines serviced by PG&E and electricity serviced by SMUD. The project, proposed by AT&T, would extend AT&T telephone service coverage to the proposed area in the City of Folsom. The proposed monopine and associated structures would improve wireless and broadband internet coverage for the local area. The proposed utilities would connect to an existing electrical cabinet for power, and would connect to an existing telco box, for fiber. The existing electrical cabinet and telco box are located on the western side of the existing water tank. The proposed utilities would connect to the existing electrical cabinet and telco box through 6-inch underground conduits locate underneath the paved entrance driveway off Riley Street.

Although the project would include the installation of a new telecommunication cell tower and associated structures, the project would not cause substantial environmental impacts, as analyzed in this Initial Study. The project would connect to existing utilities and utility services that already service the Livermore Community Park. Therefore, impacts would be less than significant, and no mitigation would be required.

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 1,084.0-cres in the community of Sloughhouse. Currently 250.0-acres, the State permitted landfill is 660.0-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 cell tower and associated structures, there is a less than significant impact and no mitigation would be necessary.

XXVII. 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Environmental Setting

The project site is located in a Local Responsibility Area, and it is not within 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).

Discussion

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).

XXVIII. 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?	☐	☒	☐	☐
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)?	☐	☒	☐	☐
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

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, and tribal cultural resources. See Sections 9.XII, 9.XI, 9.XIV, and 9.XXV 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: Implementation of the proposed project would include the construction and operation of a telecommunications cell tower and associated structures. No existing trees are located on the project site but are located directly adjacent to the project area. However, common bird species protected by Fish and Game Code may nest on the building, trees, and other vegetation 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-01, 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 A survey of the built environment within the Project area by HELIX did not identify historic-era buildings, structures, objects, or features. However, the NCIC records search identified two resources within or adjacent to the Project area that are listed in the City of Folsom 2035 General Plan Update EIR as eligible for inclusion in the NRHP and CRHR, including the Folsom Mining District (P-34-000335/CA-SAC-000308H) and Riley Street School Mine Tunnel (P-34-002264/CA-SAC-001124H). There are no visible remains of these historical resources on the ground surface of the Project area, however, buried features related to either historical resource may be encountered during Project ground-disturbing construction activities. Damage or destruction of buried historical resources or contributing elements of known historical resources could adversely impact the resource. With implementation of Mitigation Measures CUL-01, the impacts would be reduced to a less than significant level. No formal cemeteries or other places of human internment are known to exist in the Project area. However, in accordance with Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98, if human remains are uncovered during ground-disturbing Project activities, Mitigation Measure CUL-02, Treatment of Human Remains, will be implemented to reduce impacts to a less than significant level. With implementation of Mitigation Measures CUL-01 and CUL-02, the project would not result in a cumulatively considerable contribution to any significant cumulative impacts.

Evaluation of cumulative geology & soils: 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-01, 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.

Evidence of cumulative tribal cultural resources: 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 mitigation measure language in the CEQA document. With implementation of Mitigation Measures TCR-01, 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. 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.

10.0 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 C**.

11.0 PREPARERS

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AGENDA ITEM NO. 2
Type: Public Hearing
Date: January 18, 2023

Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project:	Vintage Senior Apartments
File #:	PN 21-159
Requests:	Conditional Use Permit
	Planned Development Permit
	Density Bonus
Location/APN:	The proposed Vintage Senior Apartments project is located on a 4.86-acre parcel situated on the south side of East Natoma Street at the intersection of East Natoma Street and Prison Road (103 East Natoma Street)/APN No. 071-0320-042
Staff Contact:	Steve Banks, Principal Planner, 916-461-6207 sbanks@folsom.ca.us

Property Owner/Applicant
Name: Vintage at Folsom, LP
Address: 369 San Miguel Drive, Suite 135
Newport Beach, CA 92660

Recommendation: Conduct a public hearing and upon conclusion recommend approval of a Conditional Use Permit, Planned Development Permit, and Density Bonus for the Vintage Senior Apartments project, subject to the findings (Findings A-U) and conditions of approval (Conditions 1-76) attached to this report.

Project Summary: The proposed project includes development of a 136-unit senior affordable apartment community on a 4.86-acre site located on the south side of East Natoma Street at the intersection of East Natoma Street and Prison Road (103 East Natoma Street). The following are the specific entitlements requested with the proposed project.

- A **Conditional Use Permit** for development and operation of a senior apartment community on the subject 4.86-acre property.

- A **Planned Development Permit** which contains detailed development and architectural standards for the proposed 136-unit senior affordable apartment community.

- A **Density Bonus** for development of a senior affordable apartment community at a residential density of 28 units per acre and a request for three incentives/concessions including establishing a parking ratio of one parking space per apartment unit, increasing the maximum building height from 35 feet to 42-feet 6-inches (proposed apartment building is 34 feet in height with architectural features extending to 42-feet 6-inches), and increasing the maximum number of building stories from 2-stories to 3-stories.

These proposed actions are described in detail and analyzed later in this report.

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Attachment 11 - Preliminary Tree Impact Plan, dated October 17, 2022
Attachment 12 - Preliminary Oak Tree Mitigation Plan, dated October 20. 2022
Attachment 13 - Preliminary Access and Circulation Plan, dated October 17, 2022
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Attachment 15 - Preliminary Lighting Plan and Details, dated November 3, 2021
Attachment 16 - Building Elevations and Floor Plans dated June 3, 2022
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Attachment 18 - Building Site Sections, dated June 3, 2022
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Attachment 20 - Vintage Senior Apartments Booklet (Separate Bound Document)
Attachment 21 - Site Photographs
Attachment 22 - Transportation Impact Study, dated July, 2022
Attachment 23 - Parking Memorandum, dated October 17, 2022

Attachment 24 - Parking Case Study, dated January 3, 2023
Attachment 25 - Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program, dated November, 2022 (electronic version available for viewing at www.folsom.ca.us/government/community-develpment/planning-services/current-project-information
Attachment 26 - Comment Letters from Public Agencies
Attachment 27 - Comment Letters from Residents
Attachment 28 - CEQA Response Memorandum, dated January 3, 2023

Submitted,

PAM JOHNS
Community Development Director

ATTACHMENT 1
BACKGROUND AND SETTING

Background:

On April 20, 2005, the Planning Commission considered a request for approval of a General Plan Amendment, Rezone, Vesting Tentative Subdivision Map, and Planned Development Permit for development of a 21-unit single-family residential subdivision on a 4.86-acre site located at 103 East Natoma Street, the same parcel at issue here. The Planning Commission continued the proposed project off-calendar on multiple occasions in order to provide the applicant with additional time to address concerns raised by the Commission and by residents. The applicant ultimately decided not to pursue development of the proposed subdivision and subsequently withdrew their development application.

On January 7, 2009, the Planning Commission approved a Tentative Parcel Map and Planned Development Permit for development of a 32,000-square-foot professional office park on the same 4.86-acre parcel located at 103 East Natoma Street. As was the case with the prior residential development application, the applicant decided not to move forward with development of the professional office park and withdrew their development application.

Physical Setting

The triangular-shaped 4.86-acre project site is located on the south side of East Natoma Street at the intersection of East Natoma Street and Prison Road. The project site, which slopes moderately from east to west with an approximate 20-foot elevation change, features a vegetative community that includes blue oak woodland, non-native grasses, and ephemeral and intermittent drainage features. The project site has been disturbed by the recreational use of bicycles and includes several pathways, dirt ramps and jumps. In addition, there is evidence of use of the site by transients as exhibited by several debris piles and associated trash. The project area includes a mixture of land uses including single-family residences, multi-family residences, medical and professional offices, a senior center, a food bank, local government offices, a hospital, a state prison, a church, and an overhead transmission line corridor. An aerial photograph of the project site and surrounding land uses is shown in Figure 1 on the following page.

FIGURE 1: AERIAL PHOTOGRAPH OF PROJECT SITE

ATTACHMENT 2
PROJECT DESCRIPTION

APPLICANT'S PROPOSAL

The applicant, Vintage at Folsom LP, is requesting approval of a Conditional Use Permit, Planned Development Permit, and Density Bonus for the development of a 136-unit senior (55+) affordable apartment community (Vintage Senior Apartments). The project is proposed on a 4.86-acre parcel located on the south side of East Natoma Street at the intersection of East Natoma Street and Prison Road.

A Conditional Use Permit is requested to allow for development and operation of the senior affordable apartment project on the subject property, as required by the Folsom Municipal Code in this location.

A Planned Development Permit is requested to allow for review of project-specific development standards, project site design, and the architectural design of the multi-family residential building.

Lastly, a Density Bonus is requested to allow development of the apartment project at a residential density of 28 units per acre and to provide for three incentives/concessions, including establishing a parking ratio of one parking space per apartment unit, increasing the maximum building height from 35 feet to 42-feet 6-inches, and increasing the maximum allowed number of building stories from 2 stories to 3 stories (proposed apartment building is three-stories tall and 34 feet in height with architectural features extending to 42-feet 6-inches).

The proposed Vintage Senior Apartments project includes development of a three-story, 34-foot-tall apartment building totaling 111,755 square feet. The proposed apartment building features a total of 136 units including 98 one-bedroom units (552-559 square feet) and 38 two-bedroom units (748 square feet). All apartment units are proposed to be accessible from interior hallways and include a full kitchen, living space, a laundry room, storage closets, a bedroom(s), and a bathroom. Proposed indoor and outdoor amenities include a 2,500-square-foot community center (includes community room, craft room, exercise room, game room, and library) on the first floor of the apartment building, an outdoor dining patio, an outdoor barbeque area, a bocce ball court, and a native habitat area.

All of the apartment units will be age-restricted to individuals 60 years and older. In addition, all of the apartment units will be designated as affordable for Low Income (LI) and Very Low Income (VLI) households as defined by State and City requirements, with 122 units being made available to LI individuals with incomes at or below 60% of the Sacramento area median income (AMI) and 14 units made available to VLI individuals with income at or below 50% of the AMI. As an example, a one-person household would

only qualify to live at Vintage Senior Apartments if their income was below $56,750 (60% AMI/LI) or $35,500 (50% AMI/VLI), while a two-person household would qualify if their income was below $64,850 (60% AMI/LI) or $40,550 (50% AMI/VLI).

Development of the proposed project will require State Funding through affordable housing tax credits, namely, the CTCAC Bond Program, and other state and federal financing resources offering apartment homes to income-qualified active seniors. Unlike other prior Affordable Projects developed within the City of Folsom, the applicant is not requesting financial participation from the City of Folsom.

The proposed project, including placement of the three-story apartment building, has been designed to preserve key open space areas containing numerous oak trees while also recognizing the unique topographical and physical features present on the project site. The proposed three-story apartment building features a contemporary residential design highlighted by simple rectilinear forms and shapes with vertical and horizontal components utilized to create visual interest while also breaking up the massing of the building. Proposed building materials include stucco, vertical board and batten siding, brick veneer, wood shutters, stucco trim, wrought iron railing, vinyl windows, and composition shingle roof tiles. The primary building colors are earth tone and include various shades of brown (Midnight Brown, Wooden Acre, and Wooden Peg) accented with a number of more vibrant white (Light House) and reddish colors (High Desert).

The proposed project includes a number of sustainability features consistent with the California Green Building Standards Code (CALGreen). The project is expected to exceed the 2016 California Building Energy Efficiency Standards (Title 24, Part 6) by 15% or more. The proposed project includes:

- Installation of a rooftop photovoltaic system (approximately 199 kW) that will serve the apartment building.

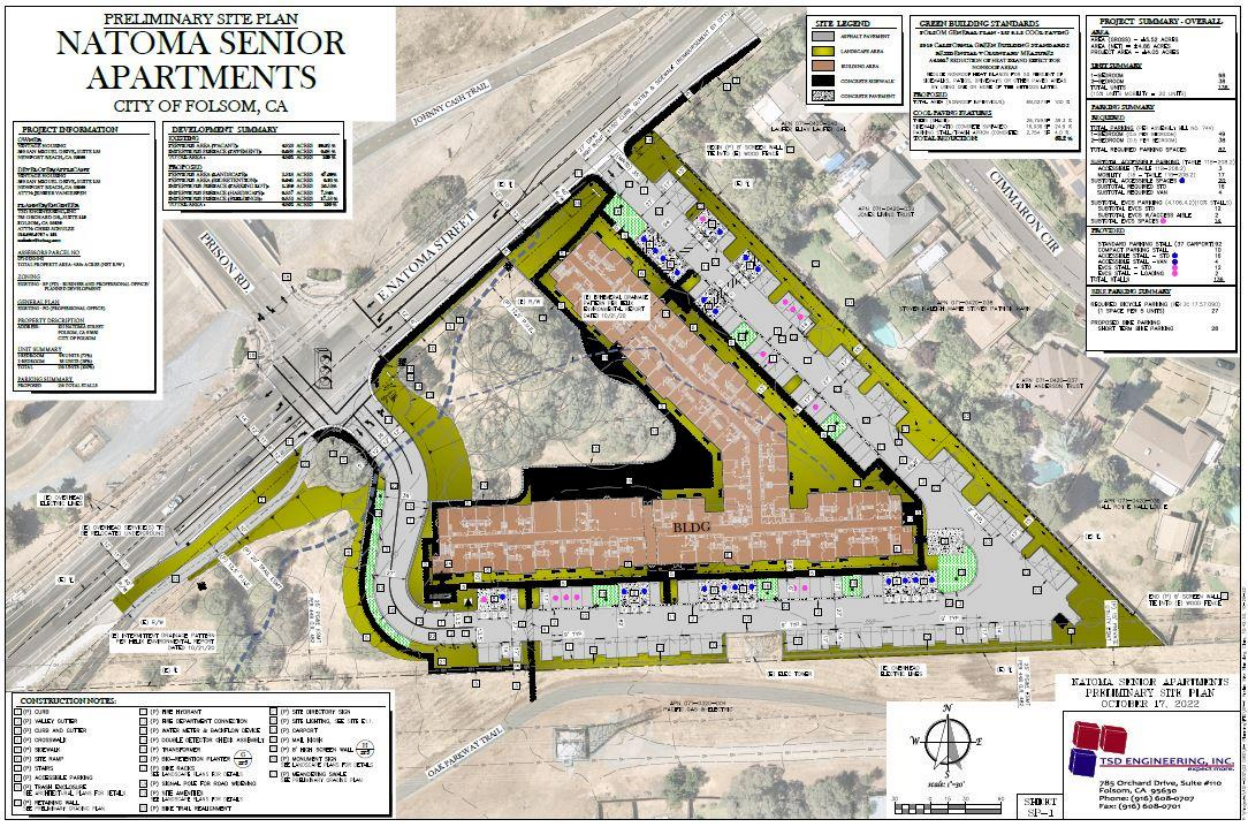
- Installation of cool paving materials (slag concrete).

- 14 electric vehicle capable parking spaces (spaces wired for future installation of an electric vehicle charging station).

Primary vehicle access to the project site will be provided by a new full-access driveway located on the south side of East Natoma Street at the signalized intersection of East Natoma Street and Prison Road. To accommodate installation of the new primary driveway, the proposed project is required to modify the existing three-way signalized intersection at East Natoma Street and Prison Road and convert it into a four-way signalized intersection. Secondary access to the project site is provided by a new driveway on the south side of East Natoma Street, approximately 250 feet to the east of the proposed primary driveway. The secondary driveway, which will feature Stop-sign control for exiting vehicles, will be limited to right-turns in and right-turns out only.

Proposed internal vehicle circulation consists of a single 27-foot-wide drive aisle that loops around the project site and connects the two project driveways. Pedestrian and bicycle access and circulation is provided by realignment of an existing Class I bicycle trail located in the northwest portion of the project site, existing Class III bicycle lanes on East Natoma Street, construction of a new sidewalk along the south side of East Natoma Street, installation of new internal sidewalks and walkways throughout the project site, and construction of a pedestrian/bicycle connection from the project site to an existing Class I bicycle trial (Oak Avenue Parkway Trail) located south of the project site. Additional site improvements include 136 on-site parking spaces (includes 14 electric vehicle capable parking spaces), 28 bicycle parking spaces, underground utilities, a drainage swale, bio-retention planters, retaining walls, fencing and screen walls, a bocce ball court, an outdoor patio, site lighting, site landscaping, a trash/recycling enclosure, and a monument sign. The proposed site plan is shown in Figure 2 below.

FIGURE 2: PROPOSED SITE PLAN



ATTACHMENT 3
ANALYSIS

The following sections provide an analysis of the applicant's proposal. Staff's analysis includes:

A. General Plan and Zoning Consistency
B. Conditional Use Permit
    - Land Use Compatibility
C. Planned Development Permit
    - Development Standards
    - Building Architecture and Design
D. Density Bonus
E. Traffic/Access/Circulation
F. Parking
G. Noise/Vibration Impacts
H. Walls/Fencing
I. Site Lighting
J. Signage
K. Trash/Recycling
L. Existing and Proposed Landscaping
M. Tree Preservation
N. Conformance with Relevant Folsom General Plan Objectives and Policies
O. Native American Consultation

A. General Plan and Zoning Consistency

General Plan and Zoning Consistency

The General Plan land use designation for the project site is PO (Professional Office) while the zoning designation is BP PD (Business and Professional, Planned Development District). The proposed project is consistent with both the General Plan land use designation and the zoning designation for the site, as senior citizen residential developments are identified as a permitted land use within the zoning designation for this site with approval of a Conditional Use Permit. In addition, the proposed project meets the development requirements established for the BP zoning district with respect to lot area, lot width, building height, building coverage, and building setbacks. Parking standards for senior residential projects are established through the Planned

Development Permit process and are discussed later within the Parking Section of this report.

B. Conditional Use Permit

Land Use Compatibility

The proposed project is located on an undeveloped, 4.86-acre commercially zoned property situated on the south side of East Natoma Street at the intersection of East Natoma Street and Prison Road. As described and shown in the Background section of this staff report, the project site is bounded by single-family residential development to the east with Cimarron Circle beyond, a PG&E transmission corridor to the west with commercial offices and Fargo Way beyond, East Natoma Street to the north with Folsom State Prison beyond, and a PG&E transmission corridor to the south with single and multi-family residential development beyond.

The applicant is requesting approval of a Conditional Use Permit to develop and operate a 136-unit senior affordable apartment community on the subject 4.86-acre project site located at 103 East Natoma Street. The Conditional Use Permit is required for the proposed use in this location, which is zoned Business Professional. The Folsom Municipal Code describes the BP zone as follows: “The intent of the BP zone is to designate areas suitable for business and professional offices. Uses in the BP zone are intended to be low-intensity commercial uses and compatible with higher-intensity residential uses. Retail commercial activities are discouraged. The BP zone may serve as a buffer between retail commercial and residential areas. The BP zone should be located along major arterials or have direct access to one via a collector street.”. The FMC states that a "senior citizens residential complex” is permitted in the BP zone upon issuance of a conditional use permit. (FMC § 17.22.030(E)(214); 17.22.040(1).)

In order to approve this request for a Conditional Use Permit, the Commission must find that the “establishment, maintenance, or operation of the use or building applied for will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use, or be detrimental or injurious to property and improvements in the neighborhood, or to the general welfare of the City.” (FMC § 17.60.040.)

In reviewing the request for a Conditional Use Permit, staff took into consideration the compatibility of the proposed land use in relation to the existing land uses in the immediate project vicinity. Potential noise impacts, traffic impacts, parking impacts, oak tree impacts, and aesthetic impacts were also analyzed and are addressed within separate sections of this report.

As mentioned earlier within this report, the project site is located in close proximity to a major arterial roadway (East Natoma Street) and within an area that features a broad mixture of different types of land uses including single-family residences, multi-family residences, medical and professional offices, a senior center, a library, a food bank, local government offices, a hospital, a church, a state prison, and an overhead transmission line corridor.

In the immediate project area, the existing land uses are predominantly residential in nature. The project is bound by single-family residences (Cimarron Hills Subdivision) to the east with Cimarron Circle and additional single-family residences beyond, an overhead transmission line corridor to the west with office development and Fargo Way beyond, an overhead transmission line corridor to the south with single-family and multi-family residences beyond, and East Natoma Street to the east with Folsom State Prison beyond.

The proposed Vintage at Folsom Senior Apartments project is an active-adult (55+) affordable rental community that will provide housing opportunities for approximately 175 residents. Given the residential nature of the proposed use, staff has determined that the proposed project will be complimentary to the existing single-family and multi-family residential land uses located in the immediate project vicinity. In addition, taking into account the unique needs of senior residential communities, staff has determined that the proposed project is also complimentary with surrounding non-residential uses in the vicinity that will provide a variety of daily and weekly services (medical offices, hospital, senior center, library, church, food bank, etc.) to the senior residents.

Consistent with the description of the BP zone in the Zoning Code, the proposed project, if approved, would serve as a buffer between existing professional/commercial development and residential areas. In addition, the proposed project's location along a major arterial street is consistent with the Zoning Code. REFER TO IMPACTS ON VARIOUS ISSUE AREAS DESCRIBED BELOW. Based on all of that, staff supports development of the proposed project at the subject location and, accordingly, staff recommends that the Commission grant the Conditional Use Permit.

C. Planned Development Permit

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 following are proposed as part of the applicant's Planned Development Permit:

- Development Standards
- Building Architecture and Design

Development Standards

The applicant's intent with the subject application is to create a set of development standards that will comply with the development standards established for the BP (Business and Professional) zoning district, in which the project site is located, as well as the standards for the R-4 (General Apartment) zoning district, which apply to similar multifamily projects.

The development standards for the R-4 zoning district are included for reference purposes only as the proposed project is a multi-family development, however, the subject property has a BP zoning designation which takes precedence in terms applicable development standards.

The table below outlines the existing development standards for the BP and R-4 zoning districts compared to the proposed development standards for the Vintage Senior Apartments project:

TABLE 1: DEVELOPMENT STANDARDS TABLE

Development Standards Table Vintage Senior Apartments							
	Min. Lot Area	**Min. Lot Width**	**Max. Building Coverage**	**Front Yard Setback**	**Rear Yard Setback**	**Side Yard Setbacks**	**Building Height limit**
BP Zoning District	6,000 s.f.	60	60%	20 feet	20 feet	NA	35 feet (two stories),(4 stories with CUP)
R-4 Zoning District	6,000 s.f.	60 feet	60%	20 feet	20 feet	5 feet and 10 feet	50 feet (four-stories)
Proposed Project	211,701 s.f.	580 feet	18%	20 feet	87 feet	68 feet and 117 feet	34 feet

As shown on the development standards table, the proposed project meets or exceeds all development standards established for the BP (Business and Professional) and R-4 (General Apartment) zoning districts including minimum lot area, minimum lot width, maximum building coverage, front yard setback, rear yard setback, side yard setbacks, and maximum building height. Regarding building height, the proposed apartment building is 34 feet in height with architectural features extending to 42-feet 6-inches. The 34-foot height of the building itself meets standards as shown above. The Zoning Code also allows architectural features to be built to a height up to 25 feet above the height limit established for the district in which they are located, which, in this case, would be 60 feet.

(FMC § 17.58.080.) As such, the building height, including the taller architectural features, complies with the Zoning Code. However, the proposed building is three stories tall and only two stories are allowed by right. The applicant has requested a concession under the density bonus law to allow the additional story. That request is analyzed in the Density Bonus section of the report. The established of a project-specific parking standard is addressed separately within the Parking Section of this staff report.

Building Architecture and Design

As detailed in the Project Description section of this report, the proposed project includes development of a three-story, 111,755-square-foot apartment building. The design concept for the apartment building features a contemporary residential architectural style accentuated by simple rectilinear forms and shapes, with vertical and horizontal components intended to establish visual interest while also breaking up the massing of the building. Proposed building materials include stucco, vertical board and batten siding, brick veneer, wood shutters, stucco trim, wrought iron railing, vinyl windows, and composition shingle roof tiles. Primary building colors are earth tone and include different shades of brown (Midnight Brown, Wooden Acre, and Wooden Peg) accented with a couple of more vibrant white (Light House) and reddish colors (High Desert). Proposed elevations and renderings of the proposed apartment building are shown below and on the following pages.

FIGURE 3: BUILDING ELEVATIONS

FIGURE 4: BUILDING RENDERING (NORTHEAST)

FIGURE 5: BUILDING RENDERING (SOUTHWEST)

FIGURE 6: BUILDING RENDERING (SOUTHEAST)

The proposed project is not located within a geographic area that has established residential or commercial design guidelines. However, the project is subject to the City's Design Guidelines for Multi-Family Development (Design Guidelines). The overall purpose of the Design Guidelines is to promote and protect public health, safety, and general welfare of the community by:

- Supporting the preservation of existing neighborhood character and community value.
- Promoting the vision of suitable housing types for all residents including new standards for developments with higher densities and usage mix.
- Encouraging the formulation or regulations that reflect the direction of the Folsom General Plan and add a qualitative direction for new developments in support of General Plan Policies.
- Providing guidance for increasing density with greater attention paid to amenities.
- Creation of interconnected and livable communities.
- Minimizing the impact of parking within existing or planned neighborhoods.

In terms of architecture and design, the Design Guidelines for Multi-Family Development recommend that multi-family projects be designed in a manner that compliments the surrounding community. The following are some of the specific design recommendations suggested by the Design Guidelines:

- Variety and distinctness in design are desirable

- Expanses of uninterrupted wall area, unbroken roof forms, and box-like structures shall be prohibited. Balconies, porches, bay windows, chimneys, and other design elements with projections and varied setbacks shall be used to break up the physical characteristics of structures.

- Separations and changes in the height of roof planes shall be used to visually separate the units. Articulation such as roof dormers, hips, gables, balconies, wall projections, and porches shall be used to break up the visual massing of building facades.

- The use of a variety and combination of building materials is encouraged. Building materials selected for multi-family projects shall be very durable and require low maintenance including, but not limited to, stucco, stone, and brick. Building materials shall integrate quality design elements consistent with the design of the development and the surrounding neighborhood.
- Predominant roof materials shall be of high quality, durable material such as, but not limited to, clay or concrete roof tiles and asphalt shingles.

- Exterior building colors shall be compatible with the surrounding neighborhood setting and shall not be out of character or in visual competition with the existing surrounding design elements.

- All accessory structures, including carports, garages, and solid waste enclosures, shall be designed with materials and in a manner consistent with the architectural design characteristics of the development.

As illustrated on the building elevations and color renderings (Attachments 16 and 17), the proposed apartment building incorporates many of the key design features recommended by the Design Guidelines including the use of rectilinear building shapes to create a sense of depth, use of varied forms and projections to create visual relief, use of staggered rooftop elements to break up the mass of the building, and the inclusion of unique design details to reinforce the residential design theme of the building.

As shown on the color and materials board (Attachment 19), the proposed project utilizes a variety of modern residential building materials to enhance the appearance of the building including the use of stucco on the walls, brick veneer wainscotting, board and batten siding, wrought-iron railings, and composition shingle roofing material. As

recommended by the Design Guidelines, the proposed project features a natural color scheme with extensive use of earth tone colors including various shades of brown complimented with more vibrant white and reddish colors.

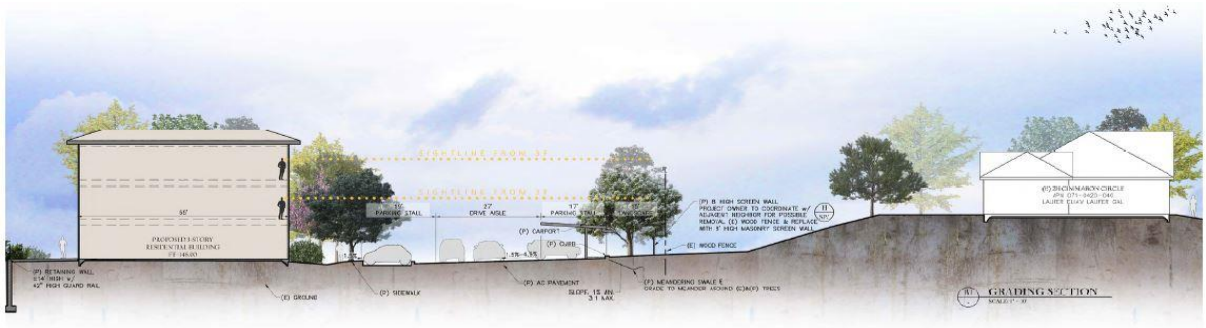
In evaluating the architecture and design of the proposed project, staff also took into consideration the compatibility of the proposed apartment building relative to existing single-family and multi-family structures in the immediate project area. The individuals potentially most impacted by the design of the proposed apartment building reside in single-family residences located in the Cimarron Hills Subdivision directly adjacent to the project site to the east. The Cimarron Hills Subdivision, which was developed in the early 1980s, features a mixture of 95 one and two-story homes. The single-family residences within the Cimarron Hills Subdivision have a zoning designation of R-1-ML (Single-Family Dwelling, Medium Lot District), which allows for development of a residence that is a maximum of 2.5 stories tall, but not to exceed 35 feet.

The next closest individuals that have the potential to be impacted by the proposed project are a series of multi-family residences (combination of duplex and fourplex units) located on the north side of Montrose Drive, approximately 317 feet to the south of the project site across an overhead transmission line corridor. The multi-family residences located along the north side of Montrose Drive, which were developed in the 1960s and 1970s for the most part, include a mixture of one and two-story story structures. These multi-family residences along Montrose Drive have zoning designations of R-2 (Two-Family Residence District) and R-4 (General Apartment District), which allow for development of residential structures that are a maximum of 2.5 stories tall, but not to exceed 35 feet and four-stories, but not to exceed 50 feet in height respectively.

As mentioned in the Project Description section of this staff report, the applicant is requesting approval of a density bonus concession to allow the proposed apartment building to exceed two-stories in height (proposed apartment building is three-stories tall and 34 feet in height with architectural features extending to 42-feet 6-inches). According to the applicant, the architecture and design of the apartment building was crafted purposefully to compliment the design, architecture, building materials, and colors of existing single-family and multi-family residence in the surrounding neighborhoods. In addition, placement and orientation of the three-story apartment building was designed to preserve key open space areas that contain numerous oak trees, while also recognizing the unique topographical and physical features (drainage channel, etc.) present on the project site.

The building site sections on the following page demonstrate the site and building relationship between the proposed apartment building and adjacent single-family residences to the east on Cimmaron Drive.

FIGURE 7: BUILDING SITE SECTION (CIMMARON HILLS-NORTH)



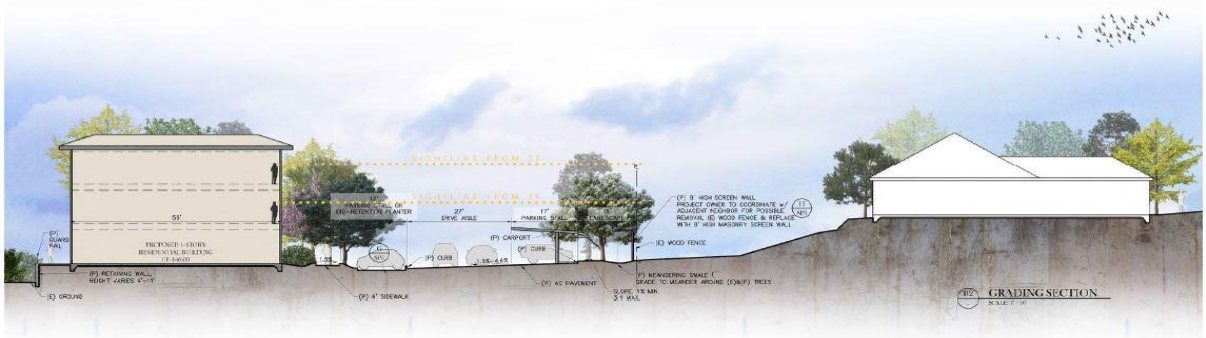
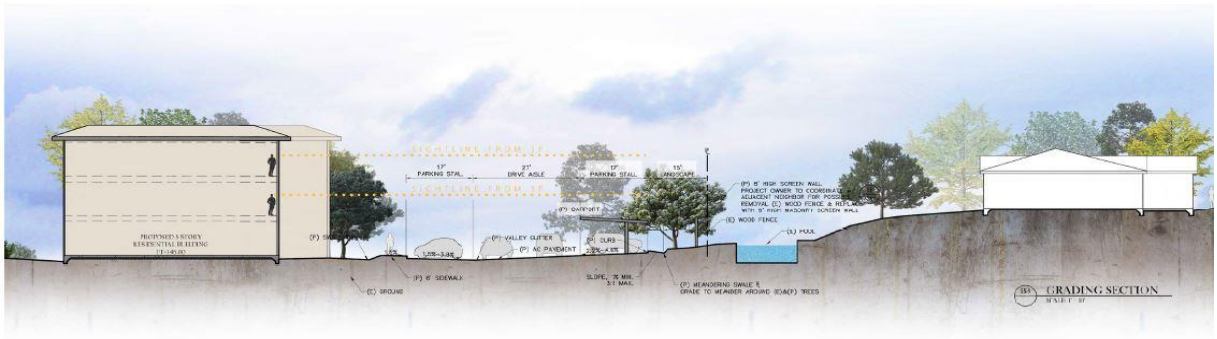
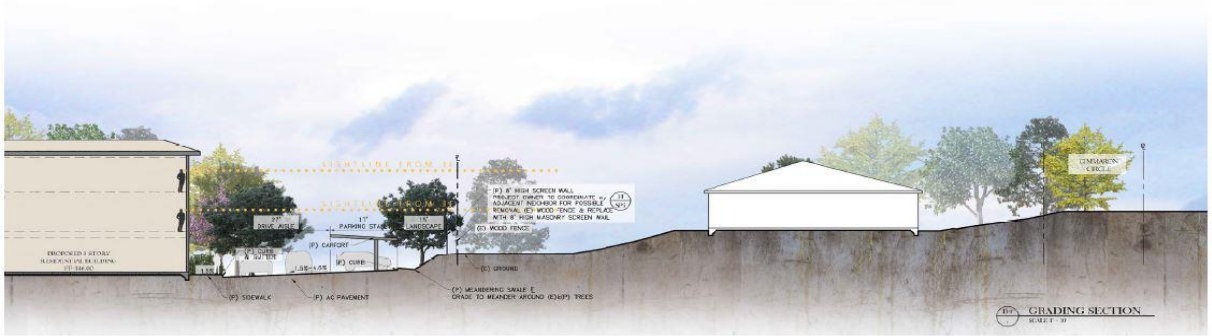


FIGURE 8: BUILDING SITE SECTION (CIMARRON HILLS-SOUTH)





As shown on the site sections and on the submitted development plans, there are a number of factors that will minimize the visual impact of the proposed three-story apartment building relative to the adjacent single-family residences on Cimarron Circle including grade differential, building separation, existing and proposed landscaping, proposed walls, and building orientation. In relation to grade differential, the finished pad elevation of the apartment building is 346 feet msl (above mean sea level) while the pad elevation for adjacent single family residences ranges from 355 to 360 feet msl. The visual impact associated with this grade differential is that the proposed apartment building will appear to be a two-story tall structure as viewed from the first floor of the single-family residences to the east. With regard to building separation, the proposed apartment building has setbacks that range from approximately 68 to 95 feet from the eastern property boundary and setbacks that range from approximately 128 to 165 feet from the single-family residences to the east on Cimarron Circle.

As shown on the building site section and submitted landscape plans (Attachment 10), there are a number of existing trees on the project site along the eastern project boundary that will be preserved. In addition, the proposed project includes the planting of a significant number of trees (24-inch box evergreen trees) within a 15-foot-wide landscape buffer along the eastern project boundary. The combination of existing trees and new tree plantings along the eastern project boundary will create a natural vegetative screen between the project site and the residential properties to the east. With regard to walls, the proposed project includes construction of a decorative 8-foot-tall masonry wall along the entire eastern project boundary which will reduce the visual impact of the three-story apartment building, while also providing for additional privacy for residents of the adjacent single-family residences to the east. Lastly, the proposed apartment building has been designed with two wings oriented at an approximately 45-degree angle, further breaking up the length and massing of the building and minimizing potential visual impacts to adjacent single-family residences.

As mentioned previously, the proposed project is also located in relatively close proximity to a series of multi-family residences situated along the north side of Montrose Drive creating potential visual impacts. The proposed three-story apartment building, which is separated from the multi-family residences by a 190-foot-wide overhead transmission line corridor, is located approximately 317 feet from the nearest multi-family residence along Montrose Drive resulting a substantial physical buffer between the properties. In addition, there is a significant grade differential between the proposed apartment building (346 feet msl) and the multi-family residences (approximately 360 feet msl) to the south, further reducing potential visual impacts associated with the proposed apartment building.

Based on the aforementioned analysis, staff has determined that the proposed project represents a high-quality design that is consistent with the design recommendations of the Design Guidelines for Multi-Family Development. In addition, staff has determined that the project design is complimentary to the design of existing residential buildings in the immediate project area. As a result, staff recommends approval of the applicant's design with the following conditions:

1. This approval is for a three-story apartment building totaling 111,755 square feet associated with the Vintage Apartments project. The applicant shall submit building plans that comply with this approval and the attached building elevations and color renderings dated June 3, 2022.

2. The design, materials, and colors of the proposed Vintage Senior Apartments building shall be consistent with the submitted building elevations, color renderings, materials samples, and color scheme to the satisfaction of the Community Development Department.

3. Brick pavers or another type of colored masonry material (ADA compliant) shall be used to designate pedestrian crosswalks on the project site, in addition to where pedestrian paths cross drive aisles, and shall be incorporated as a design feature at the driveway entrances at East Natoma Street to the satisfaction of the Community Development Department.

4. 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.

5. Utility equipment such as transformers, electric and gas meters, electrical panels, and junction boxes shall be screened by walls and or landscaping.

These recommendations are included in the conditions of approval (Condition No. 60) presented for consideration by the Planning Commission.

D. Density Bonus

As mentioned in the Project Description section of this staff report, the applicant is requesting approval of a Density Bonus to allow development of the senior affordable apartment project at a residential density of 28 units per acre. In addition, the applicant is seeking to be granted three incentives/concessions including establishing a parking ratio of one parking space per apartment unit, increasing the maximum building height from 35 feet to 42-feet 6-inches, and increasing the maximum number of building stories from 2 stories to 3 stories.

The State Density Bonus Law (Government Code section 65915) requires the City to grant one density bonus and, if requested by the applicant and consistent with applicable requirements, specified numbers of incentives or concessions, waivers or reductions of development standards, and reduced parking ratios, all based on the percentage of affordable units in the housing development.

Similarly, the Density Bonus chapter of the Folsom Municipal Code (FMC, Chapter 17.102 Density Bonus and Other Developer Incentives) is intended to provide incentives for the production of affordable housing opportunities within the City for very low-income, low-

income, and moderate-income households and seniors. Section 17.102.030 (Implementation) of the Folsom Municipal Code states that the City shall grant a density bonus to an applicant of a housing development consisting of five or more units who agrees to provide the following:

a) At least ten percent of the total units of a housing development for low-income households; or

b) At least five percent of the total units of a housing development for very low-income households; or

c) A senior citizen housing development.

The proposed project includes development a 136-unit senior affordable apartment community which includes 122 units (90%) being made available to Low Income individuals (incomes at or below 60% of the Sacramento area median income (AMI)) and 14 units (10%) made available to Very Low Income individuals (income at or below 50% of AMI). Based on this information, staff has determined that the proposed project meets all three of the criteria listed above and qualifies for granting of a Density Bonus by the City. The State Density Bonus Law also requires that the rental units must remain affordable for 55 years or longer. Condition No. 4 is included to reflect this requirement.

State law defines “density bonus” as “a density increase over the otherwise maximum allowable gross residential density as of the date of application by the applicant to the city.” (Government Code § 65915(f).) However, a housing development project can qualify for a density bonus, and all associated incentives, concessions, etc. even if it includes “no increase in density”.” ((Government Code § 65915(f).) The amount of density increase to which an applicant is entitled varies depending on the percentage of affordable housing units in the development.

In this case, the subject property does not have an assigned density, per se, because it is zoned BP. The maximum allowable density under the General Plan is 30 dwelling units per acre, and this project is below that, at 28 dwelling units per acre. Accordingly, no density increase is requested as a part of this project. As mentioned above, however, the applicant is still eligible for incentives/concessions under the density bonus law. (Government Code § 65915(f).)

In addition to the available density increase, State Density Bonus Law (Government Code section 65915) and the Density Bonus chapter of the Folsom Municipal Code (FMC, Section 17.102.030) provide an applicant with incentives/concessions, waivers or reductions of development standards, and reduced parking ratios in return for the development of senior or affordable housing units. The State Density Bonus Law states that an applicant shall receive four incentives/concessions if 100% of all units in the development, including total units and density bonus units, but excluding a manager’s unit, are for lower income households. (Government Code § 65919(d)(2)(D),

65915(b)(1(G).) In this particular case, all of the 136 apartments units are considered affordable with 90% of the units being restricted to Low-Income households and 10% of the units being restricted to Very Low-Income households. As a result, staff has determined that the applicant is eligible for four incentives/concessions, but the applicant has only requested three.

The first incentive/concession that the applicant is requesting is the establishment of a parking ratio of one parking space per each apartment unit for the Vintage Senior Apartment Community. As discussed later within the Parking section of this staff report, there is no established parking standard in the Folsom Municipal Code for senior affordable apartment community projects. As a result, the parking standard for senior affordable apartment projects is established through the Planning Development Permit process. The applicant has provided documentation (Parking Study-Attachment 23 and Parking Memorandum-Attachment 24) that makes a justification for the requested 1:1 parking ratio for the proposed project. Staff has evaluated the aforementioned supplemental parking information and conducted its own parking analysis (Parking section of staff report) and determined that a 1:1 parking ratio is adequate to serve the proposed project. The requested 1:1 parking ratio also complies with the limits placed on the City's ability to require specific parking ratios for affordable housing projects by the State Density Bonus Law. (Government Code § 65915(p).) As a result, staff is supportive of the proposed incentive/concession to establish a parking ratio of one parking space per each apartment unit for the Vintage Senior Apartments project.

The second incentive/concession being requested is to allow for an increase in the maximum building height of the apartment building from 35 feet to 42-feet 6-inches. As discussed previously within the Planned Development Permit section of this staff report, the proposed three-story apartment building is 34 feet in height (primary roof height) with architectural features that extend up to 42-feet 6-inches in height. The proposed building height is consistent with the maximum building height standard of 35 feet established for the BP zoning district in which the subject property is located. In addition, the proposed project is consistent with the building height exception established by the Folsom Municipal Code (FMC, Section 17.58.080 Height Exceptions) for architectural features extending above the primary roofline with certain project-related architectural features extending up to 7-feet 6-inches above primary roof line (42-feet 6-inches above grade), whereas architectural features are permitted to extend up to 25 feet above the height limited established for particular zoning district. The applicant may not need an incentive/concession under the Density Bonus Law to obtain approval of the requested building height, given the requirements in the Folsom Municipal Code described above. However, the applicant has requested the incentive/concession and staff has determined that the project is eligible for it under the Density Bonus Law. Based on the fact that the proposed project is consist with the established standard for maximum building height for the BP zoning district, staff is supportive of the requested incentive/concession for the primary building height to be 34 feet, with architectural features extending up to 42-feet 6-inches.

The third and last incentive/concession requested includes a request to increase the maximum number of building stories from 2 stories to 3 stories. According to the applicant, the increase of the apartment building from 2 to 3-stories is necessitated by the desire to avoid key open space areas on the project site, preserve protected oak trees, and work within the unique topographical and physical features (elevation changes, drainage channel, etc.) present on the project site. As mentioned previously within the Planned Development Permit section of this staff report, the apartment building has a primary roof height of 34 feet which is consist with the maximum height standard established for the BP zoning district (adjacent Cimarron Hills Subdivision has same maximum height requirement of 35 feet). In addition, the project site is at a substantially lower elevation that the adjacent residential properties, further minimizing the potential visual impacts associated with the proposed three-story apartment. Based on this information, staff is supportive of the third incentive/concession to increase the building height from 2-stories to 3-stories for the proposed Vintage Senior Apartments project.

In summary, staff has determined that the applicant's Density Bonus request to create a residential density on the subject property of 28-units per acre is consistent with the requirements of the State Density Bonus Law and the Folsom Municipal Code. In addition, staff has determined that the applicant is eligible for four incentives/concessions based on the affordable composition (100% affordable to Low and Very Low-Income Households) of proposed apartment project. Staff is also supportive of the three proposed incentives/concessions relative to parking ratios, building height, and building stories. Lastly, it is important to acknowledge the each of the incentives/concessions requested by the applicant are somewhat redundant in that City staff is supportive of the proposed parking ratio, building height, and number of building stories as discussed in the Conditional Use Permit and Planned Development Permit sections of this staff report. However, the applicant felt strongly that the Density Bonus request was integral to their moving forward with the proposed Vintage Senior Apartments project, especially given the challenges facing development of affordable housing in the region and the State.

Under Government Code section 65915(d)(1) of the State Density Bonus Law, the City must grant the requested incentives, concessions, waivers or reductions of development standards, and reduced parking ratio unless, one or more of the following findings are made, based upon substantial evidence:

- The concession or incentive does not result in identifiable and actual cost reductions… to provide for affordable housing costs.

- The concession or incentive would have a specific, adverse impact [defined as a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete. The following shall not constitute a specific, adverse impact upon the public health or safety: (A) inconsistency with the zoning ordinance or general plan land use designation; (B) the eligibility to claim a welfare

exemption under subdivision (g) of Section 214 of the Revenue and Taxation Code (Gov. Code § 65589.5(d)(2)] upon public health and safety or on any real property that is listed in the California Register or Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low-income and moderate-income households.

- The concession or incentive would be contrary to state or federal law.

The project applicant may initiate judicial proceedings if the City refuses to grant a requested density bonus, incentive, or concession. (Government Code § 65915(d)(3).) In such a proceeding, the City bears the burden of proof for the denial of a requested concession or incentive. (Government Code § 65915(d)(4).)

Staff is not aware of information supporting any of the above-referenced findings in this case.

Staff has determined that the requested density bonus and the requested incentives/concessions should be granted.

E. Traffic/Access/Circulation

Existing Roadway Network

The project site is located on the south side of East Natoma Street at the intersection of East Natoma Street and Prison Road. Significant roadways in the project vicinity include Natoma Street/East Natoma Street and Prison Road. Natoma Street/East Natoma Street provides connectivity between Folsom Boulevard to the west and Empire Ranch Road to the east. In the vicinity of the project, Natoma Street/East Natoma Street is minor two-lane arterial roadway with a posted speed limit of 35-mph. Prison Road is a two-lane north-south roadway that provides access between East Natoma Street and Folsom State Prison.

The traffic, access, and circulation analysis associated with the proposed project is based on the results of a Transportation Impact Study (Attachment 22) that was prepared in July 2022 by T. Kear Transportation Planning and Management, Inc. The Transportation Study analyzed traffic operations at the following two study intersections in the vicinity of the project site:

- East Natoma Street/Prison Road
- East Natoma Street/Eastern Project Driveway

Two different scenarios were evaluated in reviewing traffic operations at the two study intersections including Existing 2022 without Project Condition and Existing 2022 with Project Condition.

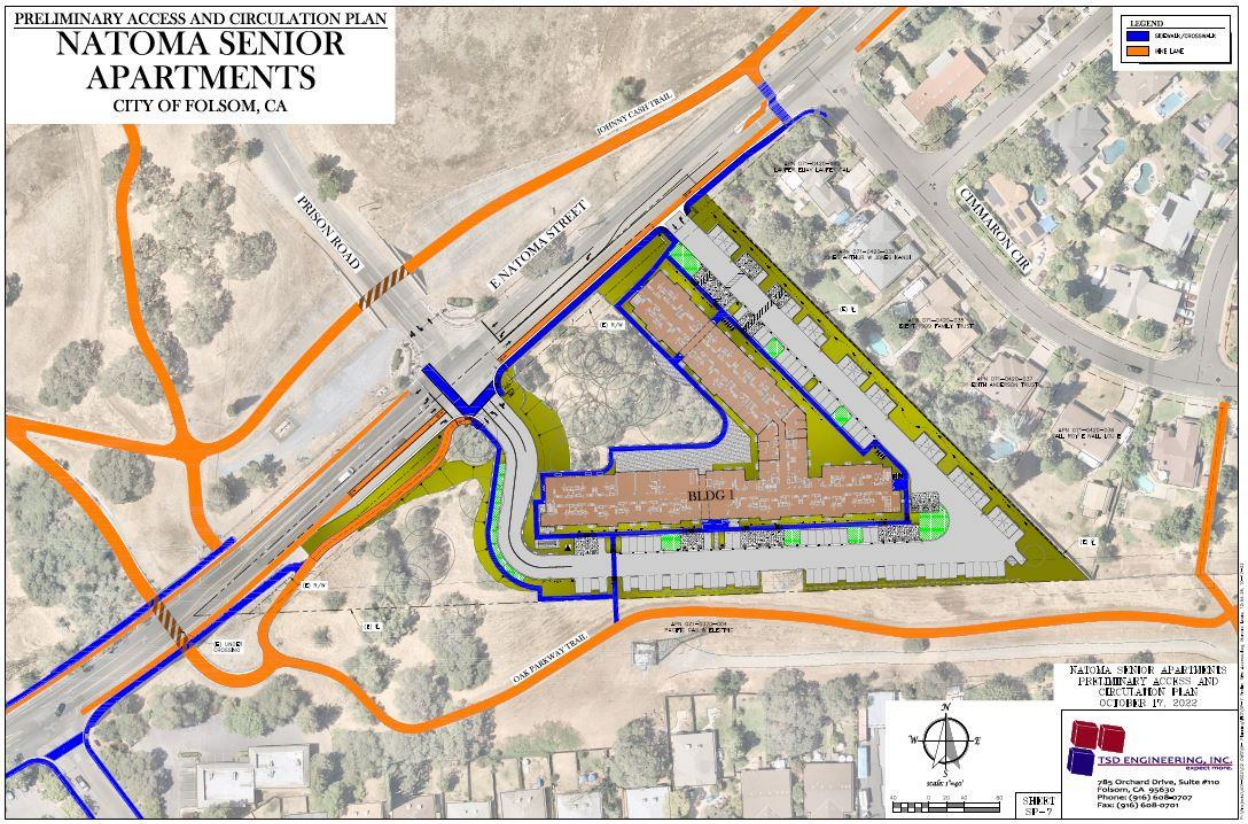
The proposed Vintage Senior Apartments project is expected to generate a total of 39 vehicle trips during the weekday AM peak hour (17 inbound and 22 outbound) and 41 vehicle trips during the weekday PM peak hour (22 inbound and 19 outbound). Overall, the proposed project is projected to generate a total of 441 daily vehicle trips. Based on the relatively low volume of project-related vehicle trips, the Transportation Study concluded that the proposed project would not have a significant impact on vehicle level of service (LOS) at either of the two study intersections. In addition, the Transportation Study determined that the proposed project would not have a significant impact relative to Vehicle Miles Traveled (VMT) as the project is projected to be at least 15% less than the regional per capita VMT. It is interesting to note that the proposed project is expected to generate less AM peak hour and PM peak hour vehicle trips that the previously approved office project (Montara Grove Office Park) on the subject site.

Project Access and On-Site Circulation

As shown on the submitted site plan (Attachment 6), primary vehicle access to the project site is provided by a new full-access driveway located on the south side of East Natoma Street at the signalized intersection of East Natoma Street and Prison Road. Installation of the primary driveway will require modification of the existing three-way signalized intersection at East Natoma Street and Prison Road to convert it into a four-way signalized intersection. Secondary access to the project site is provided by a new driveway on the south side of East Natoma Street, approximately 250 feet to the east of the proposed primary driveway. The secondary driveway, which will feature Stop-sign control for exiting vehicles, will be limited to right-turns in and right-turn out only.

Proposed internal vehicle circulation consists of a single 27-foot-wide drive aisle that loops around the project site and connects the two project driveways. Pedestrian and bicycle access and circulation is provided by realignment of an existing Class I bicycle trail, existing Class III bicycle lanes on East Natoma Street, construction of a new sidewalk along the south side of East Natoma Street, installation of new internal sidewalks and walkways throughout the project site, and construction of a pedestrian/bicycle connection from the project site to an existing Class I bicycle trial located south of the project site. The preliminary access and circulation plan is shown in Figure 9 on the following page.

FIGURE 9: PRELIMINARY ACCESS AND CIRCULATION PLAN



The Transportation Study prepared for the proposed project also evaluated the operation and configuration of the project access system in terms of driveway geometry, driveway access, driveway throat depth, vehicle queuing, vehicle accident history ,and bicycle and pedestrian safety. Shown in the figures on the following pages are the proposed access driveways and their configuration.

FIGURE 10: PRIMARY PROJECT ACCESS DRIVEWAY

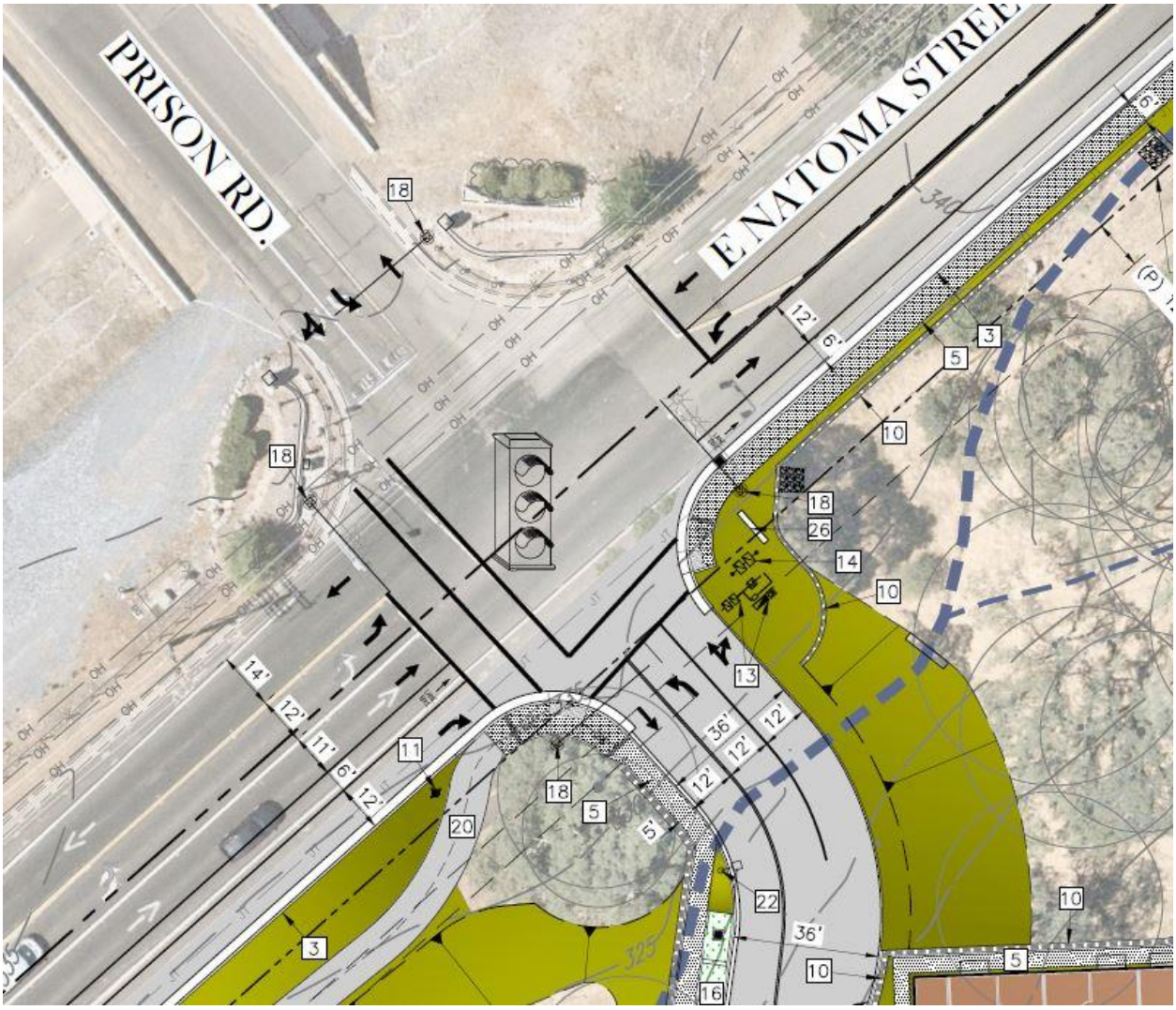
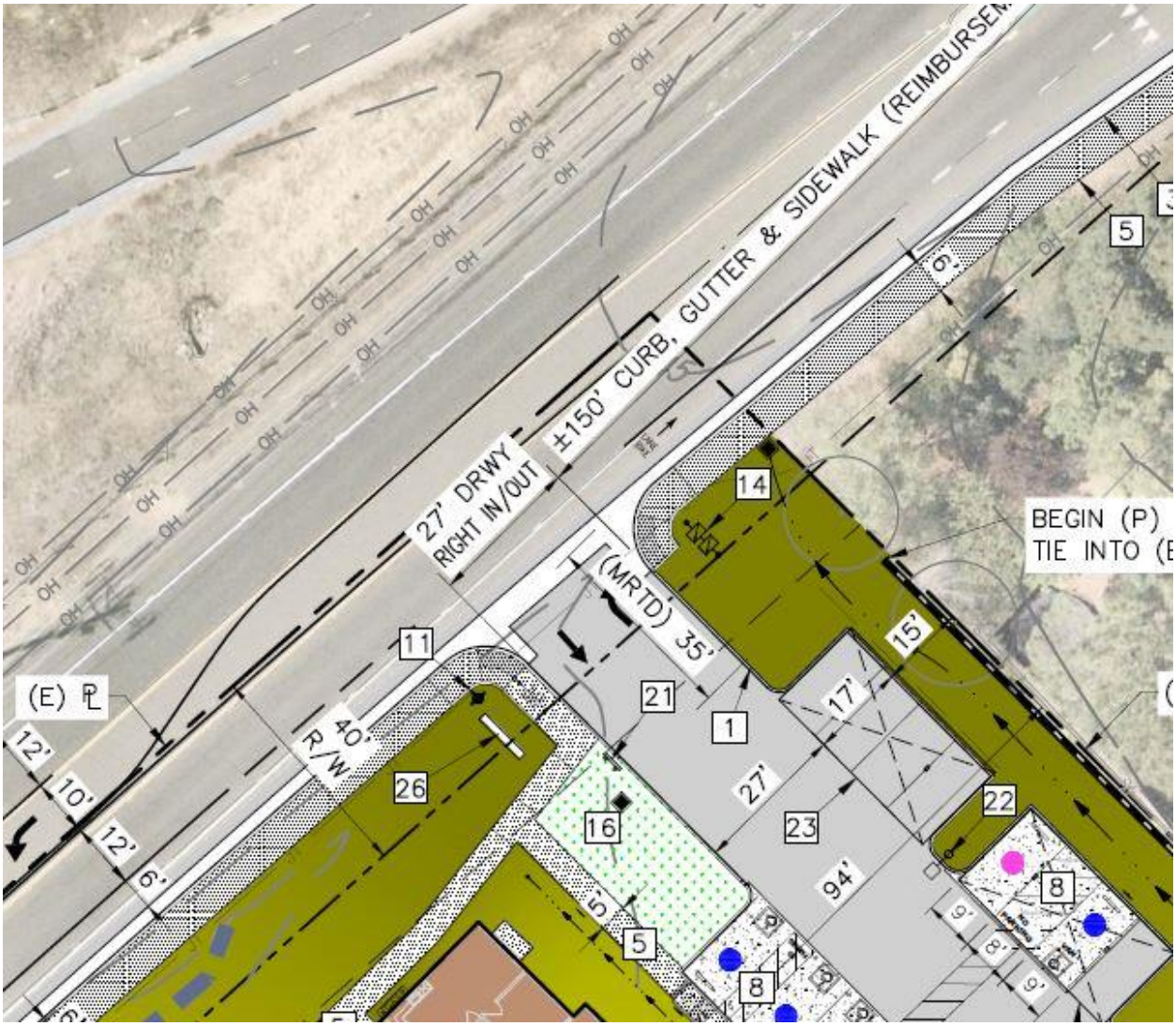


FIGURE 11: SECONDARY PROJECT ACCESS DRIVEWAY



In relation to driveway geometry, City standards require that a 60-foot right-turn taper be provided when there are 10 or more vehicles making a right-turn movements into a driveway during the AM (7:00 a.m. to 9:00 a.m.) or PM (4:00 p.m. to 6:00 p.m.) peak hours, with a 150-foot right-turn pocket plus 60-foot taper being required when there are 50 or more right-turn movements into a driveway. The Transportation Study determined that neither of the project driveways will have more than 10 right-turn vehicle movements, thus neither of the turn-pocket improvements reference above are required. With that said, the proposed project does include construction of a 150-foot right-turn pocket with 60-foot taper on the eastbound approach to Prison Road from East Natoma Street. The proposed project also includes construction of a 100-foot left-turn pocket with 60-foot taper on the westbound approach to Prison Road from East Natoma Street. The secondary project driveway, which is located approximately 250 feet east of the primary

project driveway, is proposed to be limited to right-turn in and right-turn out movements only. To ensure that vehicle movements at the secondary project driveway are limited to right-turn in and right-turn out movements, the Transportation Study recommends that a raised median be constructed within Natoma Street and a right-turn channelization taper be constructed at the secondary project driveway to prevent left-turns into the project site from westbound East Natoma Street and left-turns out of the project site onto westbound East Natoma Street. Otherwise, the Transportation Study determined that the proposed geometry and access for the two project driveways was adequate.

The Folsom Design and Procedures Manual indicates that the required minimum driveway throat depth for an 81-161-unit multi-family residential apartment development is 50 feet for a single project driveway or the sum of 50 feet when there are multiple project driveways. As shown on the submitted site plan (Attachment 6), the primary project driveway has a throat depth of 50 feet, while the secondary project driveway has a throat depth of 25 feet (sum of 75 feet). Based on this information, the Transportation Study concluded that the driveway throat depth for the two project driveways was adequate to serve the apartment project. The Transportation Study also determined that there was sufficient vehicle storage available in the proposed left-turn pocket into the project site from westbound East Natoma Street and out of the project site from the primary project driveway onto westbound East Natoma Street.

The Transportation Study evaluated potential geometric constraints and safety issues associated with development of the proposed apartment project including driveway spacing, sight vision triangles, and Statewide Integrated Traffic Records System (SWITRS) collision data. The Study determined that the project-related driveway spacing, throat depth, and corner sight-distance are all adequate. In terms of reported vehicle accidents in close proximity to the project site, the Study found that there have been three vehicle accidents within the past five years including a rear-end collision on eastbound East Natoma Street at Prison Road and two driving under the influence (DUI) incidents (vehicle sideswiped/vehicle overturned). Based on this data, the Study concluded that these types of vehicle accident varieties would not be exacerbated with development of the proposed project and that no traffic safety treatments are warranted.

The Transportation Study evaluated bicycle and pedestrian safety relative to existing and proposed improvements to bicycle and pedestrian circulation associated with the proposed project. Pedestrian and bicycle access and circulation improvements tied to the proposed project include realignment of an existing Class I bicycle trail located in the northwest portion of the project site, restriping of existing Class III bicycle lanes on East Natoma Street, construction of a new sidewalk along the south side of East Natoma Street, installation of new internal sidewalks and walkways throughout the project site, and construction of a pedestrian/bicycle connection from the project site to an existing Class I bicycle trial (Oak Avenue Parkway Trail) located south of the project site. The Study determined that the proposed project would not result in any bicycle or pedestrian safety-related impacts.

To ensure implementation of the traffic control measures identified on the submitted site plan and recommended by the Transportation Impact Study, staff recommends the following recommendations be included as conditions of approval for the project (Condition No. 53)

East Natoma Street (Eastbound)

- The owner/applicant shall construct a 150-foot right-turn pocket with 60-foot taper on the eastbound approach to Prison Road from East Natoma Street. The existing bike trail shall be relocated to accommodate the right-turn lane. The relocated bike trail shall be placed in a dedicated pedestrian access and trail easement which shall be recorded prior to plan approval. With this proposed modification, the eastbound approach to Prison Road from East Natoma Street shall include one left-turn lane, one thru lane, and one right-turn lane.

East Natoma Street (Westbound)

- The owner/applicant shall construct a 100-foot left-turn pocket with a raised median with a 60-foot taper on the westbound approach to Prison Road from East Natoma Street. The median shall allow emergency vehicle access/egress and the modifications required for emergency vehicle access/egress shall be approved by the City of Folsom Fire Department. With these proposed modifications, the westbound approach to Prison Road from East Natoma Street shall include one shared thru/right-turn lane and one left-turn lane.

Prison Road (Southbound)

- Prior to entering State property, the contractor shall execute a right-of-entry agreement with the State of California, Department of Corrections.
- The owner/applicant shall restripe the existing right-turn lane at the southbound approach to East Natoma Street from Prison Road to indicate that this lane is a shared thru and right-turn lane. The existing dedicated left-turn lane shall remain as currently striped.

Primary Project Driveway (East Natoma Street)

- The owner/applicant shall construct a shared thru/right-turn lane and a dedicated left-turn lane at the northbound approach to East Natoma Street at the primary project driveway. The shared thru/right-turn lane and dedicated left-turn lane shall include a 70-foot turn pocket and a 60-foot taper.

Secondary Project Driveway (East Natoma Street)

- The owner/applicant shall construct a raised median within Natoma Street and a right-turn channelization taper at the secondary project driveway to prevent left-turns into the project site from westbound East Natoma Street and left-turns out of the project site onto westbound East Natoma Street to the satisfaction of the Community Development Department.

- The owner/applicant shall install "Stop" signs, appropriate pavement markings, and signage at the secondary project exit at East Natoma Street.

East Natoma Street/Prison Road Traffic Signal and Signal Timing

- The owner/applicant shall construct a traffic signal at the fourth leg of the intersection of East Natoma Street and Prison Road and modify all existing traffic signal improvements to the satisfaction of the Community Development Department.

- The owner/applicant shall coordinate retiming the traffic signal at the intersection of East Natoma Street and Prison Road as follows:

    - Eastbound and westbound protected left turn phasing, northbound and southbound split phasing. 150 second cycle length, with 34 second northbound southbound split phases and 20 second eastbound and westbound protected phases, and 62 second eastbound and westbound through phases. Crosswalks shall be set to 22 seconds to accommodate a 3 feet per seconding walking speed.

East Natoma Street Frontage Improvements

- The owner/applicant shall install curbs, gutter, a bicycle lane, and sidewalks along the project's frontage with East Natoma Street as shown on the submitted site plan. In addition, the owner/applicant shall construct curbs, gutters, a bicycle lane, and sidewalks from the project's eastern boundary approximately 120-feet to the east to connect to the existing off-site sidewalk and associated improvements. The owner/applicant shall enter into a credit reimbursement agreement with the City to cover the costs of these off-site frontage improvements.

The previous City of Folsom General Plan (1988) contemplated the extension of Oak Avenue Parkway from Willow Creek Drive to Natoma Street, with a further extension of Oak Avenue Parkway from East Natoma Street across the American River via bridge to Grant Lane. To facilitate the potential extension of Oak Avenue Parkway, the City obtained access easements from a number of properties located along the Oak Avenue Parkway Trail between Willow Creek Drive and East Natoma Street. The current City of Folsom General Plan (2035) did not envision the extension of Oak Avenue Parkway from Willow Creek Drive to East Natoma Street as evidenced by the General Plan Circulation Exhibit. In addition, the Circulation Exhibit does not include a new bridge crossing in the vicinity of East Natoma Street and Prison Road. With the fairly recent construction of the Folsom Lake Crossing Bridge over the American River just below Folsom Dam, it is also highly unlikely that the City would entertain the idea of constructing another bridge crossing in this area. As a result, the City is not requiring the Vintage Senior Apartments project to provide a Intend of Dedication (IOD) along the southern portion of their property to accommodate future extension of Oak Avenue Parkway,

F. Parking

As noted earlier within this report, the Vintage Senior Apartments project includes development of a three-story apartment building that feature 98 one-bedroom units and 38 two-bedroom units. Parking will be provided for 136 cars in off-street parking spaces located adjacent to the apartment building. The parking supply, which consists of 99 uncovered parking spaces and 37 covered carport parking spaces, features 20 accessible parking spaces and 14 electric vehicle capable parking spaces.

The Folsom Municipal Code (FMC, Chapter 17.58) does not include specific parking standards for senior (60+) residential apartment uses. Standard apartment parking requirements are not appropriate because a variety of factors cause age-restricted affordable senior complexes to vary in demand and to require less parking than standard apartment complexes, including: smaller household size, fewer residents own vehicles, and average age of residents. In addition, vehicle use is also expected to be reduced based on the close proximity of the project site to restaurants, retail shops, and public transportation.

To assist staff with the analysis of the project's parking needs, the applicant was required to provide a parking analysis/justification. A Parking Memorandum (Attachment 23) and Parking Case Study (Attachment 24) for the Vintage Senior Apartments project were prepared by the Transpogroup and FPI Management respectively on October 17, 2022 and January 3, 2023. The purpose of the Parking Memorandum was to determine an appropriate parking supply for the proposed project based on data from previously approved senior apartment projects in the City, data from similar senior apartment projects in the Sacramento region, and data from parking demand rates established by the ITE Parking Generation Manual.

The Parking Memorandum compared the parking proposed for the Vintage Senior Apartments with the parking ratios approved for other previously approved senior apartment projects within the City including the Scholar Way Senior Apartments, Avenida Senior Apartments, and Revel Senior Apartments. The approved parking ratios for the three aforementioned projects ranged from 0.81 to 1.09 parking spaces per apartment unit, with the proposed project falling within that range at 1.00 parking space per unit. It is important to acknowledge that the Scholar Way and Avenida senior projects are currently under construction so no real time parking data is available. The Revel Senior Apartments project, which is currently constructed and approximately 25% occupied, is currently parking at a ratio of approximately 0.60 parking spaces per unit based on recent information provided by the property manager.

The Parking Memorandum also evaluated parking data from six other similar senior apartment projects in the Sacramento region. The approved parking ratios for the six aforementioned apartment projects ranged from 0.50 to 0.92 parking spaces per apartment unit. An observed parked car to apartment unit ratio was also conducted for these apartment projects, which entailed counting and actual number of cars parked

within an apartment project as compared to the total number of available parking spaces. The observed parked car to apartment unit ratio ranged from 0.32 to 0.55.

The Parking Memorandum considered recommended parking ratios provided by the ITE Parking Generation Rate Manual (5th edition, 2019), which provides the average and the 85th percentile weekday parking generation rates for "Senior Adult Attached Housing." Specifically, the ITE Parking Generation publication documents an average peak parking demand ratio of 0.61 parking spaces per unit and an 85th-percentile value of 0.68 parking spaces per unit. Using these parking generation rates with the 136 proposed apartment units, the total parking stalls required for the project would range between 83 and 92 spaces, with a peak parking demand of 83 parking spaces.

In addition, in the Parking Memorandum, the applicant provided a Parking Case Study which provided a real-time evaluation at seven existing Vintage Housing senior apartment communities located in suburban locations in California and Nevada. Listed in the table on the following page are the four apartment communities and their parking characteristics.

TABLE 2: VINTAGE HOUSING PARKING STANDARDS TABLE

Parking Standards Table Approved Vintage Senior Apartment Communities			
Project Name	**Apartment Units**	**Parking Provided**	**Parking Ratio**
Proposed Project	136 Units	136 Spaces	1.00 Spaces Per Unit
Vintage at Bouquet Canyon (CA)	264 Units	181 Spaces	0.69 Spaces Per Unit
Vintage at the Crossings (NV)	230 Units	175 Spaces	0.76 Spaces Per Unit
Vintage at Sanctuary (NV)	208 Units	100 Spaces	0.48 Spaces Per Unit
Vintage at Seven Hills (NV)	244 Units	244 Spaces	1.00 Spaces Per Unit
Vintage at Bennett Valley (CA)	189 Units	210 Spaces	1.11 Spaces Per Unit
Vintage at Napa (CA)	115 Units	62 Spaces	0.54 Spaces Per Unit
Season at Laguna (CA)	222 Units	158 Spaces	0.71 Spaces Per Unit

As shown in the table above, the proposed project is parked at the high end of the parking ratio established for other senior apartments communities owned by Vintage Housing. That being said, the Parking Case Study also included a discussion regarding parking supply adequacy at each of these apartment communities. The Case Study notes that the apartment communities (Vintage at Bouquet Canyon and Vintage at Sanctuary) with the lowest parking ratios are experiencing some challenges with available parking supply. However, the apartments communities with the higher parking ratios (Vintage at the Crossings and Vintage Hills) are not experiencing any issues with parking supply.

In addition to the Parking Analysis provided by the project applicant, City staff considered parking information provided by the National Parking Association (NPA) Shared Parking Model (2019) to calculate the recommended number of parking spaces for the proposed project. The NPA model projects parking between approximately the 85th and 95th percentile and parses out the recommended number of parking spaces for a project. The NPA model determined that the appropriate parking ratio for the proposed project is 0.85 parking spaces per unit during the weekday and 0.72 parking spaces per unit on weekends. Applying these parking ratios, the proposed project would be required to provide between 97 and 116 on-site parking spaces.

In reviewing the parking provided for the proposed project, City staff also took into consideration the availability of public transportation for use by residents of the Vintage Senior Apartments project. Sacramento Regional Transit (SACRT) provides bus service within the City of Folsom, including service to the immediate project area. Specifically, SACRT Bus Route 30, which has a bus stop located approximately 0.25 miles to the west of the project site on the north side of East Natoma Street (in front of Senior Center), features bus service that operates 10 times per day Monday through Friday. In addition to traditional bus service, SACRT offers SmaRT Ride on-demand microtransit service and GO Paratransit Service to residents of the City for local and regional trips.

Based on the above-referenced information and analyses, staff has determined that the 136 parking spaces (1.00 parking spaces per unit) proposed for the project will be sufficient to serve the needs of residents, employees, and visitors of the Vintage Senior Apartments project. It is important to note that there will an on-site property manager residing in one of the apartment units.

The Folsom General Plan (2035) encourages the installation of electric vehicle charging stations in parking spaces throughout the City, prioritizing installations at multi-family residential developments. In addition, the City's Greenhouse Gas Reduction Strategy associated with the General Plan states that multi-family residential projects with 17 or more units are required to providing electric vehicle charging stations in at least 5% percent of the total number of parking spaces. As noted in the project description, the applicant is proposing to provide 14 electric vehicle capable parking spaces within the development, but no electric vehicle charging stations initially. To ensure consistency with the General Plan, staff recommends that a minimum of 7 (5% of 136 total parking spaces = 7 electric vehicle charging stations) of the 14 proposed electric vehicle charging spaces be equipped with electric vehicle charging stations with initial development of the proposed project. Condition No. 50 is included to reflect this requirement.

As shown on the submitted site plan (Attachment 6), the applicant is proposing to provide 28 bicycle parking spaces evenly distributed among bicycle racks located near the building's primary entrances on the north, south, and east elevations. Staff has determined that the proposed project meets the bicycle parking requirements established by the Folsom Municipal Code (FMC, Section 17.57.090) by providing 28 bicycle parking spaces whereas 27 bicycle parking spaces are required.

G. Noise/Vibration Impacts

Based on the proximity of the project site to East Natoma Street as well as existing commercial, residential, and state land uses within the immediate project vicinity, acoustical measurements and modeling were prepared by Helix Environmental Planning on March 29, 2022 to analyze potential noise impacts at the proposed Vintage Senior Apartments project site. The purpose of the noise analysis was to quantify existing noise levels associated with traffic on East Natoma Street, and to compare those noise levels against the applicable City of Folsom noise standards for acceptable noise exposure at the project site. In addition, noise generated by the proposed project including construction activities, on-site parking/circulation, and mechanical equipment noise, were also evaluated in the noise analysis.

Two aspects of noise impacts were evaluated relative to the proposed apartment project, noise directed at the proposed project, and noise caused by the proposed project. As noted previously, the predominant existing noise sources in the project vicinity that may cause an impact to the project site are associated with vehicles traveling on East Natoma Street, as well as background noises from nearby commercial, residential, and state land uses. Potential noise impacts that might result from development of the Vintage Senior Apartments project community are construction-related activities and operational activities. Construction-related noise would have a short-term effect, while operational noise would continue throughout the lifetime of the project.

The Noise Element of the City of Folsom General Plan regulates noise emissions from public roadway traffic on new residential development or other noise sensitive land uses. The Noise Element states that noise from traffic on public roadways shall not exceed 65 CNEL for outdoor use areas and 45 CNEL for interior use areas. To evaluate such potential noise impacts to the proposed project, Helix Environmental conducted ambient noise measurements to calibrate the predictive noise modeling program that estimates noise levels based on estimated future traffic noise affecting the project site. The noise modeling program determined that the outdoor noise levels at the outdoor use areas on the project site would be less than 65 CNEL, thus no significant impact was identified. In addition, the noise modeling program determined that noise levels in the interior use areas of the apartment building would be less than 45 CNEL with implementation of standard building design and required construction techniques.

Construction of the Vintage Senior Apartments project would temporarily increase noise levels in the project vicinity during the construction period, which would take approximately 16 months. Construction activities, including site clearing, excavation, grading, building construction, and paving, would be considered an intermittent noise impact throughout the construction period of the project. The City's Noise Ordinance excludes construction activities from meeting the General Plan Noise Element standards, provided that all phases of construction are limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays, and between 8:00 a.m. and 5:00 p.m. on Saturdays. To ensure compliance with the City's Noise Control Ordinance and General Plan Noise Element,

staff recommends that hours of construction operation be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays with no construction permitted on Sundays or holidays. In addition, staff recommends that construction equipment be muffled and shrouded to minimize noise levels. Condition No. 56 is included to reflect these requirements.

Operational noises generated by the proposed project include sounds associated with new vehicle trips, vehicle parking, and mechanical equipment associated with the senior apartment community. Persons and activities potentially sensitive to noise in the project vicinity include residents within the Cimarron Hills Subdivision to the east and residents off of Montrose Drive to the south. Due to the limited volume of project-generated vehicle trips (441 daily vehicle trips), vehicle noise exposure would increase only slightly as compared to existing conditions in the project vicinity. Based on the residential nature of the proposed project and the limited number of project vehicle trips, staff has determined that potential noise impacts relative to these operational noise sources will not be significant.

A possible on-site source of vibration during project construction activities is a vibratory roller. A vibratory roller would primarily be used to achieve soil compaction as part of the foundation and paving construction, and for aggregate and asphalt compaction as part of project driveway and parking lot construction. To minimize potential impacts associated with ground vibrations caused by a vibratory roller, staff recommends, that the owner/applicant provide evidence to the City (via testing data or calculations from a qualified expert), demonstrating that vibratory rollers used on the project site will produce less than 80 VdB at nearby residences, or that all vibratory rollers shall be used in static mode only (no vibrations) when operating within 120 feet of a residence. Condition No. 57 is included to reflect this requirement.

H. Walls/Fencing

As shown on the preliminary site plan (Attachment 6), preliminary grading and drainage plan (Attachment 8), and preliminary grading sections (Attachment 9), the proposed project includes construction of retaining walls, tubular metal fencing, and masonry screen walls on the project site. Retaining walls, which will feature decorative masonry construction and range from 1 to 14 feet in height, are proposed along portions of East Natoma Street, portions of the southern property boundary, and interior sections of the project site. Decorate metal guardrails (42-inch-tall) are proposed on top of the retaining walls for safety and aesthetic purposes. Lastly, an eight-foot-tall decorative masonry screen wall is proposed along the eastern project boundary to provide a buffer between the proposed project and the single-family residences directly to the east. Staff recommends that decorative stone pilasters be integrated into the screen wall design at strategically placed locations to break up the long expanse of the wall and that a decorative trim cap be placed on top of the screen wall for its entire length. In addition, staff recommends that final location, design, height, materials, and colors of the retaining walls, metal fencing, and masonry screen walls be subject to review and approval by the

Community Development Department. Condition No. 59 is included to reflect these requirements.

I. Site Lighting

As shown on the Preliminary Lighting Plan (Attachment 15), the applicant is proposing to use a combination of pole-mounted parking lot lighting, carport lighting, building-attached lighting, and bollard lights along the walkways on the project site. All 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 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 all lighting is designed to be shielded and directed downward onto the project site and away from adjacent properties and public rights-of-way. Lastly, staff recommends that all poll-mounted parking lot lights be limited to a maximum of 12 feet in height. Condition No. 27 is included to reflect these requirements.

J. Signage

The proposed project includes a six-foot-tall, 32-square-foot monument sign (double-sided) that will be located in a landscaped area at the southeast corner of East Natoma Street and the primary project driveway. The design of the monument sign includes individual black and green letters inset into a beige-colored aluminum panel with steel support posts. Staff has determined that the proposed monument sign is consistent with the requirements of the Folsom Municipal Code (FMC, Section 17.59.040 D) with respect to maximum sign height (6 feet) and maximum sign area (32 square feet). Staff has also determined that the design and colors of the monument sign are complementary to the design of the proposed senior apartment building. However, staff has concluded that the proposed sign materials (aluminum cabinet with steel support posts) are not consistent with the proposed apartment design/building materials. Staff recommends that the proposed monument sign be constructed of masonry, stone, or wood materials to be more consistent with the design/materials of the apartment building. In addition, staff recommends that the final location, design, materials, and color of the monument sign be subject to review and approval by the Community Development Department. Lastly, staff recommends that the owner/applicant obtain a sign permit prior to installation of the monument sign. Condition No. 62 is included to reflect these requirements.

K. Trash/Recycling

The proposed project includes construction of a single trash, recycling, and organic waste enclosure in the southeast corner of the project site. The proposed trash enclosure, which is 6 feet tall and measures 30 feet in width by 10 feet in depth, is designed with stucco walls, a decorative trim cap, and steel doors. The City's Solid Waste Division has

reviewed the proposed trash enclosure and determined that it meets the City standard (Design and Procedures Manual) with respect to location and design. Staff recommends that the final location, design, color, and materials of the trash/recycling/organic-waste be subject to review and approval by the Community Development Department. Condition No. 58 is included to reflect this requirement.

L. Existing and Proposed Landscaping

The triangular-shaped 4.86-acre project site, which slopes moderately from east to west with an approximate 20-foot grade change, features a vegetative community that includes blue oak woodland, non-native grasses, and ephemeral and intermittent drainage features. Vegetation in the blue oak woodland habitat consists primarily of blue oak and interior live oak trees, with some non-native species including mulberry, Chinese tallow, Chinese hackberry, and ornamental cherry. The understory of the blue oak woodland is dominated by non-native grasses and forbs, including cultivated oats, Italian rye grass, and yellow star-thistle. Disturbed areas, such as bike trails and jumps occur beneath the canopy of the oak woodland, and there is a significant amount of trash and debris present in these areas. A small segment of an existing Class I bicycle trail occurs in this habitat close to East Natoma Street.

As shown on the Preliminary Landscape Plans (Attachment 10), the applicant is proposing to install landscaping that features California-native and low water-use trees, shrubs, and groundcover selections intended to comply with the requirements of the Model Water Efficiency Landscape Ordinance (MWELO). Proposed landscape improvements include a variety of drought-tolerant trees, shrubs, and groundcover. Among the proposed trees are; Bay Laurel, Blue Oak, California Buckeye, Chinese Pistache, Desert Palo Verde, Dwarf Magnolia, Ghost Pine, Elm, Western Redbud, and Wilson Olive. Proposed shrubs and groundcover include; Breeze Mat Rush, Cleveland Sage, California Buckthorn, Deer Grass, Dwarf Strawberry, Fortnight Lily, Italian Cypress, Purple Hopseed Bush, Red Yucca, Russian Sage, and San Miguel Island Buckwheat. The preliminary landscape plan meets the City shade requirement by providing 51 percent shade in the parking lot area within fifteen years. Staff recommends that the final landscape plans be reviewed and approved by the Community Development Department. Condition No. 38 is included to reflect this requirement.

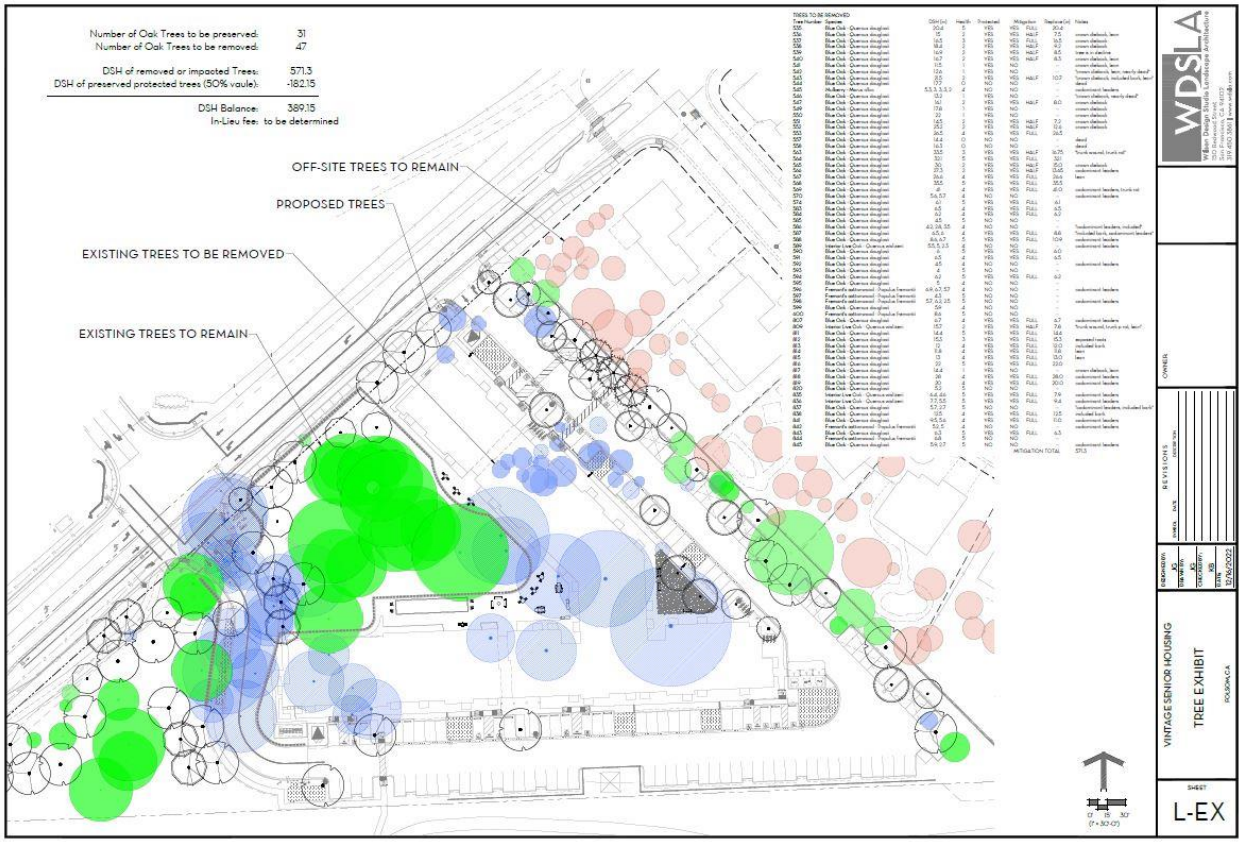
M. Tree Preservation

Oak Tree Preservation and Removal
Chapter 12.16 of the Folsom Municipal Code, the Tree Preservation Ordinance, 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. The Tree Preservation Ordinance establishes policies, regulations,

and standards necessary to ensure that the City will continue to preserve and maintain its “urban forests”.

An Arborist Report and Arborist Inventory prepared for the proposed project by Helix Environmental (Attachment 25) identified a total of 111 trees are on the site including 94 blue oaks, 7 Fremont’s cottonwoods, 4 interior live oaks, 2 Gooding’s black willow, 1 mulberry, 1 Chinese hackberry, 1 Chinese tallow, and 1 ornamental cherry. Of the 111 trees on the project site, 78 are considered protected oak trees (oak trees measuring 6-inches diameter at standard height). Of the 78 protected Oak trees, 9 Oak trees are in poor health (tree rating of 1) or are dead. As shown on the submitted Oak Tree Mitigation Plan (Attachment 12), the applicant is proposing to preserve 31 of the protected oak trees, while removing 47 of the protected oak trees for development of the proposed project. To mitigate for the loss of the 47 protected oak trees, the applicant is proposing to pay an in-lieu in the City’s Tree Mitigation Bank as provided for by the Tree Preservation Ordinance. While not considered eligible for receiving mitigation credit, the applicant is proposing to plant 30 additional oak trees on the project site as part of their proposed landscape plan. The preliminary oak tree preservation plan is shown in Figure 12 on the following page.

FIGURE 12: PRELIMINARY OAK TREE PRESERVATION PLAN



To mitigate the impact to the protected native Oak trees, staff recommends that the following measures be implemented (Condition No. 40) in accordance with requirements of the Tree Preservation Ordinance:

- The owner/applicant shall provide mitigation for directly or indirectly impacted oak trees based on having a health rating of 5,4,3, or 2. Based on the DSH equivalency ratio, the project applicant shall mitigate for the removal of approximately 47 oak trees (571.3 inches at DSH) that will be removed with development of the project. Final mitigation requirements shall be determined by the City Arborist upon receipt of final design plans prior to the issuance of a grading permit. Mitigation for trees shall be done through planting of on-site replacement trees or payment of in-lieu fees as determined by the City, or a combination thereof. The owner/applicant may be eligible to receive credit for preservation of on-site Oak trees as determined by the City Arborist.

- A Tree Permit Application containing an Application Form, Tree Protection and Mitigation Plan, and Arborist Report shall be submitted to the City of Folsom by the owner/applicant for issuance of a Tree Work Permit and Tree Removal Permit prior to commencement of any grading or site improvement activities. The tree protection and mitigation plan shall be prepared in collaboration with a qualified arborist and shall be subject to review and approval by the City. The tree protection and mitigation plan shall contain the contact information of the project arborist and shall be included in all associated plan sets for the project.

- Removal of any protected tree shall be mitigated by planting replacement trees and/or payment of “In-Lieu” fees on a diameter inch basis in accordance with FMC, Section 12.16.150. The proposed method of mitigation shall be subject to review and approval by the City.

- Prior to starting construction, oak trees to be preserved shall be fenced with high visibility fencing consistent with the city-approved tree protection and mitigation plan. Parking of vehicles, equipment, or storage of materials is prohibited within the Tree Protection Zone of Protected Trees at all times. Signs shall be posted on exclusion fencing stating that the enclosed trees are to be preserved. Signs shall state the penalty for damage to, or removal of, the protected tree.

- The owner/applicant shall retain the services of a project arborist for the duration of the development project to monitor the health of oak trees to be preserved and carry out the City-approved tree protection plan. All regulated activity conducted within the Critical Root Zone of protected trees, as that term is defined in Folsom Municipal Code (FMC) 12.16.020, shall be performed under the direct supervision of the project arborist. A copy of the executed contract for these arboricultural services shall be submitted to the City prior to the issuance of any tree or grading permits.

- Certification letters by the project arborist attesting to compliance with the tree protection and mitigation plan and tree permit conditions shall be submitted to the City.

N. 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 improvements which will enhance the overall character of the area including construction of the signalized fourth leg of the intersection of East Natoma Street and Prison Road. The proposed project will also improve bicycle and pedestrian circulation by adding sidewalks, pedestrian pathways, bicycle/pedestrian connections, and realigning a Class 1 bicycle trail. In addition, the proposed project is consistent with this policy in that it will introduce new senior affordable apartment units with a residential design intended to complement the architecture and design of existing residential buildings in the project vicinity.

GP POLICY LU 1.1.12-2 (Infill Development)
Work with neighbors: Infill development requires neighborhood consultation to understand the concerns, goals, and needs of existing neighborhoods. Ensure the planning and design process provides proper avenues for neighborhood input while fulfilling the community's larger goals for walkability and compact development.

The proposed project is consistent with this policy in that the project applicant conducted public outreach to all property owners located within 500 feet of the subject property. The public outreach included two information meetings (March 22, 2022 and June 29, 2022) which were held at the Folsom Community Center where the project applicant and their team provided residents with detailed information (project description, site plan, architectural details) regarding the proposed project and responded to questions and comments. The two informational meetings were well attended with approximately 12

residents attending the first event and approximately 23 residents attending the second event.

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, Housing Choice and Diversity, 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 to encourage more walking, biking, and transit use and shorter auto trips. Housing Choice and Diversity includes providing a variety of places where people can live (apartments, townhomes, condominiums, and single-family detached homes) and also creating opportunities for the variety of people who need them such as families, singles, seniors, and people with special needs. 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 living in a compact development and facilitate the ease of walking within and in and out of a community.

APPLICABLE GENERAL PLAN GOALS AND POLICIES
GP GOAL LU 6.1 (Residential Neighborhoods)
Allow for a variety of housing types and mix of uses that provide choices for Folsom residents, create complete and livable neighborhoods, and encourage walking and biking.

GP POLICY LU 6.1.3 (Efficiency through Density)
Support an overall increase in average residential densities in identified urban centers and mixed-use districts. Encourage new housing types to shift from lower-density, large-lot developments to higher-density, small-lot and multifamily developments, as a means to increase energy efficiency, conserve water, reduce waste, as well as increase access to services and amenities (e.g., open space) through an emphasis on mixed uses in these higher-density developments.

The proposed project is consistent with this policy in that the project includes development of a senior affordable multi-family rental community developed at a residential density of 28 units per acre. In addition, the proposed project design incorporates sustainable features (mechanical, electrical, plumbing, HVAC, rooftop solar array system, and cool paving material) that are consistent with California Green Building Standards Code (CALGreen). In addition, the proposed project includes 14 electric vehicle capable parking spaces and will be required to provide 7 electric vehicle charging stations consistent with CALGreen.

GP GOAL M 4.1 (Vehicle Traffic and Parking)
Ensure a safe and efficient network of streets for cars and trucks, as well as provide an adequate supply of vehicle parking.

GP POLICY M 4.1.3 (Level of Service)
Strive to achieve a least traffic Level of Service "D" (or better) for local streets and roadways throughout the City. In designing transportation improvements, the City will prioritize use of smart technologies and innovative solutions that maximize efficiencies and safety while minimizing the physical footprint. During the course of Plan buildout, it may occur that temporarily higher Levels of Service result where roadway improvements have not been adequately phased as development proceeds. However, this situation will be minimized based on annual traffic studies and monitoring programs. Staff will report to the City Council at regular intervals via the Capital improvement Program process for the Council to prioritize projects integral to achieving Level of Service D or better.

The proposed project is consistent with this policy in that the project will not result in a change in the level of service (LOS) at either of the two study intersections. In addition, the proposed project will result in a greater than 15% reduction in Vehicle Miles Traveled (VMT), consistent with new State Law that took effect July 1, 2020 (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 14 electric vehicles capable parking spaces. In addition, the project will be required to provide 7 electric vehicle charging stations for exclusive use by residents of the senior apartment community. The number of proposed electric vehicle capable parking spaces and required electric vehicle charging stations is consistent with the California Green Buildings Standards Code's provisions for multi-family residential development.

GP GOAL H-1 (Adequate Land Supply for Housing)
To provide an adequate supply of suitable sites for the development of a range of housing types to meet the housing needs of all segments of the population.

GP POLICY H 1.3
The City shall encourage home builders to develop their projects on multi-family-designated land at the high end of the applicable density range.

The proposed project is consistent with this policy in that the project is providing a senior affordable multi-family residential project developed at a residential density of 28 units

per acre. The proposed project would be considered a high-density multi-family residential development given that it falls within the density range (20-30 dwelling units per acre) established for the City's MHD (Multi-family High Density) General Plan land use designation.

GP GOAL H-2 (Removing Barriers to the Production of Housing)
To minimize governmental constraints on the development of housing for households of all income levels.

GP POLICY H 2.7
The City shall educate the community on the needs, the realities and the benefits of affordable and high-density housing.

The proposed project is consistent with this policy in that the project will result in development of a high-density senior affordable apartment community on property zoned for business and professional office uses.

GP GOAL H-3 (Facilitating Affordable Housing)
To facilitate affordable housing opportunities to serve the needs of people who live and work in the community.

GP POLICY H 3.1
The City shall encourage residential projects affordable to a mix of household incomes and disperse affordable housing projects throughout the City to achieve a balance of housing in all neighborhoods and communities.

The proposed project is consistent with this policy in that the project includes development of 136 units that will be designated as affordable for Low Income (LI) and Very Low Income (VLI) households as defined by State and City requirements, with 122 units being made available to individuals with incomes at or below 60% (LI) of the Sacramento area median income (AMI) and 14 units made available to individuals with income at or below 50% (VLI) of AMI.

O. Native American Consultation (SB 18/AB52)

Assembly Bill (AB 52), which was signed into law in July 2015, requires City or County Governments to consult with California Native American Tribes in order to identify Tribal Cultural Resources that may be significantly impacted by development projects and to avoid or mitigate those impacts. On November 19, 2021, the City sent project notification letters to the three California Native American tribes named on the City's AB 52 contact list, with the United Auburn Indian Community (UAIC) being the only tribe to respond in a timely manner. The City subsequently initiated consultation with UAIC and provided a copy of the cultural resources and arborist reports prepared for the proposed project. The City did not receive any further communication from UAIC with respect to potential tribal cultural resources on the project site of within the project area. On June 3, 2022, the City

formally concluded consultation with UAIC with the acknowledgement that a standard mitigation measure (Condition No. 43) would be included with the project to ensure protection of any tribal cultural resources that are discovered during ground disturbing construction activities.

PUBLIC OUTREACH AND PUBLIC NOTICING

The project applicant sponsored two public outreach events to provide residents and the community with an opportunity to learn more about the proposed senior affordable apartment project. The two outreach events, which were held in the Folsom Community Center on March 22, 2022 and June 29, 2022 respectively, were well attended with approximately 12 residents present at the first event and 23 residents present at the second event. Residents who attended the outreach events expressed concerns and made comments regarding a number of topics associated with development of the proposed project including but not limited to:

- Negative visual impact to nearby homes.
    - Design compatibility of the three-story apartment building.
    - Excessive size and scale of the three-story apartment building.
    - Negative impact to views and viewsheds in the project area.
    - Privacy impacts to adjacent homes.

- Density of the proposed project.
- Increased traffic and traffic-safety related impacts.
- Adequacy of parking being provided.
- Noise impacts associated with emergency service vehicles responding to calls.
- Noise concerns associated with construction of project.
- Trash/recycling collection and potential noise and odor impacts.
- Lighting and glare impacts.
- Low-income nature of project and potential impact to home values.
- Oak tree impacts.

Each of the aforementioned areas of concern referenced above are discussed within separate sections (architecture/design, traffic, parking, noise, etc.) of this staff report.

On July 1, 2022, the project applicant posted a large project identification sign (4-feet by 6-feet) along the frontage of the project site facing East Natoma Street. The project identification sign includes basic information regarding the proposed Vintage Senior Apartments development and also includes contact information for the project applicant and City staff.

On November 1, 2022, City staff mailed notices of a public hearing to all property owners located within 500 feet (300 feet required) of the subject property informing them that the Planning Commission would be reviewing the Vintage Senior Apartments project at their December 14, 2022 meeting. The aforementioned public notice was also published in

the Folsom Telegraph and on the City's website on November 10, 2022. Subsequently, it was determined that there would not be a quorum available for the December 14th Planning Commission meeting and the meeting was cancelled accordingly. On November 18, 2022, City staff mailed new notice of a public hearing to all property owners within 500 feet (300 feet required) of the subject property informing them that the December 14, 2022 Planning Commission had been cancelled and that the Planning Commission would be reviewing the Vintage Senior Apartments project at their January 18, 2023 meeting instead. The aforementioned public notice was also published in the Folsom Telegraph and on the City's website on December 1, 2022.

In response to the public notices for the proposed Vintage Senior Apartments project that were mailed to all property owners located within 500 feet of the subject property, the City received six emails from residents expressing their concerns and opposition to the proposed project. City staff also previously received five emails from residents expressing their concerns regarding the proposed project following the public outreach meetings. These emails are included with this staff report (Attachment 27) for consideration by the Planning Commission.

ENVIRONMENTAL REVIEW

Helix Environmental has prepared an Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program (Attachment 25) for the project in accordance with the California Environmental Quality Act (CEQA) and associated regulations and determined that with the proposed mitigations, 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 have been included as Conditions of Approval.

To date, nine written comments have been received during the Mitigated Negative Declaration public review period (November 14, 2022 to December 14, 2022) including six comments from residents (Attachment 27) and three comments from public agencies (Attachment 26). The six comments letters received from residents express their general opposition to the proposed project and also identify some specific areas of concern including but not limited to, project density, increased traffic, traffic safety, road noise, lack of sufficient parking, building design, oak tree impacts, and negative impact to property values. City staff has addressed these comments and concerns within the various sections of this staff report. In addition, the Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program (Attachment 25) addressed the environmental concerns raised including traffic-related impacts, noise-related impacts, and Oak tree impacts and concluded that, with the mitigation measures the project will not have a significant effect on the environment.

The City received four letters from public agencies (Attachment 26) in response to the publication of the Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program for the proposed project. The Sacramento Metropolitan Utility Agency (SMUD) provided a response indicating that they had no comments regarding the proposed project. The Central Valley Regional Water Quality Control Board (CVRWQCB) provided a response highlighting the regulatory setting for project-related water impacts and also providing guidance to the project applicant with respect to the permitting process the project will be required to go through due to its impacts to a local drainage feature. The Sacramento Metropolitan Air Quality Management District (SMAQMD) provided a response recommending that the project applicant consider developing the project without natural gas infrastructure due to greenhouse gas emission impacts. SMAQMD also asked for clarification regarding the number of electric vehicle charging spaces that will be provided by the proposed project. Lastly, the Pacific Gas and Electric Company (PG&E) provided a response regarding specific requirements about the types of development that is allowed to occur within the PG&E overhead easement area. None of the aforementioned comments are relevant to the project's compliance with the California Environmental Quality Act. A formal response to all of these comments is included with this staff report (Attachment 28).

RECOMMENDED PLANNING COMMISSION ACTION

Move to recommend that the Planning Commission:

- Adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program prepared for the Vintage Senior Apartments project (PN 21-159) per Attachment 25; and

- Approve a Conditional Use Permit for development and operation of a senior apartment community on the subject 4.86-acre property; and

- Approve a Planned Development Permit for development of the 136-unit Vintage Senior Apartments project on a 4.86-acre site located at 103 East Natoma Street; and

- Approve a Density Bonus for development of the Vintage Senior Apartments project at a residential density of 28 units per acre and to allow for three incentives/concessions including establishing a parking ratio of one parking space per unit, increasing the maximum building height from 35 feet to 42-feet 6-inches, and increasing the maximum number of building stories from 2-stories to 3-stories.

These approvals are based on the findings below (Findings A-U) and subject to the conditions of approval (Conditions 1-76) attached to this report.

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 ZONING CODE OF THE CITY.

CEQA FINDINGS

C. A MITIGATED NEGATIVE DECLARATION HAS BEEN PREPARED FOR THE PROJECT IN ACCORDANCE WITH CEQA.

D. THE PLANNING COMMISSION HAS CONSIDERED THE PROPOSED MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM BEFORE MAKING A DECISION REGARDING THE PROJECT.

E. ON THE BASIS OF THE WHOLE RECORD BEFORE THE PLANNING COMMISSION, THERE IS NO SUBSTANTIAL EVIDENCE THAT THE PROJECT, AS CONDITIONED, WILL HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.

F. THE MITIGATED NEGATIVE DECLARATION REFLECTS THE INDEPENDENT JUDGMENT AND ANALYSIS OF THE CITY OF FOLSOM.

G. THE MITIGATED NEGATIVE DECLARATION HAS DETERMINED THAT THE PROPOSED PROJECT, AS CONDITIONED AND CONSISTENT WITH THE REQUIRED MITIGATION MONITORING AND REPORTING PROGRAM, WOULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT WITH THE REQUIRED MITIGATION MEASURES.

H. THE LOCATION AND CUSTODIAN OF THE DOCUMENTS WHICH CONSTITUTE THE RECORD OF PROCEEDINGS UPON WHICH THE DECISION IS BASED ARE: CITY OF FOLSOM COMMUNITY DEVELOPMENT DEPARTMENT, 50 NATOMA STREET, FOLSOM, CA 95630.

CONDITIONAL USE PERMIT FINDING

I. AS CONDITIONED, THE ESTABLISHMENT, MAINTENANCE OR OPERATION OF THE USE APPLIED FOR WILL NOT, UNDER THE CIRCUMSTANCES OF THIS PARTICULAR CASE, BE DETRIMENTAL TO THE HEALTH, SAFETY, PEACE, MORALS, COMFORT, AND GENERAL WELFARE OF PERSONS RESIDING OR WORKING IN THE NEIGHBORHOOD, OR BE DETRIMENTAL OR INJURIOUS TO PROPERTY AND IMPROVEMENTS IN THE

NEIGHBORHOOD OR TO THE GENERAL WELFARE OF THE CITY, AS THE PROPOSED USE IS COMPLIMENTARY TO EXISTING USES IN THE PROJECT VICINITY AND, AS CONDITIONED, THE PROPOSED PROJECT WILL NOT HAVE NEGATIVE IMPACTS TO NEARBY USES THAT HAVE NOT BEEN MITIGATED.

PLANNED DEVELOPMENT PERMIT FINDINGS

J. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF CHAPTER 17.38 (PLANNED DEVELOPMENT DISTRICT) OF THE FOLSOM MUNICIPAL CODE AND OTHER APPLICABLE ORDINANCES OF THE CITY.

K. THE PROPOSED PROJECT IS CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY.

L. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS IS ACCEPTABLE.

M. THERE ARE AVAILABLE 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.

N. THE PROPOSED PROJECT WILL NOT CAUSE UNACCEPTABLE VEHICULAR TRAFFIC LEVELS ON SURROUNDING ROADWAYS, AND THE PROPOSED PROJECT WILL PROVIDE ADEQUATE INTERNAL CIRCULATION.

O. 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.

P. ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICES AND EMERGENCY PUBLIC SAFETY SERVICES TO THE PROJECT.

DENSITY BONUS FINDINGS

Q. THE PROPOSED PROJECT QUALIFIES FOR A DENSITY BONUS IN THAT THE PROJECT IS PROVIDING ONE HUNDRED PERCENT OF THE TOTAL UNITS FOR LOW-INCOME HOUSEHOLDS OR VERY LOW- INCOME HOUSEHOLDS, AND IS A SENIOR CITIZEN HOUSING DEVELOPMENT.

R. THE PROPOSED PROJECT QUALIFIES FOR THE REQUESTED PROJECT DENSITY OF 28 DWELLING UNITS PER ACRE.

S. THE PROPOSED PROJECT IS ELIGIBLE FOR FOUR DENSITY BONUS INCENTIVES OR CONCESSIONS BASED ON THE FACT THAT THE PROPOSED PROJECT IS DEDICATING ONE HUNDRED PERCENT OF THE TOTAL HOUSING UNITS TO LOW-INCOME HOUSEHOLDS.

T. THE PROJECT APPLICANT HAS REQUESTED THREE DENSITY BONUS INCENTIVES OR CONCESSIONS, INCLUDING A PARKING RATIO OF ONE PARKING SPACE PER UNIT, AN INCREASE IN THE MAXIMUM BUILDING HEIGHT FROM 35 FEET TO 42 FEET SIX INCHES, AND AN INCREASE IN THE MAXIMUM NUMBER OF BUILDING STORIES FROM TWO TO THREE STORIES.

U. THE PROPOSED PROJECT QUALIFIES FOR EACH OF THE REQUESTED INCENTIVES OR CONCESSIONS.

Attachment 4

Conditions of Approval

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
1.		The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below: 1. Site Plan, dated October 17, 2022 2. Preliminary Utility Plan, dated October 17, 2022 3. Preliminary Grading and Drainage Plan, dated October 17, 2022 4. Preliminary Grading Sections, dated October 17, 2022 5. Preliminary Landscape and Irrigation Plans, dated October 20, 2022 6. Preliminary Tree Preservation Plan, dated October 17, 2022 7. Preliminary Oak Tree Mitigation Plan, dated October 20. 2022 8. Preliminary Access and Circulation Plan, dated October 17, 2022 9. Preliminary Fire Access Plan, dated October 17, 2022 10. Preliminary Lighting Plan and Details, dated November 3, 2021 11. Building Elevations and Floor Plans dated June 3, 2022 12. Color Building Renderings, dated June 3, 2022 13. Building Site Sections, dated June 3, 2022 14. Color and Materials Board, dated June 3, 2022 15. Transportation Impact Study, dated July, 2022 16. Parking Memorandum, dated October 17, 2022 17. Parking Case Study, dated October 17, 2022 18. Vintage Senior Apartments Booklet (Separate Bound Document) The project is approved for development of the 136-unit Vintage Senior Apartments project, which includes a three-story, 111,755-square-foot apartment building and associated site improvements. Implementation of the project shall be consistent with the above-referenced items as modified by these conditions of approval.	B	CD (P)(E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
2.		Building plans, and all civil engineering and landscape plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.	I, B	CD (P)(E)(B)
3.		The project approvals (Planned Development Permit, Conditional Use Permit, and Density Bonus) granted under this staff report shall remain in effect for two years from final date of approval (January 18, 2025). 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.	B	CD (P)
4.		Consistent with the State Density Bonus Law, all rental units within the Vintage Senior Apartments project shall remain affordable for a period of 55 years or longer.	OG	CD (P)
5.		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: • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith 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.	OG	CD (P)(E)(B) PW, PR, FD, PD

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
6.	✓	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.	G, I	CD (P)(E)
DEVELOPMENT COSTS AND FEE REQUIREMENTS				
7.		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.	I, B	CD (P)(E)
8.		If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	B	CD (E)
9.		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.	I	CD (P)(E)
10.		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 improvement plans or beginning inspection, whichever is applicable.	I, B	CD (P)(E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
11.		This project shall be subject to all City-wide development impact fees, unless exempt by previous agreement. This project shall be subject to all 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 has begun. The fees shall be calculated at the fee rate in effect at the time of building permit issuance.	B	CD (P)(E), PW, PK
12.		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				
13.	✓	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. A Geotechnical Engineering Survey was prepared by Youngdahl Consulting Group, Inc. in December 2021. The proposed projects' design plans and specifications outlined in the report shall be reviewed and approved by a California-licensed geotechnical engineer or engineering geologist. The project applicant shall implement all applicable recommendations approved by a California-licensed geotechnical engineer or engineering geologist into the grading of the project site**.**	G, B	CD (E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
14.	✓	In the event a paleontological or other geologically sensitive resources (such as fossils or fossil formations) are identified during any phase of project construction, all excavations within 100-ft 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.	I, G	CD (E)
15.		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 *Standard Construction Specifications* and the *Design and Procedures Manual and Improvement Standards*. All necessary rights-of-way and/or easements shall be dedicated to the City of Folsom for these improvements.	I, B	CD (P)(E)
16.		The applicant/owner 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, as necessary, in accordance with these studies and the current edition of the City of Folsom *Standard Construction Specifications* and the *Design and Procedures Manual and Improvement Standards*.	I	CD (E)
17.		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)
18.		Required public and private improvements, including but not limited to street signal and frontage improvements on East Natoma Street, shall be completed to the satisfaction of the Community Development Department prior to the issuance of the first Certificate of Occupancy.	O	CD (E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
19.		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)
20.		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)
21.		The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter 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)
22.		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)
23.		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 *Standard Construction Specifications*.	I	CD (E)
24.		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)
25.		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 owner/applicant shall also dedicate any private drive, ingress, and egress easement as a public utility easement for underground facilities and appurtenances. An easement shall also be dedicated to SMUD based on the location of as constructed facilities placed beyond the limits of the private drives.	I	CD (E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
26.		Existing overhead utility lines lower than 69KV located on the south side of East Natoma Street adjacent to the project site shall be placed underground to the satisfaction of the Community Development Department.	I	CD (E)
27.		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 lighting, including but not limited to free-standing parking lot lights, building-attached lights, and landscape 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. In addition, pole-mounted parking lot lights shall utilize a low-intensity, energy efficient lighting method and be limited to a maximum of 12 feet in height.	I, B	CD (P)
STORM WATER POLLUTION/CLEAN WATER ACT REQUIREMENTS				
28.		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)
29.		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)
30.		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 *Erosion and Sedimentation Control Standards and Specifications*-current edition and as directed by the Community Development Department.	G, I	CD (E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
31.		The proposed development will add new impervious area to the site; therefore, stormwater quality treatment shall be provided. The City requires developers to utilize the *Guidance Manual for On-Site Stormwater Quality Treatment Control Measures* (January 2000) ("On-Site Manual") in selecting and designing source control and post-construction facilities to treat runoff from the project.	G, I	CD (E)
32.		Prior to issuance of grading permits, the owner/applicant shall submit detailed drainage plans for evaluation by the City. Approved plans shall be implemented prior to project occupancy. The drainage plans shall include measures to minimize the total amount of additional surface runoff and to limit the flows released to off-site receiving waters to existing pre-development levels in accordance with the requirements of the City of Folsom Public Works Department.	G, I	CD (E), PW
33.		Prior to issuance of grading permits, the owner/applicant shall submit erosion control plans and other monitoring programs for the construction and operational phases of the proposed project for review by the City. The plan shall include Best Management Practices (BMP) to minimize and control the level of pollutants in stormwater runoff, and in runoff released to off-site receiving waters. Specific techniques may be based on geotechnical reports or the Erosion and Sediment Control Handbook of the California Department of Conservation, and shall comply with current City standards.	G, I	CD (E), PW
34.		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

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
ENVIRONMENTAL AND WATER RESOURCE REQUIREMENTS				
35.		The sanitary sewer system shall be designed for the project shall incorporate the following elements and features to the satisfaction of the Environmental and Water Resources Department: • Prior to the issuance of a grading permit, the owner/applicant shall record a 15-foot private sewer easement within PG&E property. • All on-site sanitary sewer shall be privately owned, operated and maintained. • The Sanitary Sewer Lift station shall be privately owned, operated and maintained. • A maintenance agreement for the sewer lift station operation, maintenance and emergency repairs to the satisfaction of the Community Development Department and executed prior to the issuance of a building permit. • The offsite sewer force main shall be located within in a 15-foot private sewer easement located within PG&E property. The City will not own, operate, or maintain this sewer force main. • Install one new sanitary sewer manhole where the force main will terminate at the 8-inch gravity line. The City's responsibility of the sanitary sewer shall begin when the 8-inch gravity line enters the public sewer easement within PG&E property. • The grease interceptor shall be privately owned, operated and maintained.	G, I, B	EWR
36.		The domestic water and sanitary sewer systems designed for the project shall incorporate the following elements and features to the satisfaction of the Environmental and Water Resources Department: • The water connection for domestic, irrigation and fire shall be a manifold as shown in City Water Detail WR-23. • The 6-inch domestic water supply shall include a meter bypass in accordance with City Water Detail WR-21. • All on-site water systems shall be privately owned, operated, and maintained.	I	EWR

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
LANDSCAPE/TREE PRESERVATION REQUIREMENTS				
37.		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.	B, OG	CD (P)(E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
38.		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. Landscaping of the parking area shall meet shade requirements as outlined in the Folsom Municipal Code Chapter 17.57. 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 Vintage Senior Apartments project.	I	CD(P)(E)

39.	✓	To mitigate the impact to the protected native Oak trees, the following measures shall be implemented in accordance with requirements of the Tree Preservation Ordinance: • The owner/applicant shall provide mitigation for directly or indirectly impacted oak trees based on having a health rating of 5,4,3, or 2. Based on the DSH equivalency ratio, the project applicant shall mitigate for the removal of approximately 47 oak trees (571.3 inches at DSH) that will be removed with development of the project. Final mitigation requirements shall be determined by the City Arborist upon receipt of final design plans prior to the issuance of a grading permit. Mitigation for trees shall be done through planting of on-site replacement trees or payment of in-lieu fees as determined by the City, or a combination thereof. The owner/applicant may be eligible to receive credit for preservation of on-site Oak trees as determined by the City Arborist. • A Tree Permit Application containing an Application Form, Tree Protection and Mitigation Plan, and Arborist Report shall be submitted to the City of Folsom by the owner/applicant for issuance of a Tree Work Permit and Tree Removal Permit prior to commencement of any grading or site improvement activities. The tree protection and mitigation plan shall be prepared in collaboration with a qualified arborist and shall be subject to review and approval by the City. The tree protection and mitigation plan shall contain the contact information of the project arborist and shall be included in all associated plan sets for the project. • Removal of any protected tree shall be mitigated by planting replacement trees and/or payment of "In-Lieu" fees on a diameter inch basis in accordance with FMC, Section 12.16.150. The proposed method of mitigation shall be subject to review and approval by the City. • Prior to starting construction, oak trees to be preserved shall be fenced with high visibility fencing consistent with the city-approved tree protection and mitigation plan. Parking of vehicles, equipment, or storage of materials is prohibited within the Tree Protection Zone of Protected Trees at all times. Signs shall be posted on exclusion fencing stating that the enclosed trees are to be preserved. Signs shall state the penalty for damage to, or removal of, the protected tree.	I, G, B, O	CD(P)(E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
39. Cont.	✓	• The owner/applicant shall retain the services of a project arborist proficient in tree protection for construction projects for the duration of the development project to monitor the health of oak trees to be preserved and carry out the City-approved tree protection plan. All regulated activity conducted within the Critical Root Zone of protected trees, as that term is defined in Folsom Municipal Code (FMC) 12.16.020, shall be performed under the direct supervision of the project arborist. A copy of the executed contract for these arboricultural services shall be submitted to the City prior to the issuance of any tree or grading permits. Certification letters by the project arborist attesting compliance with the tree protection and mitigation plan and tree permit conditions shall be submitted to the City following completion of grading and again at project completion, prior to the certificate of occupancy.	I, G, B, O	CD(P)(E)
CULTURAL RESOURCE/TRIBAL CULTURAL RESOURCE REQUIREMENTS				
40.	✓	It is always possible that ground-disturbing activities during project development may uncover previously unknown archaeological resources. In the event that archaeological resources are discovered during construction, construction operations shall stop within a 100-foot radius of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The City shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The archaeologist shall make recommendations concerning appropriate measures that will be implemented to protect the resources, including but not limited to, excavation and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. Archaeological resources could consist of, but are not limited to, stone, bone, wood, or shell artifacts or features, including hearths. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated for significance in terms of CEQA criteria.	G, I, B	CD (P)(E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
41.	✓	In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines § 15064.5; Health and Safety Code § 7050.5; Public Resources Code § 5097.94 and § 5097.98 must be followed. If during the course of project development there is accidental discovery or recognition of any human remains, the following steps shall be taken: There shall be no further excavation or disturbance within a 100-foot radius of the potentially human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the project site in a location not subject to further subsurface disturbance: o The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission. o The descendant identified fails to make a recommendation. o The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.	G, I, B	CD (P)(E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
42.	✓	All construction personnel involved in ground disturbing activities shall be trained in the recognition of possible cultural resources and protection of such resources. The training will inform all construction personnel of the procedures to be followed upon the discovery of archaeological materials, including Native American burials. Construction personnel will be instructed that cultural resources must be avoided and that all travel and construction activity must be confined to designated roads and areas. The training will include a review of the local, state, and federal laws and regulations related to cultural resources, as well as instructions on the procedures to be implemented should unanticipated resources be encountered during construction, including stopping work in the vicinity of the find and contacting the appropriate environmental compliance specialist.	G, I, B	CD (P)(E)
43.	✓	If potentially significant Tribal Cultural Resources (TCR) are discovered during ground disturbing construction activities, all work shall cease within 50-ft of the find, or an agreed upon distance based on the nature 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 meeting 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)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
BIOLOGICAL RESOURCE REQUIREMENTS				
44.	✓	White-Tailed Kite and Other Nesting Birds: If project (construction) ground-disturbing or vegetation clearing and grubbing activities commence during the avian breeding season (February 1 – 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-ft 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). Preconstruction 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 resurveyed 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., 500-ft for raptors; 100-ft 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)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
45.	✓	Jurisdictional Wetlands and Waters Prior to start of construction, the project proponent shall either prepare a formal delineation and submit it to the USACE for verification or obtain verification based on the mapping of aquatic resources in this report as well as contact the USACE, CVRWQCB, and CDFW to determine the need for permits and secure any required aquatic resources permits for impacts to waters of the U.S./State from the USACE, CVRWQCB, and CDFW, pursuant to Sections 404 and 401 of the Clean Water Act, the California Water Code, Section 1600 of the Fish and Game Code, and the State Water Resource Control Board Dredge and Fill Policy. The project proponent shall comply with all conditions of such permits including providing compensatory mitigation at a minimum 1:1 ratio as required to achieve no net loss of wetlands or other waters.	G, I	CD (E)(P)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
		AIR QUALITY REQUIREMENTS		
46.		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: • 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)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
47.		To mitigate the project's contribution to the urban heat island effect, the Sacramento Air Quality Management District (SMAQMD) recommends the following measures be implemented to the satisfaction of the Community Development Department: • The owner/applicant shall incorporate new shade trees to provide additional shade coverage for pavements and structures to the extent feasible. A directory of air-quality supportive trees is available in the Sacramento Tree Foundation's Shady Eighty guide and a more extensive tree list is available on page 153 of the UHI Technical Analysis Report. • All new pavements, including sidewalks, interior roads, bike lanes, pedestrian paths, parking lots, and plazas shall strive to achieve an albedo of at least 0.25-0.5. • For the parking lot areas, if cool pavement or additional tree shading is not feasible, the owner/applicant shall consider installing solar photovoltaic shade structures to reduce urban heat islands, generate renewable energy, and provide shading to parked vehicles, further reducing emissions. All new structures shall utilize certified cool roofs. The California Energy Commission's Title 24, Part 67, recommends an aged solar reflectance of at least 0.63 for low-sloped roofs and at least 0.20 for steep-sloped roofs, and minimum thermal emittance of 0.75.	B	CD (P)(B)
GREENHOUSE GAS REQUIREMENTS				
48.	✓	In accordance with the City General Plan GHG Reduction Measure T-3, the project shall provide a minimum of five percent more bicycle parking than required in the City's Municipal Code Section 17.57.090 (for a total of 28 bicycle parking spaces).	B	CD (P)(B)
49.	✓	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.	B	CD (P)(B)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
50.	✓	In accordance with the City General Plan GHG Reduction Measure T-8, the project shall provide 14 electric vehicle capable parking spaces based on the 136 total parking spaces proposed for the project. Of the 14 electric vehicle capable parking spaces, 7 parking spaces shall be equipped with electric vehicle charging equipment with initial development of the proposed project.	B	CD (P)(B)
51.	✓	In accordance with the City General Plan GHG Reduction Measure SW-1, the project shall divert to recycle or salvage a minimum 65 percent of nonhazardous construction and demolition waste generated at the project site in accordance with Appendix A4 (Residential) of the as outlined in the California Green Building Standards Code (2019 CALGreen).	B	CD (P)(B)
52.	✓	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	CD (P)(B)
TRAFFIC, ACCESS, CIRCULATION, AND PARKING				

53.	✓	Based on the recommendations of the Transportation Impact Study dated February 2022 (Attachment 21), and to further ensure further ensure safe travel within the project site, the following measures shall be implemented to the satisfaction of the Community Development Department: <u>East Natoma Street (Eastbound)</u> o The owner/applicant shall construct a 150-foot right-turn pocket with 60-foot taper on the eastbound approach to Prison Road from East Natoma Street. The existing bike trail shall be relocated to accommodate the right-turn lane. The relocated bike trail shall be placed in a dedicated pedestrian access and trail easement which shall be recorded prior to plan approval. With this proposed modification, the eastbound approach to Prison Road from East Natoma Street shall include one left-turn lane, one thru lane, and one right-turn lane. <u>East Natoma Street (Westbound)</u> o The owner/applicant shall construct a 100-foot left-turn pocket with a raised median with a 60-foot taper on the westbound approach to Prison Road from East Natoma Street. The median shall allow emergency vehicle access/egress and the modifications required for emergency vehicle access/egress shall be approved by the City of Folsom Fire Department. With these proposed modifications, the westbound approach to Prison Road from East Natoma Street shall include one shared thru/right-turn lane and one left-turn lane. <u>Prison Road (Southbound)</u> o Prior to entering State property, the contractor shall execute a right-of-entry agreement with the State of California, Department of Corrections. o The owner/applicant shall restripe the existing right-turn lane at the southbound approach to East Natoma Street from Prison Road to indicate that this lane is a shared thru and right-turn lane. The existing dedicated left-turn lane shall remain as currently striped. <u>Primary Project Driveway (East Natoma Street)</u> o The owner/applicant shall construct a shared thru/right-turn lane and a dedicated left-turn lane at the northbound approach to East Natoma Street at the primary project driveway. The shared thru/right-turn lane and dedicated left-turn lane shall include a 70-foot turn pocket and a 60-foot taper.	I	CD (P)(E), PW

53. Cont.	✓	<u>Secondary Project Driveway (East Natoma Street)</u> o The owner/applicant shall construct a raised median within Natoma Street and a right-turn channelization taper at the secondary project driveway to prevent left-turns into the project site from westbound East Natoma Street and left-turns out of the project site onto westbound East Natoma Street to the satisfaction of the Community Development Department. o The owner/applicant shall install "Stop" signs, appropriate pavement markings, and signage at the secondary project exit at East Natoma Street. <u>East Natoma Street/Prison Road Traffic Signal and Signal Timing</u> o The owner/applicant shall construct a traffic signal at the fourth leg of the intersection of East Natoma Street and Prison Road and modify all existing traffic signal improvements to the satisfaction of the Community Development Department. o The owner/applicant shall coordinate retiming the traffic signal at the intersection of East Natoma Street and Prison Road as follows: • Eastbound and westbound protected left turn phasing, northbound and southbound split phasing. 150 second cycle length, with 34 second northbound southbound split phases and 20 second eastbound and westbound protected phases, and 62 second eastbound and westbound through phases. Crosswalks shall be set to 22 seconds to accommodate a 3 feet per seconding walking speed. <u>East Natoma Street Frontage Improvements</u> o The owner/applicant shall install curbs, gutter, a bicycle lane, and sidewalks along the project's frontage with East Natoma Street as shown on the submitted site plan. In addition, the owner/applicant shall construct curbs, gutters, a bicycle lane, and sidewalks from the project's eastern boundary approximately 120-feet to the east to connect to the existing off-site sidewalk and associated improvements. The owner/applicant shall enter into a credit reimbursement agreement with the City to cover the costs of these off-site frontage improvements.	I	CD (P)(E), PW
54.		A minimum of 136 on-site parking spaces shall be provided for the project.	I, O	CD (P)(E)
55.		A minimum of 28 on-site bicycle parking spaces shall be provided for the project at locations that are close proximity to the primary building entrances.	I, O	CD (P)(E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
		NOISE/VIBRATION REQUIREMENTS		
56.	✓	Construction activities shall be required to comply with the following and be noted accordingly on the improvement plans: 1. Construction hours/Scheduling: The following are required to limit construction activities to the portion of the day when occupancy of the adjacent sensitive receptors are at the lowest: a. 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 8:00 a.m. to 5:00 p.m. on Saturdays. Construction is prohibited on Sundays and on all holidays. b. Delivery of materials or equipment to the site and truck traffic coming to and from the site is restricted to the same construction hours specified above. 2. Construction Equipment Mufflers and Maintenance: All construction equipment powered by internal combustion engines shall be properly muffled and maintained. 3. Idling Prohibitions: All equipment and vehicles shall be turned off when not in use. Unnecessary idling of internal combustion engines is prohibited. 4. Equipment Location and Shielding: All stationary noise-generating construction equipment, such as air compressors, shall be located as far as practical from the adjacent homes. Acoustically shield such equipment when it must be located near adjacent residences. 5. Quiet Equipment Selection: Select quiet equipment, particularly air compressors, whenever possible. Motorized equipment shall be outfitted with proper mufflers in good working order. 6. Staging and Equipment Storage: The equipment storage location shall be sited as far as possible from nearby sensitive receptors.	G, I, B	CD (P)(E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
57.	✓	The owner/applicant or designated contractor shall provide evidence to the City (via testing data or calculations from a qualified expert), demonstrating that vibratory rollers to be used on the project site would produce less than 80 VdB at nearby occupied residences, or all vibratory rollers shall be used in static mode only (no vibrations) when operating within 120-ft of an occupied residence.	G, I, B	CD (P)(E)
ARCHITECTURE/SITE DESIGN REQUIREMENTS				
58.		The final location, design, materials, and colors of the trash/recycling enclosures be subject to review and approval by the Community Development Department.	I, B	CD (P)(E)
59.		Decorative stone pilasters shall be integrated into the screen wall design at strategically placed locations to break up the long expanse of the wall and a decorative trim cap shall be placed on top of the screen wall for its entire length to the satisfaction of the Community Development Department. In addition, the final location, height, design, materials, and colors for the proposed retaining walls, screen walls, and fencing shall be subject to review and approval by the Community Development Department.	I, B	CD (P)(E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
60.		The project shall comply with the following architecture and design requirements: 1. This approval is for a three-story apartment building totaling 111,755 square feet associated with the Vintage Apartments project. The applicant shall submit building plans that comply with this approval and the attached building elevations and color renderings dated June 3, 2022. 2. The design, materials, and colors of the proposed Vintage Senior Apartments building shall be consistent with the submitted building elevations, color renderings, materials samples, and color scheme to the satisfaction of the Community Development Department. 3. Brick pavers or another type of colored masonry material (ADA compliant) shall be used to designate pedestrian crosswalks on the project site, in addition to where pedestrian paths cross drive aisles, and shall be incorporated as a design feature at the driveway entrances at East Natoma Street to the satisfaction of the Community Development Department. 4. 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. Utility equipment such as transformers, electric and gas meters, electrical panels, and junction boxes shall be screened by walls and or landscaping.	I, B	CD (P)
GRADING REQUIREMENT				
61.		Prior to the approval of the final facilities design and the initiation of construction activities, the applicant shall submit an erosion control plan to the City for review and approval. The plan shall identify protective measures to be taken during excavation, temporary stockpiling, any reuse or disposal, and revegetation. Specific techniques may be based upon geotechnical reports, the Erosion and Sediment Control Handbook of the State of California Department of Conservation, and shall comply with all updated City standards.	G, I	CD (E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
SIGN REQUIREMENTS				
62.		The proposed monument sign shall be constructed of masonry, stone, or wood materials to be more consistent with the design/materials of the apartment building. In addition, the final location, design, materials, and color of the monument sign be subject to review and approval by the Community Development Department. Lastly, the owner/applicant shall obtain a sign permit prior to installation of the monument sign.	B	CD (P)
OTHER AGENCY REQUIREMENTS				
63.		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)
CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE (CDFW) REQUIREMENTS				
64.		The owner/applicant shall submit a Notification of Lake or Streambed Alteration to the California Department of Fish and Wildlife (CDFW) prior to commencement of any clearing, grubbing, grading, or site work.	G, I	CD (P)(E)
65.		The owner/applicant shall incorporate bird and wildlife friendly strategies including: • Implementing an education program for residents to keep domestic cats indoors. • Installing screens, window patterns, or new types of glass such as acid-etched, fritted, frosted, ultraviolet patterned, or channel.	G, I, B	CD (P)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
PACIFIC GAS & ELECTRIC (PG&E) REQUIREMENTS				
66.		The owner/applicant shall implement the following measures as recommended by the Pacific Gas & Electric Company (PG&E): • Additional bollards shall be placed within the parking lot to protect an existing PG&E transmission tower located along the southern property boundary. • Cuts, trenches, or excavations shall not be made within 25 feet of any PG&E transmission tower. • 25-foot clearance shall be maintained from any PG&E transmission tower during grading activities. • On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs shall be limited to those varieties that do not exceed 15 feet in height at maturity. • PG&E shall have access to its facilities at all times, including access by heavy equipment. • No planting is to occur within the footprint of the tower legs.	G, I, OG	CD (P)(E)
SACRAMENTO METROPOLITAN UTILITY DISTRICT (SMUD) REQUIREMENTS				

67.		The owner/applicant shall implement the following measures as recommended by the Sacramento Metropolitan Utility District (SMUD): • Structural setbacks less than 14-feet shall require the owner/applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained. • Any necessary future SMUD facilities located on the owner/applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the owner/applicant's property. • In the event the owner/applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the owner/applicant shall coordinate with SMUD. The owner/applicant shall be responsible for the cost of relocation or removal. • SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs. • The owner/applicant shall not place any building foundations within 5-feet of any SMUD trench to maintain adequate trench integrity. The owner/applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.). • In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the owner/applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the City's IOD. • The owner/applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors). Information regarding SMUD siting requirements can be found at: https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services. • The owner/applicant shall dedicate a 12.5-foot public utility easement for overhead and/or underground facilities and appurtenances adjacent to all public street rights-of-ways. • The owner/applicant shall dedicate any private drive, ingress and egress easement, (and 10-feet adjacent thereto) as a public utility easement for	G, I, OG	CD (P)(E)

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
67. Cont.		(overhead and) underground facilities and appurtenances. All access roads shall meet minimum SMUD requirements for access roads. • The owner/applicant shall dedicate and provide all-weather vehicular access for service vehicles that are up to 26,000 pounds. At a minimum: (a) the drivable surface shall be 20-feet wide; and (b) all SMUD underground equipment and appurtenances shall be within 15-feet from the drivable surface.		
FIRE DEPARTMENT REQUIREMENTS				
68.		The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Marshal.	I	FD
69.		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
70.		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
71.		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
72.		All on-site curbing shall be painted as a fire zone (red-color) to the satisfaction of the Fire Department.	I, B	FD

CONDITIONS OF APPROVAL FOR THE VINTAGE SENIOR APARTMENTS PROJECT (PN 21-159) CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, AND DENSITY BONUS 103 EAST NATOMA STREET				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
PARKS AND RECREATION REQUIREMENTS				
73.		The owner/applicant shall provide and record a dedicate pedestrian access and bike trail easement for the realigned and existing bicycle/pedestrian trail located within the project site. Upon recordation of the bicycle/pedestrian trail easement, the City shall assume ownership of the bicycle/pedestrian trail and all associated maintenance responsibilities.	I, B	P, CD (E)
74.		The on-site pedestrian trail which connects to the Class 1 bike trail (within the dedicated pedestrian access and bike trail easement) shall be maintained by the owner/applicant. In addition, the owner/applicant shall install signage at the south end of the new trail connection that reads "Yield to Cross Traffic".	OG	P, CD (E)
POLICE/SECURITY REQUIREMENT				
75.		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: • 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
MISCELLANEOUS REQUIREMENTS				
76.		The proposed project shall comply with all State and local rules, regulations, Governor's Declarations, and restrictions including but not limited to: Proclamation of a State of Emergency due to drought conditions issued by the Governor of California on October 19, 2021 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 Folsom Municipal Code, (Section 13.26 Water Conservation), or amended from time to time.	I, B, OG	CD (P)(E)

CONDITIONS

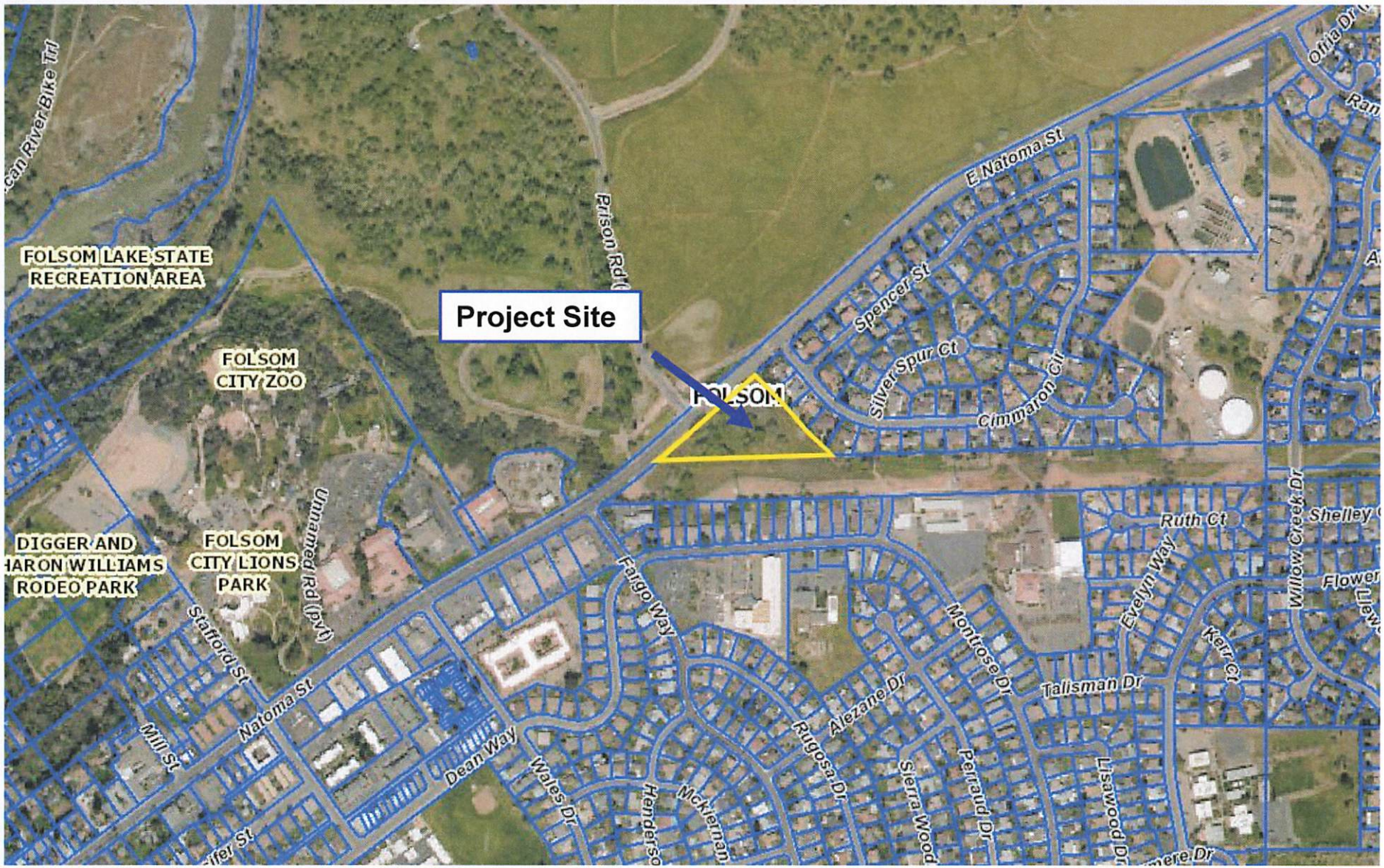
See attached tables of conditions for which the following legend applies.

RESPONSIBLE DEPARTMENT		**WHEN REQUIRED**	
CD	Community Development Department	I	Prior to approval of Improvement Plans
(P)	Planning Division	M	Prior to approval of Final Map
(E)	Engineering Division	B	Prior to issuance of first Building Permit
(B)	Building Division	O	Prior to approval of Occupancy Permit
(F)	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 5

Vicinity Map

Vicinity Map



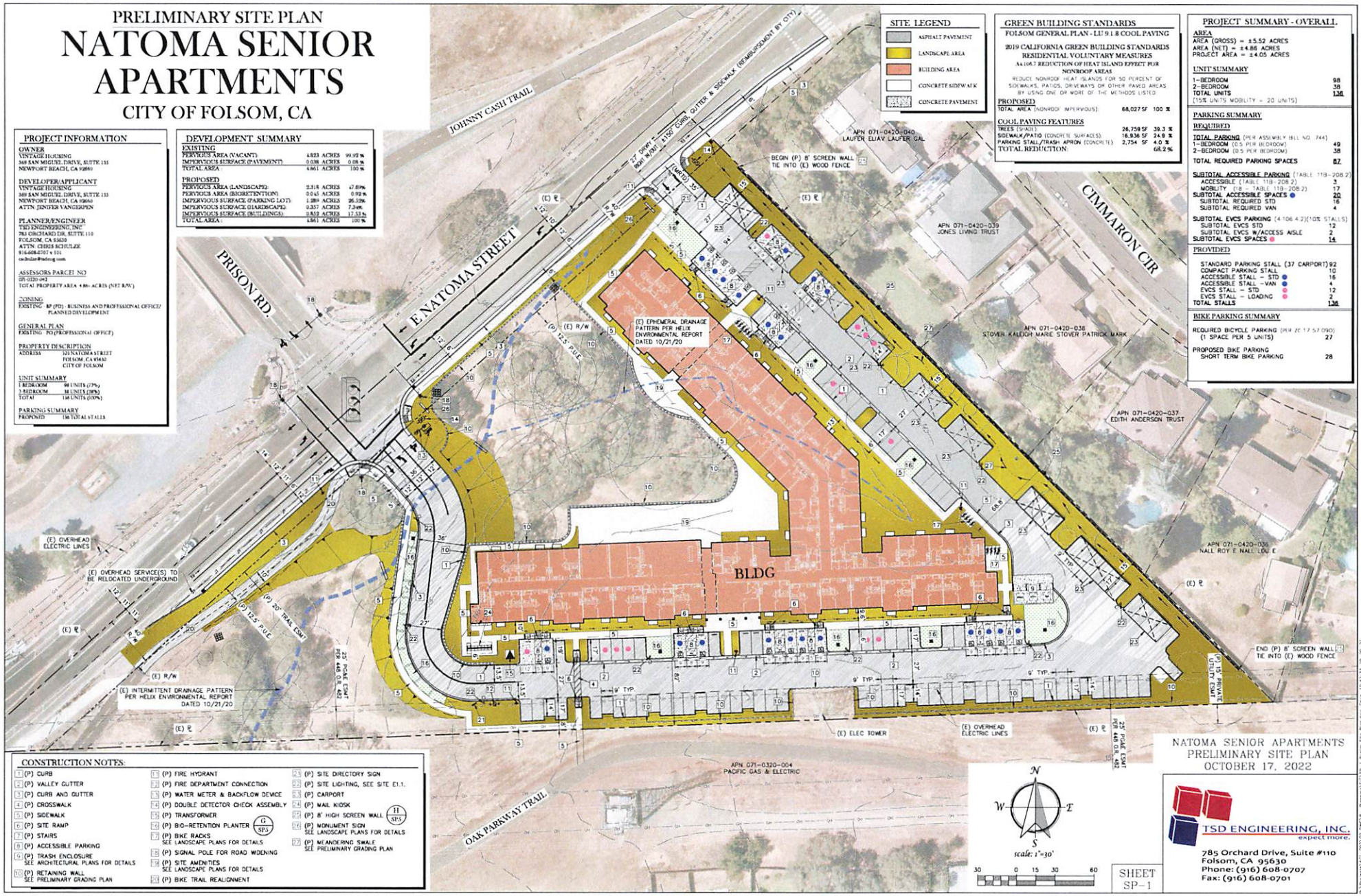
Attachment 6

Site Plan, dated October 17, 2022

PRELIMINARY SITE PLAN

NATOMA SENIOR APARTMENTS

CITY OF FOLSOM, CA



PROJECT INFORMATION

OWNER
VINTAGE HOUSING
369 SAN MIGUEL DRIVE, SUITE 155
NEWPORT BEACH, CA 92660

DEVELOPER/APPLICANT
VINTAGE HOUSING
369 SAN MIGUEL DRIVE, SUITE 155
NEWPORT BEACH, CA 92660
ATTN: JENIFER VANGERPEN

PLANNER/ENGINEER
TSD ENGINEERING, INC.
785 ORCHARD DR, SUITE 110
FOLSOM, CA 95630
ATTN: CHRIS SCHULZE
916-608-6707 x 101
cschulze@tsdeng.com

ASSESSORS PARCEL NO
071-0320-042
TOTAL PROPERTY AREA: 4.86± ACRES (NET R/W)

ZONING
EXISTING: BP (PD) - BUSINESS AND PROFESSIONAL OFFICE/ PLANNED DEVELOPMENT

GENERAL PLAN
EXISTING: PO (PROFESSIONAL OFFICE)

PROPERTY DESCRIPTION
ADDRESS: 520 NATOMA STREET, FOLSOM, CA 95630, CITY OF FOLSOM

UNIT SUMMARY

1 BEDROOM	98 UNITS	(73%)
2-BEDROOM	38 UNITS	(28%)
TOTAL	136 UNITS	(100%)

PARKING SUMMARY
PROPOSED: 136 TOTAL STALLS

DEVELOPMENT SUMMARY

EXISTING		
PERVIOUS AREA (VACANT):	4.823 ACRES	99.92 %
IMPERVIOUS SURFACE (PAVEMENT):	0.038 ACRES	0.08 %
TOTAL AREA:	4.861 ACRES	100 %

PROPOSED		
PERVIOUS AREA (LANDSCAPE):	2.316 ACRES	47.89%
PERVIOUS AREA (BIORETENTION):	0.045 ACRES	0.92 %
IMPERVIOUS SURFACE (PARKING LOT):	1.289 ACRES	26.53%
IMPERVIOUS SURFACE (HARDSCAPE):	0.357 ACRES	7.34%
IMPERVIOUS SURFACE (BUILDINGS):	0.852 ACRES	17.53 %
TOTAL AREA:	4.861 ACRES	100 %

SITE LEGEND

- ASPHALT PAVEMENT
- LANDSCAPE AREA
- BUILDING AREA
- CONCRETE SIDEWALK
- CONCRETE PAVEMENT

GREEN BUILDING STANDARDS

FOLSOM GENERAL PLAN - LU 9.1.8 COOL PAVING

2019 CALIFORNIA GREEN BUILDING STANDARDS RESIDENTIAL VOLUNTARY MEASURES
A4.106.7 REDUCTION OF HEAT ISLAND EFFECT FOR NONROOF AREAS

REDUCE NONROOF HEAT ISLANDS FOR 50 PERCENT OF SIDEWALKS, PATIOS, DRIVEWAYS OR OTHER PAVED AREAS BY USING ONE OR MORE OF THE METHODS LISTED.

PROPOSED
TOTAL AREA (NONROOF IMPERVIOUS): 68,027 SF 100 %

COOL PAVING FEATURES

TREES (SHADE):	26,758 SF	39.3 %
SIDEWALK/PATIO (CONCRETE SURFACES):	16,936 SF	24.9 %
PARKING STALL/TRASH APRON (CONCRETE):	2,754 SF	4.0 %
TOTAL REDUCTION:		68.2 %

PROJECT SUMMARY - OVERALL

AREA
AREA (GROSS) = ±5.52 ACRES
AREA (NET) = ±4.86 ACRES
PROJECT AREA = ±4.05 ACRES

UNIT SUMMARY

1-BEDROOM	98
2-BEDROOM	38
TOTAL UNITS	136

(15% UNITS MOBILITY = 20 UNITS)

PARKING SUMMARY

REQUIRED

TOTAL PARKING (PER ASSEMBLY BILL NO. 744)	
1-BEDROOM (0.5 PER BEDROOM)	49
2-BEDROOM (0.5 PER BEDROOM)	38
TOTAL REQUIRED PARKING SPACES	87
SUBTOTAL ACCESSIBLE PARKING (TABLE 11B-208.2)	
ACCESSIBLE (TABLE 11B-208.2)	3
MOBILITY (18 - TABLE 11B-208.2)	17
SUBTOTAL ACCESSIBLE SPACES	20
SUBTOTAL REQUIRED STD	16
SUBTOTAL REQUIRED VAN	4
SUBTOTAL EVCS PARKING (4.106.4.2)(10% STALLS)	
SUBTOTAL EVCS STD	12
SUBTOTAL EVCS W/ACCESS AISLE	2
SUBTOTAL EVCS SPACES	14

PROVIDED

STANDARD PARKING STALL (37 CARPORT)	92
COMPACT PARKING STALL	10
ACCESSIBLE STALL - STD	16
ACCESSIBLE STALL - VAN	4
EVCS STALL - STD	12
EVCS STALL - LOADING	2
TOTAL STALLS	136

BIKE PARKING SUMMARY

REQUIRED BICYCLE PARKING (PER 2C.17.57.090) (1 SPACE PER 5 UNITS)	27
PROPOSED BIKE PARKING	
SHORT TERM BIKE PARKING	28

CONSTRUCTION NOTES:

1. (P) CURB
2. (P) VALLEY GUTTER
3. (P) CURB AND GUTTER
4. (P) CROSSWALK
5. (P) SIDEWALK
6. (P) SITE RAMP
7. (P) STAIRS
8. (P) ACCESSIBLE PARKING
9. (P) TRASH ENCLOSURE SEE ARCHITECTURAL PLANS FOR DETAILS
10. (P) RETAINING WALL SEE PRELIMINARY GRADING PLAN
11. (P) FIRE HYDRANT
12. (P) FIRE DEPARTMENT CONNECTION
13. (P) WATER METER & BACKFLOW DEVICE
14. (P) DOUBLE DETECTOR CHECK ASSEMBLY
15. (P) TRANSFORMER
16. (P) BIO-RETENTION PLANTER (G SP5)
17. (P) BIKE RACKS SEE LANDSCAPE PLANS FOR DETAILS
18. (P) SIGNAL POLE FOR ROAD WIDENING
19. (P) SITE AMENITIES SEE LANDSCAPE PLANS FOR DETAILS
20. (P) BIKE TRAIL REALIGNMENT
21. (P) SITE DIRECTORY SIGN
22. (P) SITE LIGHTING, SEE SITE E1.1.
23. (P) CARPORT
24. (P) MAIL KIOSK
25. (P) 8' HIGH SCREEN WALL (H SP5)
26. (P) MONUMENT SIGN SEE LANDSCAPE PLANS FOR DETAILS
27. (P) MEANDERING SWALE SEE PRELIMINARY GRADING PLAN

NATOMA SENIOR APARTMENTS
PRELIMINARY SITE PLAN
OCTOBER 17, 2022

TSD ENGINEERING, INC.
expect more.
785 Orchard Drive, Suite #110
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

SHEET SP-1

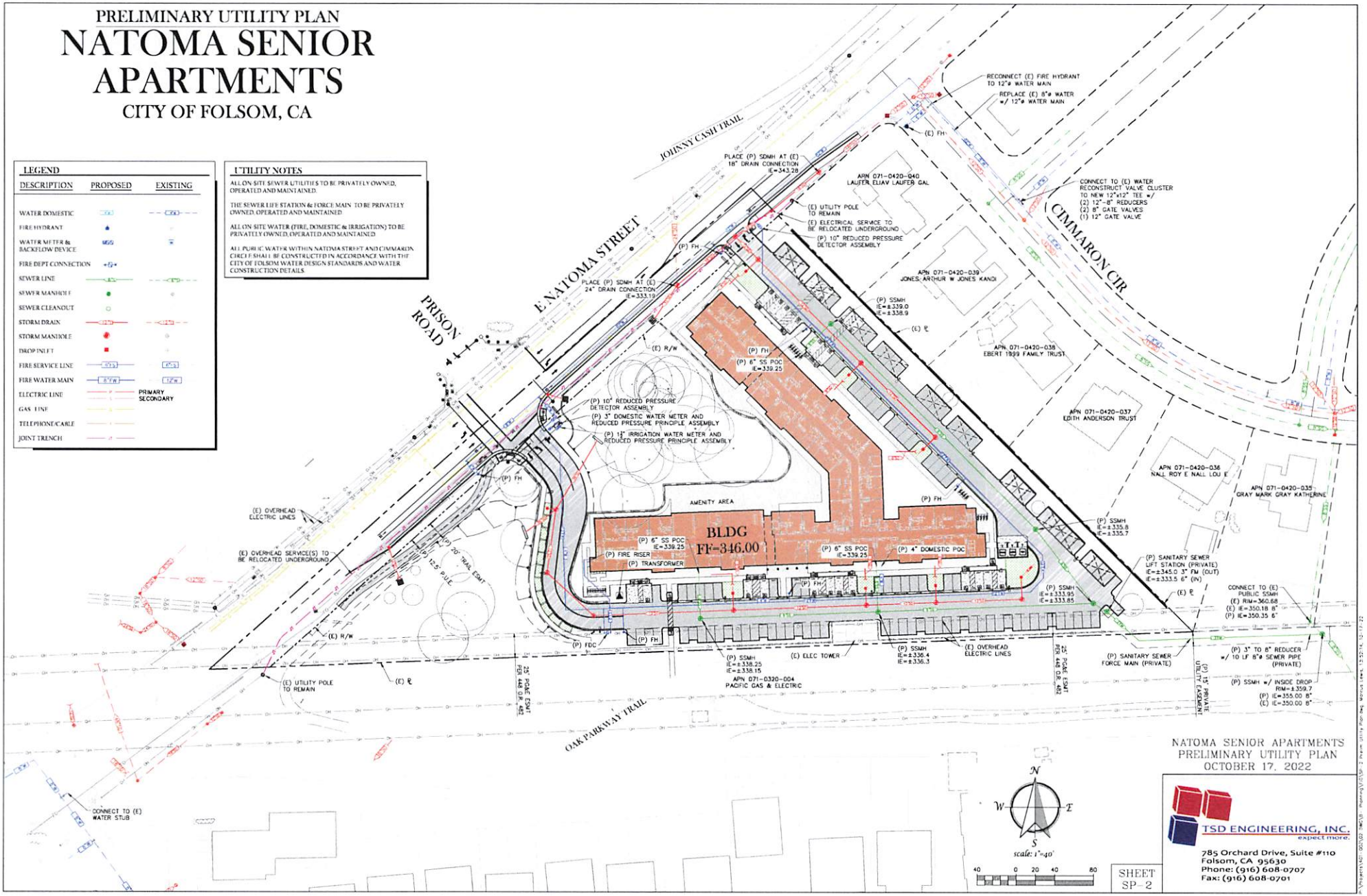
Attachment 7

Preliminary Utility Plan
Dated November 16, 2021

PRELIMINARY UTILITY PLAN

NATOMA SENIOR APARTMENTS

CITY OF FOLSOM, CA



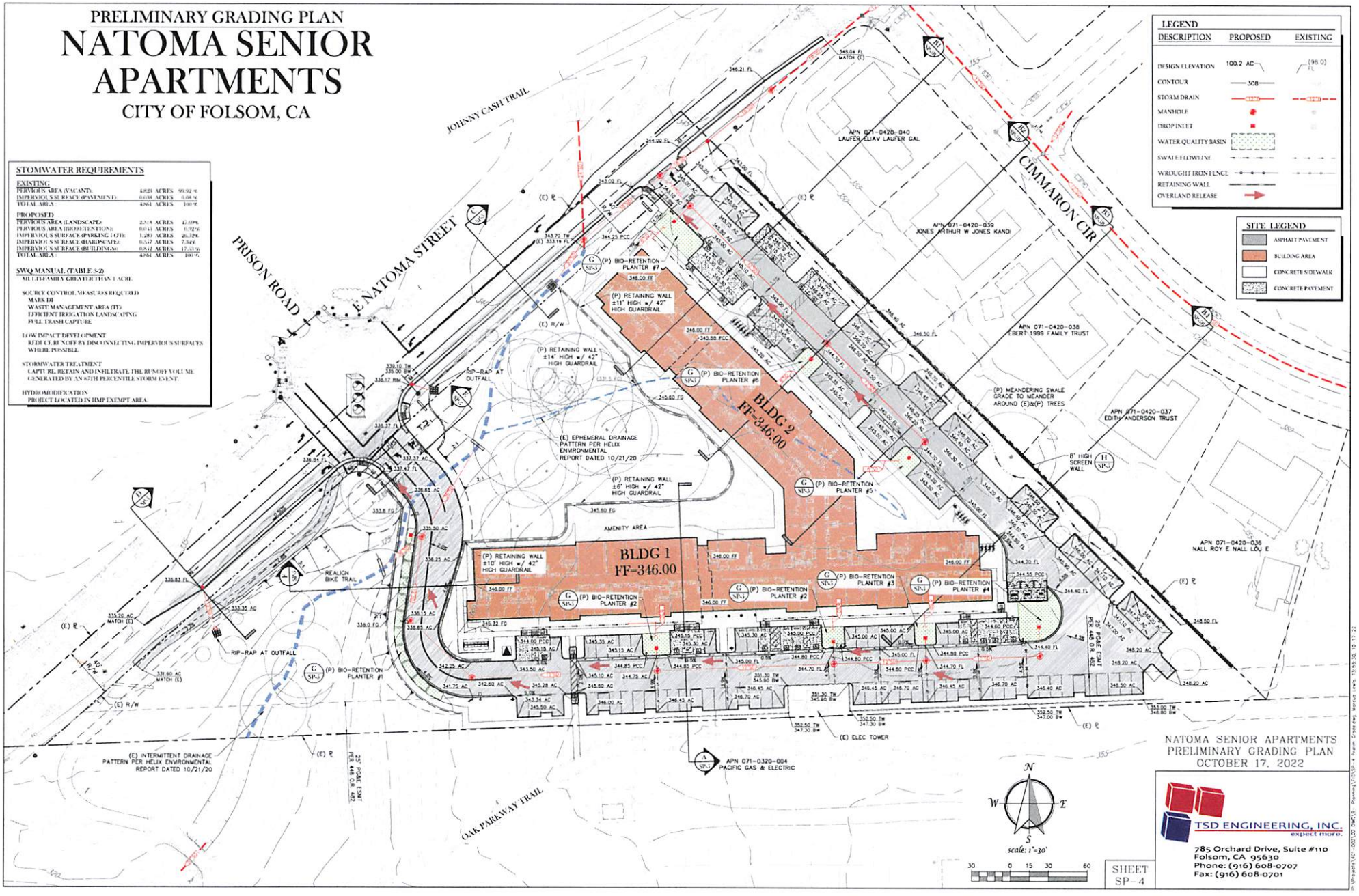
Attachment 8

Preliminary Grading and Drainage Plan Dated October 17, 2022

PRELIMINARY GRADING PLAN

NATOMA SENIOR APARTMENTS

CITY OF FOLSOM, CA



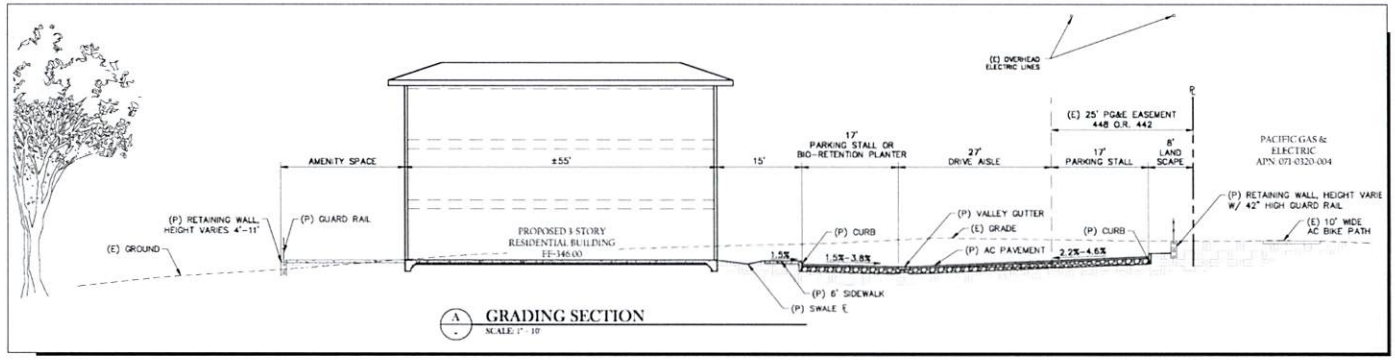
Attachment 9

Preliminary Grading Sections
Dated October 17, 2022

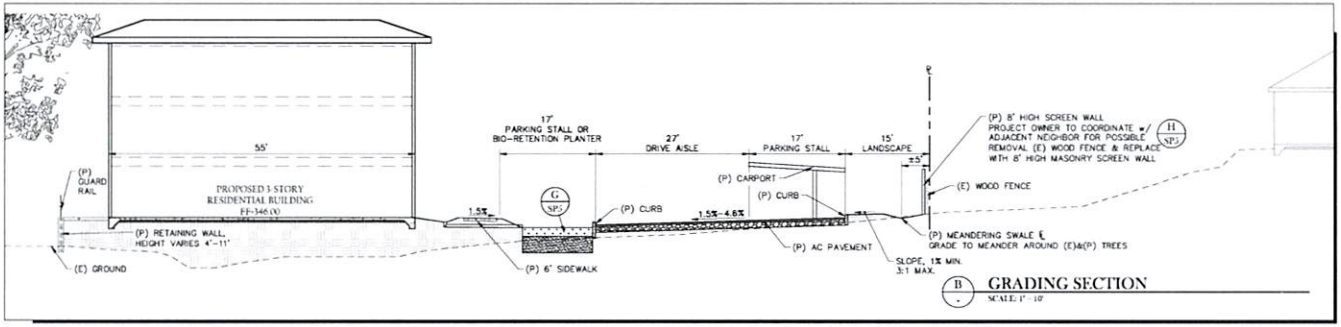
PRELIMINARY GRADING SECTIONS

NATOMA SENIOR APARTMENTS

CITY OF FOLSOM, CA



A GRADING SECTION
SCALE: 1" = 10'



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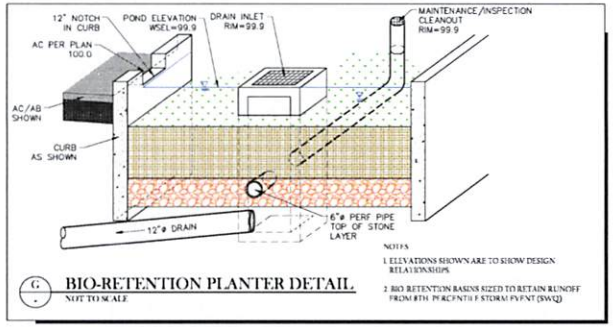
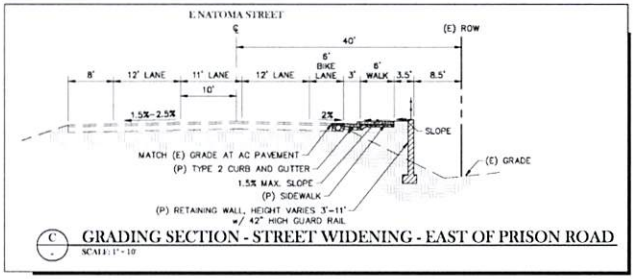
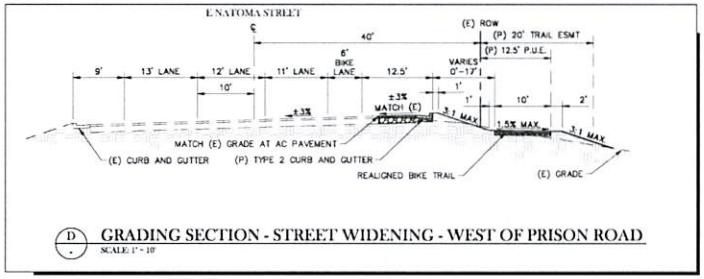
SCALE: 1" = 10'



G BIO-RETENTION PLANTER DETAIL
NOT TO SCALE

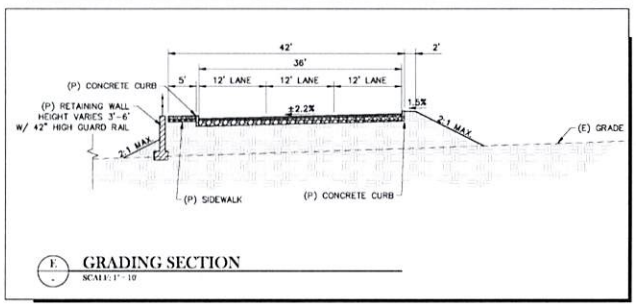


C GRADING SECTION - STREET WIDENING - EAST OF PRISON ROAD
SCALE: 1" = 10'

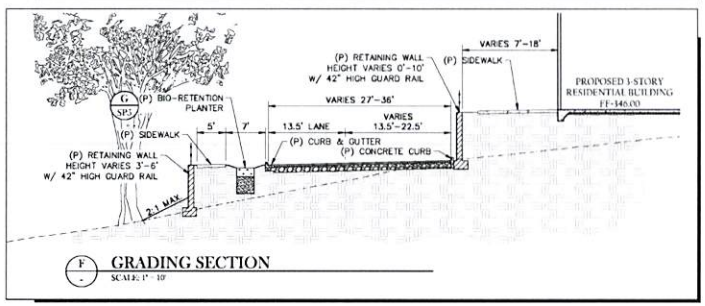


D GRADING SECTION - STREET WIDENING - WEST OF PRISON ROAD
SCALE: 1" = 10'

H 8' HIGH SCREEN WALL DETAIL
NOT TO SCALE



E GRADING SECTION
SCALE: 1" = 10'



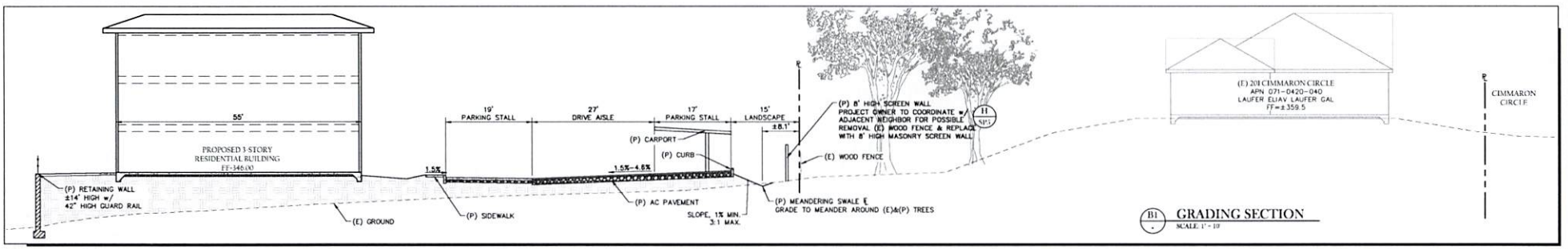
F GRADING SECTION
SCALE: 1" = 10'

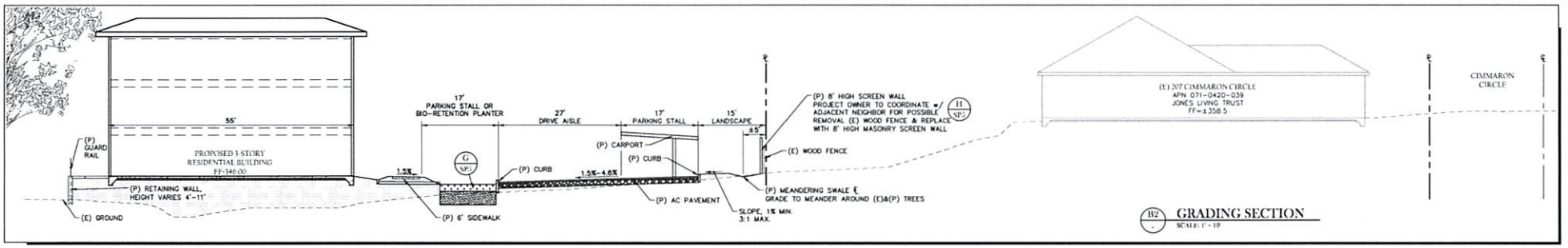
NATOMA SENIOR APARTMENTS
PRELIMINARY GRADING SECTIONS
JUNE 9, 2022

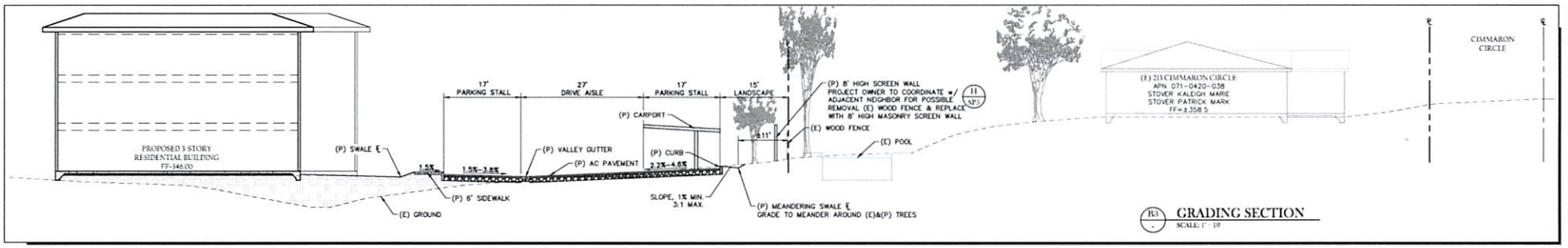
TSD ENGINEERING, INC.
expect more.
785 Orchard Drive, Suite #110
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

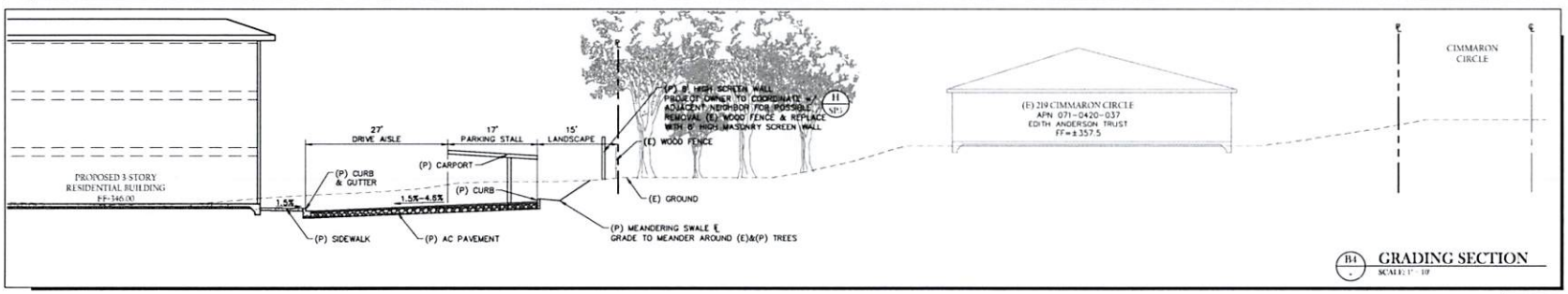
10 0 5 10 20

SHEET SP-5









10 0 5 10 20

NATOMA SENIOR APARTMENTS
PRELIMINARY GRADING SECTIONS
OCTOBER 17, 2022

TSD ENGINEERING, INC.
expect more.
785 Orchard Drive, Suite #110
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

SHEET
SP-5B

Attachment 10

Preliminary Landscape and Irrigation Plans Dated October 20, 2022

DATE: 10/27/21 PROJECT: NATOMA SENIOR APARTMENTS

TREES SHADE CALCS

COVERAGE	FULL	3/4	1/2	1/4	TOTALS
30-35' (SF)	952	772	481	740	
Qty	11	8	15	-	
SUBTOTAL	10,587	5,776	7,719	-	33,973
25-30' (SF)	707	530	354	177	
Qty	-	-	9	-	
SUBTOTAL	-	-	3,183	-	3,166
20-25' (SF)	491	368	246	123	
Qty	-	-	-	-	
SUBTOTAL	-	-	-	-	-
			PROVIDED SF:		26,759

TOTAL PARKING AREA (SF): 53,535.4 (EXCLUDES CARPORT AREAS)
REQUIRED 50% AREA: 26,767.7
PROVIDED SF: 26,759 50.0%

ADDITIONAL TREES, INCLUDING SEVERAL EVERGREEN SPECIES, HAVE BEEN ADDED IN THIS AREA IN RESPONSE TO COMMENTS AND CONCERNS FROM THE ADJACENT NEIGHBORS. THE PROPOSED TREES SUPPLEMENT THE EXISTING TREES IN THE NEIGHBORING YARDS, THUS CREATING A MORE OPAQUE SCREEN. TREES IN THIS AREA WILL BE INSTALLED AT 24" BOX SIZE.

TYPE	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE	HEIGHT/WIDTH	EVERGREEN/ DECIDUOUS
30-35' DIA. SHADE TREES						
	PISTACIA CHINENSIS 'KEITH DAVEY'	KEITH DAVEY CHINESE PISTACHE	15 GAL /24" BOX	L	30'X30'	D
	QUERCUS DOUGLASII	BLUE OAK	15 GAL /24" BOX	VL	35'X35'	D
	QUERCUS LOBATA	VALLEY OAK	15 GAL /24" BOX	L	50'X50'	D
	ULMUS WILSONIANA 'PROSPECTOR'	ELM	15 GAL /24" BOX	M	40'X30'	D
	UMBELLULARIA CALIFORNICA	BAY LAUREL	15 GAL /24" BOX	LOW	60' X30'	E
	PINUS SABINIANA	GHOST PINE	15 GAL /24" BOX	LOW	60' X40'	E
25 DIA. CANOPY TREES						
	AESCULUS CALIFORNICA	CALIFORNIA BUCKEYE	15 GAL /24" BOX	VL	20'X30'	D
	LAURUS NOBILIS	SWEET BAY	15 GAL /24" BOX	L	25'X25'	E
	MAGNOLIA GRANDIFLORA 'LITTLE GEM'	LITTLE GEM DWARF MAGNOLIA	15 GAL 24" BOX	M	27'X12'	E
	OLEA EUROPAEA 'WILSONII'	WILSON OLIVE	15 GAL /24" BOX	VL	25'X25'	E
ACCENT TREES						
	CERCIS OCCIDENTALIS	WESTERN REDBUD	15 GAL /24" BOX	VL	15'X15'	D
	LAGERSTROEMIA INDICA X FAURIEI 'NATCHEZ'	NATCHEZ CRAPE MYRTLE	15 GAL /24" BOX	L	30'X30'	D
	PARKINSONIA X 'DESERT MUSEUM'	DESERT MUSEUM PALO VERDE	15 GAL /24" BOX	VL	20'X20'	D
SCREEN SHRUBS (5'+ HIGH)						
	ARBUTUS UNEDO 'COMPACTA'	DWARF STRAWBERRY TREE	5 GAL	L	8'X6'	E
	COTINUS COGGYGRIA 'ANCOT'	GOLDEN SPIRIT SMOKE TREE	5 GAL	L	8'X10'	D
	DODONAEA VISCOSA 'PURPUREA'	PURPLE HOPSEED BUSH	15 GAL	L	10'X8'	E
	FRANGULA CALIFORNICA	CALIFORNIA BUCKTHORN	1 GAL	L	6'X6'	E
	HETEROMELES ARBUTIFOLIA	TOYON	1 GAL	VL	15'X10'	E
	CUPRESSUS SEMPERVIRENS	ITALIAN CYPRESS	15 GAL	L	50' X10'	E
FOUNDATION SHRUBS						
	DIETES BIROIDES	FORTNIGHT LILY	5 GAL	L	3.5'X3.5'	E
	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL	L	3.5'X3.5'	E
	LOMANDRA LONGIFOLIA 'BREEZE' TM	BREEZE MAT RUSH	1 GAL	M	2'X2'	E
	MUHLENBERGIA RIGENS	DEER GRASS	5 GAL	L	4'X4'	E
	RHAPHIOLEPIS UMBELLATA 'MINOR'	DWARF YEDDA HAWTHORNE	5 GAL	L	3.5'X3.5'	E
	WESTRINGIA FRUTICOSA 'MORNING LIGHT'	MORNING LIGHT ROSEMARY	5 GAL	L	5'X5'	E
ACCENT SHRUBS						
	ERIOGONUM GRANDE VAR. SUBESCENS	SAN MIGUEL ISLAND BUCKWHEAT	1 GAL	L	1'X5'	E
	PENNISETUM ALOPECUROIDES 'LITTLE BUNNY'	LITTLE BUNNY FOUNTAIN GRASS	1 GAL	L	1.5'X1.5'	E
	PEROVSKIA ATRIPLICIFOLIA	RUSSIAN SAGE	1 GAL	L	3.5'X3.5'	D
	PHLOMIS FRUTICOSA	JERUSALEM SAGE	5 GAL	L	3.5'X3.5'	E
	SALVIA CLEVELANDII 'WINIFRED GILLMAN'	CLEVELAND SAGE	5 GAL	L	5'X5'	E
GROUNDCOVERS						
	ARCTOSTAPHYLOS X 'EMERALD CARPET'	EMERALD CARPET MANZANITA	1 GAL	L	1'X5' 24" O.C.	E
	LANTANA MONTEVIDENSIS 'SPREADING WHITE'	TRAILING WHITE LANTANA	1 GAL	L	2'X6' 18" O.C.	E
	MYOPORUM PARVIFOLIUM	CREEPING MYOPORUM	1 GAL	L	5'X9' 60" O.C.	E
BIOFILTRATION AREAS						
	BIOFILTRATION PLANTINGS	VARIOUS SPECIES	SOD	/A		

EXISTING TREES

ON-SITE TREE TO REMAIN

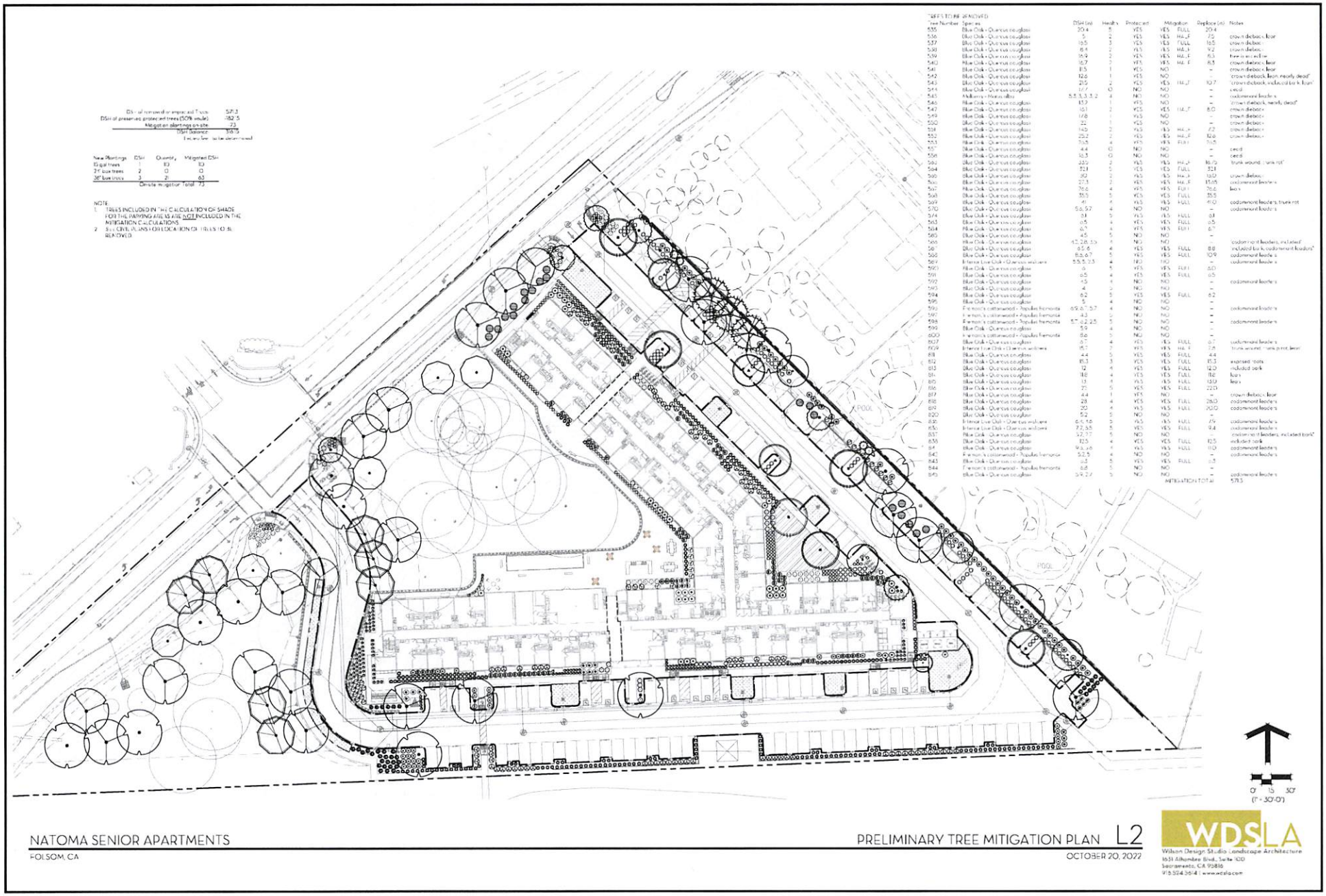
0 15' 30'
(1" = 30'-0")

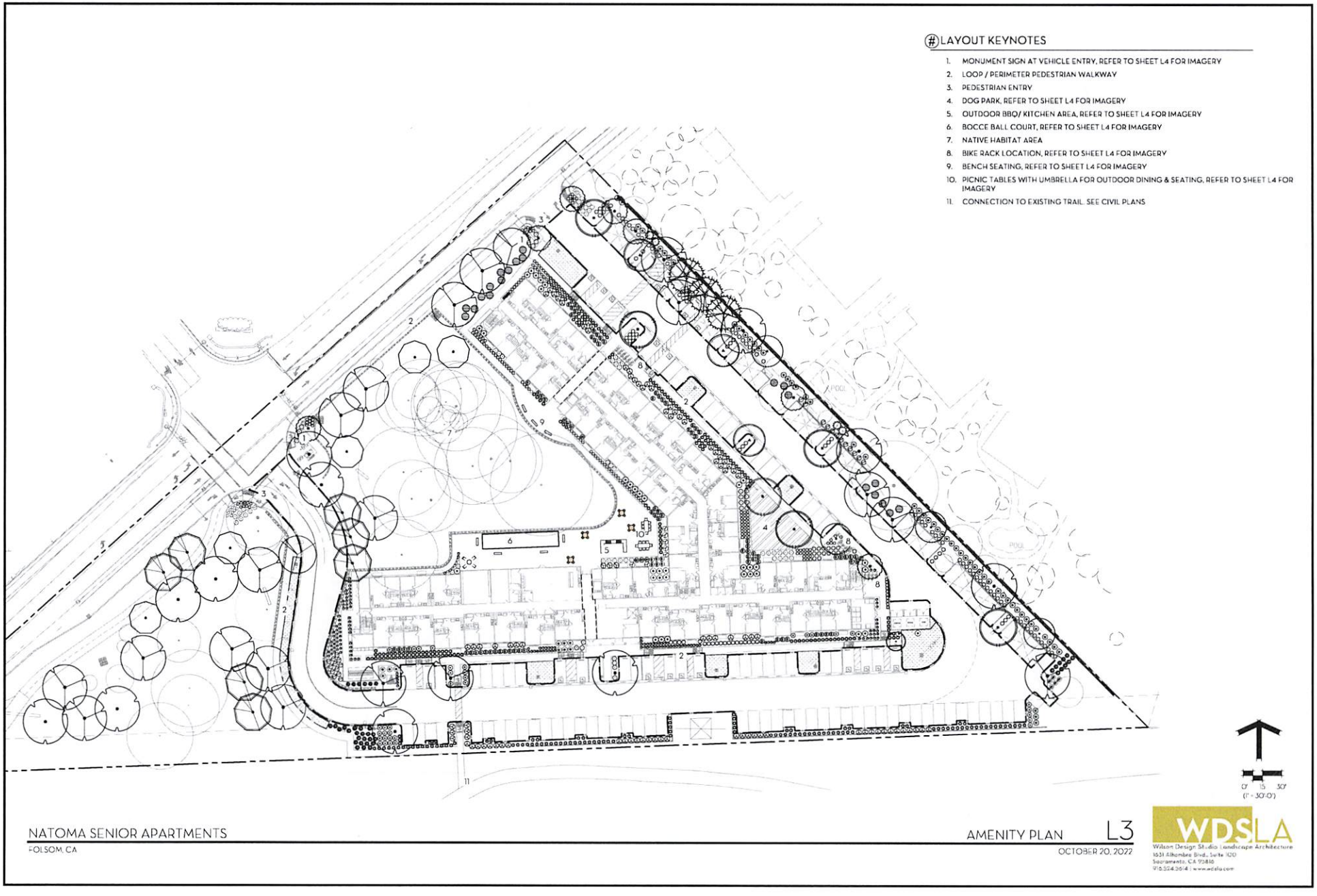
NATOMA SENIOR APARTMENTS
FOLSOM, CA

PRELIMINARY LANDSCAPE PLAN L1
OCTOBER 20, 2022

WDSLA
Wilson Design Studio Landscape Architecture
1631 Alhambra Blvd., Suite 100
Sacramento, CA 95816
916.524.5614 | www.wdsla.com

ADDITIONAL TREES, INCLUDING SEVERAL EVERGREEN SPECIES, HAVE BEEN ADDED IN THIS AREA IN RESPONSE TO COMMENTS AND CONCERNS FROM THE ADJACENT NEIGHBORS. THE PROPOSED TREES SUPPLEMENT THE EXISTING TREES IN THE NEIGHBORING YARDS, THUS CREATING A MORE OPAQUE SCREEN. TREES IN THIS AREA WILL BE INSTALLED AT 24" BOX SIZE
NATOMA SENIOR APARTMENTS
FOLSOM, CA
COLOR LANDSCAPE PLAN
L1C
OCTOBER 20, 2022
WDSLA
Wilson Design Studio Landscape Architecture
1631 Alhambra Blvd., Suite 100
Sacramento, CA 95816
916.524.5614 | www.wdsla.com


DBH - all removed or impacted Trees 577.3
DBH of preserved, protected trees (50% value) -182.5
Mitigation plantings on-site -73
DBH Balance 318.15
Excludes fruit trees not to be determined
New Plantings DBH Quantity Weighted DBH
15 gal trees 1 10 10
24" box trees 2 0 0
36" box trees 3 21 63
Onsite mitigation Total 73
NOTE:
1. TREES INCLUDED IN THE CALCULATION OF SHADE FOR THE PARKING AREAS ARE NOT INCLUDED IN THE MITIGATION CALCULATIONS.
2. SEE CIVIL PLANS FOR LOCATION OF TREES TO BE REMOVED.
TREES TO BE REMOVED
Tree Number Species DBH (in) Health Protected Mitigation Replace (in) Notes
535 Blue Oak - Quercus douglasii 20.4 5 YES YES FULL 20.4
536 Blue Oak - Quercus douglasii 5 2 YES YES HALF 7.5 crown dieback, lean
537 Blue Oak - Quercus douglasii 16.5 3 YES YES FULL 16.5 crown dieback
538 Blue Oak - Quercus douglasii 8.4 3 YES YES HALF 9.2 crown dieback
539 Blue Oak - Quercus douglasii 16.9 2 YES YES HALF 8.5 tree is in a cluster
540 Blue Oak - Quercus douglasii 16.7 1 YES YES HALF 8.5 crown dieback, lean
541 Blue Oak - Quercus douglasii 11.5 1 YES NO – crown dieback, lean
542 Blue Oak - Quercus douglasii 12.6 1 YES NO – crown dieback, lean, nearly dead
543 Blue Oak - Quercus douglasii 21.5 2 YES YES HALF 10.7 crown dieback, included bark, lean
544 Blue Oak - Quercus douglasii 17.7 10 NO NO – cwd
545 Mulberry - Morus alba 5.5, 3, 3, 3.2 4 NO NO – codominant leaders
546 Blue Oak - Quercus douglasii 13.7 1 YES NO – crown dieback, nearly dead
547 Blue Oak - Quercus douglasii 16.1 1 YES YES HALF 8.0 crown dieback
549 Blue Oak - Quercus douglasii 17.8 1 YES NO – crown dieback
550 Blue Oak - Quercus douglasii 22 1 YES NO – crown dieback
551 Blue Oak - Quercus douglasii 14.2 2 YES YES HALF 7.1 crown dieback
552 Blue Oak - Quercus douglasii 25.2 2 YES YES HALF 12.6 crown dieback
553 Blue Oak - Quercus douglasii 26.5 4 YES YES FULL 26.5
554 Blue Oak - Quercus douglasii 4.4 10 NO NO – cwd
556 Blue Oak - Quercus douglasii 10.5 10 NO NO – cwd
561 Blue Oak - Quercus douglasii 33.0 3 YES YES HALF 16.75 trunk wound, trunk rot
564 Blue Oak - Quercus douglasii 32.1 5 YES YES FULL 32.1
565 Blue Oak - Quercus douglasii 26.2 2 YES YES HALF 13.0 crown dieback
566 Blue Oak - Quercus douglasii 27.3 2 YES YES HALF 13.65 codominant leaders
567 Blue Oak - Quercus douglasii 26.6 4 YES YES FULL 26.6 lean
568 Blue Oak - Quercus douglasii 35.5 5 YES YES FULL 35.5
569 Blue Oak - Quercus douglasii 41 4 YES YES FULL 41.0 codominant leaders, trunk rot
570 Blue Oak - Quercus douglasii 5.6, 5.7 4 NO NO – codominant leaders
574 Blue Oak - Quercus douglasii 8.1 5 YES YES FULL 8.1
583 Blue Oak - Quercus douglasii 6.5 4 YES YES FULL 6.5
584 Blue Oak - Quercus douglasii 6.7 4 YES YES FULL 6.7
585 Blue Oak - Quercus douglasii 4.5 5 NO NO – –
586 Blue Oak - Quercus douglasii 12, 26.5 5 NO NO – codominant leaders, included
587 Blue Oak - Quercus douglasii 6.5, 6 4 YES YES FULL 8.8 included bark, codominant leaders
588 Blue Oak - Quercus douglasii 8.2, 6.7 5 YES YES FULL 10.9 codominant leaders
589 Interior Live Oak - Quercus wislizeni 5.5, 5, 7.3 4 NO NO – codominant leaders
590 Blue Oak - Quercus douglasii 6 5 YES YES FULL 6.0
591 Blue Oak - Quercus douglasii 6.5 4 YES YES FULL 6.5
592 Blue Oak - Quercus douglasii 4.5 5 NO NO – codominant leaders
593 Blue Oak - Quercus douglasii 4 5 NO NO – –
594 Blue Oak - Quercus douglasii 6.2 5 YES YES FULL 6.2
595 Blue Oak - Quercus douglasii 5 4 NO NO – –
596 Fremont's cottonwood - Populus fremontii 6.9, 6.7, 5.7 4 NO NO – codominant leaders
597 Fremont's cottonwood - Populus fremontii 4.3 5 NO NO – –
598 Fremont's cottonwood - Populus fremontii 5.7, 6.2, 2.5 5 NO NO – codominant leaders
599 Blue Oak - Quercus douglasii 5.9 4 NO NO – –
600 Fremont's cottonwood - Populus fremontii 8.6 5 NO NO – –
807 Blue Oak - Quercus douglasii 6.7 4 YES YES FULL 6.7 codominant leaders
809 Interior Live Oak - Quercus wislizeni 15.7 3 YES YES HALF 7.8 trunk wound, trunk print, lean
811 Blue Oak - Quercus douglasii 4.4 5 YES YES FULL 4.4
812 Blue Oak - Quercus douglasii 19.3 3 YES YES FULL 19.3 exposed roots
813 Blue Oak - Quercus douglasii 12 4 YES YES FULL 12.0 included bark
814 Blue Oak - Quercus douglasii 18 4 YES YES FULL 18 lean
815 Blue Oak - Quercus douglasii 15 4 YES YES FULL 15.0 lean
816 Blue Oak - Quercus douglasii 22 5 YES YES FULL 22.0
817 Blue Oak - Quercus douglasii 4.4 1 YES NO – crown dieback, lean
818 Blue Oak - Quercus douglasii 28 4 YES YES FULL 28.0 codominant leaders
819 Blue Oak - Quercus douglasii 20 4 YES YES FULL 20.0 codominant leaders
820 Blue Oak - Quercus douglasii 9.2 5 NO NO – –
830 Interior Live Oak - Quercus wislizeni 6.5, 7.5 5 YES YES FULL 7.5 codominant leaders
830 Interior Live Oak - Quercus wislizeni 7.7, 5.5 5 YES YES FULL 9.4 codominant leaders
831 Blue Oak - Quercus douglasii 12, 7.7 4 NO NO – crown rot in leaders, included bark
838 Blue Oak - Quercus douglasii 12.5 4 YES YES FULL 12.5 included bark
841 Blue Oak - Quercus douglasii 9.0, 4.6 4 YES YES FULL 11.0 codominant leaders
842 Fremont's cottonwood - Populus fremontii 5.2, 5 4 NO NO – codominant leaders
843 Blue Oak - Quercus douglasii 6.5 5 YES YES FULL 6.5
844 Fremont's cottonwood - Populus fremontii 6.8 5 NO NO – –
845 Blue Oak - Quercus douglasii 3.9, 2.9 5 NO NO – codominant leaders
MITIGATION TOTAL 577.3
POOL
POOL
0' 15' 30'
(1" = 30'-0")
NATOMA SENIOR APARTMENTS
FOLSOM, CA
PRELIMINARY TREE MITIGATION PLAN L2
OCTOBER 20, 2022
WDSLA
Wilson Design Studio Landscape Architecture
1631 Alhambra Blvd., Suite 100
Sacramento, CA 95816
916.924.3614 | www.wdsla.com



NATOMA SENIOR APARTMENTS
FOLSOM, CA

AMENITY PLAN L3
OCTOBER 20, 2022

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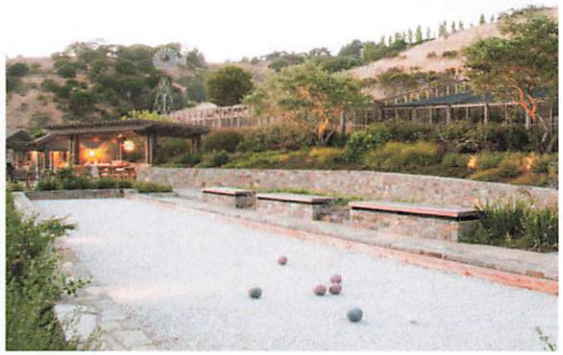
MONUMENT SIGN

OUTDOOR SEATING & DINING AREA

DOG PARK



BOCCE BALL COURT

BIKE RACK

PICNIC TABLE WITH UMBRELLA

OUTDOOR BBQ/ KITCHEN

6 FT BENCH

NOTE:
IMAGES SHOWN ON THIS PAGE ARE MEANT TO REPRESENT COMMUNITY AMENITIES AND DESIGN INTENT ONLY NOT THE ACTUAL MANUFACTURERS AND/OR PRODUCTS THAT MAY BE USED IN THE FINAL DESIGNS

NATOMA SENIOR APARTMENTS
FOLSOM, CA

PRELIMINARY LANDSCAPE IMAGE BOARD L4
OCTOBER 20, 2022

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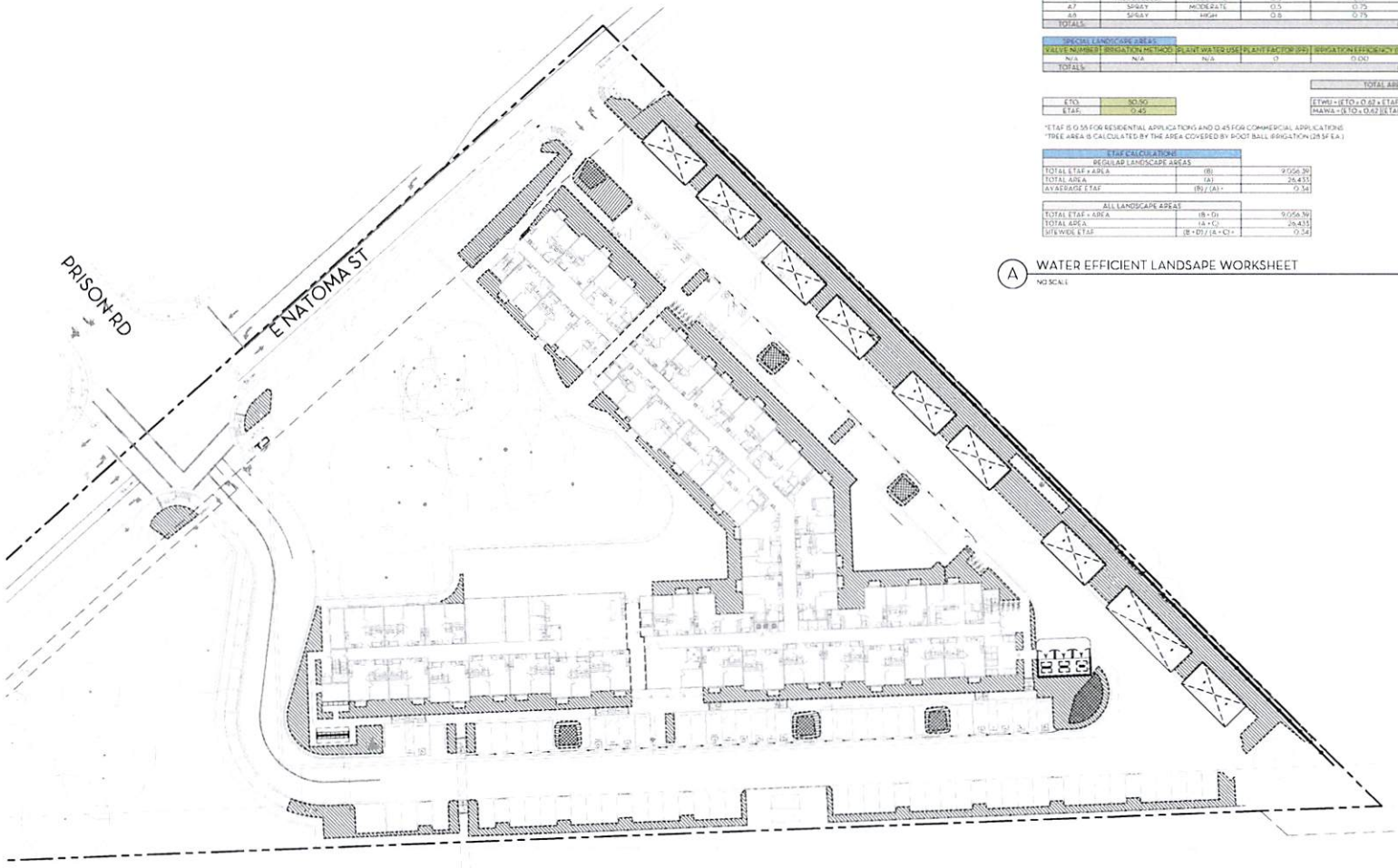

VINTAGE SENIOR HOUSING FOLSOM, CA
WATER EFFICIENT LANDSCAPE WORKSHEET
(APN: 071-0230-042)

REGULAR LANDSCAPE AREAS

VALVE NUMBER	IRRIGATION METHOD	PLANT WATER USE	PLANT FACTOR (PF)	IRRIGATION EFFICIENCY (IE)	LANDSCAPE AREA (SF)	ETAF (PF/IE)	ETAF x AREA	ETWU
A1	DRIP	VERY LOW	0.1	0.81	108	0.12	139.04	4,312
A2	DRIP	LOW	0.2	0.81	18,770	0.25	4,622.22	144,722
A3	DRIP	MODERATE	0.5	0.81	1,126	0.62	890.06	27,762
A4	TREE BUBBLER	VERY LOW	0.1	0.81	837	0.12	103.33	3,235
A5	TREE BUBBLER	LOW	0.2	0.81	656	0.25	161.98	5,071
A6	TREE BUBBLER	MODERATE	0.5	0.81	127	0.62	203.85	6,329
A7	SPRAY	MODERATE	0.5	0.75	1,877	0.67	1,256.53	39,179
A8	SPRAY	HIGH	0.8	0.75	1,764	1.07	1,889.60	58,913
TOTALS:					(A) 26,455		(B) 9,056.39	283,556

SPECIAL LANDSCAPE AREAS

VALVE NUMBER	IRRIGATION METHOD	PLANT WATER USE	PLANT FACTOR (PF)	IRRIGATION EFFICIENCY (IE)	LANDSCAPE AREA (SF)	ETAF (PF/IE)	ETAF x AREA	ETWU
N/A	N/A	N/A	0	0.00	0	1.00	0.00	0
TOTALS:					(C) 0		(D) 0.00	0

TOTAL AREA: 26,455

ETO:	30.90
ETAF:	0.45

ETWU = (ETO x 0.62 x ETAF x AREA)
MAWA = ((ETO x 0.62 [ETAF x LA] + (1- ETAF) x SLA))

ETWU TOTAL: 283,556
MAWA TOTAL: 372,428

ETWU < MAWA

*ETAF IS 0.55 FOR RESIDENTIAL APPLICATIONS AND 0.45 FOR COMMERCIAL APPLICATIONS
*TREE AREA IS CALCULATED BY THE AREA COVERED BY POOT BALL IRRIGATION (28 SF EA.)

ETAF CALCULATIONS

REGULAR LANDSCAPE AREAS

TOTAL ETAF x AREA	(B)	9,056.39
TOTAL AREA	(A)	26,455
AVERAGE ETAF	(B) / (A) =	0.34

ALL LANDSCAPE AREAS

TOTAL ETAF x AREA	(B + D)	9,056.39
TOTAL AREA	(A + C)	26,455
SITE WIDE ETAF	(B + D) / (A + C) =	0.34

** ASSUME THAT 5% OF SHRUBS ARE VERY LOW, 90% ARE LOW, AND 5% ARE MODERATE. ASSUME 40% OF ALL TREES ARE VERY LOW, 56% ARE LOW, AND 4% ARE MODERATE. FULL IRRIGATION SYSTEM COVERAGE DELINEATION WILL BE SUBMITTED WITH PLANS FOR

A WATER EFFICIENT LANDSAPE WORKSHEET
NO SCALE

0 15 30
(1" = 30'-0")

NATOMA SENIOR APARTMENTS
FOLSOM, CA

PRELIMINARY IRRIGATION PLAN L5
OCTOBER 20, 2022

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Sacramento, CA 95816
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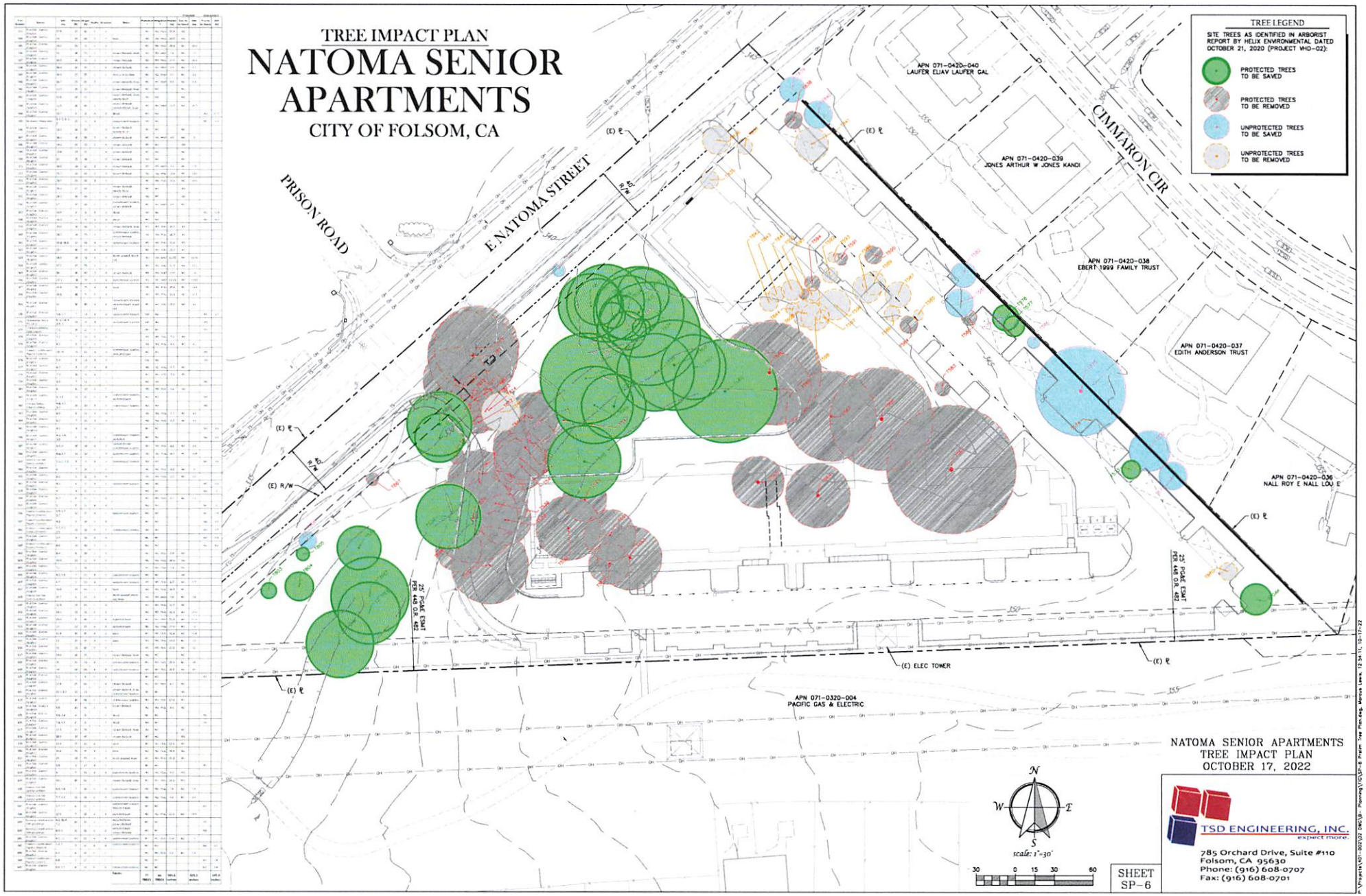
Attachment 11

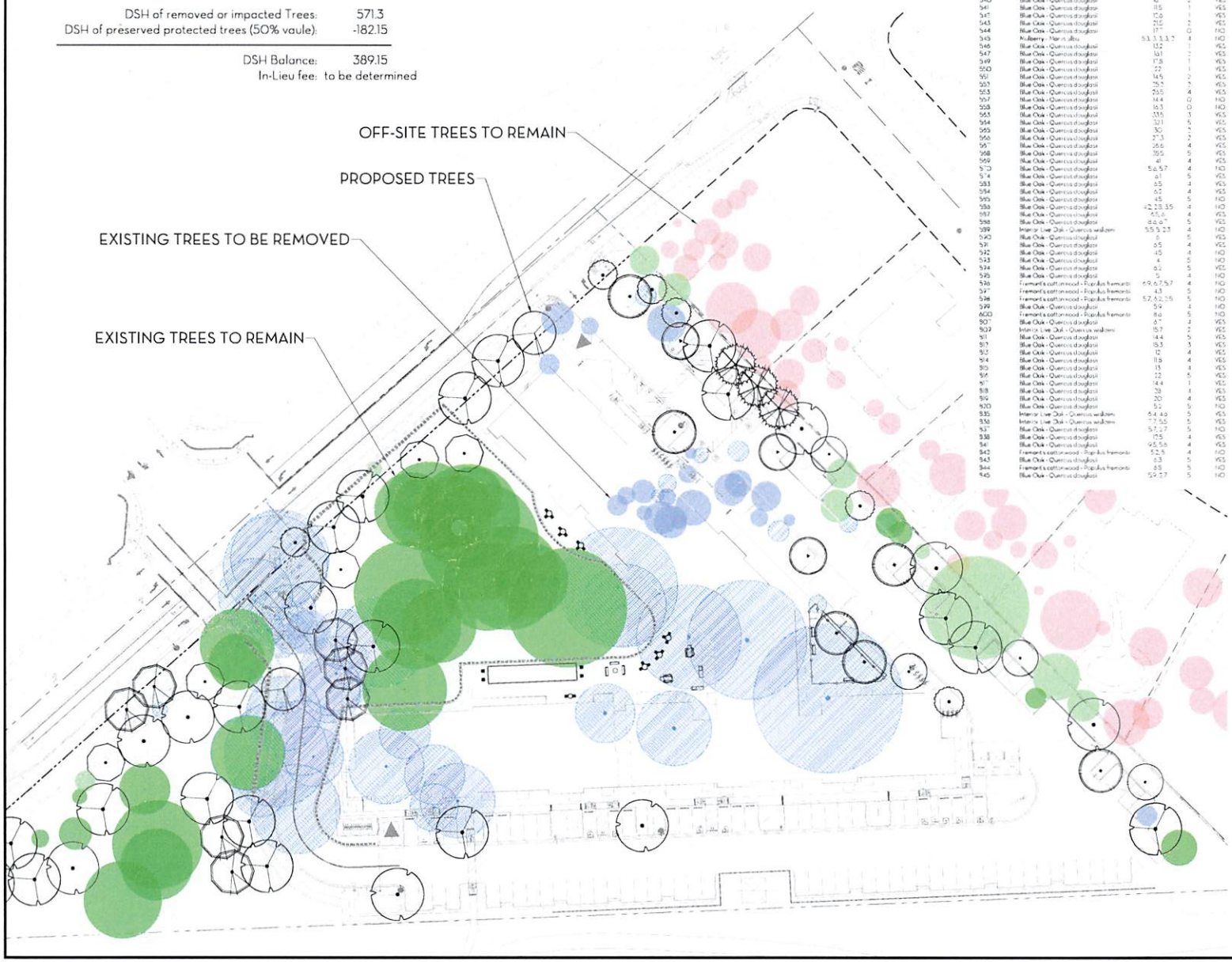
Preliminary Tree Impact Plan
Dated October 17, 2022


TREE IMPACT PLAN
NATOMA SENIOR APARTMENTS
CITY OF FOLSOM, CA
TREE LEGEND
SITE TREES AS IDENTIFIED IN ARBORIST REPORT BY HELIX ENVIRONMENTAL DATED OCTOBER 21, 2020 (PROJECT WHD-02):
PROTECTED TREES TO BE SAVED
PROTECTED TREES TO BE REMOVED
UNPROTECTED TREES TO BE SAVED
UNPROTECTED TREES TO BE REMOVED
PRISON ROAD
E NATOMA STREET
CIMMARON CIR
APN 071-0420-040 LAUFER ELIAV LAUFER GAL
APN 071-0420-039 JONES ARTHUR W JONES KANDI
APN 071-0420-038 EBERT 1999 FAMILY TRUST
APN 071-0420-037 EDITH ANDERSON TRUST
APN 071-0420-036 NALL ROY E NALL LOU E
APN 071-0320-004 PACIFIC GAS & ELECTRIC
(E) ELEC TOWER
(E) R/W
(E) ℄
40' R/W
25' PG&E ESMT PER 449 O.R. 482
NATOMA SENIOR APARTMENTS
TREE IMPACT PLAN
OCTOBER 17, 2022
N
W
E
S
scale: 1"=30'
30 0 15 30 60
SHEET SP-6
TSD ENGINEERING, INC.
expect more.
785 Orchard Drive, Suite #110
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

Attachment 12

Preliminary Oak Tree Mitigation Plan
Dated October 20, 2022

Number of Oak Trees to be preserved:	31
Number of Oak Trees to be removed:	47
DSH of removed or impacted Trees:	571.3
DSH of preserved protected trees (50% vaule):	-182.15
DSH Balance:	389.15
In-Lieu fee:	to be determined



TREES TO BE REMOVED

Tree Number	Species	DSH (in.)	Health	Protected	Mitigation	Replace (in.)	Notes
535	Blue Oak - Quercus douglasii	20.4	5	YES	YES FULL	20.4	
536	Blue Oak - Quercus douglasii	15	2	YES	YES HALF	7.5	crown dieback, lean
537	Blue Oak - Quercus douglasii	16.5	3	YES	YES FULL	16.5	crown dieback
538	Blue Oak - Quercus douglasii	18.4	2	YES	YES HALF	9.2	crown dieback
539	Blue Oak - Quercus douglasii	16.9	2	YES	YES HALF	8.5	tree is in decline
540	Blue Oak - Quercus douglasii	16.7	2	YES	YES HALF	8.3	crown dieback, lean
541	Blue Oak - Quercus douglasii	11.5	1	YES	NO	–	crown dieback, lean
542	Blue Oak - Quercus douglasii	12.6	1	YES	NO	–	"crown dieback, lean, nearly dead"
543	Blue Oak - Quercus douglasii	21.5	2	YES	YES HALF	10.7	"crown dieback, included bark, lean"
544	Blue Oak - Quercus douglasii	17.7	0	NO	NO	–	dead
545	Mulberry - Morus alba	5.3, 3.3, 3.2	4	NO	NO	–	codominant leaders
546	Blue Oak - Quercus douglasii	13.2	1	YES	NO	–	"crown dieback, nearly dead"
547	Blue Oak - Quercus douglasii	16.1	2	YES	YES HALF	8.0	crown dieback
549	Blue Oak - Quercus douglasii	17.8	1	YES	NO	–	crown dieback
550	Blue Oak - Quercus douglasii	22	1	YES	NO	–	crown dieback
551	Blue Oak - Quercus douglasii	14.5	2	YES	YES HALF	7.2	crown dieback
552	Blue Oak - Quercus douglasii	25.2	2	YES	YES HALF	12.6	crown dieback
553	Blue Oak - Quercus douglasii	26.5	4	YES	YES FULL	26.5	
557	Blue Oak - Quercus douglasii	14.4	0	NO	NO	–	dead
558	Blue Oak - Quercus douglasii	16.3	0	NO	NO	–	dead
563	Blue Oak - Quercus douglasii	33.5	3	YES	YES HALF	16.75	"trunk wound, trunk rot"
564	Blue Oak - Quercus douglasii	32.1	5	YES	YES FULL	32.1	
565	Blue Oak - Quercus douglasii	30	2	YES	YES HALF	15.0	crown dieback
566	Blue Oak - Quercus douglasii	27.3	2	YES	YES HALF	13.65	codominant leaders
567	Blue Oak - Quercus douglasii	26.6	4	YES	YES FULL	26.6	lean
568	Blue Oak - Quercus douglasii	35.5	5	YES	YES FULL	35.5	
569	Blue Oak - Quercus douglasii	41	4	YES	YES FULL	41.0	codominant leaders, trunk rot
570	Blue Oak - Quercus douglasii	5.6, 5.7	4	NO	NO	–	codominant leaders
574	Blue Oak - Quercus douglasii	6.1	5	YES	YES FULL	6.1	
583	Blue Oak - Quercus douglasii	6.5	4	YES	YES FULL	6.5	
584	Blue Oak - Quercus douglasii	6.2	4	YES	YES FULL	6.2	
585	Blue Oak - Quercus douglasii	4.5	5	NO	NO	–	
586	Blue Oak - Quercus douglasii	4.2, 2.8, 3.5	4	NO	NO	–	"codominant leaders, included"
587	Blue Oak - Quercus douglasii	6.5, 6	4	YES	YES FULL	6.8	"included bark, codominant leaders"
588	Blue Oak - Quercus douglasii	8.6, 6.7	5	YES	YES FULL	10.9	codominant leaders
589	Interior Live Oak - Quercus wislizeni	5.5, 5, 2.3	4	NO	NO	–	codominant leaders
590	Blue Oak - Quercus douglasii	6	5	YES	YES FULL	6.0	
591	Blue Oak - Quercus douglasii	6.5	4	YES	YES FULL	6.5	
592	Blue Oak - Quercus douglasii	4.5	4	NO	NO	–	codominant leaders
593	Blue Oak - Quercus douglasii	4	5	NO	NO	–	
594	Blue Oak - Quercus douglasii	6.2	5	YES	YES FULL	6.2	
595	Blue Oak - Quercus douglasii	5	4	NO	NO	–	
596	Fremont's cottonwood - Populus fremontii	6.9, 6.7, 5.7	4	NO	NO	–	codominant leaders
597	Fremont's cottonwood - Populus fremontii	4.3	5	NO	NO	–	
598	Fremont's cottonwood - Populus fremontii	5.7, 6.2, 2.5	5	NO	NO	–	codominant leaders
599	Blue Oak - Quercus douglasii	5.9	4	NO	NO	–	
600	Fremont's cottonwood - Populus fremontii	8.6	5	NO	NO	–	
807	Blue Oak - Quercus douglasii	6.7	4	YES	YES FULL	6.7	codominant leaders
809	Interior Live Oak - Quercus wislizeni	15.7	2	YES	YES HALF	7.8	"trunk wound, trunk rot, lean"
811	Blue Oak - Quercus douglasii	14.4	5	YES	YES FULL	14.4	
812	Blue Oak - Quercus douglasii	15.3	3	YES	YES FULL	15.3	exposed roots
813	Blue Oak - Quercus douglasii	12	4	YES	YES FULL	12.0	included bark
814	Blue Oak - Quercus douglasii	11.8	4	YES	YES FULL	11.8	lean
815	Blue Oak - Quercus douglasii	13	4	YES	YES FULL	13.0	lean
816	Blue Oak - Quercus douglasii	22	5	YES	YES FULL	22.0	
817	Blue Oak - Quercus douglasii	14.4	1	YES	NO	–	crown dieback, lean
818	Blue Oak - Quercus douglasii	28	4	YES	YES FULL	28.0	codominant leaders
819	Blue Oak - Quercus douglasii	20	4	YES	YES FULL	20.0	codominant leaders
820	Blue Oak - Quercus douglasii	5.2	5	NO	NO	–	
835	Interior Live Oak - Quercus wislizeni	6.4, 4.6	5	YES	YES FULL	7.9	codominant leaders
836	Interior Live Oak - Quercus wislizeni	7.7, 5.5	5	YES	YES FULL	9.4	codominant leaders
837	Blue Oak - Quercus douglasii	5.7, 2.7	5	NO	NO	–	"codominant leaders, included bark"
838	Blue Oak - Quercus douglasii	12.5	4	YES	YES FULL	12.5	included bark
841	Blue Oak - Quercus douglasii	9.5, 5.6	4	YES	YES FULL	11.0	codominant leaders
842	Fremont's cottonwood - Populus fremontii	5.2, 5	4	NO	NO	–	codominant leaders
843	Blue Oak - Quercus douglasii	6.3	5	YES	YES FULL	6.3	
844	Fremont's cottonwood - Populus fremontii	6.8	5	NO	NO	–	
845	Blue Oak - Quercus douglasii	5.9, 2.7	5	NO	NO	–	codominant leaders
					MITIGATION TOTAL	571.3	

WDSLA
Wilson Design Studio Landscape Architecture
150 Redwood Street
San Francisco, CA 94102
319.450.3561 www.wdsla.com

OWNER:

REVISIONS

SYMBOL	DATE	DESCRIPTION

DESIGNED BY: JG
DRAWN BY: JG
CHECKED BY: KB
DATE: 12/16/2022

VINTAGE SENIOR HOUSING

TREE EXHIBIT

FOLSOM, CA

SHEET

L-EX

Tree Impact Summary - Natoma Senior Apartments

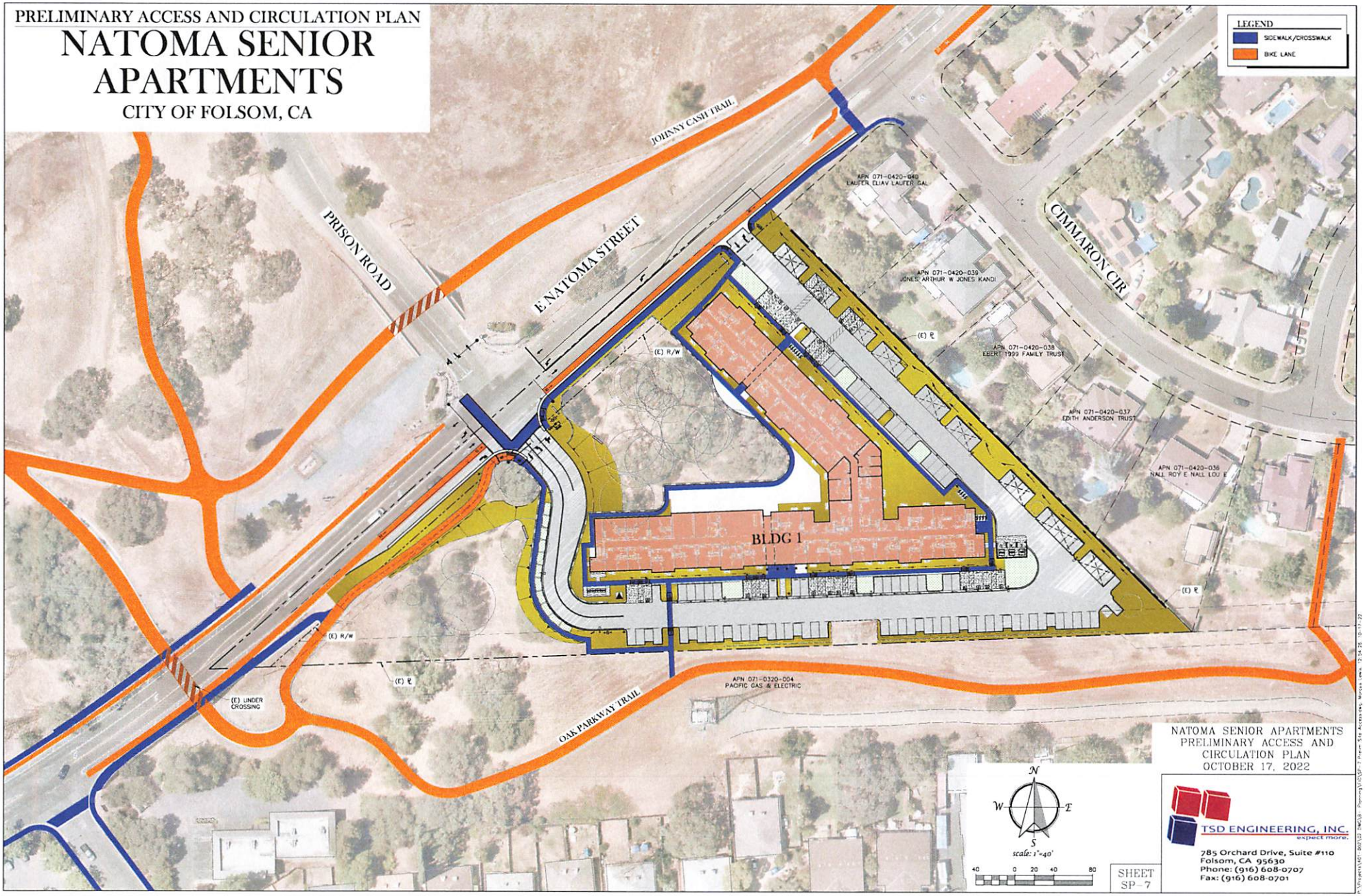
DSH of removed or impacted trees	571.3	(68 total trees = 47 protected + 21 unprotected)
DSH of preserved protected trees (50% vaule)	-182.2	(55 total trees = 31 protected + 24 unprotected)
Mitigation plantings on-site	0.0	
DSH Balance	389.2	
In-Lieu fee	to be determined	

Site Tree Plantings	DSH	quantity	Mitigated DSH
15 gal trees	1	9	0
24" box trees	2		0
36" box trees	3	20	0
No mitigation is proposed through proposed plantings			0

Tuesday, December 20, 2022

Attachment 13

Preliminary Access and Circulation Plan Dated October 17, 2022


PRELIMINARY ACCESS AND CIRCULATION PLAN
NATOMA SENIOR APARTMENTS
CITY OF FOLSOM, CA
LEGEND
SIDEWALK/CROSSWALK
BIKE LANE
JOHNNY CASH TRAIL
PRISON ROAD
E NATOMA STREET
CIMMARON CIR
BLDG 1
(E) R/W
(E) ℄
(E) UNDER CROSSING
OAK PARKWAY TRAIL
APN 071-0420-040
LAUFER, ELIAV LAUFER, GAL
APN 071-0420-039
JONES, ARTHUR W JONES, KANDI
APN 071-0420-038
EBERT 1999 FAMILY TRUST
APN 071-0420-037
EDITH ANDERSON TRUST
APN 071-0420-036
NALL, ROY E NALL, LOU E
APN 071-0320-004
PACIFIC GAS & ELECTRIC
NATOMA SENIOR APARTMENTS
PRELIMINARY ACCESS AND CIRCULATION PLAN
OCTOBER 17, 2022
N
W
E
S
scale: 1"=40'
40 0 20 40 80
SHEET SP-7
TSD ENGINEERING, INC.
expect more.
785 Orchard Drive, Suite #110
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

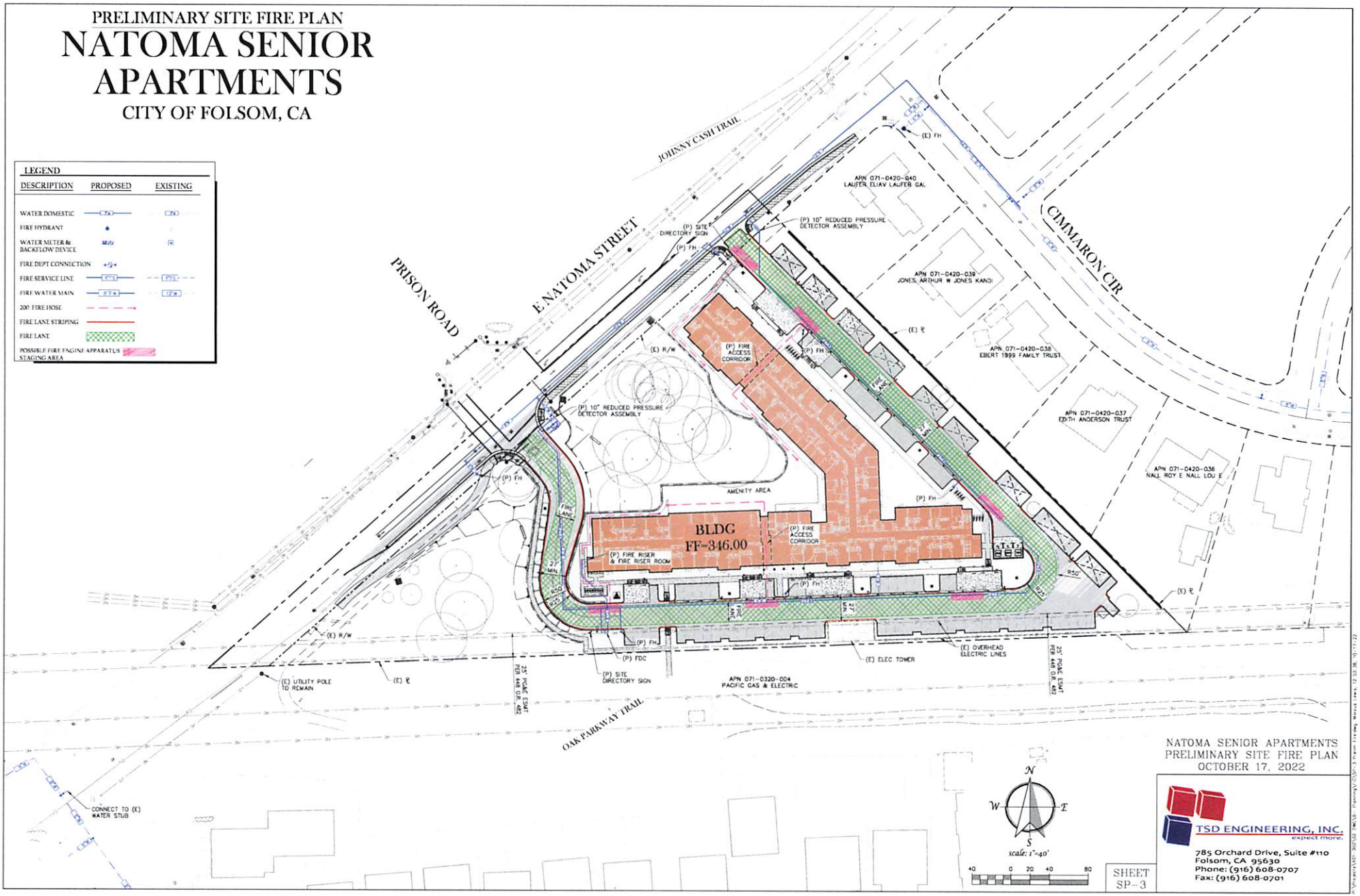
Attachment 14

Preliminary Fire Access Plan
Dated October 17, 2022

PRELIMINARY SITE FIRE PLAN

NATOMA SENIOR APARTMENTS

CITY OF FOLSOM, CA



NATOMA SENIOR APARTMENTS
PRELIMINARY SITE FIRE PLAN
OCTOBER 17, 2022

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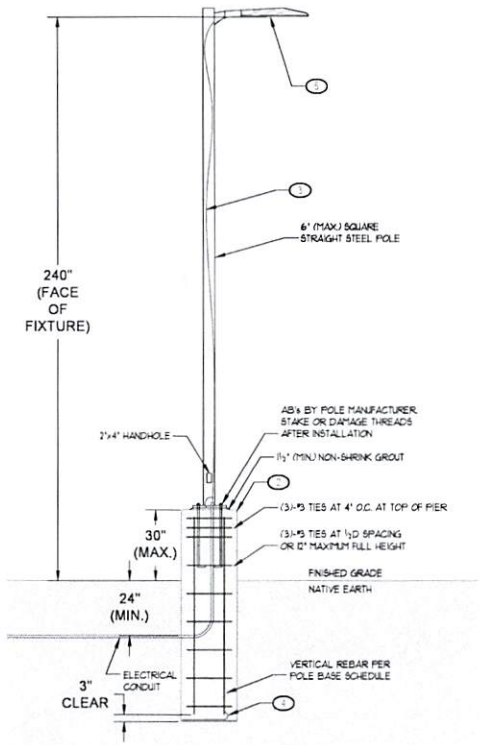
expect more.
785 Orchard Drive, Suite #110
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

Attachment 15

Preliminary Lighting Plan and Details Dated November 3, 2021



A POLE MOUNTED LIGHTING ELECTRICAL DETAIL

½" = 1'-0"

POLE MOUNTED LIGHTING ELECTRICAL DETAIL NOTES

1. COORDINATE WITH GENERAL CONTRACTOR AS REQUIRED FOR COMPLETE INSTALLATION OF NEW POLE-MOUNTED LIGHTING. PROVIDE AND INSTALL CONCRETE POLE BASE, LIGHTING FIXTURE, LIGHTING POLE, ANCHORING, MOUNTING HARDWARE, ETC. AS REQUIRED FOR A COMPLETE INSTALLATION.
2. NEW CONCRETE POLE BASE SHALL BE COMPRISED OF 4500 PSI AIR ENTRAINED CONCRETE. NO SPECIAL INSPECTION REQUIRED BECAUSE 2500 PSI DESIGN STRESS USED. FOOTING SHALL BE DRILLED INTO UNDISTURBED NATIVE SOIL. GEOTECHNICAL ENGINEER TO OBSERVE PRIOR TO PLACEMENT OF REBAR CAGE. SACK AND PATCH ISO EXPOSED SURFACE IS SMOOTH. CONTRACTOR TO VERIFY AND REVIEW STRUCTURAL DRAWINGS.
3. COORDINATE WITH GENERAL CONTRACTOR AS REQUIRED FOR INSTALLATION OF NEW UNDERGROUND BRANCH CIRCUIT FOR POLE MOUNTED LIGHTING. CONDUIT SHALL BE INSTALLED 24" BFG. EXTEND BRANCH CIRCUIT WIRING UP LIGHTING POLE TO NEW LIGHT FIXTURE AS REQUIRED. PROVIDE GROUND CONNECTION FOR LIGHTING POLE, REBAR INSIDE CONCRETE BASE, MOUNTING HARDWARE, AND LIGHTING FIXTURE AS REQUIRED.
4. PROVIDE AND INSTALL 5' OF SPIRAL COIL BARE 4 Cu LIGHTNING GROUNDING ELECTRODE BELOW CONCRETE IN DIRECT CONTACT WITH EARTH AND IRREVERSIBLY BOND TO BOTH THE STEEL REINFORCING AND POLE SHAFT.
5. PROVIDE AND INSTALL NEW LIGHTING FIXTURE AND ALL REQUIRED MOUNTING HARDWARE. TOTAL EPA (SINGLE-FIXTURE): 1.01 sq/ft. TOTAL WEIGHT (SINGLE-FIXTURE): 21 lbs. TOTAL COMBINED EPA FOR ALL LIGHTING FIXTURES NOT TO EXCEED 6.0 sq/ft.

LIGHTING FIXTURE SCHEDULE

FIXTURE SYMBOL	FIXTURE TYPE	MANUFACTURER DETAILS NAME	MANUFACTURER DETAILS CATALOG NUMBER	POWER (WATTS)	MOUNTING HEIGHT	MOUNTING CONFIG.	LAMP TYPE	NOTES AND REMARKS	VOLTAGE
▭	F1	ACUITY LITHONIA	WDGE2-LED-P3-40-80CRI-VF	23	12'	SURFACE	INTEGRAL LED	BUILDING MOUNTED LED FIXTURE	120
⊂▭	F2	ACUITY LITHONIA	RSX2-LED-P3-40K-R4-H8	150	20'	POLE	INTEGRAL LED	POLE MOUNTED LED FIXTURE	120
▬	F3	ACUITY LITHONIA	FEM-L24-3000LM-LPPCL-HD-MVOLT-GZ10-40K-80CRI-SBORD P	20	CEILING	SURFACE	INTEGRAL LED	ROUGH SERVICE LED FIXTURE (CARPORT/ELEVATOR LIGHTING)	120

LIGHTING FIXTURE SCHEDULE NOTES

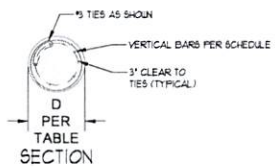
1. CATALOG NUMBER INDICATES THE BASIC LIGHTING FIXTURE REQUIRED. ELECTRICAL CONTRACTOR SHALL REVIEW ALL APPLICABLE PROJECT DRAWINGS AND SHALL PROVIDE AND INSTALL THE LIGHTING FIXTURES COMPLETE WITH ALL NECESSARY ACCESSORIES AND APPURTENANCES FOR USE ON THIS PROJECT.
2. ELECTRICAL CONTRACTOR SHALL COORDINATE WITH OWNER AND ARCHITECT AS REQUIRED FOR SELECTION OF ALL COLORS AND FINISHES. PROVIDE OWNER AND ARCHITECT WITH ALL AVAILABLE STANDARD AND CUSTOM OPTIONS FOR COLORS AND FINISHES.
3. COORDINATE WITH GENERAL CONTRACTOR AS REQUIRED FOR COMPLETE INSTALL OF NEW POLE-MOUNTED LIGHTING. PROVIDE AND INSTALL LIGHTING FIXTURE, POLE, MOUNTING HARDWARE, ANCHORING, POLE-BASE, ETC. AS REQUIRED. CONNECT COMPLETELY PER MANUFACTURER'S INSTRUCTIONS.

NOMENCLATURE

ABBREVIATION	DESCRIPTION	ABBREVIATION	DESCRIPTION
AFF	ABOVE FINISHED FLOOR	GFI	GROUND FAULT INTERRUPTING
AFG	ABOVE FINISHED GRADE	MAX.	MAXIMUM
AFI	ARC FAULT INTERRUPTER	MCB	MAIN CIRCUIT BREAKER
BFF	BELOW FINISHED FLOOR	MIN.	MINIMUM
BFG	BELOW FINISHED GRADE	MSB	MAIN SWITCH BOARD
C	CONDUIT	MLO	MAIN LUGS ONLY
(E)	EXISTING	(N)	NEW
(F)	FUTURE	UON	UNLESS OTHERWISE NOTED
FBO	FURNISHED BY OTHERS	WP	WEATHERPROOF

POLE BASE SCHEDULE

MAX FIXTURE HEIGHT	OPTION 1 D (in.)	OPTION 1 E (in.)	OPTION 1 VERTICAL BARS	OPTION 2 D (in.)	OPTION 2 E (in.)	OPTION 2 VERTICAL BARS
20'-0"	18	60	(5) - #5	24	54	(8) - #5



ELECTRICAL SHEET INDEX

SHEET NUMBER	SHEET TITLE
E0.1	ELECTRICAL SYMBOLS, DETAILS, NOTES, ABBREVIATIONS, SHEET INDEX
E-1.1	SITE PLAN - LIGHTING
E-1.2	SITE PHOTOMETRIC CALCULATION
E-2.1	SPECIFICATION SHEETS
E-2.2	SPECIFICATION SHEETS
E-2.3	SPECIFICATION SHEETS

JENSEN ENGINEERING INC. Electrical Engineers
9655 Gateway Drive Reno, Nevada 89521-2368
Ph. (775) 853-2288 Fax (775) 853-3388
email: jeneng@nvbell.net web: www.jeneng.com

NATOMAS SENIOR APARTMENTS
CITY OF FOLSOM, CA

2021-1
SITE ENTITLEMENT

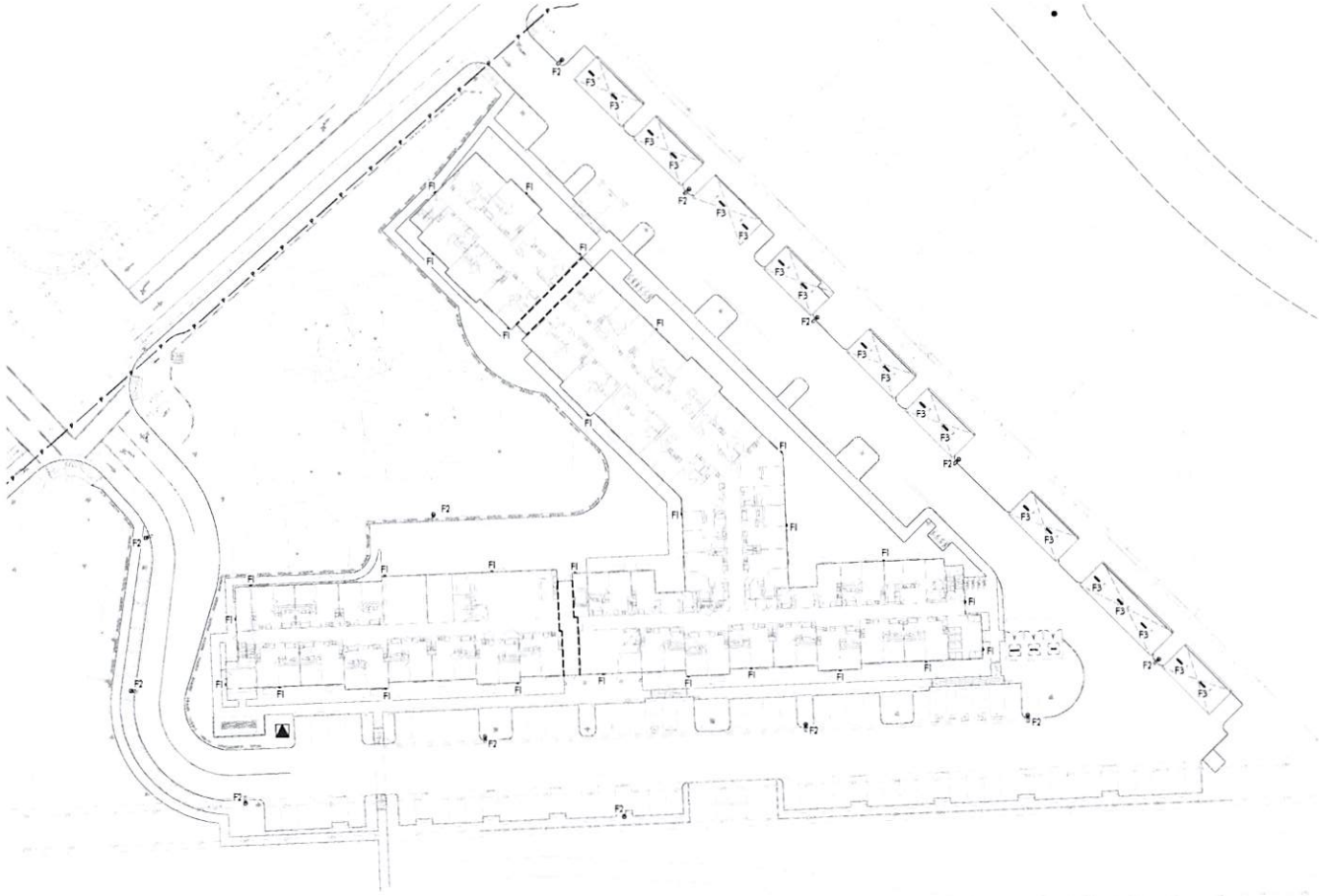
No.	Date	Description
1	Date 1	Revision 1

11-03-2021

NOVEMBER 3 2021

ELECTRICAL SYMBOLS, DETAILS, SCHEDULES & NOMENCLATURE

E0.1



A SITE PLAN - LIGHTING
1" = 30'-0"

NATOMAS SENIOR APARTMENTS
CITY OF FOLSOM, CA

2021-1
SITE ENTITLEMENT

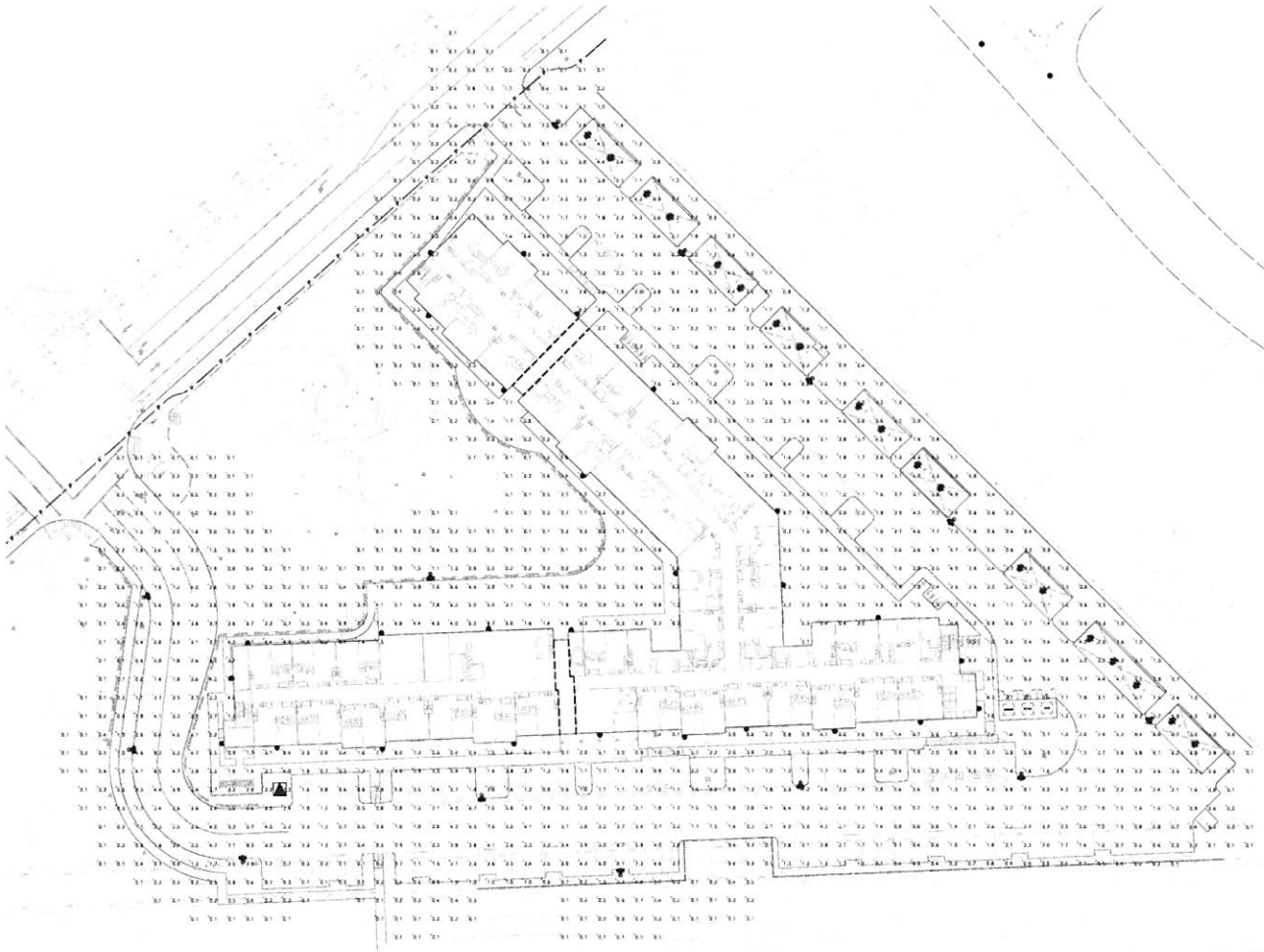
NO.	DATE	DESCRIPTION
1	Date 1	Revision 1

GEORGE J. JENSEN
EXP. 06-30-2023
ELECTRICAL
No. 076453
STATE OF NEVADA
PROFESSIONAL ENGINEER
11-03-2021

NOVEMBER 3 2021
SITE PLAN - LIGHTING

E1.1

JENSEN ENGINEERING INC. Electrical Engineers
9650 Gateway Drive Reno, Nevada 89521-2968
Ph. (775) 853-2288 Fax (775) 853-3388
email: jeneng@mbell.net web: www.jeneng.com



A SITE PHOTOMETRIC CALCULATION
1" = 30'-0"

SHEET NOTES: (THIS SHEET ONLY)

1. THIS PHOTOMETRIC CALCULATION WAS PREPARED USING VISUAL VERSION 2017 AND MANUFACTURER'S PUBLISHED 'IES' FILES. VALUES DEPICT EXPECTED LIGHTING LEVELS IN FOOT-CANDLES. NO CONSIDERATION FOR DAYLIGHTING OR AMBIENT LIGHTING IS INCLUDED.

JENSEN ENGINEERING INC. Electrical Engineers
9655 Gateway Drive Reno, Nevada 89521-2368
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email: jeneng@nvbell.net web: www.jeneng.com

NATOMAS SENIOR APARTMENTS
CITY OF FOLSOM, CA

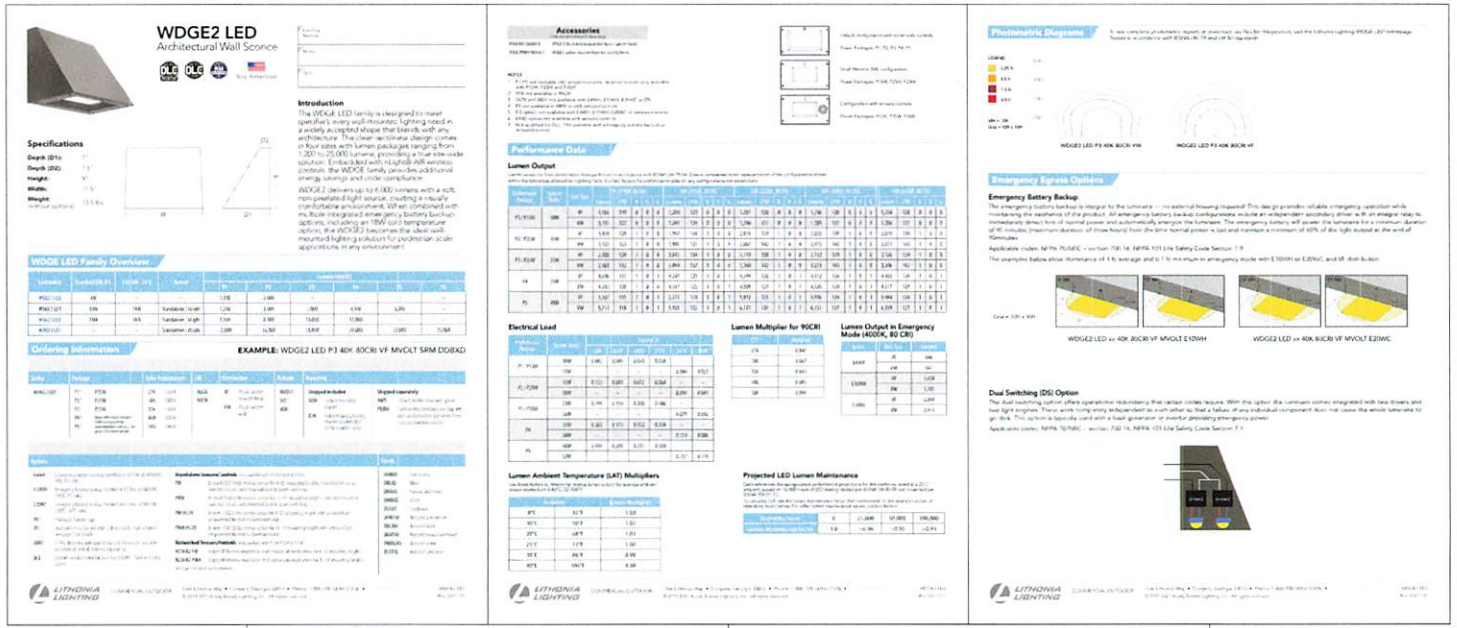
2021-1
SITE ENTITLEMENT

No.	Date	Description
1	Date 1	Revision 1

PROFESSIONAL ENGINEER STATE OF NEVADA GEORGE A. JENSEN EXP. 06-30-2023 ELECTRICAL No. 07546
11-03-2021

NOVEMBER 3 2021
SITE PHOTOMETRIC CALCULATION

E1.2



WDGE2 LED
Architectural Wall Sconce

Specifications

Introduction

WDGE2 LED Family Overview

Ordering Information

EXAMPLE: WDGE2 LED P3 40K 80CRI VF MVOLT SRM DDBXD

Accessories

Performance Data

Lumen Output

Electrical Load

Lumen Multiplier for 90CRI

Lumen Output in Emergency Mode (4000K, 80 CRI)

Lumen Ambient Temperature (LAT) Multipliers

Projected LED Lumen Maintenance

Photometric Diagrams

Emergency Egress Options

Emergency Battery Backup

Dual Switching (DS) Option

LITHONIA LIGHTING

Control / Sensor Options

Motion/Ambient Sensor (PIR , PIRH)

Networked Control (NLTAIR2)

Mounting, Options & Accessories

NLTAIR2 PIR – nLight AIR Motion/Ambient Sensor

PBBW – Surface-Mounted Back Box Use when there is no junction box available.

AWS – 3/8inch Architectural Wall Spacer

FEATURES & SPECIFICATIONS

LITHONIA LIGHTING

JENSEN ENGINEERING INC.
Electrical Engineers
9855 Gateway Drive
Reno, Nevada 89521-2968
Ph. (775) 853-2288
Fax (775) 852-3368
email: jeneng@mbell.net
web: www.jeneng.com

NATOMAS SENIOR APARTMENTS
CITY OF FOLSOM, CA

2021-1
SITE ENTITLEMENT

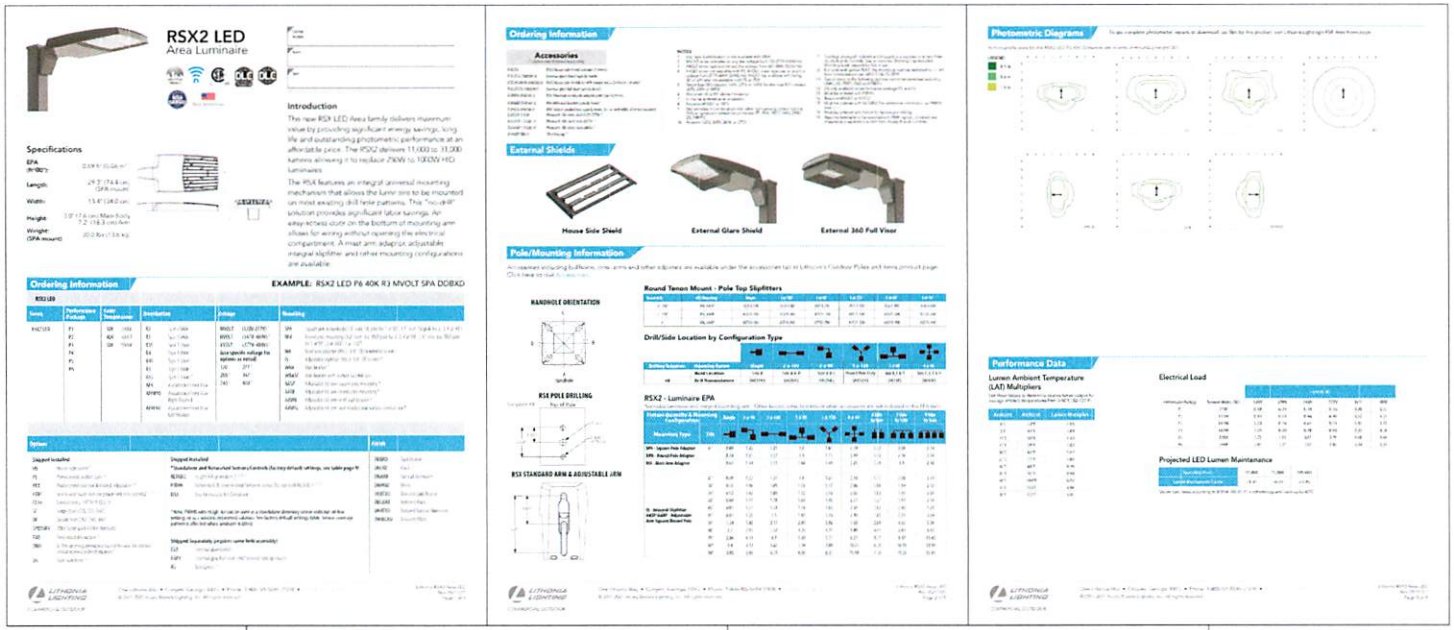
1 Date 1 Revision 1

PROFESSIONAL ENGINEER – STATE OF NEVADA – GEORGE A. JENSEN – EXP. 06-30-2023 – ELECTRICAL – NO. 07640 – 11-03-2021

NOVEMBER 3 2021
SPECIFICATION SHEETS

E2.1

287



288

NATOMAS SENIOR APARTMENTS
CITY OF FOLSOM, CA

2021-1
SITE ENTITLEMENT

No.	Date	Description
1	Date 1	Revision 1

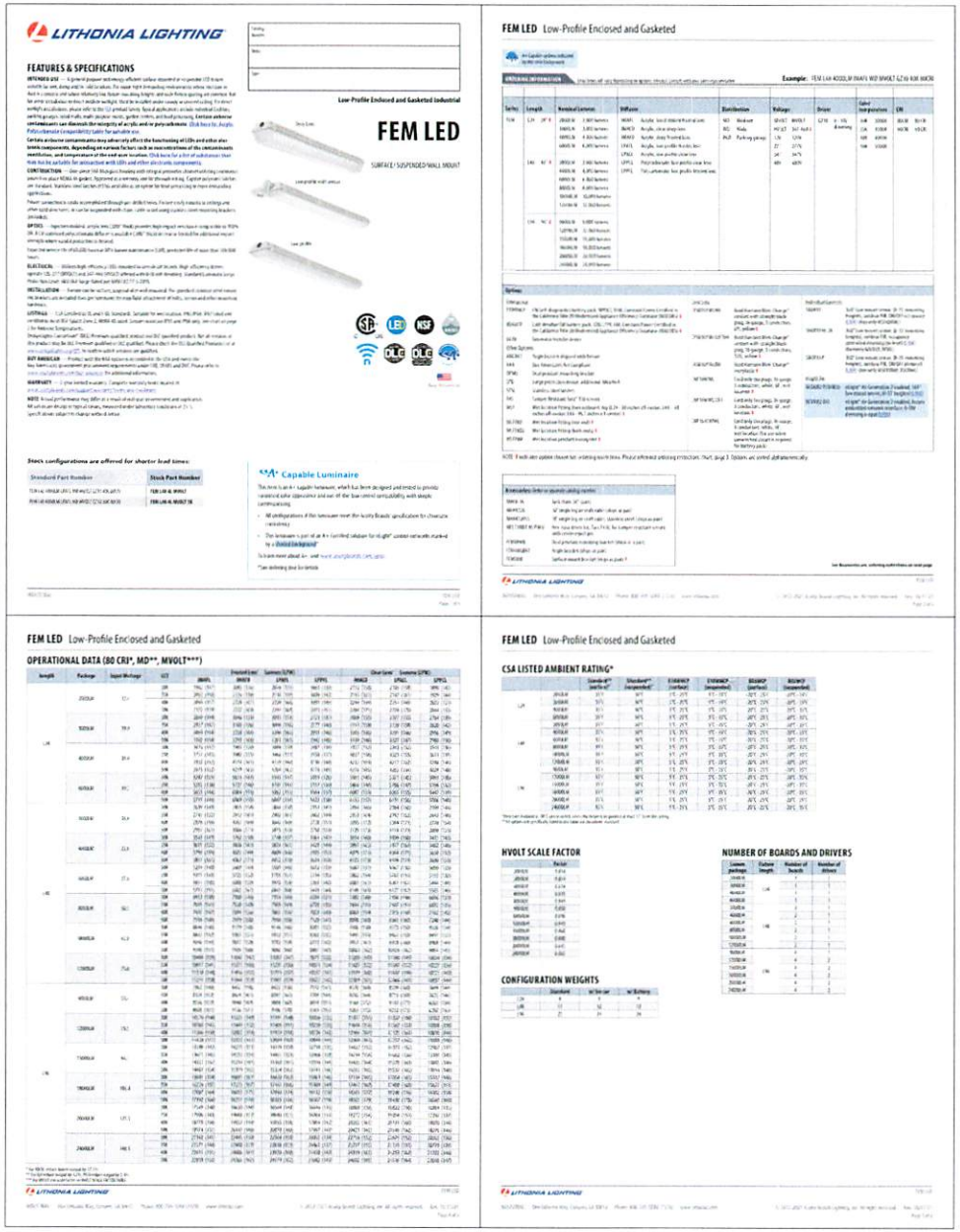
ENGINEER - STATE OF NEVADA
GEORGE J. JENSEN
EXP. 06-30-2021
ELECTRICAL
No. 010453

11-03-2021

NOVEMBER 3 2021
SPECIFICATION SHEETS

E2.2

JENSEN ENGINEERING INC.
Electrical Engineers
9655 Gateway Drive
Reno, Nevada 89521-2968
Ph. (775) 852-2268
Fax (775) 852-3368
email: jenseng@sbcglobal.net
web: www.jeneng.com



LITHONIA LIGHTING

FEATURES & SPECIFICATIONS

Low-Profile Enclosed and Gasketed Industrial

FEM LED

SURFACE/SUSPENDED/WALL MOUNT

Capable Luminaire

FEM LED Low-Profile Enclosed and Gasketed

OPERATIONAL DATA (80 CRI*, MD**, MVOLT***)

FEM LED Low-Profile Enclosed and Gasketed

CSA LISTED AMBIENT RATING*

HVOLT SCALE FACTOR

NUMBER OF BOARDS AND DRIVERS

CONFIGURATION WEIGHTS

JENSEN ENGINEERING INC.
Electrical Engineers
9655 Gateway Drive
Reno, Nevada 89521-2968
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Fax (775) 852-3388
email: jensenj@mvbell.net
web: www.jensenj.com

NATOMAS SENIOR APARTMENTS
CITY OF FOLSOM, CA

2021-1
SITE ENTITLEMENT

1 Date 1 Revision 1

PROFESSIONAL ENGINEER - STATE OF NEVADA - JOHN GEORGE JENSEN - EXP. 06-30-2023 - ELECTRICAL - NO. 025457

11-03-2021

NOVEMBER 3 2021
SPECIFICATION SHEETS

E2.3

Attachment 16

Building Elevations and Floor Plans
Dated June 3, 2022

FOLSOM

NATOMA SENIOR APARTMENTS
VINTAGE HOUSING DEVELOPMENT
REVISED

Folsom - Natoma Senior Apartments

Vintage Housing Development

CHARACTER ELEVATIONS

scale: 3/32" = 1'-0" on 24x36

June 3, 2022

www.stkarch.com

GROUND LEVEL PLAN

Folsom - Natoma Senior Apartments

Vintage Housing Development

BUILDING PLAN - SOUTHERN HALF

scale: 1/16" = 1'-0" on 24x36 sheet

November 2, 2021

www.stkarch.com

2nd & 3rd LEVEL PLAN

Folsom - Natoma Senior Apartments

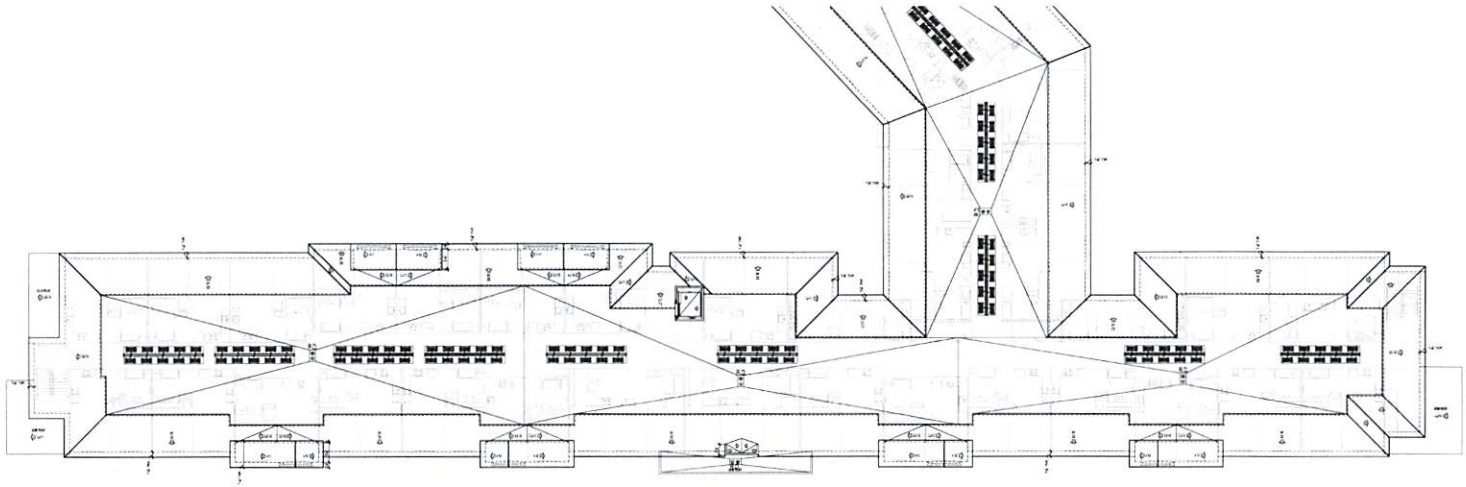
Vintage Housing Development

BUILDING PLAN - SOUTHERN HALF

scale: 1/16" = 1'-0" on 24x36 sheet

November 2, 2021

www.stkarch.com



ROOF PLAN

Folsom - Natoma Senior Apartments

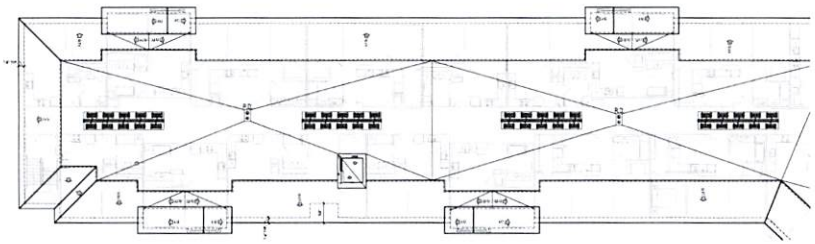
Vintage Housing Development

BUILDING PLAN - SOUTHERN HALF

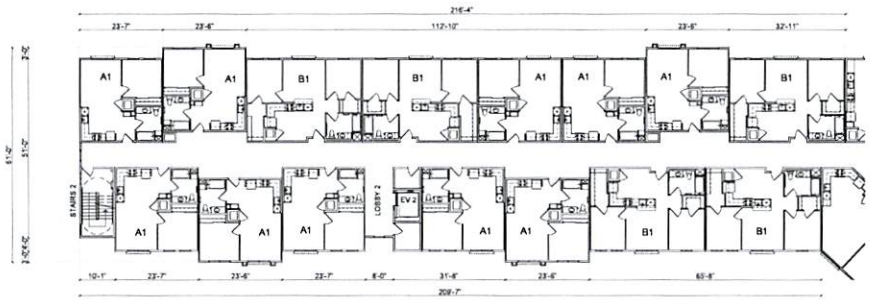
scale: 1/16" = 1'-0" on 24x36 sheet

November 2, 2021

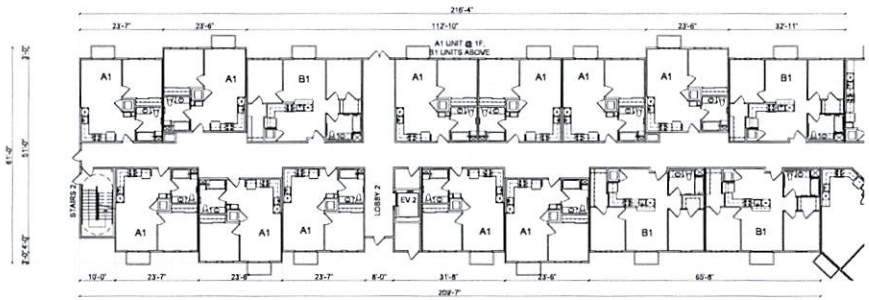
www.stkarch.com



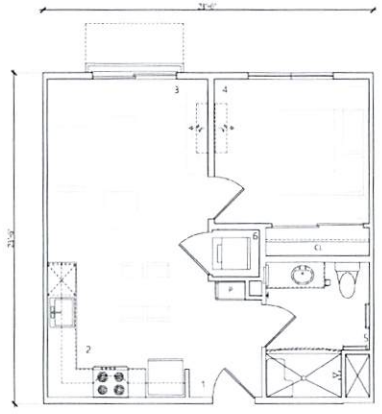
ROOF PLAN



2nd & 3rd LEVEL PLAN



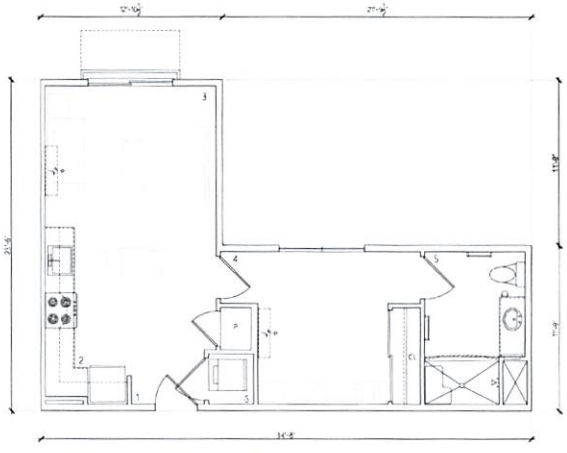
GROUND LEVEL PLAN



1. ENTRY (4'-10" x 6'-0")
2. KITCHEN / DINING (11'-6" x 11'-2")
3. LIVING ROOM (11'-6" x 11'-4")
4. BEDROOM (11'-0" x 10'-0")
5. BATHROOM (7'-4" x 9'-0")
6. LAUNDRY (3'-4" x 5'-4")

A1	
NET	511 S.F.
GROSS	552 S.F.
BALCONY	0 S.F.
TOTAL	552 S.F.

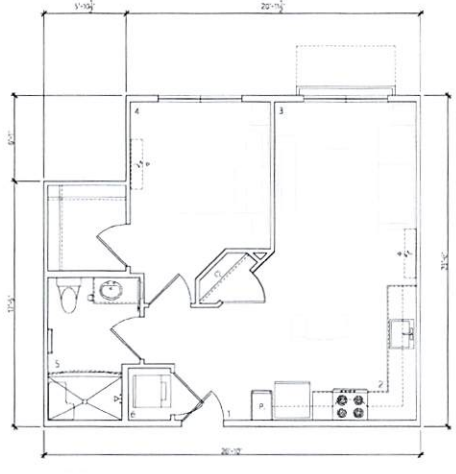
* ALL S.F. ESMTATED
* NET & GROSS INCLUDE OUTSIDE FACE OF STUD



1. ENTRY (5'-2" x 4'-0")
2. KITCHEN / DINING (11'-4" x 12'-6")
3. LIVING ROOM (12'-0" x 10'-0")
4. BEDROOM (11'-5" x 10'-10")
5. BATHROOM (7'-0" x 10'-10")
6. LAUNDRY (5'-2" x 5'-6")

A2	
NET	502 S.F.
GROSS	559 S.F.
BALCONY	0 S.F.
TOTAL	559 S.F.

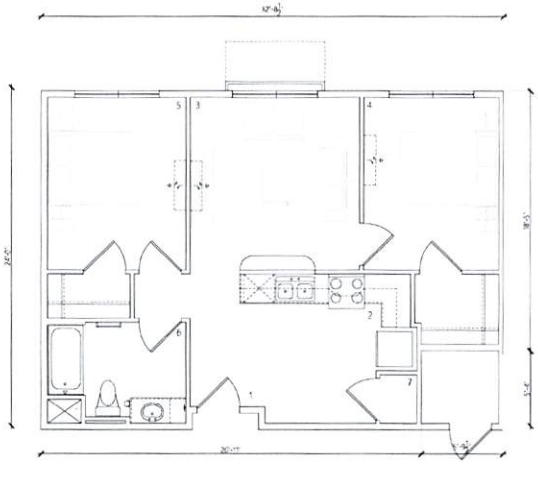
* ALL S.F. ESMTATED
* NET & GROSS INCLUDE OUTSIDE FACE OF STUD



1. ENTRY (8'-0" x 5'-6")
2. KITCHEN / DINING (9'-6" x 11'-8")
3. LIVING ROOM (13'-0" x 10'-0")
4. BEDROOM (11'-6" x 10'-0")
5. BATHROOM (7'-0" x 10'-10")
6. LAUNDRY (3'-6" x 3'-0")

A3	
NET	558 S.F.
GROSS	595 S.F.
BALCONY	0 S.F.
TOTAL	595 S.F.

* ALL S.F. ESMTATED
* NET & GROSS INCLUDE OUTSIDE FACE OF STUD



1. ENTRY (3'-0" x 9'-5")
2. KITCHEN / DINING (12'-0" x 12'-2")
3. LIVING ROOM (9'-7" x 12'-2")
4. BEDROOM 1 (9'-10" x 12'-2")
5. BEDROOM 2 (9'-10" x 7'-0")
6. BATHROOM (2'-8" x 3'-6")
7. STORAGE

B1	
NET	693 S.F.
GROSS	748 S.F.
BALCONY	0 S.F.
TOTAL	748 S.F.

* ALL S.F. ESMTATED
* NET & GROSS INCLUDE OUTSIDE FACE OF STUD

Folsom - Natoma Senior Apartments

Vintage Housing Development

TYPICAL UNIT PLANS

scale: 1/4" = 1'-0" on 24x36 sheet

November 2, 2021

www.stkarch.com

Attachment 17

Color Building Renderings
Dated June 3, 2022

Folsom - Natoma Senior Apartments

Vintage Housing Development

VIEW FROM NATOMA STREET NORTH

June 3, 2022

www.stkarch.com

Folsom - Natoma Senior Apartments

Vintage Housing Development

VIEW FROM NATOMA STREET AT ENTRY

June 3, 2022

STK

www.stkarch.com

Folsom - Natoma Senior Apartments

Vintage Housing Development

VIEW FROM BIKE TRAIL WEST

June 3, 2022

www.stkarch.com

Folsom - Natoma Senior Apartments

Vintage Housing Development

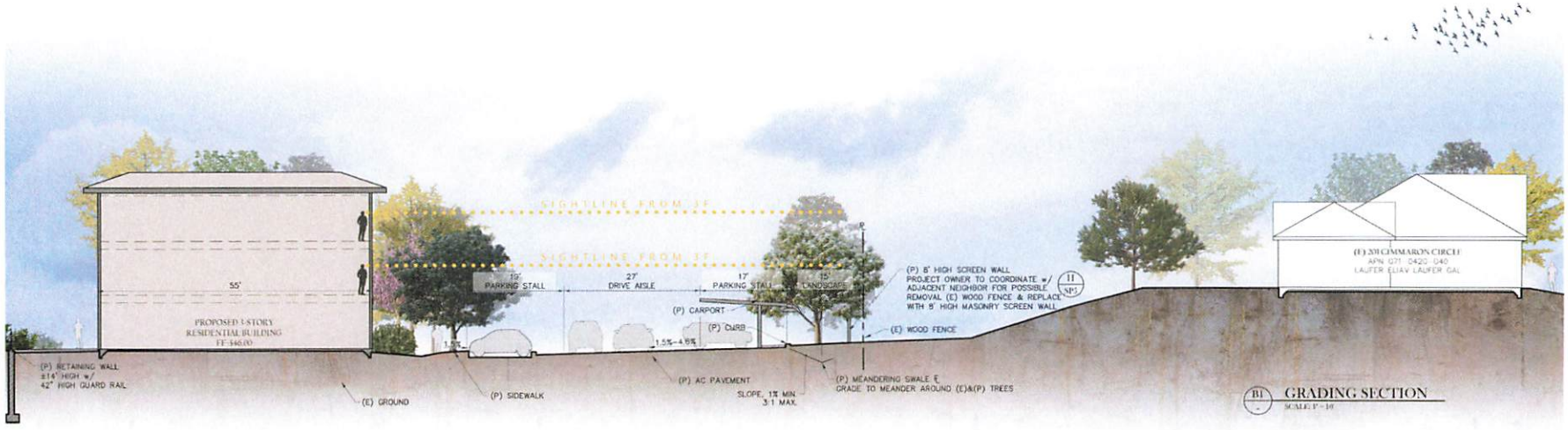
VIEW FROM BIKE TRAIL EAST

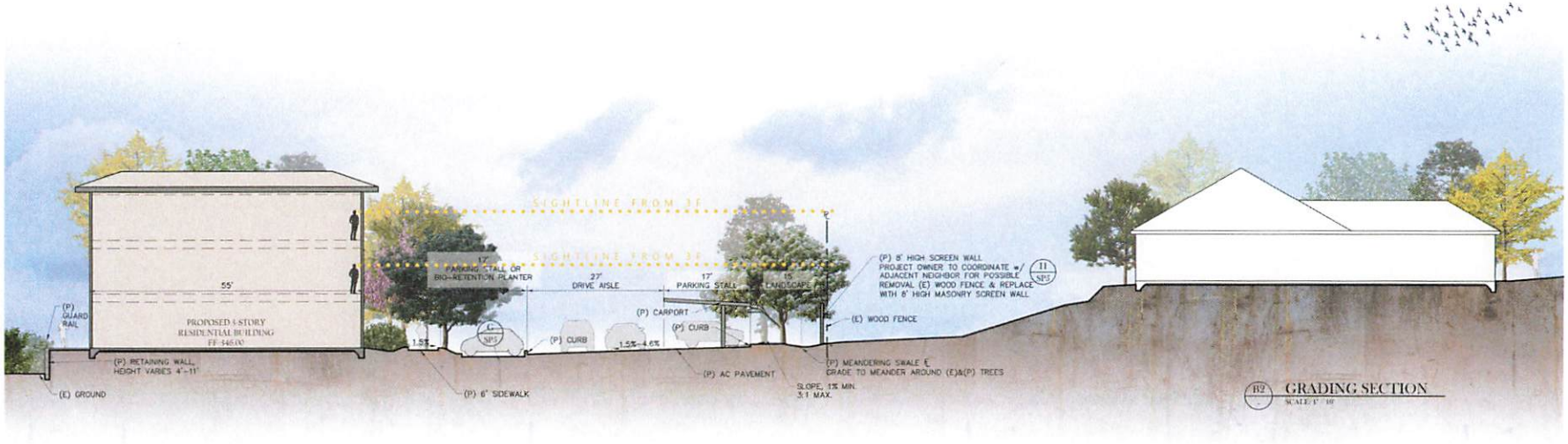
June 3, 2022

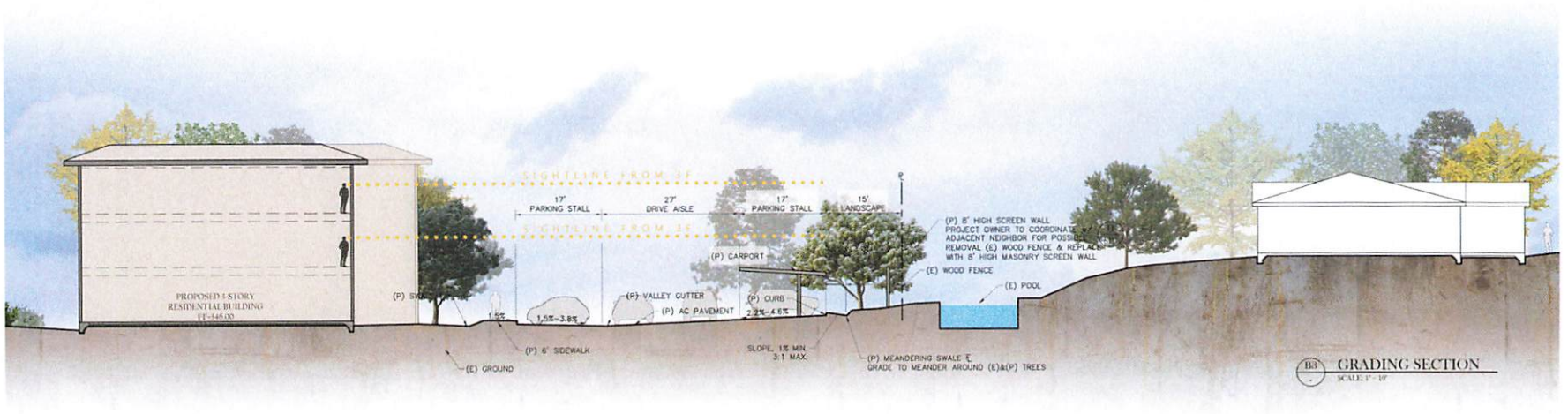
www.stkarch.com

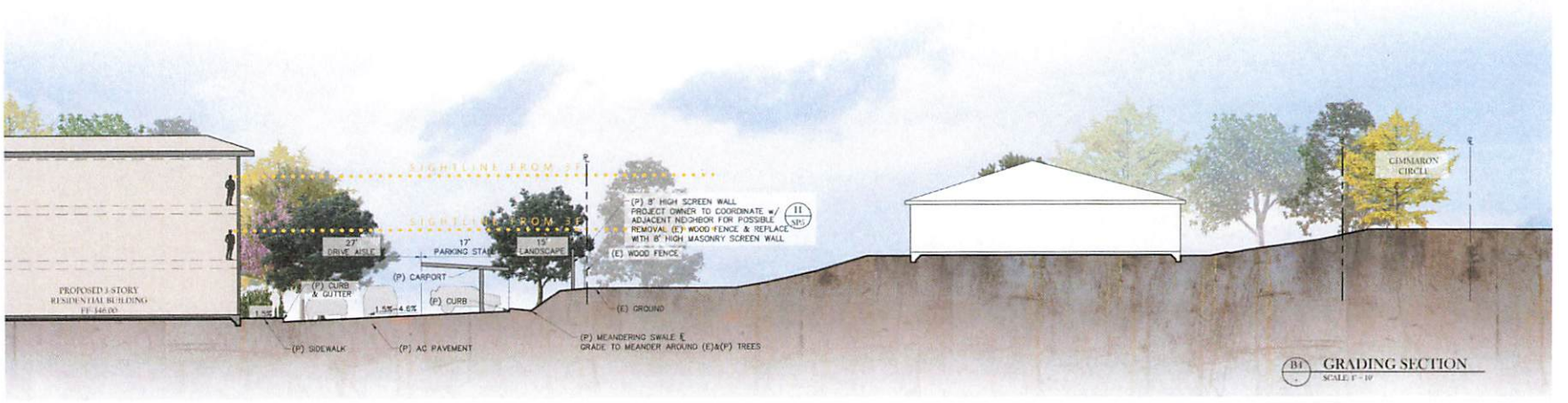
Attachment 18

Building Site Sections
Dated June 3, 2022


SIGHTLINE FROM 3F
SIGHTLINE FROM 3F
55'
PROPOSED 4-STORY
RESIDENTIAL BUILDING
FF=146.00
(P) RETAINING WALL
±14' HIGH w/
42" HIGH GUARD RAIL
(E) GROUND
(P) SIDEWALK
15'
PARKING STALL
27'
DRIVE AISLE
17'
PARKING STALL
15'
LANDSCAPE
(P) CARPORT
(P) CURB
1.5%-4.6%
(P) AC PAVEMENT
SLOPE, 1% MIN
3:1 MAX.
(P) MEANDERING SWALE &
GRADE TO MEANDER AROUND (E)&(P) TREES
(P) 8' HIGH SCREEN WALL
PROJECT OWNER TO COORDINATE w/
ADJACENT NEIGHBOR FOR POSSIBLE
REMOVAL (E) WOOD FENCE & REPLACE
WITH 8' HIGH MASONRY SCREEN WALL
11
SP3
(E) WOOD FENCE
(E) 231 CIMMARON CIRCLE
APN 071-0420-040
LAUFER ELIAV LAUFER GAL
B1
GRADING SECTION
SCALE 1" = 10'

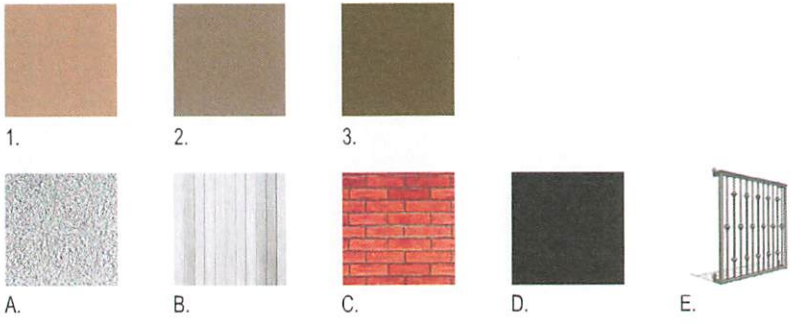

SIGHTLINE FROM 3F
SIGHTLINE FROM 3F
55'
PROPOSED 4-STORY
RESIDENTIAL BUILDING
FF=146.00
(P)
GUARD
RAIL
(P) RETAINING WALL,
HEIGHT VARIES 4'-11'
(E) GROUND
(P) 6' SIDEWALK
12'
PARKING STALL OR
BIO-RETENTION PLANTER
27'
DRIVE AISLE
17'
PARKING STALL
15'
LANDSCAPE
(P) CARPORT
(P) CURB
(P) CURB
1.5%-4.6%
(P) AC PAVEMENT
SLOPE, 1% MIN.
3:1 MAX.
(P) MEANDERING SWALE &
GRADE TO MEANDER AROUND (E)&(P) TREES
(P) 8' HIGH SCREEN WALL
PROJECT OWNER TO COORDINATE w/
ADJACENT NEIGHBOR FOR POSSIBLE
REMOVAL (E) WOOD FENCE & REPLACE
WITH 8' HIGH MASONRY SCREEN WALL
11
SP3
(E) WOOD FENCE
B2
GRADING SECTION
SCALE 1" = 10'


SIGHTLINE FROM 3F
17' PARKING STALL
27' DRIVE AISLE
17' PARKING STALL
15' LANDSCAPE
SIGHTLINE FROM 3F
(P) 8' HIGH SCREEN WALL
PROJECT OWNER TO COORDINATE w/ ADJACENT NEIGHBOR FOR POSSIBLE REMOVAL (E) WOOD FENCE & REPLACE WITH 8' HIGH MASONRY SCREEN WALL
(P) CARPORT
(E) WOOD FENCE
(E) POOL
PROPOSED 3-STORY RESIDENTIAL BUILDING FF=146.00
(P) SWALE
(P) VALLEY GUTTER
(P) CURB
(P) AC PAVEMENT
1.5%
1.5%-3.8%
2.2%-4.6%
(P) 6' SIDEWALK
SLOPE, 1% MIN. 3:1 MAX.
(E) GROUND
(P) MEANDERING SWALE ℄ GRADE TO MEANDER AROUND (E)&(P) TREES
B3 GRADING SECTION
SCALE: 1" = 10'


SIGHTLINE FROM 2F
SIGHTLINE FROM 3F
(P) 8' HIGH SCREEN WALL
PROJECT OWNER TO COORDINATE w/ ADJACENT NEIGHBOR FOR POSSIBLE REMOVAL (E) WOOD FENCE & REPLACE WITH 8' HIGH MASONRY SCREEN WALL
11 SP.
27' DRIVE AISLE
17' PARKING STALL
15' LANDSCAPE
(E) WOOD FENCE
(P) CURB & GUTTER
(P) CARPORT
(P) CURB
PROPOSED 3-STORY RESIDENTIAL BUILDING FF=146.00
1.5%
1.5%-4.6%
(E) GROUND
(P) SIDEWALK
(P) AC PAVEMENT
(P) MEANDERING SWALE ℄ GRADE TO MEANDER AROUND (E)&(P) TREES
CIMMARON CIRCLE
B4 GRADING SECTION
SCALE: 1" = 10'

Attachment 19

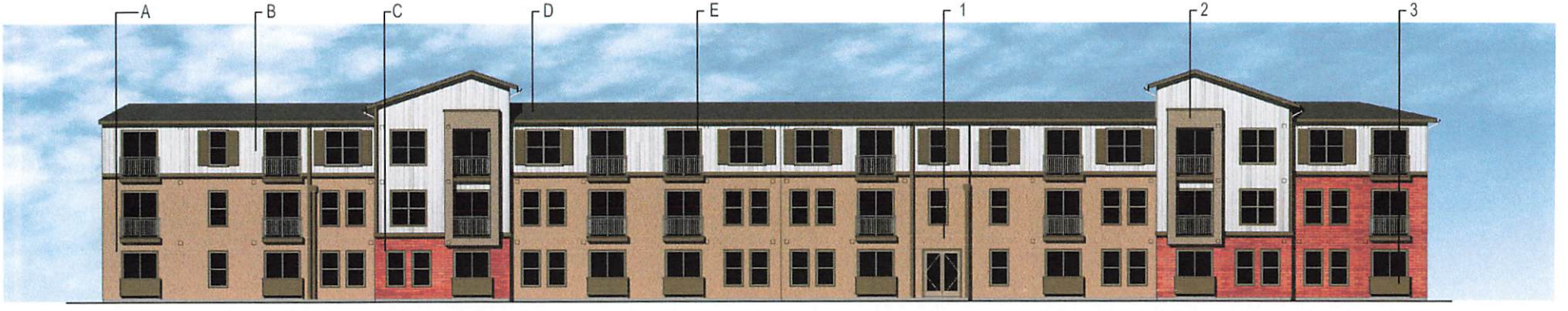
Color and Materials Board



LEGEND

1. DUNN EDWARDS WOODED ACRE (DE6130)
2. DUNN EDWARDS WOODEN PEG (DE6215)
3. DUNN EDWARDS MIDNIGHT BROWN (DE6210)

A. STUCCO
B. BOARD AND BATTEN
C. BRICK VENEER
D. ASPHALT SHINGLE
E. WROUGHT IRON RAILINGV



Folsom - Natoma Senior Apartments
Vintage Housing Development

MATERIAL & COLOR BOARD
June 3, 2022

STK
www.stkarch.com

Attachment 20

Vintage Senior Apartments Booklet (Separate Bound Document)

Attachment 21

Site Photographs

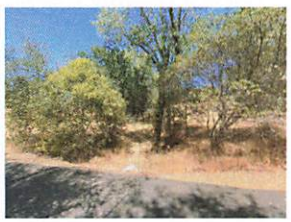
PRELIMINARY PHOTO EXHIBIT
NATOMA SENIOR APARTMENTS
CITY OF FOLSOM, CA

A SITE PHOTO (NOT TO SCALE)

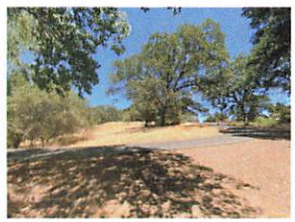
B SITE PHOTO (NOT TO SCALE)

C SITE PHOTO (NOT TO SCALE)

D SITE PHOTO (NOT TO SCALE)



E SITE PHOTO (NOT TO SCALE)



F SITE PHOTO (NOT TO SCALE)

G SITE PHOTO (NOT TO SCALE)

H SITE PHOTO (NOT TO SCALE)

I SITE PHOTO (NOT TO SCALE)

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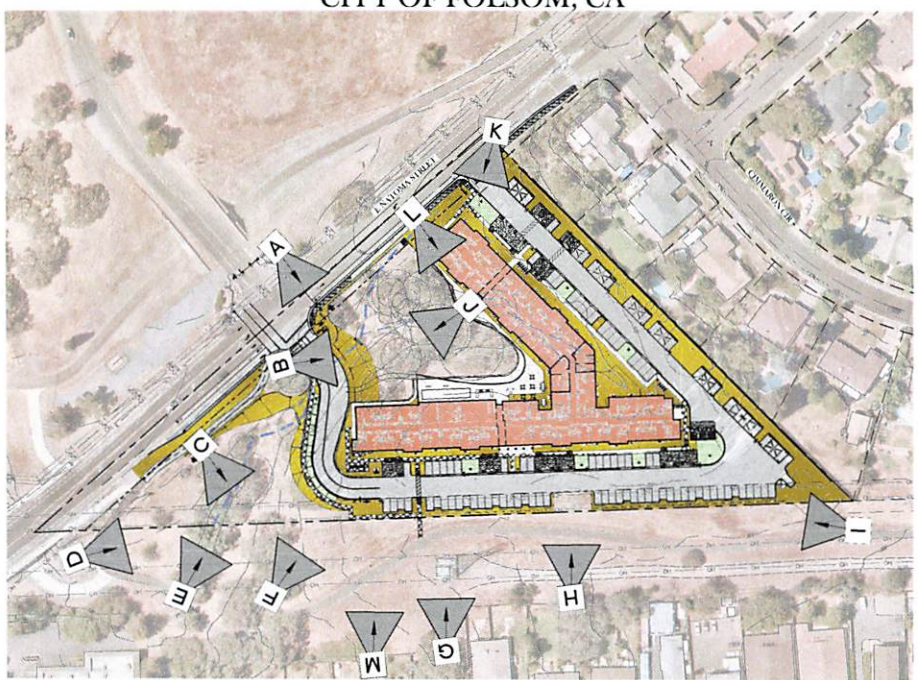

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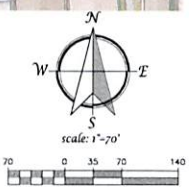

NATOMA SENIOR APARTMENTS
PRELIMINARY PHOTO EXHIBIT
OCTOBER 17, 2022

TSD ENGINEERING, INC.
expect more.
785 Orchard Drive, Suite #110
Folsom, CA 95630
Phone: (916) 608-0707
Fax: (916) 608-0701

Attachment 22

Transportation Impact Study
Dated July, 2022

P21130

Natoma Senior Apartments Transportation Impact Study

Folsom, California

Prepared for:

City of Folsom

Helix Environmental, Inc.

FCC 50, LLC

Prepared By

T. KEAR
TRANSPORTATION PLANNING
& MANAGEMENT, INC.

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February 2022
Revised July 2022

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REVISION HISTORY

Date	Title	Comment
Feb 1, 2022	Draft TIS	
Feb 10, 2022	Final TIs	Clarified geometry for secondary driveway and added review of parking supply at 139 spaces and 144 spaces.
July 5, 2022	Revision	Proposed parking reduced to 136 spaces and revised site plan.

EXECUTIVE SUMMARY

This analysis describes the effect of the Natoma Senior Apartments project (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 FCC 50, LLC. A Planned Development Permit and Conditional Use Permit are requested by the applicant for the proposed 136 age-restricted affordable apartments.

Project Description

Figure ES-1 provides a Project vicinity map. The Project consists of 136 one- and two-bedroom affordable, age restricted, apartments located across from the main entrance to Folsom State Prison at 102 Natoma St, Folsom, CA 95630 (parcel 071-0320-042). Two access points to East Natoma St are planned: a full access driveway aligned with Prison Rd, and a right-in-right-out driveway near the eastern edge of the Project site. One hundred thirty-six parking stalls are included along the drive isle along the southern and eastern edges of the Project. A preliminary site plan is provided as **Figure ES-2**.

Accessible pathways are planned around the building to provide a walking path for residents. Sidewalks along the Project's East Natoma Street frontage are included from Prison Rd to the edge of the existing sidewalk at Cimmaron Circle. The existing multi-use trail connection from the Oak Parkway trail will be preserved, and a pedestrian connection will be added southernly from the Project to the Oak Parkway Trail.

The site is designated Professional-Office (PO) in the General Plan and zoned as Business Professional – Planned Development District (BP-PD). With the Planned Development Permit and Conditional Use Permit being requested the Project is consistent with the adopted General Plan and zoning.

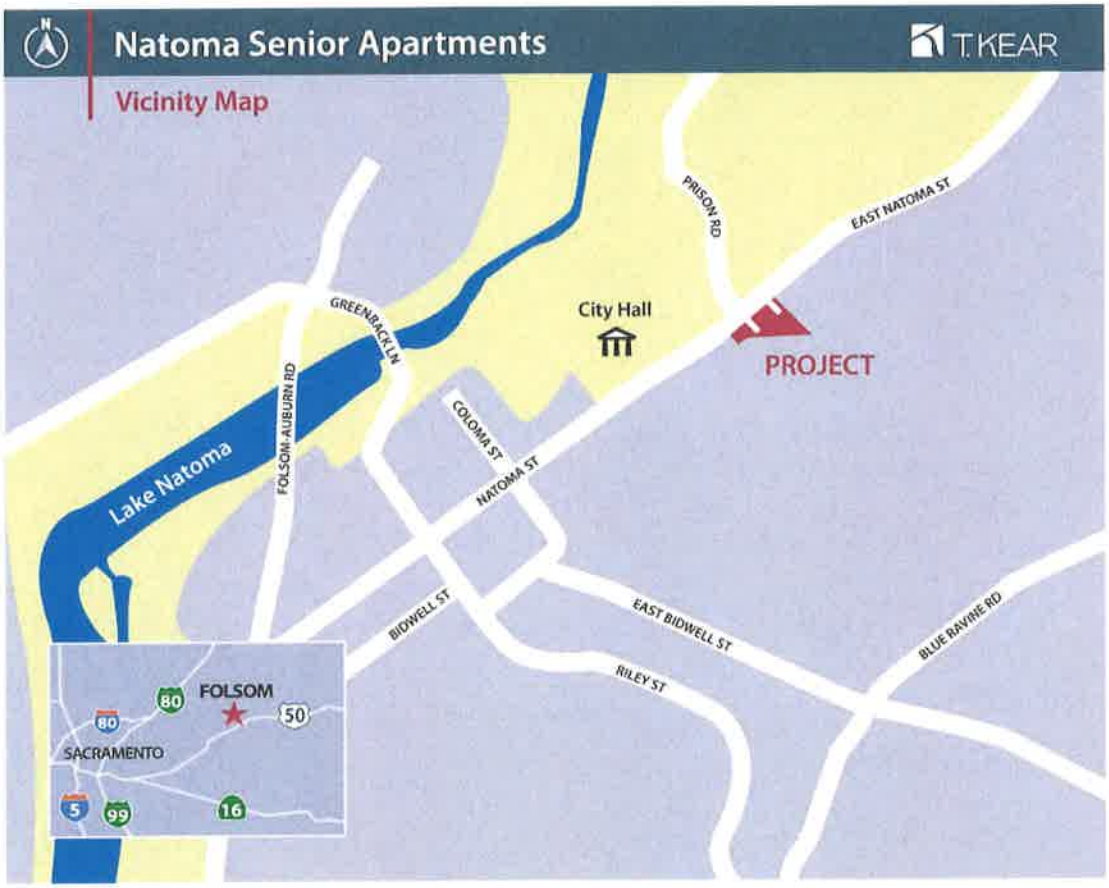

Figure ES-1. Scholar Way Senior Housing Vicinity Map

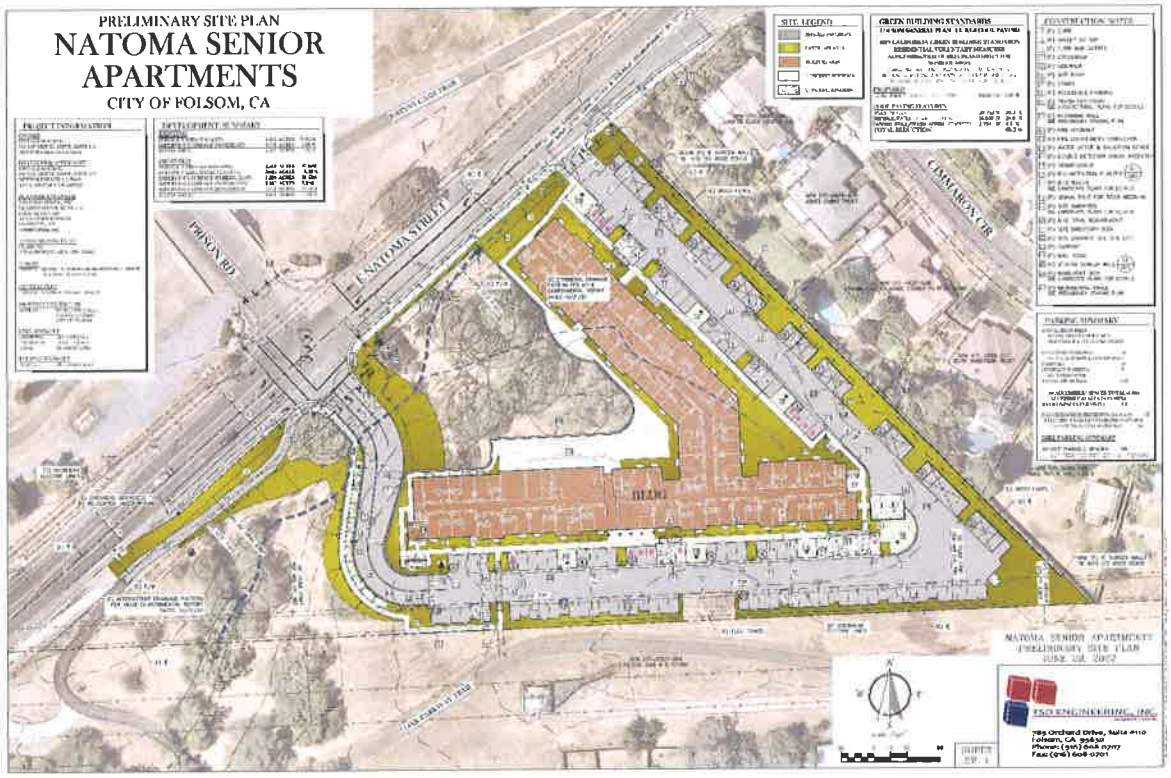

Figure ES-2. Preliminary Site Plan

Analysis Scope

The analysis considers the traffic operations at intersections in Folsom that could potentially be impacted by project traffic. This TIS considers two study scenarios:

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

The two driveway intersections (shown in **Figure ES-2**) were evaluated for conformity to City policies and policies from the adopted Folsom General Plan. Internal circulation and sight lines, parking supply and fire access were all considered.

Table ES-1. Study Intersections

Location	Control
1. East Natoma St/Prison Rd	Signal
2. East Natoma St/Eastern Project Driveway	Side-Street-Stop-Control (SSSC)

Findings

Project impacts are anticipated to be less than significant. Ten project specific findings are made.

Finding 1 (Trip Generation): The Project is anticipated to generate 441 daily vehicle trips including 39 AM peak-hour vehicle trips, and 41 PM peak-hour vehicle trips. Fewer than 50 peak-hour project trips are projected to pass through any intersection.

Finding 2 (Level-of-Service): All study intersections are anticipated to operate at level-of-service B or better under all study scenarios. The Project is not projected to create new deficiencies or worsen existing traffic level-of-service, pursuant to General Plan Policy M4.1.3. Impacts to level-of-service are considered less than significant.

Finding 3 (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 of 136 spaces (1.00 spaces per unit). The Project was found to be adequately parked.

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 (Driveway Geometry): Proposed geometry for access to East Natoma St is adequate. Either a raised median or right-turn channelization should be used to limit the secondary (eastern) driveway to right-in-right-out access. Note that the secondary (eastern) driveway was modeled assuming a shared eastbound through-right turn lane, without a right turn taper or deceleration lane. Anticipated eastbound right turning volume is less than 10 vehicles during the AM and PM peak-hours and neither a right tapper or deceleration lane is required per City of Folsom policy. However, the City reserves the right to require either a taper or pocket at the discretion of the City Engineer. **Finding 10 (Signal timing)**: With the addition of a fourth leg to the East Natoma St/Prison Rd intersection, the signal timing and lane geometry was assumed to be configured as follows, or an equivalent plan to the satisfaction of the City Engineer:

- Eastbound: An eastbound right turn pocket was assumed with 150-feet of storage and a 60-foot taper; for a total of one left, one through, and one right turn lane.
- Westbound: A westbound left turn lane with 100-foot pocket plus 60-foot taper for a total of one left and one shared Through-right lane.
- Southbound: The existing exclusive right-turn lane is assumed to be restriped as a through-right turn lane (for a total of one left and one shared through-right).
- Northbound: The northbound approach is assumed to provide one left and one shared through-right lane. The northbound through-right lane is assumed to be in a 70' turn pocket plus 60' taper.
- Timing: Eastbound and westbound protected left turn phasing, northbound and southbound split phasing. 150 second cycle length, with 34 second northbound southbound split phases and 20 second eastbound and westbound protected phases, and 62 second eastbound and westbound through phases. Crosswalks are assumed across all legs of the intersection with flashing don't walk phases set to 22 seconds to accommodate a 3 foot per seconding walking speed.

City staff have noted that the East Natoma St/Prison Rd intersection may be an excellent location for protected-permissive left-turn phasing (i.e., "a flashing yellow arrow" to allow left turns during the conflicting through phase). Such phasing would increase the intersection capacity and reduce queuing for the eastbound through movement. It is our professional judgement that novel phasing plans, such as protected-permissive phasing, have the potential to confuse elderly drivers and pedestrians, resulting in increased accident rates. Because protected-permissive phasing is not necessary to maintain the General Plan level-of-service goals we do not recommend it for the entrance to age-restricted housing. The project adds a fourth leg to the existing T-intersection, which requires upgrading the traffic signal hardware. At the discretion of the City Engineer, those upgrades may include video vehicle detection, connecting the signal into the City traffic management center, and traffic signal controller upgrades to the satisfaction of the City Engineer.

Conditions of approval can be limited to the City of Folsom Standard conditions plus a requirement to time the traffic signal at East Natoma St/Prison Rd to be consistent with finding 10 above, or a similar timing plan, to the satisfaction of the City Engineer.

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1. INTRODUCTION

This Transportation Impact Study (TIS) identifies impacts of the proposed Natoma Senior Apartments project (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 FCC 50, LLC. A Planned Development Permit and Conditional Use Permit are requested by the applicant.

1.1 Project Description

Figure 1 provides a Project vicinity map. The Project consists of 136 one- and two-bedroom affordable, age restricted, apartments located across from the main entrance to Folsom State Prison at 103 E. Natoma St, Folsom, CA 95630 (parcel 071-0320-042). Two access points to East Natoma St are planned: a full access driveway aligned with Prison Rd, and a right-in-right-out driveway near the eastern edge of the Project site. One hundred thirty-six parking stalls are included along the drive isle along the southern and eastern edges of the Project.

Accessible pathways are planned around the building to provide a walking path for residents. Sidewalks along the Project's East Natoma Street frontage are included from Prison Rd to the edge of the existing sidewalk at Cimmaron Circle. The existing multi-use trail connection from the Oak Parkway trail will be preserved, and a pedestrian connection will be added southernly from the Project to the Oak Parkway Trail.

The site is designated Professional-Office (PO) in the General Plan and zoned as Business Professional – Planned Development District (BP-PD). With the Planned Development Permit and Conditional Use Permit being requested the Project is consistent with the adopted General Plan and zoning.

1.2 Report Organization

This report includes the following sections: Introduction, Setting and Study Area (key roadways and intersections, regulatory setting, and analysis scenarios); Methodology (detailing the analysis procedures); analysis sections; discussion of other considerations, and findings and recommendations.

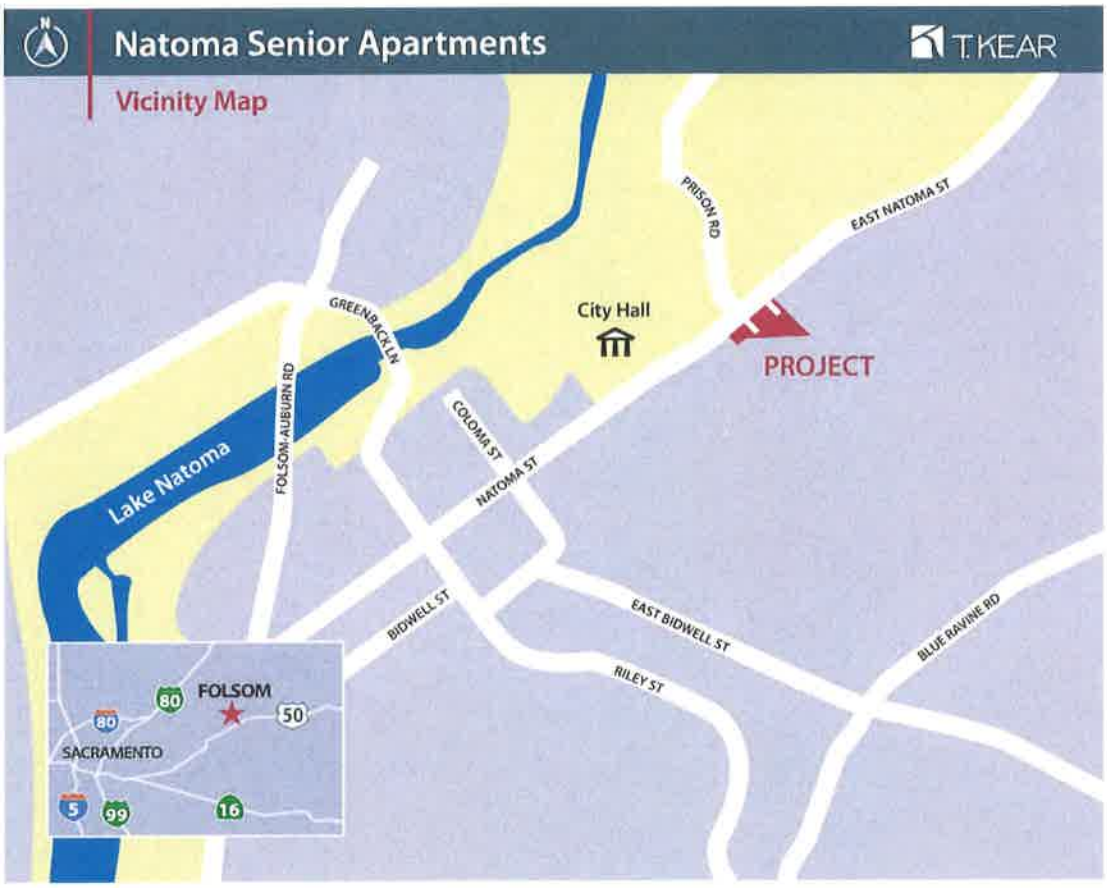

Figure 1. Natoma Senior Apartments Vicinity Map

Figure 2. Preliminary Site Plan

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2. SCENARIOS, SETTING AND STUDY AREA

The Project generates fewer than 50 peak-hour trips which is the City's threshold for requiring the evaluation of Project traffic on the level-of-service at potential affected intersections. Consequently, this TIS evaluates traffic operations at the two Project driveway intersections.

2.1 Study Scenarios

Four scenarios were identified for inclusion in this TIS through consultation with City staff. These study scenarios were used to evaluate Project impacts relevant to General Plan Policy M4.1.3 relative to level of service. This study determines the weekday AM peak-hour, PM peak-hour, and Sunday peak-hour level-of-service at study intersections under the following scenarios:

- 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 in 2020.

2.2 Project Area Roadways

Brief descriptions of the key roadways serving the Project site are provided below.

Natoma St/East Natoma St is a two-lane minor arterial connecting from Folsom Blvd, past Folsom City Hall, and connecting through Green Valley Rd and onto Empire Ranch Rd. From Folsom Blvd to Fargo Way, just east of City Hall, there are sidewalks, curb, and gutter with striped class 2 bike lanes. From Fargo Way to the east, fronting the Project site and Folsom State Prison, there are dirt shoulders without sidewalks until Folsom Crossing Rd, where East Natoma Street becomes a four-lane arterial with sidewalk, curb, gutter, and striped class 2 bike lanes to Empire Ranch Rd. At Coloma Street, near City Hall, Natoma St caries about 11,000 vehicles per day. A volume which drops to about 10,000 vehicles per day near the Project Site.

Prison Rd is a two-lane north-south access road from East Natoma St to Folsom State Prison. It has unpaved shoulders without bike lanes or sidewalks. Prison Road is signed to prohibit stopping or turning within the prison's property.

2.3 Study Intersections

There are two study intersections (**Table 1**), which are the driveway intersections show in the site plan (**Figure 2**) shown previously. No segments were selected for analysis.

Table 1. Study Intersections and Control

Location	Control
1. East Natoma St/Prison Rd	Signal
2. East Natoma St/Eastern Project Driveway	Side-Street-Stop-Control (SSSC)

2.4 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.
- 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.

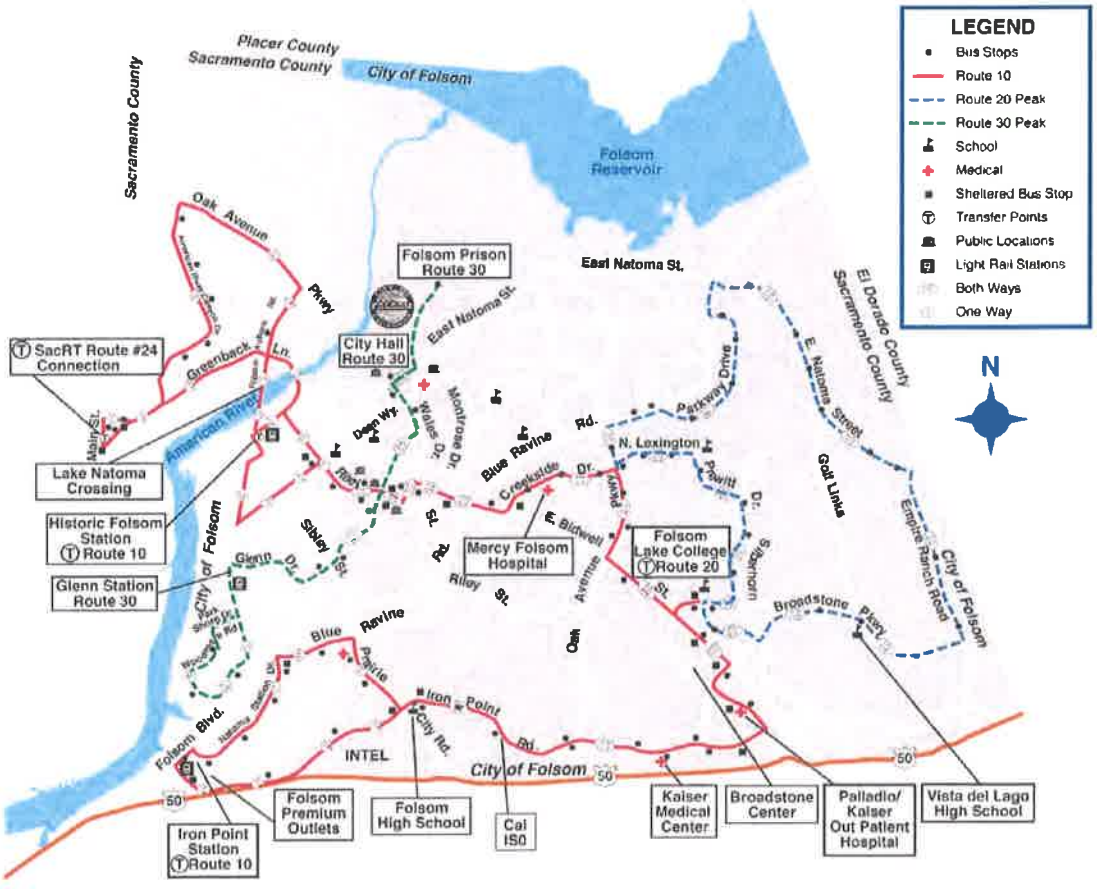

Figure 3. Folsom Stage Lines Routes 10, 20 and 30

2.5 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 Plan[1] 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 and 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 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 in the study area include Class 2 bike lanes. There are existing Class 1 trails paralleling the northern edge of East Natoma St (The Johnny Cash Trail, connecting Historic Folsom, Folsom Prison, and Folsom Lake). An existing Class 1 trail also follows underneath the high voltage line behind the Project site (the Oak Parkway Trail). Grade separated bike/pedestrian tunnels take these trails under Prison Road and East Natoma

[1] Folsom (2007) Bikeway Master Plan, www.folsom.ca.us/city_hall/depts/parks/parks_n_trails/trails/bikeway_master_plan.asp.

Street. There is also a bike only left turn from eastbound East Natoma St onto the Johnny Cash Trail at the East Natoma St/Cimmaron Circle intersection.

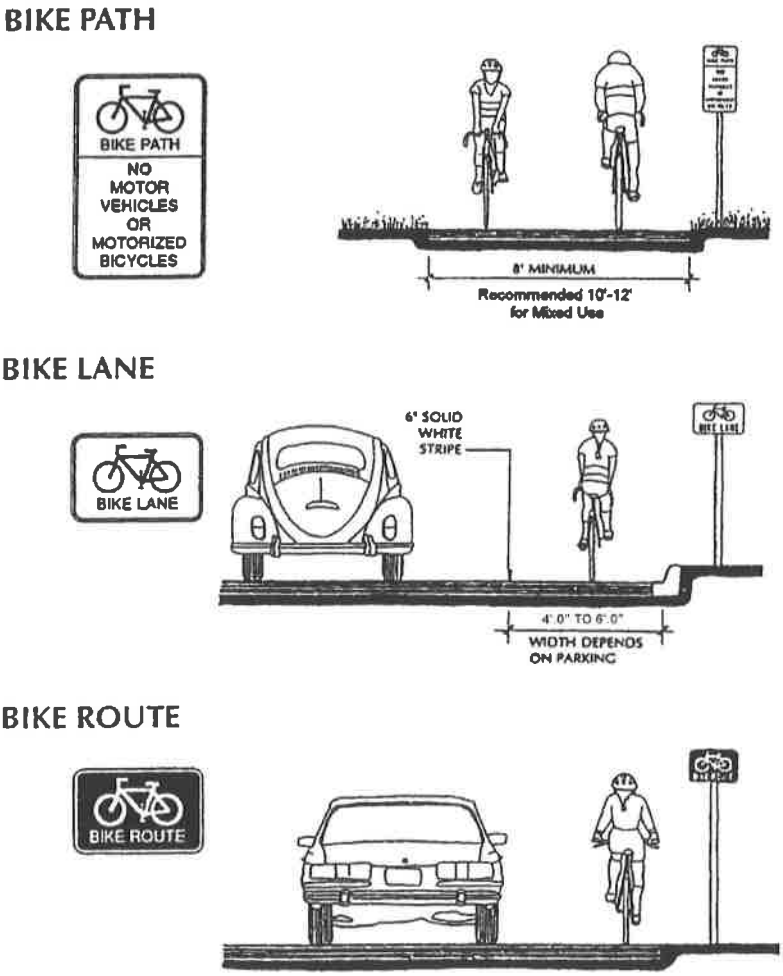

Figure 4. Bike Paths, Lanes, and Routes

Figure 5. Sharrow

Figure 6. Class IV Bikeway

(source: Gary Kavanagh image 1272: https://flic.kr/p/hxp5eL)

Figure 7. Folsom Bike Map

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3. METHODOLOGY

This section provides a process overview, describes traffic forecasting, and discusses the methods/criteria used to evaluate level-of-service. Discussion of significance criteria is included.

3.1 Process Overview

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.

- Traffic volumes and turning movements for the Existing 2022 Condition were determined from observed traffic counts taken Tuesday December 7, 2021.
- Study intersection traffic operations were analyzed both with and without the proposed Project to identify any anticipated inconsistencies 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].

3.2 Level-of-Service Methodology

Level-of-service (LOS) is a qualitative indication of the level of delay and congestion experienced by motorists using an intersection. Levels-of-service are designated by the letters A through F, with A being the best conditions and F being the worst (high delay and congestion). Calculation methodologies, measures of performance, and thresholds for each letter grade differ for road segments, signalized intersections, and unsignalized intersections.

Based on guidance from City staff, the following procedures described below for intersection traffic operations analysis were utilized for this TIS.

Intersection Traffic Operations Analysis

Signalized Intersections

The methodology from the Highway Capacity Manual (HCM) 6th Edition[4], are used to analyze signalized intersections. Level-of-service can be characterized for the entire intersection, each approach, or by lane group. Control delay alone (the weighted average delay for all vehicles entering the intersection) is used to characterize level-of-service for the entire intersection or an approach. Control delay and volume to capacity ratio are used to characterize level-of-service for lane groups. The average delay criteria used to determine the level-of-service at signalized

[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] Transportation Research Board (2016) Highway Capacity Manual, Washington, D.C.

intersections is presented in **Table 2**. The HCM 2010 methodology is used as the primary method. HCM 2000 methods are only utilized where the signal phasing is incompatible with HCM 2010 methods.

Table 2. Level-of-Service Criteria for Signalized Intersections

Level -of-Service	Description	Average Delay[1] (Sec. /Vehicle.)
A	Very Low Delay: This level-of-service occurs when progression is extremely favorable, and most vehicles arrive during a green phase. Most vehicles do not stop at all.	≤ 10.0
B	Minimal Delays: This level-of-service generally occurs with good progression, short cycle lengths, or both. More vehicles stop than at LOS A, causing higher levels of average delay.	10.1-20.0
C	Acceptable Delay: Delay increases due to only fair progression, longer cycle lengths, or both. Individual cycle failures (*to service all waiting vehicles*) may begin to appear at this level of service. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.	20.1-35.0
D	Approaching Unstable/Tolerable Delays: The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	35.1-55.0
E	Unstable Operation/Significant Delays: This is considered by many agencies the upper limit of acceptable delays. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.	55.1-80.0
F	Excessive Delays: This level, considered to be unacceptable to most drivers, often occurs with oversaturation (i.e., when arrival flow rates exceed the capacity of the intersection). It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such delay levels.	> 80.0 or v/c >1.0

Note 1: Weighted average of delay on all approaches. This is the measure used by the Highway Capacity Manual to determine level-of-service. Any movement with a volume-to-capacity ratio (v/c) greater than 1.0 is considered to be level-of-service F.

Source: Transportation Research Board (2016) Highway Capacity Manual 6th Edition, Washington D.C.

Unsignalized Intersections

The methodology from HCM 6th Edition is used for the analysis of unsignalized intersections. At an unsignalized intersection, most of the main street traffic is un-delayed and, by definition, have acceptable conditions. The main street left-turn movements and the minor street movements are all susceptible to delay of varying degrees. Generally, the higher the main street traffic volumes,

the higher the delay for the minor movements. Separate methods are utilized for Two-Way Stop-Controlled (TWSC) intersections and All-Way Stop-Controlled (AWSC) intersections.

- **TWSC:** The methodology for analysis of two-way stop-controlled intersections calculates an average total delay per vehicle for each minor street movement and for the major street left-turn movements, based on the availability of adequate gaps in the main street through traffic. A level-of-service designation is assigned to individual movements or combinations of movements (in the case of shared lanes) based upon delay, it is not defined for the intersection as a whole. Unsignalized intersection level-of-service is for each movement (or group of movements) based upon the respective average delay per vehicle. **Table 3** presents the average delay criteria used to determine the level-of-service at TWSC and AWSC intersections.
- **AWSC:** At all-way stop-controlled intersections, the level-of-service is determined by the weighted average delay for all vehicles entering the intersection. The methodologies for these types of intersections calculate a single weighted average delay and level-of-service for the intersection as a whole. The average delay criteria used to determine the level-of-service at all-way stop intersections is the same as that presented in **Table 3**. Level-of-service for specific movements can also be determined based on the TWSC methodology.

It is not unusual for some of the minor street movements at unsignalized intersections to have level-of-service D, E, or F conditions while the major street movements have level-of-service A, B, or C conditions. In such a case, the minor street traffic experiences delays that can be substantial for individual minor street vehicles, but the majority of vehicles using the intersection have very little delay. Usually in such cases, the minor street traffic volumes are relatively low. If the minor street volume is large enough, improvements to reduce the minor street delay may be justified, such as channelization, widening, or signalization.

Table 3. Level-of-Service Criteria for Unsignalized Intersections

Level of Service (LOS)	Description	TWSC[1] Average Delay by Movement (seconds / vehicle)	AWSC[2] Intersection Wide Average Delay (seconds / vehicle)
A	Little or no delay	< 10	< 10
B	Short traffic delay	> 10 and < 15	> 10 and < 15
C	Average traffic delays	> 15 and < 25	> 15 and < 25
D	Long traffic delays	> 25 and < 35	> 25 and < 35
E	Very long traffic delays	> 35 and < 50	> 35 and < 50
F	Extreme delays potentially affecting other traffic movements in the intersection	> 50 (or, v/c >1.0)	> 50

Note 1: Two-Way Stop-Control (TWSC) level-of-service is calculated separately for each minor street movement (or shared movement) as well as major street left turns using these criteria. Any movement with a volume to capacity ratio (v/c) greater than 1.0 is considered to be level-of-service F.

Note 2: All-Way Stop-Control (AWSC) assessment of level-of-service at the approach and intersection levels is based solely on control delay.

Source: Transportation Research Board (2016) Highway Capacity Manual 6th Edition, Washington D.C.

3.3 General Plan Thresholds

Level of Service

Consistency with General Plan level-of-service policies for the proposed Project were determined based on the methods described above and identified as either "conforming" or "non-conforming". General Plan Policy M4.1.3 addresses level of service:

> *Strive to achieve at least traffic Level of Service "D" (or better) for local streets and roadways throughout the city. In designing transportation improvements, the City will prioritize use of smart technologies and innovative solutions that maximize efficiencies and safety while minimizing the physical footprint. During the course of Plan buildout, it may occur that temporally higher levels-of-service result where roadway improvements have not been adequately phased as development proceeds. However, this situation will be minimized based on annual traffic studies and monitoring programs. City Staff will report to the City Council at regular intervals via the Capital Improvement Program process for the Council to prioritize projects integral to achieving level-of-service D or better.*

The General Plan Environmental Impact Report (EIR) includes a criterion addressing potential impacts at locations that operate at level-of-service E or F under no-project conditions. Under this standard, a non-conforming situation would occur if the proposed project would:

Increase the average delay by five seconds or more at an intersection that currently operates (or is projected to operate) at an unacceptable level-of-service under "no-project" conditions.

For the purposes of this analysis, level-of-service is considered potentially non-conforming if implementation of the Project would result in any of the following:

- Cause an intersection in Folsom that currently operates (or is projected to operate) at level-of-service D or better to degrade to level-of-service E, or worse;
- Increase the average delay by five seconds or more at an intersection in Folsom that currently operates (or is projected to operate) at an unacceptable level-of-service E or F.

Bicycle/Pedestrian/Transit Facilities

An 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.

3.4 Vehicle Miles Traveled Standards of Significance

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 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 Plan[5]. Qualitative assessment of VMT reduction is acceptable to screen projects[6].

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.

3.5 Analysis Tools

Level-of-Service

Control delays and level-of-service for study intersections were calculated using the Synchro 11[7] analysis software (Version 11.1, build 1, revision 6). Synchro implements the methodologies of the 6th Edition of the Highway Capacity Manual to model traffic controls and vehicle delay.

The software requires data on road characteristics (geometric), traffic counts, and the signal timing data for each analysis intersection. In general, default parameters were used, except in locations where specific field data are available. Heavy vehicle percentages of 2% were assumed during the peak hour.

VMT

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 comparing 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.

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[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.
[7] https://www.trafficware.com/synchro-studio.html

4. EXISTING 2022 CONDITION

This section presents the Existing Condition. For purposes of this TIS, Existing Conditions represent typical midweek, non-holiday, traffic volumes in 2022[8]

4.1 Existing Condition

Data Sources

The analysis tools require a variety of data to generate the evaluation criteria. The following sections describe data collection procedures for Existing Conditions. There were three primary data elements (roadway characteristics, intersection turning movement counts, and traffic control data); and two supplementary elements (other recent studies, and field data) that comprised the data collection program for this traffic analysis.

Roadway Geometry and Usage Characteristics

The geometry and usage data for the analysis were collected through aerial photographs, field visits, and prior studies. Current intersection geometry was field validated. **Table 4** shows the key items included in the geometric data and the source for each item.

Table 4. Key Items and Sources for Geometry and Usage Data

Key Item	Source
Lane configurations and width	Aerial photographs and field visits
Lane utilization	Prior studies, aerial photographs, and field visits
Intersection spacing	Aerial photographs and field visits
Length of storage bays	Aerial photographs and field visits
Transit stops and routes	Transit schedules, aerial photographs, and field visits
Turn prohibitions or allowance	Aerial photographs and field visits

Lane configurations and width – These data specify the number of lanes and the width of the roadway in each direction, and the directional turns that are allowed from each lane.

Lane utilization – These data specify how lanes are used by drivers, such as traffic distribution between lanes on a multi-lane roadway.

Intersection spacing – These data refer to the distance (in feet) between intersections.

Length of storage bays – These data refer to the length (in feet) of available storage for left-turning or right-turning vehicles where exclusive turn lanes are available. It is collected for right-turn lanes when the parking lane is used as a right-turn lane.

[8] Traffic Counts were collected on Tuesday December 7, 2021

Transit stops and routes – A transit stop is an area where passengers await, board, alight, and transfer between transit vehicles. A transit route is the roadway that transit vehicles operate on.

Turn prohibitions or allowance – These data specify if right turns on red (RTOR) are allowed on the roadway.

Intersection Turning Movement Counts

Existing morning and evening peak-period vehicle and pedestrian turning movement counts were collected at study intersections on Tuesday December 7, 2021. Traffic count data sheets are provided in **Appendix A** of this TIS. Peak-hour traffic counts were used to conduct the intersection level-of-service analysis. Turning movement counts at consecutive intersections were balanced and adjusted where appropriate to conservatively reflect existing traffic flows. Observed intersection peak hour factors (PHF) were applied. **Figure 8** provides a summary of the intersection lane geometry and peak-period turning movements under Existing Conditions As well as Project traffic and Existing Plus Project conditions).

Existing Condition Intersection and Segment Level-of-Service

Table 5 presents a summary of level-of-service results for the study intersections under Existing Conditions, along with 95% queue lengths for left turns. All study intersections operate at level-of-service A or better during the AM, PM, and Sunday peak hours. Calculation sheets for intersection delay and level-of-service are provided in **Appendix B**. Left turn queues are adequately accommodated by the existing left turn storage pockets.

Table 5. Existing 2022 Intersection Delay and Level-of-Service

Intersection	Control	No Project (Delay and Level-of-Service)	
		AM	PM
E Natoma St/Prison Rd	Signal	9.3 A	9.1 A
Eastern Project Driveway	SSSC *	n/a	n/a
Intersection	**Approach**	**No Project 95% Queues (Feet)**	
		AM	PM
E Natoma St/Prison Rd	EB Left	173'	30'
	WB Left	n/a	n/a
	SB Left	22'	49'
	NB Left	n/a	n/a
Eastern Project Driveway	NB	n/a	n/a

* SSSC = Side Street Stop Control

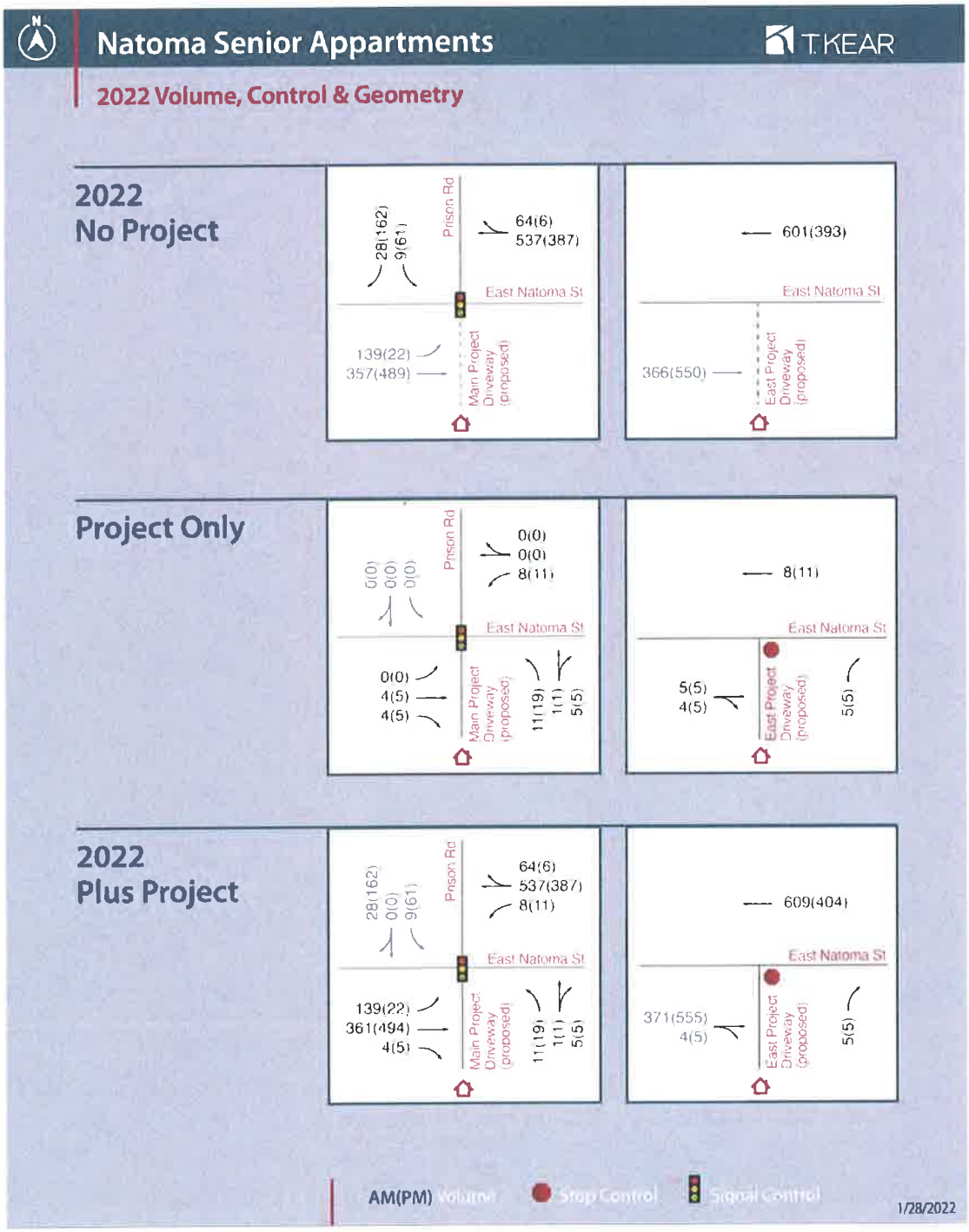

Figure 8. Existing Condition Turn Movements and Geometry

4.2 Assessment of Proposed Project

Trip Generation

Projected traffic generated by the proposed Project was calculated using trip generation factors from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (2021), and is provided in **Table 6** below.

Table 6. Project Trip Generation

Land Use	ITE Category	Quantity	Data	Daily	AM Peak hour			PM Peak hour		
					Total	inbound	Outbound	Total	inbound	Outbound
Senior Adult Housing (Multifamily)	252	136 dwelling units	Rate	3.24	0.29	45%	55%	0.3	54%	46%
			Trips	441	39	17	22	41	22	19

Source: ITE (2021) Trip Generation Manual, Institute of Transportation Engineers, Washington DC. (Higher value of either the average rate or the fitted equation-based rate for peak hour of generator).

Trip Distribution

Trip distribution was based on observed traffic counts and select zone analysis within the travel demand model. New Project trips were distributed as follows:

- 48% to/from the west on East Natoma Street
- 48% to/from the east on East Natoma Street
- 4% to/from the north via Prison Road

Project trip assignment is shown in **Figure 9**.

Signal Timing and Geometry

With the addition of a fourth leg to the East Natoma St/Prison Rd intersection, the signal timing and lane geometry was assumed to be configured as follows:

- Eastbound: An eastbound right turn pocket was assumed with 150-feet of storage and a 60-foot taper; for a total of one left, one through, and one right turn lane.
- Westbound: A westbound left turn lane with 100-foot pocket plus 60-foot taper for a total of one left and one shared through-right lane.
- Southbound: The existing exclusive right-turn lane is assumed to be restriped as a through-right turn lane (for a total of one left and one shared through-right).
- Northbound: The northbound approach is assumed to provide one left and one shared through-right lane. The northbound through-right lane is assumed to be in a 70' turn pocket plus 60' taper.
- Timing: Eastbound and westbound protected left turn phasing, northbound and southbound split phasing. 150 second cycle length, with 34 second northbound southbound split phases and 20 second eastbound and westbound protected phases, and

62 second eastbound and westbound through phases. Crosswalks are assumed across all legs of the intersection with flashing don't walk phases set to 22 seconds to accommodate a 3 feet per seconding walking speed.

City staff have noted that the East Natoma St/Prison Rd intersection may be an excellent location for protected-permissive left-turn phasing (i.e., "a flashing yellow arrow" to allow left turns during the conflicting through phase). Such phasing would increase the intersection capacity and reduce queuing for the eastbound through movement. It is our professional judgement that novel phasing plans, such as protected-permissive phasing, have the potential to confuse elderly drivers and pedestrians, resulting in increased accident rates. Because protected-permissive phasing is not necessary to maintain the General Plan level-of-service goals we do not recommend it for the entrance to age-restricted housing. The project adds a fourth leg to the existing T-intersection, which requires upgrading the traffic signal hardware. At the discretion of the City Engineer, those upgrades may include video vehicle detection, connecting the signal into the City traffic management center, and traffic signal controller upgrades to the satisfaction of the City Engineer. The eastern Project driveway was assumed to be configured as right-in-right-out. Because there are fewer than ten peak-hour vehicle trips anticipated to enter the Project via the eastern driveway, no deceleration lane or taper is necessary.

4.3 Existing 2022 with Project Conditions

Project peak-hour traffic was added to the Existing 2022 turning volumes at each intersection. Delay and level-of-service were determined at the study intersections. **Figure 8** summarized the turning movements and lane configurations for the Existing with Project Condition. **Table 7** presents a summary of level-of-service results for the study intersections under Existing Conditions. All study intersections operate at level-of-service B or better during the AM, PM, and Sunday peak hours. Calculation sheets for intersection delay and level-of-service are provided in **Appendix B**. Left turn queues are adequately accommodated by the existing left turn storage pockets.

Figure 9. Project Trip Distribution

Table 7. Baseline 2022 Intersection Delay and Level-of-Service, with and without Project

Intersection	Control	No Project (Delay and Level-of-Service)		With Project (Delay and Level-of-Service)	
		AM	PM	AM	PM
E Natoma St/Prison Rd	Signal	9.3 A	9.1 A	15.9 B	16.7 B
Eastern Project Driveway	SSSC *	n/a	n/a	10.6 B (NB)	12.3 B (NB)
Intersection	**Approach**	**No Project 95% Queues (Feet)**		**With Project 95% Queues (Feet)**	
		AM	**PM**	**AM**	**PM**
E Natoma St/Prison Rd	EB Left	173'	30'	166'	37'
	WB Left	n/a	n/a	22'	23'
	SB Left	22'	49'	23'	73'
	NB Left	n/a	n/a	27'	21'
Eastern Project Driveway	NB	n/a	n/a	0	0

* SSSC = Side Street Stop Control

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5. PROJECT VMT IMPACTS AND GENERAL PLAN LEVEL-OF-SERVICE CONFORMITY

5.1 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 Plan[9]. Qualitative assessment of VMT reduction is acceptable to screen projects[10].

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 (**Figure 10**) for residential projects[11], 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 (or any appropriate sub-area) 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 residents living at 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.

The Project is located within one of the green hexagons with average residential VMT of 17 miles per capita (per day). The Project is anticipated to generate less than 82% of the regional

[9] OPR (2018) Technical Advisory on Evaluating Transportation Impacts In CEQA, http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.
[10] OPR's webinar on SB 743 implementation, 4/16/2020.
[11] SACOG (2021) https://sb743-sacog.opendata.arcgis.com/

per capita residential daily VMT of 20.82 miles. **The Project is therefore anticipated to have a less-than-significant impact on VMT.**

5.2 Conformance with General Plan Level-of-Service Policy

All study intersections are anticipated to operate at level-of-service B or better under all study scenarios, both with and without the addition of Project traffic. The Project is not anticipated to create new level-of-service deficiencies, or to or worsen any existing deficiencies, based on General Plan Policy M4.1.3.

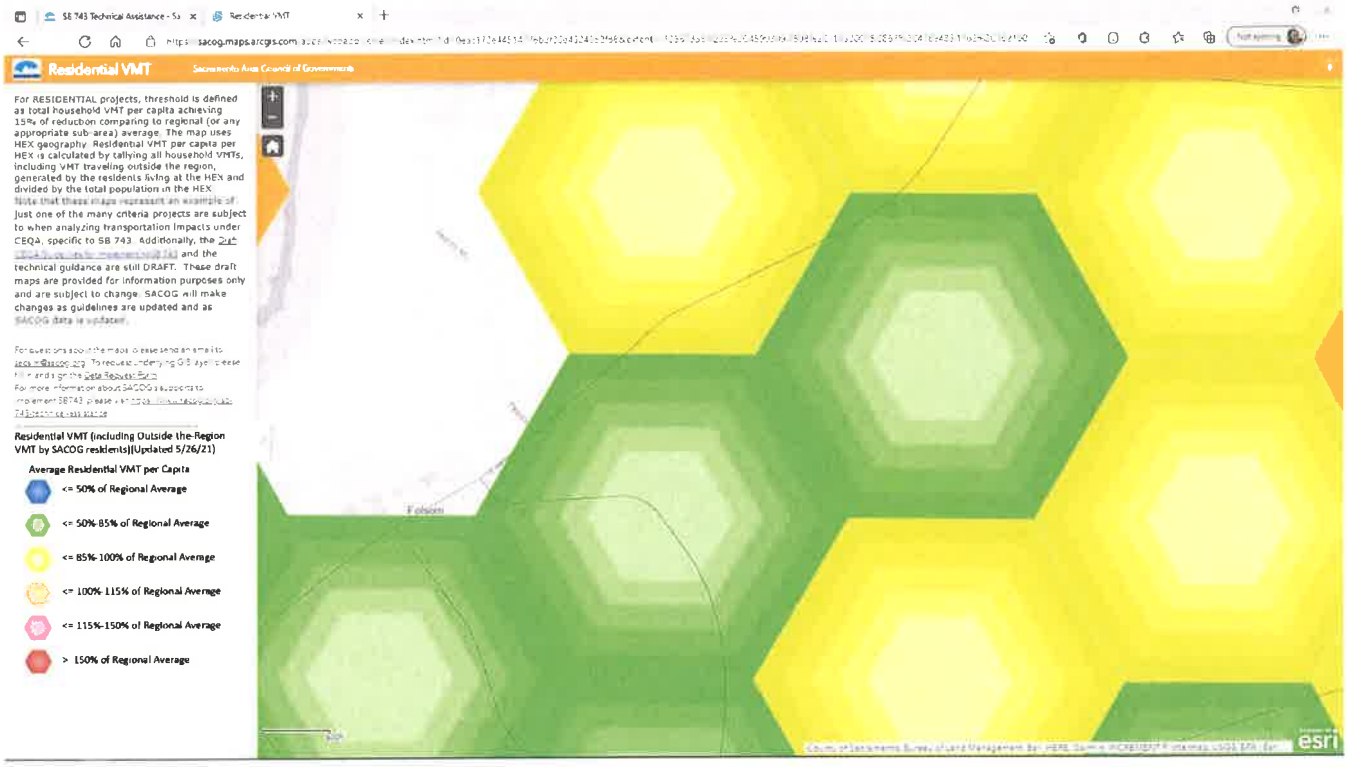

Figure 10. SACOG SB 743 Regional VMT Screening Map

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6. OTHER CONSIDERATIONS

6.1 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 3).

Parking Requirements

The City does not have an adopted parking standard for age-restricted (senior) multi-family housing or affordable age-restricted multi-family housing. With a Planned Development (PD), parking supply is established through the PD permit process.

Proposed Project Parking: Proposed Parking consists of 136 spaces (1.00 parking spaces per unit). This exceeds that of many other recently approved age restricted multi-family projects in and around Folsom. The 136 spaces include 8 accessible spaces (i.e., with the adjacent space striped out to provide vehicle access for wheelchairs and/or mobility scooters) and 14 spaces with electric vehicle charging.

Parking Demand: The ITE Parking Generation Manual[12] lists an average peak parking demand of 0.59 vehicles per dwelling unit for Land Use 252 (Senior Adult Housing-Attached), with a standard deviation of 0.12. The ITE sample size is small (three observations), yet the proposed parking ratio of 1.00 is more than 3.5 standard deviations greater than the mean parking demand. Consequently, the proposed parking for the Project is sufficient to meet the anticipated parking demand with a parking ratio of 1.00.

For comparison, Revel Senior Living, a similar project approved by Folsom in 2018 had a parking ratio of 0.81 spaces per dwelling unit. The Revel project conducted a parking survey of six similar Sacramento area facilities. All six facilities were found to use less than 0.60 spaces per dwelling unit during peak parking demand hours (consistent with the ITE parking demand data referenced above.)

Finding: The proposed parking supply of 136 spaces is adequate for the 136 multi-family units proposed in the Project.

Minimum Required Throat-Depth

Minimum Required Throat-Depth (MRTD): For an 81-160 unit apartment complex, the standard for the MRTD is 50 feet[13]. This 50-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: As shown on the preliminary site plan in **Figure 2** (page 3), the throat depths for the primary and second driveways exceed 50 feet and 25 feet, respectively.

[12] ITE (2010) Parking Generation 4th Edition, Institute of Transportation Engineers, Washington DC.
[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.

Finding: The MRTD of the Project driveways meet the standard because the primary driveway throat depth meets the minimum standard of 50 feet.

Emergency Vehicle Access

The Project's internal drive isles 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.

6.2 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. The Project includes accessible pathways around the building to provide a walking path for residents. Path connections are planned to paths internal to the Project site, south to the Oak Parkway Trail, and west to the East Natoma St underpass to the Johnny Cash Trail.

Finding: The Project has a **less-than-significant** impact on pedestrians and bicycles. With relocation of the effected bus stop, transit impacts will be less-than-significant.

6.3 Queueing

Anticipated 95th-percentile left turn queue lengths were reviewed and are anticipated to be less than the supplied storage lengths in the turn bays.

Finding: Existing turn pockets are adequate.

6.4 Driveway Geometry

City standards requires a 60-foot right turn taper in conditions with ten or more peak-hour right turns into a driveway, and a 150-foot pocket plus 60-foot taper, with 50 or more peak-hour right turns. Neither project driveway is anticipated to have ten or more right turning vehicles into the Project during the AM or PM peak-hours. The main driveway at the signalized East Natoma Street/Prison Rd intersection includes an eastbound right turn pocket and a westbound left turn pocket accessing the Project, these are adequate to safely accommodate Project traffic without hindering existing traffic.

The secondary (eastern) driveway is restricted to right-in-right-out movements and is anticipated to only have fewer than ten eastbound right-turns into the Project during either the AM or PM peak hours. No turn pockets are necessary. The eastern driveway should be channelized to restrict left turns from entering or existing the Project via the eastern driveway. Such channelization may be accomplished by either a triangular island located within the driveway, or by extending the raised median at the East Natoma St/Cimmaron Cir intersection west-word across the eastern Project driveway.

Finding: Driveway geometry has been determined to be adequate, left turns at the eastern Project driveway should be restricted through the use of channelization.

6.5 Fire Lane and Internal Geometry

The Project proposes two access points connected by a fire lane which circles the back of the Proposed apartments. All internal radii have at least a 25' inner radius and 50'outer radius per City requirements.

6.6 Accident History

Potential geometric constraints and safety issues were evaluated, including driveway spacing, sight triangles, and Statewide Integrated Traffic Records System (SWITRS) collision data. Driveway spacing, throat depth, and corner sight distance are all adequate. In the last five years, there have been three accidents proximate to the Project site including:

- One eastbound rear-end collection at the existing traffic light,
- Two driving under the influence (DUI) accidents (one a sideswipe, and the other a single vehicle overturn.)

These are not accident varieties that would be anticipated to be worsened by the Project, and the project does not require any project specific traffic safety treatments.

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7. FINDINGS, MITIGATION, AND RECOMMENDED CONDITIONS

Finding 1 (Trip Generation): The Project is anticipated to generate 441 daily vehicle trips including 39 AM peak-hour vehicle trips, and 41 PM peak-hour vehicle trips. Fewer than 50 peak-hour project trips are projected to pass through any intersection.

Finding 2 (Level-of-Service): All study intersections are anticipated to operate at level-of-service B or better under all study scenarios. The Project is not projected to create new deficiencies or worsen existing traffic level-of-service, pursuant to General Plan Policy M4.1.3. Impacts to level-of-service are considered less than significant.

Finding 3 (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 of 136 spaces (1.00 spaces per unit). The Project was found to be adequately parked with either parking ratio.

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 (Driveway Geometry): Proposed geometry for access to East Natoma St is adequate. Either a raised median or right-turn channelization should be used to limit the secondary (eastern) driveway to right-in-right-out access. Note that the secondary (eastern) driveway was modeled assuming a shared eastbound through-right turn lane, without a right turn taper or deceleration lane. Anticipated eastbound right turning volume is less than 10 vehicles during the AM and PM peak-hours and neither a right tapper or deceleration lane is required per City of Folsom policy. However, the City reserves the right to require either a taper or pocket at the discretion of the City Engineer.

Finding 10 (Signal Timing): With the addition of a fourth leg to the East Natoma St/Prison Rd intersection, the signal timing and lane geometry was assumed to be configured as follows:

- Eastbound: An eastbound right turn pocket was assumed with 150-feet of storage and a 60-foot taper; for a total of one left, one through, and one right turn lane.
- Westbound: A westbound left turn lane with 100-foot pocket plus 60-foot taper for a total of one left and one shared through-right lane.
- Southbound: The existing exclusive right-turn lane is assumed to be restriped as a through-right turn lane (for a total of one left and one shared through-right).

- Northbound: The northbound approach is assumed to provide one left and one shared through-right lane. The northbound through-right lane is assumed to be in a 70' turn pocket plus 60' taper.
- Timing: Eastbound and westbound protected left turn phasing, northbound and southbound split phasing. 150 second cycle length, with 34 second northbound southbound split phases and 20 second eastbound and westbound protected phases, and 62 second eastbound and westbound through phases. Crosswalks are assumed across all legs of the intersection with flashing don't walk phases set to 22 seconds to accommodate a 3 feet per seconding walking speed.

City staff have noted that the East Natoma St/Prison Rd intersection may be an excellent location for protected-permissive left-turn phasing (i.e., "a flashing yellow arrow" to allow left turns during the conflicting through phase). Such phasing would increase the intersection capacity and reduce queuing for the eastbound through movement. It is our professional judgement that novel phasing plans, such as protected-permissive phasing, have the potential to confuse elderly drivers and pedestrians, resulting in increased accident rates. Because protected-permissive phasing is not necessary to maintain the General Plan level-of-service goals we do not recommend it for the entrance to age-restricted housing. The project adds a fourth leg to the existing T-intersection, which requires upgrading the traffic signal hardware. At the discretion of the City Engineer, those upgrades may include video vehicle detection, connecting the signal into the City traffic management center, and traffic signal controller upgrades to the satisfaction of the City Engineer.

Attachment 23

Parking Memorandum, dated October 17, 2022

transpogroup
WHAT TRANSPORTATION CAN BE.

MEMORANDUM

Date:	October 17th, 2022	**TG:**	1.21286.00
To:	Steven Banks, City of Folsom		
From:	Mike Swenson – Transpo Group Jessica Lambert – Transpo Group		
cc:	Jenifer Vangerpen – Vintage housing		
Subject:	Vintage Folsom – Parking Study		

The following memorandum summarizes the parking demand analysis that was conducted for the proposed affordable attached senior housing development in the City of Folsom, CA. City staff provided the following comment in response to the initial site plan application.

- *Parking: The submitted site plan indicates that 136 on-site parking spaces are proposed for the 136-unit senior affordable living community (1:1 parking ratio). The Folsom Municipal Code does not include any specific parking requirements with regard to senior affordable apartment communities. As a result, a justification for the proposed parking ratio is requested (similar projects?). As part of the parking analysis, please provide information on the total number of employees on the project site at any one time. Also, will employees have designated parking spaces? Project-specific parking standards for this development can be accommodated through the Planned Development Permit.*

Project Description

The proposed project is located in Folsom, CA and would include development of up to 136 affordable attached senior housing units with up 136 on-site parking stalls. The project is proposing to provide 98 1-bedroom units and 38 2-bedroom units and would employ 3.5 full time employees.

Parking Requirements

The Folsom Municipal Code does not include any specific parking requirements with regard to senior affordable apartment communities. As noted in the City comments, parking requirements are established through the Planned Development Permit process. The purpose of the following analysis is to establish a parking supply for the proposed project based on similar projects and demand rates published in the ITE Parking Generation Manual.

Previous proposed senior adult attached housing developments in Folsom have proposed similar parking ratios to the current proposal. Table 1 provides a summary of parking ratios for similar attached senior housing developments in the City.

Table 1. Historic City of Folsom Senior Attached Housing Parking Ratios

Project Name	Number of Units	Total Parking Spaces	Parking Ratio Supply (spaces/unit)
Scholar Way Senior Housing	110	115	1.05 spaces/unit
Avenida Folsom Senior Living	154	168	1.09 spaces/unit
Revel Folsom	166	135	0.81 spaces/unit

As shown in Table 1, while not specifically affordable housing units, the parking ratios range between 0.81 and 1.09 spaces per unit. The proposed project is within the range of similar projects in the area.

Parking Demand Forecasts

Data was collected and submitted as part of previous applications in the City. Figure 1 summarizes the data that was submitted as part of the *Parking Survey Evaluation Revel Folsom Senior Living Community,* Ubora Excellence, April 27, 2018[1].

Table 1.1 Parking Summary

Facility Name	Location	Type*	No. of Units	Total # of Parking Stalls	Parked Cars Observed	Parking Stall to Unit Ratio (Stalls/Unit)	Parked Cars to Units Ratio (Cars/Unit)
Atrium	Carmichael	IL	151	76	49	0.50 : 1	0.32 : 1
Creekside Oaks	Folsom	IL	109	69	48	0.63 : 1	0.44 : 1
Park Folsom	Folsom	IL	90	83	27	0.92 : 1	0.30 : 1
Campus Commons	Sacramento	IL	126	64	49	0.51 : 1	0.39 : 1
Winding Commons	Carmichael	IL	102	78	51	0.76 : 1	0.50 : 1
El Dorado Estates	El Dorado Hills	IL	130	85	71	0.65 : 1	0.55 : 1
Revel Folsom	**Folsom**	IL	166	135		**0.81 : 1**	

* Independent Living (IL)

Figure 1 On-Site Parking Summary

As shown in Figure 1, the six observed facilities had parking demand ratios less than 0.60 vehicles per dwelling unit.

Additionally, peak parking demand for the proposed project was evaluated based on parking rates provided in the ITE Parking Generation Manual (5th Edition) for the Senior Adult Housing – Attached use. The results are shown in Table 2.

Table 2. Parking Demand - ITE

Element	Residential Units	Peak Parking Demand Rate[1]	Peak Parking Demand	Proposed Parking Supply	Excess Parking Stalls
Vintage Affordable Senior Housing[2]	136	0.61 per dwelling unit	83	136	+53

1. ITE Parking Generation, 5th Edition average rate.
2. ITE LU #252, Senior Adult Housing - Attached

[1] *Parking Survey Evaluation Revel Folsom Senior Living Community,* Ubora Excellence, April 27, 2018

As shown in Table 2, the ITE average parking demand rate of 0.61 stalls per units results in an anticipated peak parking demand of 83 vehicles and could be accommodated in the proposed supply of 136 stalls with a surplus of approximately 53 stalls. The ITE demand rate is also consistent with the rate observed as part of the Revel Folsom Parking Study. Table 2 demonstrates that there is adequate parking for the proposed senior housing project considering ITE parking demand rates. Additionally, affordable housing developments typically result in lower parking demand rates than market rate developments; therefore, the resulting analysis should be considered conservative.

Summary/Justification

The proposed project would develop 136 affordable attached senior housing units with up 136 on-site parking stalls. The resulting parking demand ratio of 1:1 stalls per unit is consistent with previously approved developments in the area. Additionally, as identified in this analysis, the proposed project is projected to have adequate parking supply to accommodate the peak parking demand.

Attachment 24

Parking Case Study, dated January 3, 2023

VINTAGE SENIOR APARTMENTS
PARKING DEMAND CASE STUDY ANALYSIS
January 3, 2023

Vintage Housing has requested their property management company, FPI Management, to perform case study of real time review of parking demand at seven existing Vintage owned Senior Apartment Communities that are similarly located in suburban settings. The seven Senior properties/projects are as follows:

1. Vintage at Bouquet Canyon; Santa Clarita, CA
   264 Units & 181 Parking Spaces (0.69 Spaces per Unit)
   1-bedroom = 182 & 2-bedroom = 82; Total Bedroom = 346 (0.52 spaces per Bedroom)
2. Vintage at The Crossings; Reno, NV
   230 Units & 175 Parking Spaces (0.76 Spaces per Unit)
   1-bedroom = 140 & 2-bedroom = 90; Total Bedroom = 320 (0.55 spaces per Bedroom)
3. Vintage at Sanctuary; Reno, NV
   208 Units & 100 Parking Spaces (0.48 Spaces per Unit)
   Studio = 3 & 1-bedroom = 205; Total Bedroom = 208 (0.48 spaces per Bedroom)
4. Vintage at Seven Hills; Reno NV
   244 Units & 244 Parking Spaces (1.0 Spaces per Unit)
   1-bedroom = 70 & 2-bedroom = 174; Total Bedroom = 418 (0.58 spaces per Bedroom)
5. Vintage at Bennett Valley; Santa Rosa CA
   189 Units & 210 Parking Spaces (1.11 Spaces per Unit)
   1-bedroom = 125 & 2-bedroom = 64; Total Bedroom = 253 (0.83 spaces per Bedroom)
6. Vintage at Napa; Napa CA
   115 Units & 62 Parking Spaces (0.54 Spaces per Unit)
   1-bedroom = 109 & 2-bedroom = 6; Total Bedroom = 121 (0.51 spaces per Bedroom)
7. Seasons at Laguna; Elk Grove CA
   222 Units & 158 Parking Spaces (0.71 Spaces per Unit)
   1-bedroom = 150 & 2-bedroom = 72; Total Bedroom = 294 (0.54 spaces per Bedroom)

Property Management (FPI) has been managing all seven properties for many years and is acutely aware of all management items of the seven properties listed above. Based on historical experience the peak demand for parking typically takes place after 8 PM. Property Management (FPI) performed a parking count on the following dates of September 19, 2022, or November 14, 2022, after the 8 PM hour. Property Management (FPI) reviewed parking demand and the projects above and reported back on the following questions:

- Do you have parking problems?
- Is your parking lot underutilized? Meaning do you have extra spots in the evening after 8 PM that go unused?
- Are your residents parking off site (on streets).

Attached to this letter is Property Management (FPI) summary findings of Parking Demand at each of the Senior Apartment Projects listed above.

Based on review of the Data for each Senior Apartment project Vintage Housing findings are as follows:

1. Vintage at Bouquet Canyon; Santa Clarita, CA (0.69 stalls per unit//0.52 spaces per Bedroom)
   Project was noted to have an onsite parking supply issue, not based on parking stalls being provided, however City code requires that 33 spaces (18%) be reserved by guests. Guest parking spaces at peak demand were going underutilized. FPI working with the City to allow for the use of the guest parking spaces for overnight parking by residents. FPI ongoing/continual efforts of collaborating with the City and assigning and enforcing parking rules and regulations parking is adequate with no on-street parking.

2. Vintage at The Crossings; Reno, NV (0.76 stalls per unit//0.55 spaces per Bedroom)
   Project was noted to have no onsite parking supply issues. Based on counts 10-12 spaces go unused in the peak hours. However, it was noted on street parking is allowed and up to 4 residents choose to park on the street based on the proximity of the unit to on-street parking. FPI assigns parking and manages accordingly and FPI does not report any parking demand issues.

3. Vintage at Sanctuary; Reno, NV (0.48 stalls per unit//0.48 spaces per Bedroom)
   Project was noted to be experiencing a lack of onsite parking supply resulting in resident parking on the adjacent streets. On-Street parking is encouraged and allowed by the City in the zoning district. FPI does report that onsite parking is assigned, and demand is high for these parking spaces. Through FPI continual ongoing management and enforcement of parking, residents parking both onsite and/or on-street meets the demand of the project. FPI did note that all units in this project are either Studios or 1-Bedroom units.

4. Vintage at Seven Hills; Reno NV (1.0 stalls per unit//0.58 spaces per Bedroom)
   Project was noted to have no onsite parking supply issues. FPI assigns parking and manages accordingly and FPI does report during peak hours most if not all the parking stalls are utilized. FPI did identify this Senior Apartment Community does have a relatively high 2-bedroom unit mix (71%) and based on this FPI experience the 1 to 1 parking to unit ratio works fine based on the high 2-Bedroom count.

5. Vintage at Bennett Valley; Santa Rosa CA (1.11 stalls per unit//0.83 spaces per Bedroom)
   Project was noted to have no resident onsite parking supply issues and during peak demand there are several parking stalls not being utilized. FPI experience is that these routinely unused parking stalls do become a bit of a nuisance as these parking stalls tend to attract non-operable vehicles that are in violation of property management rules and in rare instances require towing. FPI did note at the main entry location periodic loading and unloading is an issue that is continually managed by property management.

6. Vintage at Napa; Napa, CA (0.54 Spaces per Unit //0.51 spaces per Bedroom)
   Project was noted to be experiencing a lack of onsite parking supply. This is resulting in residents/visitors parking on the adjacent local streets. FPI does report that onsite parking is assigned, and demand is extremely high for these parking spaces. Through FPI continual ongoing management and enforcement of onsite parking by residents, FPI is able to manage the parking demand of the project. FPI did note that this project has a relatively high 1-Bedroom count (95% units) and if there were more 2-Bedroom units parking would need to be restricted.

7. Seasons at Laguna; Elk Grove, CA (0.71 Spaces per Unit //0.54 spaces per Bedroom)
   Project was noted to be experiencing a lack of onsite parking supply resulting in resident parking on the adjacent streets. On-Street parking is currently being allowed by the city. FPI does report

that onsite parking is assigned, and demand is high for these parking spaces. Through FPI continual ongoing management and enforcement the parking of residents both onsite and on the street meets the demand of the project. FPI did note that this property has 2 large loading areas on both the west and east side of the and ownership/management discussions have taken place and studies would indicate that an additional 20 onsite parking spaces could be provided.

Vintage Housing review, including assistance from Property Management (FPI), of both historical experience and real time data provided for the seven Case Studies includes a relatively wide range of onsite parking allocation range from the lower end of 0.48 stalls/unit (0.48 stalls/bedroom) to 1.11 stall/unit (0.83 stalls/bedroom). In this review it was noted that any parking analysis should consider both the total number of units and the actual unit mix of 1-Bedroom to 2-Bedrooms. In this review the high percentage of 1-Bedrooms could support a lower demand for parking ratio and a high percentage of 2-Bedrooms yielded a higher demand parking ratio. Furthermore, based on zoning districts the City's desire for allowing on-street parking should be considered.

Based on both experience and data provided to determine adequate onsite parking is provided for residents/guests/employees, doing any analysis of parking based on total number of units could be misleading as parking demand for 1-bedroom and 2-bedroom can vary widely. Instead for the purpose of this analysis we used the number of bedrooms to analyze parking demand. Based on the Data provided the average parking to bedroom ratio was 0.57 parking spaces per unit. Vintage Housing upon review of this data inquired with Property Management (FPI) should a parking ratio of 0.60 spaces per bedroom be provided for each of the six projects listed would this resolve any onsite parking demand issues. Property Management (FPI) after performing an analysis of the potential increase in number of parking spaces for six of the seven properties Property Management (FPI) indicated that the additional parking spaces onsite would meet the demand for residents/guest /employees.

The proposed Natoma Senior Apartments being a 136-unit Senior Residential Apartment (98 1-Bedroom (72%) and 38 2-Bedrooom (28%)) and providing 136 parking spaces at ration of 1-space/1-unit or 0.78 space/bedroom provides more than the 0.60 spaces per bedroom as analyzed above. Natoma Senior Apartment parking ratio provided of 0.78 spaces/bedroom will yield an onsite parking facility that should exceed the demand of the proposed Senior Apartment complex to included residents/guests/employees.

VINTAGE SENIOR APARTMENTS
SUMMARY PARKING DEMAND CASE STUDY ANALYSIS
3-Jan-23

PROPERTY	LOCATION	TOTAL UNITS	TOTAL PARKING STALLS	PARKING/UNIT RATIO	# 1-BED	% 1-BED	# 2-BED	% 2-BED	TOTAL BEDROOMS	PARKING/ BEDROOM RATIO
Vintage at Bouquet Canyon	Santa Clarita, CA	264	181	0.69	182	69%	82	31%	346	0.52
Vintage at The Crossings	Reno, NV	230	175	0.76	140	61%	90	39%	320	0.55
Vintage at Sanctuary	Reno, NV	208	100	0.48	208	100%	0	0%	208	0.48
Vintage at Seven Hills	Reno NV	244	244	1.00	70	29%	174	71%	418	0.58
Vintage at Bennett Valley	Santa Rosa CA	189	210	1.11	125	66%	64	34%	253	0.83
Vintage at Napa	Napa CA	115	62	0.54	109	95%	6	5%	121	0.51
Seasons at Laguna	Elk Grove CA	222	158	0.71	150	68%	72	32%	294	0.54
Natoma Senior Apartments	Folsom CA	136	136	1.00	98	72%	38	28%	174	0.78

FPI MANAGEMENT
CULTURE GROUNDED IN H.E.A.R.T.

Parking Study
Week of: September 19, 2022
Vintage at Bouquet Canyon
Santa Clarita, CA

Q: How many apartment homes and parking spaces do you have at your property?

- 264 total apartment homes
- 181 total spaces = 0.69 ratio (stall/unit)
- 1 bedroom = 182
- 2 bedrooms = 82
- 0.52 ratio (stall/bedroom)

Q: Do you have parking problems

- Yes. Mostly due to city requiring 33 spaces for "guest parking".

Q: Is your parking lot underutilized? Meaning do you have extra spots in the evening after 8 PM that go unused.

- During a recent study, management counted, most if not all spaces occupied during this time period.

Q: Are your residents parking off site (on streets). For senior projects only.

- It doesn't appear that residents are parking on the city streets

FPI MANAGEMENT
CULTURE GROUNDED IN H.E.A.R.T.

Parking Study
Week of: September 19, 2022
Vintage at The Crossings
Reno, NV

Q: How many apartment homes and parking spaces do you have at your property?

- 230 total apartment homes
- 175 total spaces = 0.76 ratio (stall/unit)
- 1 bedroom = 140
- 2 bedrooms = 90
- 0.55 ratio (stall/bedroom)

Q: Do you have parking problems

- No issues with parking. Many of our residents do not own a car. We have many services within walking distance of the property for their convenience.

Q: Is your parking lot underutilized? Meaning do you have extra spots in the evening after 8 PM that go unused.

- Yes, we have open spaces. It varies at different times. During a recent study, management counted 10-12 available parking spaces.

Q: Are your residents parking off site (on streets). For senior projects only.

- Approximately 3-4 residents park on the street by choice. This is not required based on frequent open parking available.

FPI MANAGEMENT
CULTURE GROUNDED IN H.E.A.R.T.

Parking Study
Week of: September 19, 2022
Vintage at Sanctuary
Reno, NV

Q: How many apartment homes and parking spaces do you have at your property?

- 208 total apartment homes
- 100 total spaces = 0.48 ratio (stall/unit)
- Studio = 3
- 1 bedroom = 205
- 0.48 ratio (stall/bedroom)

Q: Do you have parking problems

- Yes. We have many seniors with cars.

Q: Is your parking lot underutilized? Meaning do you have extra spots in the evening after 8 PM that go unused.

- During a recent study, management counted all parking spaces were occupied.

Q: Are your residents parking off site (on streets). For senior projects only.

- Yes, residents park on the street.

FPI MANAGEMENT
CULTURE GROUNDED IN H.E.A.R.T.

Parking Study
Week of: September 19, 2022
Vintage at Seven Hills
Reno, NV

Q: How many apartment homes and parking spaces do you have at your property?

- 244 total apartment homes
- 244 total spaces = 1.0 ratio (stall/unit)
- 1 bedroom = 70
- 2 bedroom = 174
- 0.58 ratio (stall/bedroom)

Q: Do you have parking problems

- No issues with parking.

Q: Is your parking lot underutilized? Meaning do you have extra spots in the evening after 8 PM that go unused.

- During a recent study, management counted most if not all parking spaces were occupied.

Q: Are your residents parking off site (on streets). For senior projects only.

- No, residents do not park on the street.

FPI MANAGEMENT
CULTURE GROUNDED IN H.E.A.R.T.

Parking Study
Week of: November 14, 2022
Vintage at Bennett Valley
Santa Rosa, CA

Q: How many apartment homes and parking spaces do you have at your property?

- 189 total apartment homes
- 210 total spaces = 1.11 ratio (stall/unit)
- 1 bedroom = 125
- 2 bedroom = 64
- 0.83 ratio (stall/bedroom)

Q: Do you have parking problems

- Periodic loading and unloading parking violations by the Leasing office.

Q: Is your parking lot underutilized? Meaning do you have extra spots in the evening after 8 PM that go unused.

- During a recent study, there are a lot of open spaces near the north side of the property.

Q: Are your residents parking off site (on streets). For senior projects only.

- No, residents do not park on the street.

FPI MANAGEMENT
CULTURE GROUNDED IN H.E.A.R.T.

Parking Study
Week of: November 14, 2022
Vintage at Napa
Napa, CA

Q: How many apartment homes and parking spaces do you have at your property?

- 115 total apartment homes
- 62 total spaces = 0.54 ratio (stall/unit)
- 1 bedroom = 109
- 2 bedrooms = 6
- 0.51 ratio (stall/bedroom)

Q: Do you have parking problems

- Yes, not enough parking for the number of resident cars and caregivers.

Q: Is your parking lot underutilized? Meaning do you have extra spots in the evening after 8 PM that go unused.

- No, parking is always full.

Q: Are your residents parking off site (on streets). For senior projects only.

- Yes. Parking along side street

FPI MANAGEMENT
CULTURE GROUNDED IN H.E.A.R.T.

Parking Study
Week of: November 14, 2022
Seasons at Laguna
Elk Grove, CA

Q: How many apartment homes and parking spaces do you have at your property?

- 222 total apartment homes
- 158 total spaces = 0.71 ratio (stall/unit)
- 1 Bedroom = 150
- 2 Bedroom = 72
- 0.54 ratio (stall/bedroom)

Q: Do you have parking problems

- Yes, not enough parking for the number of resident cars and caregivers.

Q: Is your parking lot underutilized? Meaning do you have extra spots in the evening after 8 PM that go unused.

- No, parking is always full.

Q: Are your residents parking off site (on streets). For senior projects only.

- Yes. Parking along side street

Attachment 25

Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program, dated November, 2022 (electronic version available for viewing at www.folsom.ca.us/government/community-development/planning-services/current-project-information

Vintage at Folsom Senior Apartments

Initial Study/Mitigated Negative Declaration

Prepared by:

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

With technical support from:

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

November 2022

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
APN	Assessors Parcel Number
AWSC	All-Way Stop Control
BMP	Best Management Practices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CARB	California Air Resources Control Board
CBC	California Building Code
CCAA	California Clean Air Act
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
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CRHR	California Register of Historic Resources
CWA	Clean Water Act
dB	Decibels
dBA	A-weighted Decibel
DBH	Diameter at Breast Height
DTSC	Department of Toxic Substances Control
EBC	East Bidwell Corridor
EIR	Environmental Impact Report
EO	Executive Order
EPA	U.S. Environmental Protection Agency
EPAP	Existing plus Approved Project
EVCS	Electric vehicle charging station
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
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
MHD	Multi-Family High Density
MLD	Most Likely Descendent

MMRP	Mitigation Monitoring and Reporting Program
MPH	Miles per Hour
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NOX	Nitrogen Oxides
NPDES	National Pollution Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
N_2O	Nitrous Oxide
OHP	Office of Historic Preservation
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
O_3	Ozone
PACE	Property Assessed Clean Energy
PD	Planned Development
PFC	Perfluorocarbons
PG&E	Pacific Gas & Electric
PM	Particulate Matter
PRC	Public Resources Code
ROG	Reactive Organic Gases
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCS	Sustainable Communities Strategy
sf	Square foot/feet
SF_6	Sulfur Hexafluoride
SIP	State Implementation Plan
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utilities District
SSC	Species of Special Concern
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
TCR	Tribal Cultural Resources
TIS	Transportation Impact Study
TNM	Traffic Noise Model
TWSC	Two-Way Stop Control
UAIC	United Auburn Indian Community
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VMT	Vehicle Miles Traveled
WL	Watch List

1.0 INTRODUCTION

Vintage at Folsom, LP (Applicant) proposes to develop the Vintage at Folsom Senior Apartments Project (proposed project), which includes construction and operation of a 136-unit, affordable senior (i.e., age-restricted) rental housing community on an estimated 4.86-acre site. The site is located at 103 East Natoma Street, approximately 350-feet (ft) northeast of the intersection of Fargo Way and Natoma Street in the City of Folsom.

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 proposed project is comprised of Assessor Parcel Number (APN) 071-0320-042 in Sacramento County, California. The following project specific technical reports or surveys were used in preparation of this Initial Study and are incorporated by reference:

- Biological Resources and Wetland Evaluation Letter Report by HELIX (October 2020).
- Cultural Resources Assessment by HELIX (March 2022).
- Geotechnical Engineering Study by Youngdahl Consulting Group, Inc. (December 2021).
- Traffic Impact Study by T. Kear Transportation Planning & Management, Inc. (February 2022).
- Arborist Inventory Letter Report by HELIX (March 2022).
- Air Quality Assessment, Greenhouse Gas Emissions Analysis by HELIX (April 2022).
- Noise Impact Analysis by HELIX (May 2022).
- Tribal Consultation Record for Compliance with Assembly Bill 52 and CEQA, prepared by ECORP Consulting, Inc. (June 2022).
- Preliminary Drainage and Storm Water Quality Report by TSD Engineering, Inc. (August 2022).

3.0 PROJECT DESCRIPTION

3.1 Project Location

The project site is located at 103 East Natoma Street, approximately 350-ft northeast of the intersection of Fargo Way and Natoma Street, in the City of Folsom (City) in Sacramento County, California. The project site is approximately 4.86-acres and is identified as Assessor's Parcel Number (APN) 071-0320-042. The project site frontage is along East Natoma Street. The site is located within Rios de los Americanos Land Grant (Mount Diablo Base and Meridian, United States Geological Survey 7.5-minute "Folsom Quadrangle"). Refer to Figure 1 for the Vicinity Map, Figure 2 for the Aerial Map, and Figure 3 for the Site Plan (Note: All figures are located in **Appendix A**). The property is owned by Vintage at Folsom, LP.

3.2 Project Setting and Surrounding Land Uses

The triangle shaped project site is currently vacant and undeveloped. The project site is considered to be blue oak woodland, surrounded by urban development. Historic aerial imagery shows that the project site has changed little since 1952 and habitat types/vegetation communities in the project site include blue oak woodland and ephemeral and intermittent drainages. The site is moderately disturbed. There is evidence of recreational use by bicycles and the site has a constructed dirt track with several constructed dirt ramps and jumps for bicycles, presumably constructed by children from the adjacent residential neighborhood. It also has debris piles and other evidence of use by transients. The terrain in the project site and vicinity is locally flat. The elevation on the project site ranges from 350- to 370-ft above mean sea level (amsl) and has low to moderate slope from east to west.

Folsom State Prison is located immediately north of the site, along Prison Road. East of the project site is single family homes along Cimmaron Circle, and south of the project site is Pacific Gas & Electric (PG&E) powerlines, single-family homes, and duplexes. West of the project, along Fargo Way, is office space and across from Fargo way is the Folsom City Police Department.

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

Table 1. Neighboring Land Uses

Direction	Land Use
North	Prison Road, Folsom State Prison
East	Cimmaron Circle, Single Family Homes
South	PG&E Powerlines, Single Family Homes, Duplexes
West	Fargo Way, Office Space, Folsom City Police Department

3.3 Project Characteristics

The proposed project is a 136-unit, affordable senior (i.e., age-restricted) rental housing community with a mix of one- and two-bedroom units in a three-story building. All 136-units would be Age Restricted Senior (+60 age restricted) Affordable Apartment as defined by the State and City requirements with 14 of the units offered to seniors with incomes at or below 30 percent of area median income (AMI) and 122-units would be available to seniors with incomes at or below 60 percent

of AMI. The project site would include surfaced driveways and parking spots surrounding the proposed building to accommodate 136 parking stalls. The site would also include 28 bicycle parking spaces, landscaping, and indoor and outdoor amenities. **Table 2** provides a summary of all pervious and impervious project features on the 4.86-acre site.

Table 2. Summary of Project Features

Project Feature	Acreage/ Percentage of Total Site
Landscape (Pervious Area)	2.318 (47.69%)
Bioretention (Pervious Area)	0.045 (0.92%)
Parking Lot (Impervious Area)	1.289 (26.52%)
Hardscape (Impervious Area)	0.357 (7.34%)
Building (Impervious Area)	0.852 (17.53%)
Total	**4.861 (100%)**

The proposed three-story apartment building would include 98 one-bedroom units and 38 two-bedroom units. Residential units would range from approximately 552- to 748-square feet (sf) each. Each unit would be designed with a full kitchen, living space, kitchen/dining, bathroom, laundry, and a balcony. In-unit amenities would include dishwashers, garbage disposals, refrigerators, in-unit laundry, patios, and/or decks. Furthermore, 15 percent of the units would be set aside for persons with disabilities. Apartment units are planned on each of the three levels of the building and would be accessible from the hallway corridors. Entrances to the building would be located on each side of the irregularly shaped building. Maximum projected building height would be less than 34-ft with architectural elements ranging from 40-ft, 6-inches to up to 42-ft, 6-inches from grade.

Community amenities would include an estimated 2,500-sf community center on the ground floor, as well as a game room, a library room, exercise room and a craft room. A leasing office, electrical room, maintenance room, and trash room would also be located on the ground floor. Additional amenities on the project site would include outdoor seating and dining areas, perimeter walkways, a bocce ball court, bike racks, picnic tables with umbrellas, outdoor barbeques/ kitchens, and 6-ft benches. Landscaped areas with various trees and shrubs would surround the parking area and the proposed building.

3.3.1. Parking and Circulation

Primary vehicle access to the site would be from a proposed main access driveway (36-ft) on East Natoma Street, across from Prison Road. The main entrance would modify the existing three-way signalization intersection at East Natoma Street and Prison Road, into a four-way signalized intersection. An additional right only ingress/egress driveway (27-ft) would be located on the northeastern corner of

the project site, with no traffic signal control. The main access driveway (36-ft) would wrap around the proposed building and connect with the additional egress/ingress point. The circulation driveway would range from 27- to 36-ft wide with parking spaces on either side. Turnarounds for emergency vehicle access would have an inner turning radius of 25-ft and an outer turning radius of 50-ft.

Oak Parkway Trail, a Class I Bikeway, surrounds the project site. This biking trail would enter the southwestern corner of the site boundary. Within the site boundary, the Oak Parkway Trail would be realigned and connected to a concrete sidewalk proposed for the project. The concrete sidewalk would extend around the southern parking area and connect to the existing Oak Parkway Trail section located south of the site boundary. The realignment would add a pedestrian connection to the existing Oak Parkway Trail. Additional proposed concrete sidewalks would be located at the frontage of the project site and would provide a sidewalk extension to Cimmaron Circle and would connect to internal sidewalks proposed around the building. These concrete sidewalks would provide walking paths for residents.

The proposed project would include 136 parking spaces in asphalt paved areas surrounding the proposed building. The parking supply includes 92 standard spaces (including 37 carport parking spaces), 10 compact parking stalls, 16 standard accessible stalls, four van accessible stalls, 12 standard electric vehicle charging station (EVCS) stalls, and two loading EVCS stalls. The electric vehicle charging spaces would be approximately 10.3 percent of the total parking spaces, which meets the electric vehicle charging station requirement outlined by CalGreen (Title 24, Part 11). Proposed parking is provided at a ratio of spaces per unit of 1:1.

The total parking area square feet excluding the carport areas would be 52,525-sf. The Folsom Municipal Code (FMC, Section 17.57 G (3) Planters, Landscaping) states that tree shall be interspersed through the parking area so that in 15 years, 40 precent of the parking lot will be in shade at high noon. In addition, the new California Green Code requires a project's parking lot area needs to provide 50 percent shade coverage within 15 years. Within the project site, the total shaded area would be 26,759-sf, which is approximately 50.9 percent of the total parking lot square footage, exceeding the minimum shade requirements of the Folsom Municipal Code and the California Green Code.

The applicant proposes a parking supply of 136 spaces to correspond to the development being age-restricted to seniors over 60 years of age and occupied with a population that typically has fewer drivers and a lower rate of vehicle ownership compared to conventional (family) multi-family communities. The reduced parking demand of age-restricted communities is also the result of reduced household sizes occupied by residents who no longer drive vehicles or who less frequently drive vehicles. Additionally, The Folsom Municipal Code does not address specific parking standards for senior residential uses. Formerly approved senior apartments project (for both Market Rate and Affordable) have varied from 0.81 parking stalls per unit to 1.09 parking stalls per unit.

Additionally, the Folsom Municipal Code requires one bicycle parking space for every five residential units. With 136 residential units, the project requires 27 bicycle parking spaces. Bike racks would accommodate 28 bicycle parking spaces on the eastern side of the project site, east of the proposed building.

3.3.2. Utilities

Proposed utilities include domestic water, sewer utilities, fire service line and fire water main, primary and secondary electricity lines, storm drain line, telephone/cable line, and gas line. Electrical, telephone/cable, and gas lines would be connected to existing facilities within the same vicinity of the project site, on East Natoma Street. All on site sewer utilities and water utilities (fire, domestic, and irrigation) are to be privately owned, operated, maintained. All public water within the site boundary would be constructed in accordance with the City of Folsom water design standards and water construction details as a condition of approval. On-site water supply would be connected to the Zone 3 Cimmaron pressure zone located off-site. On-site sewer utilities would connect with a publicly owned sewer collection system off-site. Proposed fire hydrants are located throughout the project site. Along the frontage of the site, a 12.5-ft public utility easement would be installed for overhead or underground facilities.

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 exceed the 2019 California Building Energy Efficiency Standards (Title 24, Part 6) by 15 percent or more. The project provides 10 percent electric vehicle parking spaces (14), which is consistent with CalGreen standards. Cool paving features would be incorporated in the project site such as shade trees (39.3 percent), sidewalks/patios (24.9 percent), and parking stall/trash apron (4 percent), for a total reduction of 68.2 percent. This exceeds the minimum 50 percent reduction of nonroof heat islands on the project site. A cool roof would be installed per CalGreen/California Building Code (CBC) and a solar array is proposed for the asymmetrical, gabled rooftops.

3.3.4. Trash/Recycling

A City standard trash enclosure would be enclosed with a trellis cover. The trash enclosure would have refused bins for recyclables, organics, and general waste. The trash enclosure would be located in the southeastern corner of the project site. Additionally, a trash room would be located on the ground floor of the proposed apartment building.

3.3.5. Fencing and Signage

An 8-ft masonry wall is proposed on the eastern side of the project site, behind the single-family residences. The masonry wall would tie into an existing wood fence that runs along the eastern boundary line. A 6-ft-tall monument sign would be placed adjacent to the main access driveway, along East Natoma Street.

3.3.6. Amenities and Landscaping

Community amenities would include an estimated 2,500-sf community center on the ground floor, as well as a game room, a library room, exercise room and a craft room. Additional amenities on the project site would include outdoor seating and dining areas, perimeter walkways, a bocce ball court, bike racks, picnic tables with umbrellas, outdoor barbeques/ kitchens, and 6-ft benches. The project is

located just over one mile to East Bidwell and the Historic Folsom District which offers a variety of shopping centers, mercantile services, restaurants, state parks, and Light Rail Transit Access.

Landscaping would be designed to complement the buildings and make a positive contribution to the overall aesthetic of the site. The project would preserve key open space areas, including existing Oak Groves and portions of perennial creeks, through an interactive landscape design process. Within the property site, 30- to 35-ft diameter shade trees, 25-ft diameter shade trees, accent trees, screen shrubs, foundation shrubs, accent shrubs, groundcovers, and bio infiltration species would be planted. Under existing conditions, the runoff from residential properties located east of the property flows onto the property site. This offsite runoff would be intercepted by proposed landscaped swales within 15-ft landscape planters along the eastern boundary of the property. This runoff would then be redirected towards East Natoma Street and would enter the public storm drain system. Additionally, eight bio-retention planters are proposed throughout the project site to manage stormwater runoff.

3.4 Construction and Phasing

The project would be graded and constructed in a single phase. Construction would likely begin in spring 2023 and would take approximately 18 months to complete.

3.5 City Regulation of Urban Development

3.5.1. General Plan

The site is designated as Professional Office (PO) in the Folsom 2035 General Plan. The PO designation provides for low-intensity business and professional offices that are compatible with higher-intensity residential uses.

3.5.2. Zoning Ordinance

The zoning designation of the site is in the Business and Professional (BP) District. According to Section 17.22.30 of the Folsom Municipal Code, the BP zoning district generally permits office building and related uses such as banks, doctor's offices, general business office, and general uses. The purpose of a BP zoning district is to provide an area for business and professional office and compatible related uses. This zoning district is intended to promote a harmonious development of business and professional office areas with adjacent commercial or residential development. However, Senior citizens (Age 55+) residential complexes are considered a permitted land use within the BP zoning district upon approval of a Conditional Use Permit by the Planning Commission according to FMC Section 17.22.030E).

Entitlement requests for this project include a Planned Development Permit (PD) Permit and a Conditional Use Permit. The purpose of the PD Permit is to allow for greater flexibility in the design of integrated developments than otherwise possible through strict application of land use regulations. With the PD Permit, the project's site plan, elevations, and overall project design would be evaluated, and specific development standards would be defined. A Conditional Use Permit is required to allow for development of senior apartments on the project site based on the BP PD zoning designation.

3.6 Other City Regulation of Urban Development

3.6.1. 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 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 East 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.

Noise Control – Requires that all construction work comply with 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 – 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 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 reseeding of graded areas.

3.6.2. 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 3**, 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 3. 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.
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 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.

4.0 PROJECT OBJECTIVES

The project objective is to provide affordable senior rental housing consistent with the 2035 General Plan, including the Housing Element, which identifies guiding principles, goals, and policies for housing choices for all generations.

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 action and approval:

- Planned Development Permit (PD Permit);
- Conditional Use Permit (CUP); and,
- Density Bonus.

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 entitlements 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. CEQA Guidelines §15152(g) specifically provides that:

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. Steve Banks, Principal Planner
(916) 461-6207

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.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
■ Biological Resources	■ Cultural Resources	☐ Energy
■ Geology and Soils	■ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
■ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation	■ Transportation	■ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	■ Mandatory Findings of Significance

7.1 DETERMINATION

On the basis of this initial evaluation:

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
■	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.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	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 I) 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.
☐	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

11/7/22
Date

Pamela Johns
Printed Name

Community Development Director
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?	☐	☐	☐	■
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	■
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?	☐	☐	■	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	■	☐

Environmental Setting

The 4.86-acre parcel proposed for development is currently vacant and undeveloped. Folsom State Prison is located immediately north of the site, along Prison Road. East of the project site is single family homes along Cimmaron Circle, and south of the project site is Pacific Gas & Electric (PG&E) utility powerlines, single-family homes, and duplexes. West of the project, along Fargo Way, is office space and across from Fargo Way is the Folsom City Police Department. Oak Parkway Trail is located west and south of the site, and Johnny Cash Recreation Trail is located north of the project site. The local setting is characterized by commercial development to the south and west, residential to the east and south, and institutional to the north. Existing utility lines are located along East Natoma Street and south of the project site.

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, residential developments. 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 project site is currently vacant and undeveloped. The nearest officially designated state scenic highway is the segment of US Highway 50 from Placerville to Echo Summit, approximately 20 miles east (CalTrans 2019). Therefore, the project would not impact scenic resources, such as trees, rock outcroppings or historic buildings within a state scenic highway, and no impact would occur.

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 commercial and residential development and institutional land. The site is vacant and undeveloped, and the existing character of the site would be modified by the proposed development. The proposed project would construct a 136-unit affordable senior housing development, as well as proposed parking (bicycle and vehicle), landscape, and outdoor and indoor amenities. The apartment building roof height is 34-ft, with architectural elements ranging from 42-ft, 6-inches to up to 42-ft, 6-inches above grade, and would be designed with stucco, board and batten, brick veneer, asphalt shingles, and wrought iron railing. The building would be visually compatible with the proposed landscaping throughout the project site. Please refer to Figure 4, Figure 5, Figure 6, and Figure 7 for architectural renderings of the proposed project site viewed from Natoma Street and the bike trail.

In order to accommodate for the change in existing character, the proposed project would implement landscape screening, site amenities, and building designs to blend the proposed project with surrounding development and screen the project from residential neighbors. Along the proposed 8-ft masonry wall on the eastern boundary, shade, and accent trees, as well as several evergreen species would be planted as landscape screening. The landscape screening would be planted in order to block the sightline of homes along Cimmaron Circle and surrounding streets from the third story of the proposed building. Tree height would range from 15- to 35-ft based on tree type and would supplement the existing trees in the neighboring yards. Please refer to Figure 8 and Figure 9 for architectural renderings of the proposed sightline screening. Additionally, landscaped areas with various trees and shrubs would surround the proposed building and parking area, and a bocce ball court, and outdoor seating areas would be included to add to the overall visual aesthetic. The proposed building would have asymmetrical gabled roofs to add visual interest.

The proposed project is consistent with types of uses envisioned and permitted in the Folsom General Plan. The project is consistent with the BP zoning district development standards and would be designed consistent with the City's Design Guidelines for Senior Housing Development. Entitlement requests for this project include a Planned Development Permit (PD Permit) and a Conditional Use Permit (CUP). The Conditional Use Permit is required to allow for development of a senior residential apartment community on the project site. The proposed land use is consistent with the overall suburban character and ongoing development in the vicinity and is expected to integrate into the existing and planned development of the area. 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 includes a combination of free-standing, pole-mounted parking lot and walkway lights, recessed carport and elevator lights, and building-mounted lights. To minimize potential lighting-related impacts, free-standing parking lot lights and recessed carport lights would be screened, shielded, and directed downward to minimize glare towards the surrounding properties. 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 units and other project features would comply with design standards outlined in the Folsom Municipal Code. The exterior of the proposed apartment buildings would be designed with architectural detailing that would not produce glare and would not affect day or nighttime views, and existing City standards would limit light spillover and intensity. Therefore, impacts would be less than significant, 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?	☐	☐	☐	■
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	■
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))?	☐	☐	☐	■
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
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?	☐	☐	☐	■

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 for Sacramento County by the California Resources Agency classifies the project site and surrounding area as Other Land (California Department of Conservation (CDC) 2016). Other Land is land not included in any other mapping category. Common examples include low density rural developments; brush timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and non-agricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land (CDC 2016).

The Natural Resources Conservation Service (NRCS) soil survey report generated for the project site (NRCS 2020) indicates that the soil units at the site, Argonaut-Auburn complex, 3 to 8 percent slopes, and Argonaut-Auburn-Urban complex, 3 to 8 percent slopes, are not Prime Farmland, Farmland of Statewide Importance, Farmland of Local Importance, or Unique Farmland.

Evaluation of Agriculture and Forestry Services

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 Sacramento County Important Farmland 2016 Map (CDC 2016). Therefore, the project would have no impact on these 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 or a Williamson Act contract.

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))?

No impact. The project site is not zoned or designated as farmland, and the surrounding land uses are primarily residential developments, office space, and institutional land. Therefore, the nature and location of the project would not directly or indirectly result in the conversion of Farmland to non-agricultural uses. No impact would occur.

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

OR

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, no impact would occur for questions d) and e).

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?	☐	☐	■	☐
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?	☐	☐	■	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	■	☐

HELIX Environmental Planning 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 (2022). Air quality modeling output files and quantitative results are presented in **Appendix B**.

Environmental Setting

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 gases (ROG), which result in ozone (O_3) formation. High concentrations of O_3 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.

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 District 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 (USEPA), the federal agency that administrates the Federal Clean Air Act of 1970, as amended in 1990.

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 USEPA 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 [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 4**.

Table 4. Sacramento Valley Air Basin -- 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 PM_{10} 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. PM_{10} 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 single-family residences that border the project site to the east and the single-family residences located approximately 100-ft south of the project site. Additionally, Vibra Hospital of Sacramento is located approximately 350-ft south of the project site. The closest schools to the project site are Theodore Judah Elementary School and Blanche Sprentz Elementary School, located approximately 1,400-ft to the southwest and 2,000-ft to the southeast, respectively.

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 January 2023 and be completed in April 2024. Construction modeling assumes the following anticipated schedule: site preparation 10 working days; grading 87 working days; building construction 207 working days; paving 21 working days; and architectural coating 22 working days. Construction equipment assumptions were based on estimates from CalEEMod defaults. The project would not require an import or export of soil during construction activities. Construction emissions modeling assumes implementation of basic dust control practices (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 441 average daily 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 Guide, construction-generated NOX, PM10, and PM2.5, and operational-generated ROG and NOX (all ozone precursors) are used to determine consistency with the Ozone Attainment Plan. The Guide states:

By exceeding the District's mass emission thresholds for operational emissions of ROG, NOX, PM10, or PM2.5, 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, PM_{10}, 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 PM_{10}). 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. The model output sheets are included in Attachment A. Construction activities were assumed to commence as early as January 2023 and be completed in April 2024. 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, PM_{10}, and $PM_{2.5}$ are compared to the SMAQMD construction thresholds in **Table 5**. 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 PM_{10} 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 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 5, the proposed project's construction period emissions of the ozone precursor NO_X, PM_{10}, and $PM_{2.5}$ would not exceed the SMAQMD thresholds. Impacts related to construction-generated emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ would be less than significant.

Table 5. Construction Criteria Pollutant and Precursor Emissions

Construction Activity	ROG (pounds/day)	NO_X (pounds/day)	PM_{10} (pounds/day)	$PM_{2.5}$ (pounds/day)
Site Preparation	2.7	27.6	10.2	5.7
Grading	1.8	18.0	4.1	2.3
Building Construction	1.9	15.3	1.5	0.9
Paving	0.9	8.3	0.6	0.4
Architectural Coatings	62.6	1.3	0.2	0.1
Maximum Daily Emissions	**62.6**	**27.6**	**10.2**	**5.7**
SMAQMD Thresholds	*None*	*85*	*80*	*82*
Exceed Thresholds?	***No***	***No***	***No***	***No***

Source: CalEEMod (output data is provided in Attachment A)
ROG = reactive organic gases; NO_X = nitrogen oxides; PM_{10} = 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.

The results of the modeling for project operational activities are shown in **Table 6**. 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 6, the proposed project operation period emissions of the ozone precursor NO_X, ROG, PM_{10}, and $PM_{2.5}$ would not exceed the SMAQMD thresholds. Impacts related to operation-generated emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ would be less than significant.

Table 6. Maximum Daily Operational Emissions

Source	ROG (pounds/day)	NO_X (pounds/day)	PM_{10} (pounds/day)	$PM_{2.5}$ (pounds/day)
Area	3.1	0.1	<0.1	<0.01
Energy	<0.1	0.3	<0.1	<0.01
Mobile	1.1	1.5	2.4	0.7
Maximum Daily Emissions	**4.2**	**2.0**	**2.5**	**0.7**
SMAQMD Thresholds	*65*	*65*	*80*	*82*
Exceed Thresholds?	***No***	***No***	***No***	***No***

Source: CalEEMod (output data is provided in Attachment A)
ROG = reactive organic gases; NO_X = nitrogen oxides; PM_{10} = 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 5 and Table 6, 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 the single-family residences that border the project site to the east and the single-family residences located approximately 100-ft south of the project site. Additionally, Vibra Hospital of Sacramento is located approximately 350-ft south of the project site. The closest schools to the project site are Theodore Judah Elementary School and Blanche Sprentz Elementary School, located approximately 1,400-ft to the southwest and 2,000-ft to the southeast, respectively.

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-ft (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 an affordable senior rental housing 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?	☐	■	☐	☐
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?	☐	☐	☐	■
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?	☐	■	☐	☐
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?	☐	☐	☐	■
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	■	☐	☐
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?	☐	☐	☐	■

An Arborist Inventory Letter Report was prepared by HELIX Environmental Planning, Inc. on March 22, 2022 (HELIX 2022a) and is included as **Appendix C**. A Biological Resources Evaluation (BRE) was also prepared by HELIX Environmental Planning, Inc. on October 21, 2020 (HELIX 2020) and is included as **Appendix D**.

Environmental Setting

The project site is a vacant, wooded parcel within the City of Folsom. The site is generally bordered by residential parcels and small commercial buildings, as well as the paved Oak Parkway cycling trail. Folsom State Prison is located north of the project site, on the opposite side of Natoma Street.

Site Conditions

The entire project site is considered to be blue oak woodland, surrounded by urban development. Historic aerial imagery shows that the project site has changed little since 1952 and has consisted of oak woodland with a drainage running through the site. The site is moderately disturbed. There is evidence of recreational use by bicycles and the site has a constructed dirt track with several constructed dirt ramps and jumps for bicycles, presumably constructed by kids from the adjacent residential neighborhood. It also has debris piles and other evidence of use by transients.

Methods

Studies conducted in support of the BRE included a special-status species evaluation, an aquatic resources evaluation, and a biological and wetlands reconnaissance survey. An Arborist Report was also concluded.

Special-Status Species Evaluation

For the purposes of the BRE, special-status species are those that fall into one or more of the following categories:

- Listed as endangered or threatened under the Federal Endangered Species Act of 1973 (FESA), including candidate species and species proposed for listing;
- Listed as endangered or threatened under the California Endangered Species Act (CESA), including candidate species and species proposed for listing;
- Designated as a Species of Special Concern (SSC) or watch-list (WL) species by the California Department of Fish and Wildlife (CDFW), or "Fully Protected" under the California Fish and Game Code (FP), or a sensitive natural community; and/or,
- Designated by the California Native Plant Society (CNPS) as California Rare Plant Rank 1A, 1B, 2A, 2B, or 3.

In order to evaluate special-status species and/or their habitats with the potential to occur in the project site and/or be impacted by the proposed project, HELIX obtained lists of special-status species known to occur and/or having the potential to occur on the proposed project site and vicinity from the U.S. Fish and Wildlife Service (USFWS; USFWS 2020), the California Native Plant Society (CNPS; CNPS 2020), and the California Natural Diversity Database (CNDDB; CDFW 2020), which are included as **Appendix D**. The potential for these regionally occurring special-status species to occur in the project site is analyzed in **Appendix D**.

Aquatic Resources Evaluation

The U.S. Fish and Wildlife Service's National Wetlands Inventory (NWI) online database[1] was reviewed to determine if there are any wetlands or other waters of the U.S. mapped by the USFWS on the project site. The NWI provides reconnaissance level information on wetlands and deepwater habitats from analysis of high-altitude aerial imagery. Historic aerial imagery from National Environmental Title Research (NETR)[2] was reviewed for information on past land uses and presence of aquatic features visible on aerial imagery. NETR provides aerial imagery covering the study area at irregular intervals

from 1956 to 2016.

Biological and Wetland Resource Evaluation

A biological and wetlands reconnaissance survey was conducted on September 30, 2020 by HELIX Principal Biologist Stephen Stringer, M.S. and HELIX Biologist Stephanie McLaughlin, M.S. between 0830 and 1400 hours. The project site was assessed to identify the habitat type(s) present on-site and the potential to support special-status plant and wildlife species. The survey consisted of a pedestrian survey of the project site and the surrounding area. Meandering transects of the site were performed to obtain visual coverage of the site. Plant species were identified to the level necessary to determine whether or not they were a special-status species.

The three-parameter method was used to determine the presence/absence of wetlands, which involves identifying indicators of hydrophytic vegetation, hydric soils, and wetland hydrology according to the *Corps of Engineers Wetlands Delineation Manual* (USACE 1987), the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region* (Version 2.0; USACE 2008), *A Field Guide to the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States* (Lichvar and McColley 2008) and the *State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State* prepared by the State Water Resources Control Board and which became effective May 28, 2020. The presence/absence of other non-wetland aquatic resources was determined by searching for the presence of an ordinary high water mark and bed and bank. The extent of waters on the project site were mapped in the field with sub-meter accuracy using a Trimble GeoXT Global Positioning System (GPS) hand-held unit. The GPS data were downloaded from the unit, exported into ArcMap 10.7.1®, and used to produce the map of aquatic features in the delineation area and to calculate the acreage of each aquatic feature.

Weather during the survey was clear and warm and hazy conditions. A complete list of plant and animal species observed on the project site during the biological reconnaissance survey is included in **Appendix D**.

Arborist Inventory

The arborist inventory was conducted on September 24, 2020 by HELIX Biologist and ISA Certified Arborist Stephanie McLaughlin, M.S. (WE-12922A). Woody plants in the project area with a trunk diameter of at least 4-inches at 4.5-ft above grade (diameter at breast height) were located and assessed. A diameter tape or calipers were used to verify each trunk diameter. The measurement from the trunk to the end of the longest lateral limb was estimated and used as the dripline radius. All accessible trees were numbered with a pre-printed aluminum tag. Approximate trunk locations were mapped using a sub-meter accurate global positioning system (GPS). Approximate tree locations are identified in Figure 3 of the arborist report (**Appendix C**).

The condition of each tree was rated one a scale of 1 to 5, with 1 indicating poor condition, 3 indicating fair condition, and 5 indicating good condition. The rating considers factors health and structural factors such as the size, color, and density of the foliage; the amount of deadwood within the canopy; bud viability; evidence of wound closure; and the presence or evidence of stress, disease, nutrient deficiency, and/or insect infestation; trunk and branch configuration; canopy balance; the presence of included bark and other structural defects such as decay; and the potential for structural failure.

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 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 2020b). 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 the 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 Board (RWQCB) administers the certification program in California. The RWQCB also regulates discharges of pollutants or dredged or fill material to waters of the State which is a broader definition 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.

Habitat Types/ Vegetation Communities

Habitat types/vegetation communities in the project site include blue oak woodland and ephemeral and intermittent drainages.

Blue Oak Woodland

Blue oak woodland is the predominant habitat type in the project site and occupies approximately 4.82-acres within the site. Vegetation in the blue oak woodland habitat consists primarily of blue oak (*Quercus douglasii*) and interior live oak (*Quercus wislizeni*), with some non-native species including mulberry (*Morus alba*), Chinese tallow (*Triadica sebifera*), Chinese hackberry (*Celtis sinensis*), and ornamental cherry (*Prunus* sp.). The understory is dominated by non-native grasses and forbs, including cultivated oats (*Avena* sp.), Italian rye grass (*Festuca perennis*), and yellow star-thistle (*Centaurea solstitialis*). Disturbed areas, such as bike trails and jumps occur beneath the canopy of the oak woodland, and there is a significant amount of trash and debris in these areas. A small segment of the bike trail occurs in this habitat.

Topography

The terrain in the project site and vicinity is locally flat. The elevation on the project site ranges from 350- to 370-ft above mean sea level and has low to moderate sloping from east to west.

Soils

The project site includes two soil mapping units (NRCS 2020): Argonaut-Auburn-Urban land complex, 3 to 8 percent slopes and Argonaut-Auburn complex, 3 to 8 percent slopes. Soils on the National Hydric Soils List for Sacramento County (NRCS 2015) are not present in the project site.

Both soils occur on hills and are derived from residuum weathered from metamorphic rock. A typical profile of the Argonaut-Auburn-Urban land complex and Argonaut-Auburn complex, 3 to 8 percent slopes include loam from 0- to 14-inches, clay from 14- to 29-inches and bedrock from 29- to 33-inches; the depth to water table is more than 80-inches.

Special-Status Plant Species

No special-status plant species were determined to have the potential to occur on the project site or be impacted by the proposed project. Of the 17 regionally occurring special-status plant species that were identified during the database queries and desktop review, the majority occur in wetland habitats such as vernal pools or seeps, which are absent from the site. Several others are limited to grassland or

cismontane woodland habitats. Although the site contains blue oak woodland, the study area is located in an urban area dominated by non-native species that does not provide suitable habitat for special status plant species. Therefore, no impacts to special-status plants are anticipated as a result of the proposed project.

Special-Status Wildlife Species

A total of 23 regionally occurring special-status wildlife species were identified during the database searches and desktop review. The majority of the special-status wildlife species are associated with aquatic habitats of the adjacent Sacramento Valley such as rivers, sloughs, and freshwater wetlands, including vernal pools. The remaining species are associated with specific habitats such as bats roosting in rocky habitats, caves or abandoning buildings, which are not present in or near the study area.

There are no reported occurrences of special-status animal species on or adjacent to the site. However, the site provides suitable habitat for white-tailed kite (*Elanus leucurus*) and other nesting migratory birds. These species are discussed briefly below. Species determined to have no potential to occur on the project site or be impacted by the proposed project (**Appendix D**) are not discussed further in this report.

White-Tailed Kite

White-tailed kite is a year-round resident in coastal and valley lowlands, where it inhabits herbaceous and open stages of most habitat types. Individuals forage in grasslands, farmlands, and wetlands, preying mostly on small diurnal mammals. Nests are built near the top of dense tree stands, usually near open foraging areas (Zeiner et al. 1988).

No white-tailed kites were observed during any of the biological surveys conducted for the proposed project. The nearest reported extant occurrence of white-tailed kite in the CNDDB is located approximately 3-miles southwest of the project site near Lake Natoma (CDFW 2020). Nesting habitat is present on the site in large trees and foraging habitat is present in the ruderal vegetation. However, habitat for white-tailed kite is marginal due to the urban character of the surrounding area.

No adverse effects to white-tailed kite foraging habitat are anticipated as a result of the loss of oak woodland habitat that would occur due to development of the proposed project. Non-breeding adults could readily avoid contact with construction equipment or personnel by moving out of the construction area. Displacement of non-breeding adults would not be a significant impact. The project has potential for adverse effects to white-tailed kite through nest disturbance leading to destruction of eggs or nestlings if this species were to nest in or adjacent to the project site. Eggs and young still dependent on the nest would be susceptible to injury or mortality through physical contact or through nest abandonment caused by displacement of adults. Destruction of eggs or young would be a violation of the Fish and Game Code and a significant impact.

Implementation of Mitigation Measure BIO-01 would reduce impacts to white-tailed kite and other nesting birds to a less than significant level.

Migratory Birds and Raptors

The project site provides suitable habitat for nesting migratory birds and raptors. However, migratory and non-game birds are protected during the nesting season by California Fish and Game Code. The project site and immediate vicinity provides nesting and foraging habitat for a variety of native birds common to urbanized areas. Nests were not observed during surveys; however, a variety of migratory birds have the potential to nest in and adjacent to the site, in trees, shrubs and on the ground in vegetation.

Project activities such as clearing and grubbing during the avian breeding season (February 1 – August 31) could result in injury or mortality of eggs and chicks directly through destruction or indirectly through forced nest abandonment due to noise and other disturbance. Needless destruction of nests, eggs, and chicks would be a violation of the Fish and Game Code and a significant impact.

Aquatic Resource Evaluation

The project site is located in the City of Folsom in the Upper American River hydrologic unit (HUC12: 180201110201). NWI mapping shows no aquatic features on the project site.

HELIX conducted a routine assessment of waters of the U.S. and State on September 30, 2020, generally in accordance with the U.S. Army Corps of Engineers' (USACE) Corps of Engineers Wetlands Delineation Manual and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Version 2.0). A formal delineation of wetlands was not completed. HELIX identified two aquatic resources; an intermittent drainage and an ephemeral drainage totaling 0.04-acre of aquatic resources that are potentially jurisdictional waters of the U.S. and state. The drainage features are depicted on the Habitat and Resource Map, which is included in Attachment A of **Appendix D**. No other aquatic resources are present on the site.

The intermittent drainage totals 0.03-acre and flows in a southwesterly direction along the northern boundary of the project site. The intermittent drainage is fed by an unnamed emergent wetland swale located north of the site on the Folsom State Prison grounds, via a 24-inch metal culvert that runs beneath Natoma Street to enter the project site. The drainage also receives stormwater runoff from Natoma Street. The water to the site flows intermittently, with water persisting after rain events. The banks of the drainage are incised with a stream channel that is approximately 3-ft wide at the ordinary high-water mark. The intermittent drainage on the project site does not support wetland vegetation, with most of the vegetation within the feature consistent with vegetation in the blue oak woodland vegetation community. Upon leaving the site, the intermittent drainage continues in a southwesterly direction and enters an unnamed tributary to the American River/Lake Natoma west of the prison.

An ephemeral drainage is characterized as a feature with a bed and a bank that channels water from uplands and typically only flows during periods of precipitation. Ephemeral drainages typically do not support wetlands due to their brief hydroperiods, although they typically have an incised bank. In the project site, there is one ephemeral drainage totaling 0.01-acre that crosses the eastern portion of the site and intersects with the intermittent drainage. The ephemeral drainage in the project site supports vegetation consistent with understory vegetation described in the blue oak woodland and is dominated by weedy grasses and forbs.

Determination of regulatory jurisdiction must be made by the U.S. Army Corps of Engineers (USACE), Central Valley Regional Water Quality Control Board (CVRWQCB), and CDFW. It is likely that impacts to the drainages would occur as a result of the proposed project, which would be a significant impact if they are considered waters of the U.S. or state or subject to CDFW jurisdiction.

Protected Trees

A total of 111 trees are present on the site, including 94 blue oaks, seven Fremont's cottonwoods (*Populus fremontii*), four interior live oaks, two Gooding's black willow (*Salix gooddingii*) , one mulberry, one Chinese hackberry, one Chinese tallow, and one ornamental cherry (Figure 3). The City of Folsom regulates trees under Section 12.16 of the Folsom Municipal Code (Tree Preservation Ordinance). A permit is required to remove native oaks (defined as valley oak, blue oak, interior live oak, and coast live oak) measuring 6-inches in diameter at standard height (i.e., 54-inches above natural grade, DSH), or a multi-stemmed native oak measuring a total of 20-inches at DSH. For a tree with a common root system that branches at the ground, DSH is defined as the sum of the diameter of the largest trunk and one-half the cumulative diameter of the remaining trunks measured at 4.5-ft above natural grade.

A total of 77 trees on the project site are considered protected by Folsom City Code. None of the Fremont's cottonwood, Chinese hackberry, Chinese tallow, mulberry, ornamental cherry or Gooding's black willow are protected. See Attachment B in **Appendix C** for additional data on the trees found on the project site.

Table 7 outlines the number of trees, with their respective DSH, to be impacted or to be retained. The project includes a total of 111 trees on the project site, of which 77 trees are protected by the Folsom City Code. Of the total 77 protected trees, 65 protected trees require mitigation (the remaining 12 trees do not warrant mitigation due to poor health). Under the proposed project, 30 protected trees, with 473.1-inches at DSH, would be retained. The proposed project would result in direct or indirect impact of the remaining 47 protected trees, which would require 571.3-inches at DSH of mitigation. However, the final mitigation for the impact of protected trees is to be determined by the City Arborist prior to issuance of a City Grading Permit. Please refer to Figure 10 for the Tree Impact Plan.

Table 7: On-Site Tree Designation

	Total Trees on Project Site	Unprotected Trees	Protected Trees	Protected Trees to be impacted	Protected Trees to be retained
Number	111	34	77	47	30
DSH (inches)	--	--	--	571.3	473.1

Based on Figure 10 included in Appendix A.

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 with mitigation. The trees and understory grassland areas within the project site provide suitable nesting habitat for white-tailed kite and other raptors as well as other native birds and large trees adjacent to the site provide nesting habitat for raptors. Removal of vegetation containing active nests would potentially result in destruction of eggs and/or chicks; noise, dust, and other anthropogenic stressors in the vicinity of an active nest could lead to forced nest abandonment and mortality of eggs and/or chicks. Needless destruction of eggs or chicks would be a violation of the Fish and Game Code and a significant impact. Pre-construction surveys should be conducted prior to project implementation to determine if nesting birds are present on or adjacent to the site, so that measures could be implemented if needed to avoid harming nesting birds. Implementation of Mitigation Measure BIO-01 would reduce impacts to white-tailed kite and other nesting birds to a less than significant level.

Mitigation Measure BIO-01: Avoid and minimize impacts to white-tailed kite and other nesting birds.

- If project (construction) ground-disturbing or vegetation clearing and grubbing activities commence during the avian breeding season (February 1 – 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-ft 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 resurveyed 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., 500-ft for raptors; 100-ft 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 Mitigation Measure BIO-01, impacts to the white-tailed kite and nesting birds would be less than significant.

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?

Less than significant with mitigation. The 0.04-acre of aquatic features located on the project site are potentially regulated by the USACE, CVRWQCB, and CDFW under the Clean Water Act, Porter-Cologne Act, and Section 1600 of the Fish and Game Code. Therefore, removal or fill of the aquatic features would likely require a permit from these agencies. In order to avoid impacts to jurisdictional wetland and waters, Mitigation Measure BIO-02 would be implemented, mitigating impacts to a less than significant level.

Mitigation Measure BIO-02: Avoid and minimize impacts to jurisdictional wetland and waters

- Prior to start of construction, the project proponent shall either prepare a formal delineation and submit it to the USACE for verification or obtain verification based on the mapping of aquatic resources in this report as well as contact the USACE, CVRWQCB, and CDFW to determine the need for permits and secure any required aquatic resources permits for impacts to waters of the U.S./State from the USACE, CVRWQCB, and CDFW, pursuant to Sections 404 and 401 of the Clean Water Act, the California Water Code, Section 1600 of the Fish and Game Code, and the State Water Resource Control Board Dredge and Fill Policy. The project proponent shall comply with all conditions of such permits including providing compensatory mitigation at a minimum 1:1 ratio as required to achieve no net loss of wetlands or other waters.

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 surrounded by development including Prison Road and Folsom State Prison to the north, Cimmaron Circle and single-family homes to the east, PG&E powerlines, single family homes, and duplexes to the south, and Fargo Way, Office Space, and Folsom City Police Department to the west. 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?

Less than significant impact with mitigation. Of the 111 trees on the project site, 77 trees are considered protected by Folsom City Code. If protected trees will be removed by the proposed project mitigation will be required per Section 12.16.150.

Protected trees rated 3, 4 or 5 shall be replaced at a ratio of one-inch equivalent for every one-inch of DSH removed as shown in **Table 8**. Protected trees rated 2 shall be replaced at a ratio of one-half-inch equivalent for every one inch removed. Protected trees rated 0 or 1 require no replacement or any other mitigation. Mitigation for trees can be done through on-site replacement planting, payment of in lieu fees, or a combination thereof.

Table 8. Tree Replacement Equivalency Table

Replacement Tree Size	DSH Equivalency
A Sampling tree; or	0.5-inch DSH
Tree in container less than 15 gallons	0.5-inch DSH
15-gallon container tree	1-inch DSH
24-inch box tree	2-inch DSH
36-inch box tree	3-inch DSH

Of the 77 trees protected by Folsom City Code, only 65 trees require potential mitigation based on having a health rating of 5, 4, 3, or 2. Of those 65 trees potentially requiring mitigation, the proposed project would only result in direct or indirect impact to 47 protected oak trees, which would require 571.3-inches at DSH of mitigation (**Table 7**). With implementation of Mitigation Measure BIO-03, impacts to protected trees would be less than significant.

Mitigation Measure BIO-03: Avoid and minimize impacts to protected trees

- The applicant shall provide mitigation for directly or indirectly impacted oak trees based on having a health rating of 5,4,3, or 2. Based on the DSH equivalency ratio, the project applicant shall mitigate for the removal of approximately 47 oak trees (571.3 inches at DSH) that will be removed with development of the project. Final mitigation requirements shall be determined by the City Arborist upon receipt of final design plans prior to the issuance of a grading permit. Mitigation for trees shall be done through on-site replacement planting, payment of in-lieu fees as determined by the City, or a combination thereof.

- A Tree Permit Application containing an Application Form, Tree Protection and Mitigation Plan, and Arborist Report shall be submitted to the City of Folsom by the owner/applicant for issuance of a Tree Work Permit and Tree Removal Permit prior to commencement of any grading or site improvement activities. The tree protection and mitigation plan shall be prepared in collaboration with a qualified arborist and shall be subject to review and approval by the City. The tree protection and mitigation plan shall contain the contact information of the project arborist and shall be included in all associated plan sets for the project.

- Removal of any protected tree shall be mitigated by planting replacement trees and/or payment of "In-Lieu" fees on a diameter inch basis in accordance with FMC, Section 12.16.150. The proposed method of mitigation shall be subject to review and approval by the City.

- Prior to starting construction, oak trees to be preserved shall be fenced with high visibility fencing consistent with the city-approved tree protection and mitigation plan. Parking of vehicles, equipment, or storage of materials is prohibited within the Tree Protection Zone of Protected Trees at all times. Signs shall be posted on exclusion fencing stating that the enclosed trees are to be preserved. Signs shall state the penalty for damage to, or removal of, the protected tree.

- The owner/applicant shall retain the services of a project arborist for the duration of the development project to monitor the health of oak trees to be preserved and carry out the City-approved tree protection plan. All regulated activity conducted within the Critical Root Zone of protected trees, as that term is defined in Folsom Municipal Code (FMC) 12.16.020, shall be

performed under the direct supervision of the project arborist. A copy of the executed contract for these arboricultural services shall be submitted to the City prior to the issuance of any tree or grading permits

- Certification letters by the project arborist attesting compliance with the tree protection and mitigation plan and tree permit conditions shall be submitted to the City.

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?	☐	■	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	■	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	■	☐	☐

The discussion below is based on a cultural resources assessment prepared by HELIX Environmental Planning, Inc. (HELIX 2022b), attached to this Initial Study as **Appendix E**. This assessment, which addresses both archaeological and architectural resources, is based on the results of an archival records search, Native American coordination, and a pedestrian survey of the project site.

Environmental Setting

State and federal legislation require the protection of historical and cultural resources. In 1971, President's Executive Order No. 11593 required that all federal agencies initiate procedures to preserve and maintain cultural resources by nomination and inclusion on the National Register of Historic Places. In 1980, the Governor's Executive Order No. B-64-80 required that state agencies inventory all "significant historic and cultural sites, structures, and objects under their jurisdiction which are over 50 years of age and which may qualify for listing on the National Register of Historic Places." Section 15064.5(b)(1) of the CEQA Guidelines specifies that projects that cause "...physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historic resource would be materially impaired" shall be found to have a significant impact on the environment. For the purposes of CEQA, an historical resource is a resource listed in, or determined eligible for listing in the California Register of Historical Resources. When a project could impact a resource, it must be determined whether the resource is an historical resource, which is defined as a resource that:

> (A) is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political or cultural annals of California; and,
>
> (B) Meets any of the following criteria: 1) is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; 2) is associated with the lives of persons important in our past; 3) embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or 4) has yielded, or may be likely to yield, information important in prehistory or history. The City of Folsom Standard Construction Specifications were developed and approved by the City of Folsom in May 2004 and updated in

April 2015. They include Article 11 - Cultural Resources, which provides direction on actions to be taken in the event that materials are discovered that may ultimately be identified as a historical or archaeological resource, or human remains (City of Folsom 2015).

Cultural Background

The following is a brief overview of the prehistory, ethnography, and historic background of the project area intended to provide a historical context for cultural resources that might be found in the vicinity of the APE. This section is not intended to be a comprehensive review of the current resources available; rather, it serves as a general overview of human occupations and uses of the general project vicinity. Further details can be found in ethnographic studies, mission records, and major published sources, including Beardsley (1948), Bennyhoff (1950, 1954, 1977), Fredrickson (1973 and 1974), Kroeber (1925), Chartkoff and Chartkoff (1984), and Moratto (1984).

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 CentralCalifornia Taxonomic System (CCTS). This system proposed a uniform, linear sequence of cultural succession (Beardsley 1948 and 1954). The CCTS system was challenged by Gerow, whose work looked at radiocarbon dating to show that Early and Middle Horizon sites were not subsequent developments but, at least partially, contemporaneous (Gerow 1954, 1974; Gerow and Force 1968).

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 are presented below.

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

The Windmiller Pattern, or, the Early Horizon culture, 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 used typically included stemmed projectile points of slate and chert. Obsidian projectile points, however, are sparingly found on Windmiller sites. 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 as 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 Mi-Wuk 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, the practice of spreading ground ochre over the burial was common at this time (Lillard et al. 1939). 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 Windmiller 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; 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. Having said that, the identification of regional and local variation remains a major goal of current archaeological research.

Ethnographic Background

The cultural groups that occupied the project area at the time of Euro-American contact around 1845 are the Southern Maidu, sometimes called the Nisenan. This group speaks a language related to the Penutian stock, and it is generally agreed that they entered the region sometime after 1750 AD, and that their territory included the Bear River, American River, Yuba River, and southern portions of the Feather River drainages (Wilson and Towne 1978:387). Southern Maidu settlements were often located on ridges that separated parallel streams, or terraces located part way up slopes (Kroeber 1925).

The Southern Maidu village of Yodok was thought to have been originally located on the south side of the American River, in the approximate vicinity of the current town of Folsom (Kroeber 1925:394). Later ethnographers however, depict the village on the north side of the river (Bennyhoff 1977:125, 165; Wilson and Towne 1978:388), close to the present-day location of the Cliff House Restaurant (located at 9900 Greenback Lane). It is suspected that additional large settlements existed in the region prior to Euromerican contact which went undocumented due to the speed with which the Southern Maidu way of life was impacted by white settler colonialism.

Ethnographic descriptions of the Southern Maidu suggest a varied subsistence strategy based on the exploitation of available resources. They hunted a variety of large and small mammals, (including deer, bear, elk, antelope, and rabbit), fish (salmon, trout, and eel), and birds (waterfowl, crows, and pigeons), and gathered numerous edible seeds, nuts, berries, herbs, and native fruits (Kroeber 1925). The Maidu were nomadic throughout the year, following game and gathering plants. Population movements were predicated upon the changes of seasons in an effort to make subsistence gathering easier. Winter villages were formed along drainages at elevations below 2,500-ft (Johnson 1982:74-75). Spring, summer, and early fall were spent at higher elevation camps, where resources were gathered, prepared, and stored for winter (Wilson and Towne 1978:388).

Maidu dwellings include a conical structure built out of poles thatched with bark, sticks, leaves, and pine needles. These structures were often built on top of shallowly excavated pits, with dirt built up around their perimeters. These structures measured between 10- and 15-ft in diameter. Larger Maidu villages often included dance houses, which measured between 20- and 40-ft in diameter, as well as other larger structures which functioned as sweat houses and lodges. These larger structures extended down into the subsurface, with 10- to 20-ft high posts used to support a domed roof which consisted of poles and thatched sticks, bark, and pine needles. An outer layer of earth, measuring roughly 1-foot thick, was used to seal the structure against the elements (Kroeber 1925:407-408).

The epidemic of 1833, which was brought by Euromericans into the Folsom area, had terrible impacts on local Maidu populations. Thought to be malaria, this epidemic is estimated to have killed up to 75 percent of the Sacramento Valley native population, Maidu included. Another major impact to the Maidu way of life came with the discovery of gold in Coloma in 1848. This prompted thousands of

miners to move into the region and stake claims for mining operations. This carving up of territory on maps was quickly followed by the removal of trees, and the diversion of rivers and creeks from their natural beds, resulting in the siltation of local streams. Beyond the environmental degradations these activities caused, mining operations radically reduced the hunting and gathering territories of the Maidu and other native American groups all but extinguishing their means of maintaining self-sufficient levels of food collection/production as well as their capacity to collect materials used in the crafting of tools, structures, trade goods, and medical supplies (Levy 1978, Wilson and Towne 1978). By the 1870s, the surviving Maidu were largely working in Euro-American owned mines and ranches or working as day laborers in industrial or agricultural settings (Powers 1975). Still, Maidu people continue to live in the region to this day, and are striving to maintain, reinvigorate, and safeguard their cultural heritage and traditional practices.

Historic Background

The first Europeans to visit the interior of California were Spanish expeditions launched to recapture Native Americans who had escaped from the rule of coastal missions (Heizer and Almquist 1971, McGruder 1950, Napton 1997:6). Catholic missions were the hallmark of the Spanish Period (1796-1822) in California, during which time 21 missions were established by the Franciscan Order along the coast between San Diego (among the earliest of missions) and San Francisco. Among the first Europeans to formally explore the Central Valley was Lieutenant Gabriel Moraga, who led excursions in the area between 1806 and 1808 to examine the area's main water ways including what we today call the American, Calaveras, Cosumnes, Feather, Merced, Mokelumne, Sacramento, San Joaquin, and Stanislaus rivers. In 1813, Moraga again ventured into the Central Valley, this time focusing on the south, and coined the name of the San Joaquin River (Hoover et al. 2002:369). Luis Arguello led the last of the Spanish expeditions into the Central Valley in 1817 when he traveled up the Sacramento River, past current day Sacramento, and into the mouth of the Feather River before turning back to the coast (Beck and Haase 1974:18, 20, Grunsky 1989:3-4).

The Mexican Revolution, which took place between 1810 and 1821, resulted in the end of Spanish rule in modern day California and ushered in Mexican governance in the area, which was marked by an extensive issuance of land grants, mostly of lands in the interior of the state. Californios (or Mexican Citizens in California who were given land grants) were given locations by the Mexican Republic in the interior, with the goal of increasing populations in areas further from the coast where Spanish era settlements had already been established and developed into bustling areas of commerce.

Settlement of the Sacramento area began by late 1830s and early 1840s, when entrepreneurs such as John Sutter and Jared Sheldon obtained land grants from the Mexican government in exchange for an agreement to protect Mexican interest in these remote regions. In 1839, John Sutter built the earliest Euro-American settlement within Sacramento County. Named Sutter's Fort, it was well known outpost that brought with it an increase in Euro-American trappers, hunters, and settlers to the Sacramento area. John Sutter also founded New Helvetia, a trading and agricultural outfit, that was based out of Sutter's Fort, close to the location where the Sacramento and American rivers split, near today's City of Sacramento (Hoover et al. 2002).

The Mexican period was also characterized by exploration of the western Sierra Nevada mountain range by American fur trappers and later, miners. Jedediah Smith, an American trapper, is known to have explored the Sierra Nevadas in 1826 and 1827, entering the Sacramento Valley and traveling along the American and Cosumnes rivers and through the San Joaquin Valley. Soon after other trappers ventured

into the area, including those involved with the Hudson's Bay Company in 1832 (Hoover et al. 2002:370). Colonel J. Warner is also known to have traveled with the Ewing-Young trapping expedition which passed through the Central Valley in 1832 and 1833 (Gilbert 1879:11).

The American period in California began in 1848 with the end the Mexican American War (1846 – 1848), and the ensuing Treaty of Guadalupe Hidalgo which officially made California a territory of the United States. Soon after, gold was discovered at Sutter's Mill, located along the American River in Coloma. By 1849 over 80,000 people had emigrated to try and stake their claims and strike it rich in the California Gold Rush. Due to this population boom, and the industries that popped up as a result, California was made the 31st state of the United States in 1850, and by 1854, the bustling town of Sacramento was made the state capital.

Local History

The City of Folsom was named after Captain Joseph Libbey Folsom, a West Point graduate who arrived in California in 1847 to serve as Quartermaster in San Francisco. In 1848 Captain Folsom purchased a 35,000-acre Mexican land grant located just to the east of John Sutter's land grant and hired Theodore Judah, a railway engineer, and surveyor, to lay out a town initially named Granite City. After Captain Folsom's death in July 19, 1885, his executors changed the town name to Folsom (Gudde 1998). The history of the city is steeped in the development of the mining and transportation industries, and later was heavily influenced by the development of the Folsom Prison and hydroelectric dams.

Mormon Bar, located just a few miles east of Folsom, was the second major gold find within California and by the spring of 1848 a group of Mormons had developed mining operations in the area (Hoover et al. 1990, The Telegraph 1966:8). These efforts were soon followed by the exploration of the other gravel bars along the American River; by 1849 mining works were established between Mormon Island and Mississippi Bar, including Alabama Bar, Slate Bar, Beam or Bean's Bar, and Sailor Bar. Other nearby mining camps included Texas Hill, just south of present-day Folsom and Big Gulch mining camp, north along the American River (Hoover et al. 1990:289). Negro Bar was also located on the American River, near present day Decatur and Reading streets, and was first mined by Afro-Americans in 1849. The community that sprang up around Negro Bar began within the current townsite of Folsom and extended almost a mile downstream. These works, camps, and residences housed some 700 inhabitants as of 1851, and the settlements included two general stores and two hotels (Gudde 1975:235, Hoover et al. 1990:289). In 1852, however, a massive flood on the river forced a relocation of the community onto the bluffs above the bar (Gudde 1975).

In 1851, check dams were built by the Natomas Water and Mining Company on the South Fork American River two miles above Salmon Falls to facilitate the supply of water for mining operations in the growing Folsom Mining District. By 1854 these dams diverted water across 20-miles of ditches and sluice gates that supplied the Folsom area, and included a main canal that reached Prairie City to the south (Barrows 1966, Reed 1923:130, Thompson and West 1880). The area saw an infusion of Chinese immigrants around 1850, with many of them hired to help build the ditches and dams for the Natomas Company. Some also established themselves in the Folsom area by reworking abandoned claims and tailings piles (Barrows 1966:70-71, Thompson and West 1880). By the mid-1850s there were over 1,200 Chinese living in the area, primarily working as miners.

Mining in the area persisted through the 1960s, though to a far lesser extent than the mining boom in the 1850s. these efforts included placer and drift mining ventures near Alder Creek and Willow Springs,

at the Golden Treasure Mine close to Leidersdorff Street, at the White and Donnelly Gravel Mine between Leidesdorff and Sutter Street, and at Wool and Reading streets (Maniery and Syda 1991:25). Dredge mining the American River was first attempted by W. P. Bonright and Company when they obtained title and rights to the Mississippi Bar (Barrows 1966:54-55). By the 1900s and 1910s several companies seeking to emulate the successes of the Bonright dredging endeavor moved into the region, with some working the gravels at Sailor Bar and Texas Hill (The Telegraph, May 30, 1903). Mining remained the primary focus on the Folsom economy until the 1940s, when the federal government placed a moratorium on the mining of non-essential metals as a result of the outbreak of World War II. Though mining/dredging operations resumed after the war in 1946, the returns proved to be not nearly as profitable as they had in earlier years. The last mining enterprise in the region halted operations in 1962 (Barrows 1966).

In 1852 the Sacramento Valley Railroad Company (SVRR) was developed to build a rail line between Sacramento and Negro Bar. The route was surveyed and laid in 1854. Construction began in 1855 and completed by 1856, making it the first line completed in California (Barrows 1966:16, Reed 1923:130). A terminus for the SVRR was built in Folsom near already established hotels and stores. The railway opened on February 22, 1856 and quickly made Folsom a transportation center for freight and passengers who needed to push further into the California interior, or to arrive in Sacramento for shipment by boat to San Francisco and then elsewhere. Many would arrive in Folsom to stage voyages to Sonora, Placerville, Auburn, and Marysville (Thompson and West 1880:223). As a result Folsom grew along with the railroad traffic, with the years between 1856 and 1865 characterized by the development of hotels, houses, churches, an academy, and businesses including a flour mill, and the Folsom Telegraph building (Thompson and West 1880:223). A series of fires (two in 1871, one in 1872, and another in 1886) destroyed a tremendous amount of property in the area, but each time the city's business district found ways to quickly bounce back with the construction of larger and grander buildings.

In the 1870s Folsom also saw an increase in agricultural activity as the Natoma Water and Mining Company began renting out large swaths of their property for use as vineyards, gardens, and orchards (Reed 1923:130). Chinese, Native Americans, Portuguese, Italians, and African Americans worked in these agricultural fields and took on the roles of cooks, laborers, and handymen in the Folsom area. Growth in the area was also spurred in the 1870s and 1880s by the opening of Folsom State prison in 1878. This prison remains a major employer for the town through the present day.

Originally intended to house the surplus of criminals held at San Quentin prison, construction began on the Folsom Prison in 1874, with the efforts largely supplied by local Folsom businesses. The prison was built on land owned by the Natoma Water and Mining company. In exchange for the state gaining possession of the land, convict labor was to be used to construct a dam for the company (Barrows 1966:77). A railroad spur intended to supply the new prison facility was built along the south bank of the American River and extended to the intended dam site. The first cell block was completed in 1880 prompting the first transfer of 44 convicts from San Quentin. These men were soon put to work building an additional cellhouse and the dam for the Natoma Company. These buildings were made with granite quarried from the prison grounds, and as the prison was expanded, so was the prisoner population. The prison was unique in that it had an electric power plant on the grounds to power interior lighting and the arc-lights that illuminated the boundaries of the prison grounds (Barrows 1966:78). Convict labor from the prison was used to build the Folsom dam as intended, which led to the development of the nearby hydroelectric plant.

The dam and the first half-mile of the associated canal were completed in 1893. Soon after log booms

were constructed so that logs could be floated through the power canal and to a milling pond and sawmill near Folsom. These logging businesses were operated by the American River Land and Lumber Company which were affiliated with the Natoma Company (Barrows 1966). By 1895, a hydroelectric system consisting of a two-story powerhouse, intake gates, penstocks, McCormick turbines, and GE generators was completed. Once operational, this powerhouse brought electric current through transmission lines to Sacramento, forming the longest transmission line in the world at the time (Barrows 1966:23). This hydroelectric system was continuously upgraded and remained in use until 1952 when the Folsom Dam was demolished in anticipation of the construction of a new dam further upstream.

In the latter half of the 20th century the City of Folsom continued to expand and grow. The new Folsom Dam project began in 1952 and was completed by 1956. This new dam was built to control flooding in Sacramento and to provide hydroelectric power to nearby cities. In the 1960s, musician Johnny Cash brought fame to the city and the Folsom Prison, with his hit single "Folsom Prison Blues" and the subsequent recording of an album on the prison grounds in 1968. In 1982 Intel Corporation, the computer hardware company, made Folsom its home and purchased 234 acres to set up offices, warehouses and manufacturing center. Today the 1.5 million square foot Intel campus employs over 6,000 employees and is the single largest employer in the city. In more recent decades, especially the 1990s, Folsom has been the site of rapid expansion, as the suburbs of Sacramento spread out into the Folsom city limits. As of the 2020 census, Folsom is home to some 80,454 residents. This recent growth has spurred the development of numerous residential neighborhoods, apartment complexes and shopping centers.

Cultural Resource Record Search

Previous Studies

On January 21, 2022, a records search addressing the APE and a 0.50-mile radius beyond the APE boundaries was conducted by the North Central Information Center (NCIC) at California State University, Sacramento. The purpose of the records search was to: (1) identify prehistoric and historic resources previously documented in the APE and within 0.5-mile of APE boundaries; (2) determine which portions of the APE may have been previously studied, when those studies took place, and how the studies were conducted; and, (3) ascertain the potential for archaeological resources, historical resources, and human remains to be found in the APE. This search also included a review of the appropriate USGS topographic maps on which cultural resources are plotted, archaeological site records, building/structure/object records, and data from previous surveys and research reports. The California Points of Historical Interest, the California Historical Landmarks, the NRHP, the CRHR, and the California State Historic Resources Inventory listings were also reviewed to ascertain the presence of designated, evaluated, and/or historic-era resources within the APE. Historical maps and historical aerial photographs of the area were also examined (NETROnline 2022).

The cultural resources records search identified 10 studies that have previously been conducted within a 0.5-mile radius of the APE (Table 9). Of these, two studies overlapped with the current APE for at least part of their survey area; these include report numbers 004508 (Maniery 1993) and 004509 (Maniery and Syda 1991). Brief summaries of the reports pertaining to surveys that overlapped with the current APE are provided below **Table 9**.

Table 9.Previous Studies Conducted within 0.5-Mile of the APE

Report	Year	Author(s)	Affiliation	Includes APE?	Title
004508	1993	Maniery, Mary L.	PAR Environmental Services, Inc.	Yes	Determination of Effect, American River Bridge Crossing Project, City of Folsom, Sacramento County, California
004509	1991	Maniery, Mary L. and Keith A. Syda	PAR Environmental Services, Inc.	Yes	Cultural Resources Investigation for the American River Bridge Crossing Project, City of Folsom, Sacramento County, California
000155	1977	Greenway, Gregory	Archaeology Study Center, CSU Sacramento	No	An Archaeological Survey of the Oak Avenue Parkway, Ashland Water Transmission Main and Storage, Blue Ravine Water Transmission Main, and the Lew Howard Memorial Park for the City of Folsom, Sacramento County, California
001837	1997	Waechter, Sharon	Sharon Waechter	No	Archaeological Survey for the Proposed Natoma Pipeline Expansion, Folsom Dam to the City of Folsom Water Treatment Plant
003761	2001	Billat, Lorna Beth	EarthTouch, LLC	No	Nextel Communications (on-air) CA-0205A / West Folsom Entrance Road to Folsom State Prison
006933	1998	Maniery, Mary L. and Cindy Baker	PAR Environmental Services, Inc.	No	Cultural Resources Investigation for the Folsom Sanitary Sewer Rehabilitation Project- Phase 1 Folsom, CA
011288	2013	PAR Environmental Services, Inc.	PAR Environmental Services, Inc.	No	Supplemental Historic Property Survey Report for the Johnny Cash Class 1 Bicycle Trail, City of Folsom, California Federal Project No. 5288 (025)
011533	2014	Wills, Carrie D. and Kathleen A. Crawford	Environmental Assessment Specialist, Inc.	No	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SC 14633A (East Natoma & Randall), 235 Marchant Drive, Folsom, Sacramento County, California
011755	2015	Allen, Josh	PAR Environmental Services, Inc.	No	Cultural Resources Survey of Folsom Zoo, Sacramento County, California
013383	2015	Wills, Carrie	HELIX Environmental Planning Inc.	No	Oak Parkway Trail Undercrossing, Draft Initial Study & Environmental Evaluation

Source: Helix 2022b.

Report 004508 – *Determination of Effect, American River Bridge Crossing Project, City of Folsom, Sacramento County, California* was written by Mary.L. Maniery in 1993. The American River Bridge Crossing Project APE consisted of four linear alignments or alternatives that extended (east to west) from near the current Folsom Dam, to downstream of the existing Rainbow Bridge. Intersection improvements and road widening activities were also planned as part of the project. The survey area covered for this effort encompassed four possible alignments (referred to in the report as "alternatives") for a bridge that would be built across the American River. The records searches and surveys conducted for these alternative alignments encountered 10 historic period cultural resources including Folsom's "Chinatown" district (CA-SAC-426-H), the Sacramento Valley Railroad (CA-SAC-428-H), the Folsom Hydroelectric System (CA-SAC-429-H), the Folsom Powerhouses (National Historic Landmark/CHL #633), Rainbow Bridge (Bridge #246-67), and several individual built resources on APNs 070-0113-001, 070-0105-012, 070-0010-019, 070-0010-019 and 070-0091-007. However, none of the identified resources fall within the currently proposed APE, nor are any of these resources anticipated to be affected by the currently proposed undertaking.

Report 004509 – *Cultural Resources Investigation for the American River Bridge Crossing Project, City of Folsom, Sacramento County, California*, was written my Mary L. Maniery and Keith A. Syda in 1991. Similar to report 004508, this cultural resource investigation examined four linear alignments or alternatives for a proposed bridge that would cross the American River, as well as associated road improvements that extended (east to west) from near the current Folsom Dam to downstream of the existing Rainbow Bridge. The investigation identified 13 archaeological sites, five isolated artifacts, and 55 historic structures. None of the resources identified during the records searches or pedestrian surveys covered within this report fall within the currently proposed APE, and none of the resources mentioned in the report are anticipated to be affected by the current undertaking.

Previously Recorded Searches

The records search revealed that elements of one cultural resource, the Folsom Mining District (P-34-000335 / CA-SAC-000308H) may be present within the APE, and that eight previously recorded cultural resources lie within 0.5-mile of the APE. A brief description of resource P-34-000335 (CA-SAC-000308H) is provided below **Table 10**.

P-34-000335 (CA-SAC-000308H): Most recently updated by Coleman, Talcott, and Wolpert of Solano Archaeological Services, this resource, known as the Folsom Mining District, is comprised of a variety of elements from the 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 indicated that elements of this historic district could be present within the currently proposed 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 that individual elements within the district may be eligible for listing and that they should be evaluated as eligible or ineligible on a case-by-case basis.

Table 10. Previously Recorded Cultural Resources within 0.5-Mile of the APE

Primary	Trinomial	Year	Recorder	Description
P-34-000335	CA-SAC-0 00308H	1969	K. G. S.	Historic period district- Folsom Mining District, several incorporating elements including foundations and structure pads, a water conveyance system, mines, quarries, and tailings
P-34-000016	n/a	1990	Syda, K., and C. Thomas	Prehistoric period isolate - Mano
P-34-000017	n/a	1990	Syda, K., and C. Thomas	Prehistoric period isolate - Pestle
P-34-000018	n/a	1990	Syda, K., and C. Thomas	Historic period site- Concrete rubble and 3 quarried granite blocks
P-34-000451	CA-SAC-000424	1990	Syda, K., and C. Thomas	Historic period site - Water conveyance system, associated with Folsom Mining District
P-34-000452	CA-SAC-000425	1990	Syda, K., and C. Thomas	Prehistoric period site - Lithic scatter
P-34-000456	CA-SAC-000429H	1989	Gerry, R., and M. Peak	Historic period site - Water conveyance system, roads/trails/railroad grades, dams, and standing structures
P-34-005017	n/a	2014	Crawford, K. A.	Historic period site – 1960s PG&E Tower constructed with bolted steel L-shaped profiles and cross arms
P-34-005119	CA-SAC-000426	2011	Appleby, Richard Allen	Historic period site - Folsom State Prison Railroad, no longer extant, plotted route appears on 1892 USGS topo map

Source: HELIX 2022b

Historic Maps and Aerial Photographs

Historic maps and aerial photographs examined for this review include plat maps from 1857 and 1866; Folsom USGS 7.5-minute quadrangle maps from 1914, 1944, 1954, and 1967; and a series of aerial photographs dating from 1952 through 2018 (NETROnline 2022). The plat maps and USGS quadrangle maps reveal no signs of development of the APE through 1967. The aerial photograph series of the APE reveals the development of Natoma Street by 1952 and several dirt roads to the southwest of the APE. By 1964, the area adjacent south of the APE has been further developed with paved roads and the construction of a few residential houses. By 1993 development in the area increased considerably, with residential construction having taken place to the northeast, east, south, southwest, and northwest of the APE. Due north of the APE, however, the land remained undeveloped save for the paved road that leads to the Folsom prison located 2.5-miles north of the APE. Despite these developments in the

vicinity of the APE throughout the 20th century, the aerial photography analysis suggests that no developments took place within the currently proposed APE (NETROnline 2022).

Native American Heritage Commission Sacred Lands File Search

On January 21, 2022, HELIX requested that the NAHC conduct a search of their Sacred Lands File (SLF) for the presence of Native American sacred sites or human remains in the vicinity of the proposed project area. On February 9, 2022 HELIX received a response from the NAHC that indicated the SLF search returned negative results but that the absence of specific site information in the SLF does not necessarily indicate the absence of cultural resources within the project area. As a result, the letter recommended that HELIX reach out to 10 Native American tribal representatives (Appendix E) who may also have knowledge of cultural resources in the project area. The recommended points of contact with Native American Tribes included:

- 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, Ione Band of Miwok Indians
- Sara A. Dutschke, Chairperson, Ione Band of Miwok Indians
- Steven Hutchason, Tribal Historic Preservation Office, Wilton Rancheria
- Rhonda Morningstar Pope, Chairperson, Buena Vista Rancheria 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

HELIX sent letters to these tribal representatives on February 10, 2022. As of the date of this report no responses have been received.

Pedestrian Survey

HELIX Staff Archaeologist, Jentin Joe, surveyed the undertaking's APE on February 8, 2022. The survey involved the systematic investigation of the APE's ground surface by walking in parallel 10-meter (m) transects. During the survey the ground surface was examined for artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, fire-affected rock, prehistoric ceramics), soil discoloration that might indicate the presence of a prehistoric cultural midden, soil depressions, and features indicative of the former presence of structures or buildings (e.g., standing exterior walls, postholes, foundations, wells) or historic debris (e.g., metal, glass, ceramics). Ground disturbances such as gopher holes, burrows, cut banks, and drainage banks were also visually inspected. Representative survey photographs are found in **Appendix E.**

The topography of the APE is largely flat, with small rises in elevation in the northeast which dip down to a small creek which lies along the north boundary of the property and runs east to west. The APE is bounded by residential neighborhoods to the south, and east, a small business center to the west, and by Natoma Street to the north, with the Folsom Prison property just north of Natoma Street. The APE is mostly covered in oak trees and tall grasses, and the surveyor encountered fairly poor surface visibility (10 percent or less) with the exception of exposed patches of the ground surface that have been

modified (Photograph 1). These patches have clearly been disturbed and reveal light brown, loamy soils with few inclusions. The patches are signs of significant and recent ground disturbance in the form of excavations and earthen works that appear to have been designed to create an informal mountain biking trail/racing course (Photograph 2). The surveyor also found a great deal of modern trash on the site, including planks of wood, scraps of plastic, and a discarded mattress (Photograph 3). To the west is a walking trail that extends just outside the southern boundary of the APE.

No prehistoric or historic-era materials or features were observed during HELIX's intensive pedestrian survey of the APE.

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 results of this Cultural Resources Assessment indicate that there are no known or newly discovered cultural resources within the APE, prompting HELIX to recommend that the area is not likely to contain surface based archaeological deposits. Although the NCIC records search indicated that elements of district P-34-000335 (the Folsom Mining District) may potentially be located within the current APE, no traces of the district were found during HELIX's pedestrian survey of the project area. As a result, the current project is anticipated to have no impacts on district P-34-000335.

Based on the results of HELIX's cultural resource assessment the APE can be assumed to have a low sensitivity for surficial cultural resources and this project is anticipated to have no impacts to historical resources for the purposes of compliance with both Section 106 of the NHPA and CEQA. The recommendations provided below are intended to minimize the potential for buried and undocumented cultural resources to be significantly impacted during project implementation.

Consequently, HELIX recommends that there would be no effect on historic properties or historical resources, including archaeological and built-environment resources as a result of project implementation. No additional studies, archaeological work, or construction monitoring are recommended. However, in light of the presence of prehistoric resources within the study area (P-34-0000016 and P-34-000017) and the potential presence of elements of district P-34-000335 to lie within the study area, HELIX recommends that the Mitigation Measure CUL-01 and CUL-02 outlined below be implemented in the unlikely event that cultural resources are encountered during construction. If historical or archaeological resources are discovered, implementation of Mitigation Measure CUL-01 and Mitigation Measure CUL-02 would reduce any potential impact to a less than significant level for questions a) and b).

Mitigation Measure CUL-01: Inadvertent Discovery

- In the event that cultural resources are exposed during ground-disturbing activities, construction activities should be halted within 100-ft of the discovery. Cultural resources could consist of but are not limited to stone, bone, wood, or shell artifacts, or features including

hearths, structural remains, or historic dumpsites. If the resources 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, in coordination with USACE and the City, to assess the resource and provide appropriate management recommendations. If the discovery proves to be NRHP- and/or CRHR-eligible, additional work, such as data recovery excavation, may be warranted and should be discussed in consultation with USACE and the City.

Mitigation Measure CUL-02: Worker Awareness Training Program

- All construction personnel involved in ground disturbing activities shall be trained in the recognition of possible cultural resources and protection of such resources. The training will inform all construction personnel of the procedures to be followed upon the discovery of archaeological materials, including Native American burials. Construction personnel will be instructed that cultural resources must be avoided and that all travel and construction activity must be confined to designated roads and areas. The training will include a review of the local, state, and federal laws and regulations related to cultural resources, as well as instructions on the procedures to be implemented should unanticipated resources be encountered during construction, including stopping work in the vicinity of the find and contacting the appropriate environmental compliance specialist.

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-02 and Mitigation Measure CUL-03 would reduce this potential impact to a less than significant level.

Mitigation Measure CUL-03: Treatment of Human Remains

- Although considered highly unlikely, there is always the possibility that ground disturbing activities during construction may uncover previously unknown human remains. In the event of an accidental discovery or recognition of any human remains, Public Resource Code (PRC) Section 5097.98 must be followed. Once project-related earthmoving begins and if there is a discovery or recognition of human remains, the following steps shall be taken:

    1. There shall be no further excavation or disturbance of the specific location or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains are Native American, the coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" of the deceased Native American. The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in PRC Section 5097.98, or

2. Where the following conditions occur, the landowner or his/her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendent or on the project area in a location not subject to further subsurface disturbance:

    a. The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission;
    b. The descendent identified fails to make a recommendation; or
    c. The landowner or his authorized representative rejects the recommendation of the descendent,

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

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 for 51 percent of the state's power mix. The remaining electricity came from out-of-state imports (CEC 2021a). **Table 11** provides a summary of California's electricity sources as of 2020.

Table 11. Previously Recorded Cultural Resources within 0.5-Mile of the APE

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	33.09

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. Energy used for construction would primarily consist of fuels in the form of diesel and gasoline for the operation of construction equipment and construction worker vehicles. While construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and would cease upon the completion of construction. The Air Quality and Greenhouse Gas Emissions Technical Report estimated the proposed project's GHG emissions using CalEEMod (HELIX 2022c). The construction energy calculations from the prepared for the proposed project is shown in **Table 12**.

Table 12. Construction Energy Summary

Source	Gallons Diesel	Gallons Gas	kBtu
Off-Road Construction Equipment	14,104	-	1,960,515
On-Road Construction Traffic	2,926	8,916	1,512,319
Project Construction Total	**17,031**	8,916	**3,472,834**

Source: HELIX 2022c; kBtu = kilo-British thermal unit

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 that would exceed the requirement of the California Building Energy Efficiency Standards (Title 24, Part 6), by 15 percent or more. The project would provide 14 electric vehicle charging stations, as required under the City's General Plan GHG Reduction Measure T-8 and would provide 28 bicycle parking spaces, as required under the City's General Plan GHG Reduction Measure T-3 (**Appendix B**).

Hardscapes, such as pedestrian and bicycle pathways, outdoor seating and dining areas, and parking stalls/ trash apron would be constructed with cool paving materials (e.g., slab concrete). Cool paving areas, including shaded areas, account for approximately 68.2 percent of the non-roof impervious area.

The operational energy calculations prepared for the proposed project are shown in **Table 13**.

Table 13. Operational energy Summary

Energy Type	Quantity	kBtu
Gasoline (Gallons)	41,472	5,142,521
Diesel (Gallons)	3,099	430,744
Natural Gas (kBtu)	1,280.610	1,280,610
Electricity (kWh)	598,537	2,042,292
	Total	**8,896,167**

Source: HELIX 2022c; kBtu = kilo-British thermal unit

During operations, the majority of fuel consumption resulting from the project would involve the use of motor vehicles traveling to and from the project site, as well as fuels used for alternative modes of transportation that may be used by residents. It should be noted that over the lifetime of the project, the fuel efficiency of vehicles is expected to increase. As such, the amount of gasoline consumed as a result of vehicular trips to and from the project site during operation is expected to decrease over time. Based on these considerations, implementation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy. Impacts 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.	☐	☐	■	☐
ii. Strong seismic ground shaking?	☐	☐	■	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
iv. Landslides?	☐	☐	■	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
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?	☐	■	☐	☐
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?	☐	■	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	■	☐	☐

The Geology and Soils section of this document is based on the project-specific Geotechnical Engineering Study prepared by Youngdahl Consulting Group, Inc (Youngdahl 2021). The environmental setting discussion below is largely from this geotechnical study, which is included as **Appendix F.**

Environmental Setting

Surface Conditions

The project site is located on the southeastern side of East Natoma Street in Folsom, California and is bounded by East Natoma Street to the northwest, existing residential subdivisions to the northeast and

south, and Folsom Prison to the north. A paved pedestrian path is present between the site and the subdivision to the west and south, along with transformer towers and overhead power lines. Seasonal drainage paths are present, extending from the east to the southwest along the northern property boundary. Topography at the site generally consists of the highest elevation at the southeast corner, sloping downward in various directions. The existing slopes within the site are generally 2H:1V (Horizontal: Vertical) or flatter. Vegetation throughout the project generally consisted of seasonal grasses and trees.

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. According to the Geologic Map of the Sacramento Quadrangle, California (D.L. Wagner, et al., 1981), this portion of the foothills and the project site is underlain by Copper Hill Volcanic Rocks. The Copper Hill volcanic are a sequence of Late Jurassic-age volcanic rock that overlies the Salt Spring Slate.

Based upon the records currently available from the California Department of Conservation, the project site is not located within an Alquist-Priolo Regulatory Review Zone and there are no known faults located at the project site.

Subsurface Conditions

Subsurface explorations by Youngdahl Consulting Group, Inc., were conducted on November 5, 2021, and included the excavation of eight exploratory test pits. Subsurface soil conditions at the project site primarily consisted of sands, silts, and clays overlying weathered bedrock. The site was generally observed to be surfaced with sand and silt layers in a medium dense/ stiff condition, that were present to depths of 1- to 2.5-ft below existing grade. Test pit 8 consisted of clays in stiff condition, and in Test pits 1-7, clay layers were in a medium to stiff condition. The clays were primarily present in layer thicknesses between approximately 0.5- to 1-ft; however, 3-ft clay layers were encountered in Test pits 1 and 3. No clays were observed in Test pit 6. Bedrock was encountered at 1.5- to 4-ft below the ground surface and was completely to slightly weathered and soft to very hard condition range. A permanent groundwater table was not encountered at the project site with no impact to the development of the site. Due to shallow depth and low permeability of the underlying rock, perched water is common to the area and could be encountered during grading operations (Youngdahl 2021).

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 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 Geotechnical Engineering Survey, there are no known active faults crossing the property, and the project site is not located within an Earthquake Fault Zone (Youngdahl 2021). 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. The site-specific Geotechnical Engineering Survey identified the project site as a Site Class C in accordance with the 2016 California Building Code (Class A requires least earthquake resistant design and Class F the most earthquake resistant design). Seismic design parameters based on the 2016 California Building Code and site investigations were outlined in the Geotechnical Engineering Survey for use in structural design. Evaluation of seismicity for the project site included the review of existing fault maps and the implementation of seismic design parameters from the United State Geological Survey (USGS) online calculator and databases (Youngdahl 2021). Conformance to the current building code would minimize potential ground shaking impacts to a less than significant level.

iii. Seismic-related ground failure, including liquefaction?

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-ft 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.

Due to the absence of a permanently elevated groundwater table, the relatively low seismicity of the area, and the relatively shallow depth to rock, the potential for seismically induced damage due to site liquefaction, surface rupture, and settlement was considered low (Youngdahl 2021). For the above-mentioned reasons, mitigation for these potential hazards is not considered necessary for the development of this project. Therefore, liquefaction is unlikely at the subject property and impacts would be less than significant.

iv. Landslides?

Less than significant impact. The existing slopes on the project site were observed to have adequate vegetation on the slope face, appropriate drainage away from the slope face, and no apparent tension

cracks or slip blocks in the slope face or at the head of the slope. Additionally, due to the absence of permanently elevated groundwater table, the relatively low seismicity of the area, and the relatively shallow depth to bedrock, the potential for seismicity inducted slope instability for the existing slopes was considered low (Youngdahl 2021). 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. The 2016 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 water 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. With the approval of a soils report, grading plan, and an erosion control plan, impacts relating to substantial soil erosion or loss of topsoil would be less than significant.

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 with mitigation. The proposed project is relatively long, irregular in shape, and anticipated to be supported by variable thicknesses of soil and or bedrock. Due to these features, the primary geotechnical concern associated with the planned development is the potential for excessive differential settlement, which can stress and damage foundations and other structural and architectural elements. Generally, foundations constructed within the planned cut areas of the building pad would bear a relatively thin section of native soils and or bedrock. However, foundations constructed within the planned fill areas could bear significantly thicker sections to fill, which have a much higher potential for settlement.

A Geotechnical Engineering Survey by Youngdahl Consulting Group, Inc. prepared recommendations for the foundation, construction, and design of the proposed building in the project site (See **Appendix F** for more detail on site recommendations). With the implementation of Mitigation Measure GEO-01, outlined below, the impacts relating to unstable soils in the project area would be less than significant with mitigation.

Mitigation Measure GEO-01: Implementation of Recommendations in the Geotechnical Engineering Survey

- A Geotechnical Engineering Survey was prepared by Youngdahl Consulting Group, Inc. in December 2021. The proposed projects' design plans and specifications outlined in the survey shall be reviewed and approved by a California-licensed geotechnical engineer or engineering geologist prior to contract bidding. A review shall be performed to determine whether the recommendations contained within the Geotechnical Engineering Survey are still applicable to the project. Modifications to the recommendations provided in the Geotechnical Engineering

Survey prepared by Youngdahl Consulting Group, Inc. or to the design may be necessary at the time of review based on the proposed plans. The project applicant shall implement all applicable recommendations approved by a California-licensed geotechnical engineer or engineering geologist prior to issuance of a grading permit.

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 with mitigation. Plastic materials (clay soils) were encountered in relatively thin layers at the project site. An expansion index test was performed on a sample of the clay, which resulted in a value of 40 (low expansion). The majority of the remaining materials encountered in the exploration were generally non-plastic (rock, sand, and non-plastic silt). The non-plastic materials are generally considered to be non-expansive. The Geotechnical Engineering Study provided recommendations relating to mitigation of expansive soils in the project site (See Appendix F for more detail). Due to the configuration of the proposed construction, the anticipated grading, and with implementation of Mitigation Measure GEO-01, it is not anticipated that special design considerations for expansive soils would be required. With these conditions, the impacts would be less than significant with mitigation.

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

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 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-02 would reduce potentially significant impacts to a less than significant level.

Mitigation Measure GEO-02: Identification of Paleontological Resource During Project Construction

- In the event a paleontological or other geologically sensitive resources (such as fossils or fossil formations) are identified during any phase of project construction, all excavations within 100-ft 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?	☐	☐	■	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	■	☐	☐

HELIX Environmental Planning conducted a greenhouse gas emissions assessment for the proposed project based primarily on the results of the City's Greenhous Gas Reduction Strategy Consistency Checklist as 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 (GHG) 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 include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6). 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 (CO_2e), which weigh each gas by its global warming potential (GWP). Expressing GHG emissions in CO_2e 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 CO_2 were being emitted. GHG emissions quantities in this analysis are presented in metric tons (MT) of CO_2e. 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): $CO_2 - 1$; $CH_4 - 25$; $N_2O - 298$.

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 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 levels 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 achieved 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).

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 **Appendix B**.

Construction of the project is anticipated to begin as early as January 2023 and be completed in April 2024. Construction modeling assumes the following anticipated schedule: site preparation 10 working days; grading 87 working days; building construction 207 working days; paving 21 working days; and architectural coating 22 working days. Construction equipment assumptions were based on estimates from CalEEMod defaults. The project would not require an import or export of soil during construction activities. Construction emissions modeling assumes implementation of basic dust control practices (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 441 average daily 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

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 Impact with Mitigation. GHG emissions would be generated by the project during construction (vehicle engine exhaust from construction equipment, 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 calculated GHG emissions anticipated to be generated during construction of the project are shown below in **Table 14**. Due to the cumulative nature of GHGs, SMAQMD recommends amortizing a project's construction emissions over the operational lifetime of the project. Therefore, the construction emissions are amortized (i.e., averaged) over 30 years and added to operational emissions in this analysis.

Table 14. Construction GHG Emissions

Year	Emissions (MT CO_2e)
2023	396.1
2024	92.4
Total[1]	**488.5**
Amortized Construction Emissions	*16.3*

Source: CalEEMod (output data is provided in Attachment A)
[1] Totals may not sum due to rounding.
GHG = greenhouse gas; MT = metric tons; CO_2e = carbon dioxide equivalent

The results of the 2025 Operational GHG Emissions are provided below in **Table 15**.

Table 15. Operational GHG Emissions

Emission Sources	2025 Emissions (MT CO_2e)
Area	2.3
Energy	118.2
Mobile	370.0
Waste	23.6
Water	9.1
Subtotal[1]	**523.3**
Amortized Construction Emissions	*16.3*
Total	**539.6**

Source: CalEEMod (output data is provided in Attachment A)
[1] Totals may not sum due to rounding.
GHG = greenhouse gas; MT = metric tons; CO_2e = carbon dioxide equivalent

To determine significance of the project's GHG emissions, the City's Greenhouse Gas Reduction Strategy Consistency Checklist was completed (City of Folsom 2021; included in **Appendix 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 Professional Office (PO) in the Folsom 2035 General Plan, which provides for low-intensity business and professional offices that are compatible with higher-intensity residential uses. The zoning designation of the project site is Business and Professional (BP) District. 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). However, the project would not result in a land use designation/zoning change and therefore, there would be no change in GHG emissions.

A senior housing development would be an allowable use for the BP zoning district. Entitlement requests for this project include a Planned Development Permit (PD Permit) and a Conditional Use Permit. The purpose of the PD Permit is to allow for greater flexibility in the design of integrated developments than otherwise possible through strict application of land use regulations. With the PD Permit, the project's site plan, elevations, and overall project design would be evaluated, and specific development standards would be defined. The project is consistent with applicable development standards for the BP zoning district. As shown in Table 15 above, the proposed project is anticipated to result in approximately 539.6 MT CO_2e per year.

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

E-1 Building energy Sector: The project will exceed the requirements of the California Building Energy Efficiency Standards (Title 24, Part 6) by 15 percent or more?

Consistent. The project would exceed the requirement of the California Building Energy Efficiency Standards (Title 24, Part 6), by 15 percent or more.

T-1 Project Location and Density: 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 an existing empty lot. Implementation of the proposed development would include a mix of uses including residential units, community center, and leasing office. The project would include a concrete sidewalk that would extend around the southern parking area and connect to the existing Oak Parkway Trail section located south of the site boundary. Additional proposed concrete sidewalks would be located at the frontage of the project site and would connect to internal sidewalks proposed around the building.

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

Consistent with mitigation. With 136 residential units, the project requires 27 bicycle parking spaces. Bike racks would accommodate 28 bicycle parking spaces on the eastern side of the project site, exceeding the number of bicycle parking spaces required by five percent. Mitigation Measure GHG-01 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-02 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 with mitigation. Mitigation Measure GHG-03 would require installation of 14 electrical vehicle charging stations based on the 136 total parking spaces proposed for the project.

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?

Consistent with mitigation. 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?

Consistent with mitigation. 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 GHG-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-01: 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-02: 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-03: Electric Vehicle Charging

- In accordance with the City General Plan GHG Reduction Measure T-8, the project shall provide 14 electric vehicle charging stations based on the 136 total parking spaces proposed for 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 A4 (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.

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 Sacramento Area Council of Governments (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 VMT. According to the Transportation Impact Study 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.

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?	☐	☐	■	☐
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?	☐	☐	■	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	■	☐
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?	☐	☐	☐	■
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?	☐	☐	☐	■
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	■	☐

Environmental Setting

The project site is currently undeveloped has no past land uses associated with potentially hazardous sites. The schools nearest to the project site are St. John's Notre Dame School, approximately 0.2-miles east of the site, Theodore Judah Elementary School, approximately 0.5-miles southwest of the site, Blanche Sprentz Elementary School, approximately 0.7-miles southeast of the site and Folsom Middle School, approximately 1.5-miles southeast of the site.

The following databases were reviewed for the project site and surrounding area to identify potential hazardous contamination sites: the SWRCB Geotracker (SWRCB 2020); California Department of Toxic Substance Control's EnviroStor online tool (DTSC 2020); and the US EPA's Superfund National Priorities

List (EPA 2019). Based on the results of the databases reviewed, no hazardous waste sites are located 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, household hazardous materials such as various cleaners, paints, solvents, pesticides, pool chemicals, 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 would therefore cause a less than significant impact.

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. These regulations protect the health and welfare of residents of Folsom through management and regulation of hazardous materials in a manner that focus' on preventing problems. With the implementation of these regulations, the potential for a foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be low, and therefore would cause a less than significant impact.

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

Less than significant impact. The nearest school is St. John's Notre Dame School, approximately 0.2-miles east of the site. During project construction, oil, gasoline, diesel fuel, paints, solvents, and other hazardous materials may be used, but they would be used accordingly to local, state, and federal regulations. With these regulations in place, the proposed project would have a less than significant impact.

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 the *EnviroStor* (DTSC 2020), *Geotracker* (SWRCB 2020), and *EPA Superfund Priority List* (EPA 2019). 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 11-miles east 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 2020a). The proposed project is located in evacuation plan area #10-Cimmaron Hill/ Rancho Diablo, which identifies East Natoma Street as a major evacuation route and Cimmaron Circle as a minor evacuation route. 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 truck maneuvering, location of fire truck 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 an urbanized area in the City of Folsom and is provided urban levels of fire protection by the City. The site is designed for clear fire lane/fire truck access and fire hose access to all parts of the buildings. The project would include fire hydrants, exterior Fire Department Connection assemblies, and fire riser rooms. Emergency vehicle access would be maintained on the site to meet the Fire Department standards for fire truck maneuvering, location of fire truck to fight a fire, rescue access to the units, and fire hose access to all sides of the building. The fire lane would be 27-ft minimum, with an inner turning radius of 25-ft and an outer turning radius of 50-ft. All curbs adjacent to the fire lane would be painted red for emergency fire services. Therefore, the proposed project would not expose people or structures to a significant risk of loss due to wildland fires, and 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?	☐	☐	■	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	■	☐
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?	☐	☐	■	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	■	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	■	☐

A Preliminary Drainage and Stormwater Quality Report was prepared by TSD Engineering Inc. on August 19, 2022, and is included as **Appendix G**.

Environmental Setting

A Preliminary Drainage and Storm Water Quality Report was prepared for the proposed project by TSD Engineering and is included as **Appendix G**. This memo was used when analyzing potential impacts to hydrology and water quality resources. The project site is vacant and undeveloped with a fairly dense oak tree canopy and a drainage channel traversing the site adjacent to East Natoma Street. The Oak Parkway Trail separated the project site from residential properties to the south. The Cimmaron Hill Sub-division is located east of the project site and the entrance to Folsom State Prison (Prison) and the Johnny Cash Trail are located on the northwest side of E. Natoma Street. The project is proposing 2.318

acres of landscape (pervious area), 0.05-acres of bioretention (pervious area), 1.3-acres of parking lots (impervious surface), 0.4-acres of hardscape (impervious surface), and 0.9-acres of building (impervious surface).

The existing channel conveys runoff from a portion of the Cimmaron Hill Subdivision as well as runoff from a portion of the Prison open space. Runoff from the Prison property is conveyed to the existing channel through a 24-inch culvert that crosses E. Natoma Street. The channel conveys runoff to a 48-inch culvert that crosses and discharges on the northwest side of E. Natoma Street, ultimately discharging into the American River approximately 2,500-ft west of E. Natoma Street.

The existing 24-inch culvert that conveys runoff from the Prison site limits the contribution of runoff to the existing channel from the prison site. The 24-inch culvert has a maximum flow rate of 23.3-cubic feet per second (cfs) based on the size, slope and maximum headwater elevation. It is assumed that once the ponding area upstream of the 24-inch culvert if full, runoff will release overland, following the bike trail to trench drains located under the Prison Road bridge, ultimately reaching the American River through Robbers Ravine.

Precipitation is the source of surface water for the project site. Because the area is currently undeveloped, implementation of the project would result in an increase of impervious surface area and channelization of storm water runoff, the rates and volumes of which would increase. As the proposed project would create more than one acre of impervious area, the project is required to implement source control measures, low impact development measures, storm impact treatment and full trash captures measures in accordance with the Stormwater Quality Design Manual for the Sacramento Region, dated July 2018 (SWQ Manual).

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 06067C0117H, effective August 16, 2012. The project site is not located within a 100-year floodplain (FEMA 2012).

The site is not located in an area of important groundwater recharge. Domestic water in the City is provided solely by surface water sources. The City is the purveyor of water for the site.

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 16.**

Table 16. 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 2020b

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 consists of open space with a fairly dense oak tree canopy and a drainage channel traversing the site adjacent to E. Natoma Street. The Oak Parkway Trail separates the project site from residential properties to the south. The Cimmaron Hill Sub-division is located east of the project site and the entrance to Folsom State Prison is located northwest of East Natoma Street. The existing channel conveys runoff from a portion of the Cimmaron Hill Subdivision as well as runoff from a portion of the Prison open space. Implementation of the proposed project would alter the existing drainage patterns on the project site. The site conditions would be replaced with impervious surfaces from the three-story building, associated parking and drive aisles, and landscaping. The existing drainage channel will remain and will be required to maintain the existing drainage patterns, conveying the runoff generated onsite and offsite, as is the case under existing conditions.

Modifications to the existing drainage patterns may result in localized flooding, and an increase in impervious surfaces may result in an increase in the total volume and peak discharges of the proposed project has the potential to degrade water quality associated with urban runoff. Ground disturbing activities would expose soil to erosion and may result in the transport of sediments which could adversely affect water quality. A 36-inch culvert is proposed to be installed under the southernmost driveway to allow runoff to continue to flow through the existing channel. The 36-inch culvert will restrict the developed flows, causing water to back up in the existing channel. The existing channel will function as a detention basin in high intensity storm events. The preliminary analysis considered the worst possible scenario under a 10-year, 24-hour storm event, and under a 100-year, 24-hour storm event.

Sacramento Method within SacCalc software was used to estimate runoff, employing the same methods used to determine the runoff under existing conditions, as outlined in the Preliminary Drainage and Stormwater Quality Report. Comparison of the runoff rates under existing and developed conditions during the 10-year, 24-hour storm event show equal flow rates under existing and developed conditions

during the 10-year, 24-hour storm event. Therefore, the development of the site would maintain existing drainage paths and would not have a negative effect on the existing storm system.

Preliminary hydrologic and hydraulic analysis estimates a decrease of 5.84 cfs during 100-year, 24-hour storm event due to the development of the site as proposed. **Table 17** shows the peak discharge rates under existing conditions and developed conditions. The hydrologic estimations neglect losses due to friction, travel time and proposed onsite storage and should be considered conservative.

Table 17. Peak Discharge Rates (Downstream from the Project Site)

	Existing (cfs)	Mitigated Developed (cfs)
10-Year	75.3	75.3
100-Year	112.3	106.46

The preliminary analysis determined the development site would not increase the flow rate through the existing channel during the 10-year, 24-hour storm event, and flow rates through the existing channel are estimated to decrease during the 100-year, 24-hour storm event. The existing channel has the capacity, upstream from the proposed 36-inch culvert, to detain flows exceeding the capacity of the culvert while maintain at least 1-foot of freeboard. The offsite areas draining through the existing channel and associated underground system will not be negatively affected by the development of this project. Impacts would be less than significant.

Additionally, the proposed project would be required to comply with various State and local water quality standards which would ensure the proposed project would not violate water quality standards or waste discharge permits, or otherwise substantially degrade water quality. As the project is greater than one acre, the proposed project would be subject to NPDES permit conditions which include the preparation of a SWPPP for implementation during construction. 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.

As outlined previously, the preliminary analysis concluded flow rates with the development site would be equal to or decrease under the 10-year and 100-year storm events. Additionally, compliance with these requirements would ensure that water quality standards and discharge requirements are not violated, and water quality is protected. Therefore, mpacts would be less than significant, and no mitigation would be necessary for questions a), c), d), e), and f).

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. While development of the proposed project would increase the percentage of impervious surface on the site that could affect groundwater recharge, the site is not previously known to be important to groundwater recharge. Further, because the proposed project would not rely on groundwater for domestic water and irrigation purposes, and because 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 body of water is the American River, which is approximately 0.5-miles west, and Folsom Lake, which is approximately 1-mile north of the project site. 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.

The City of Folsom is located approximately 95-miles from the Pacific Ocean, at elevations ranging from approximately 140- to 828-ft amsl. Because of this, there would be no possibility of inundation by tsunami. The City is located adjacent to Folsom Lake, a reservoir of the American River impounded by a main dam on the river channel and wing dikes. Areas of the City adjacent to the wing dikes could be adversely affected by a seiche as a result of an earthquake, either through sloshing within a full reservoir or by a massive landslide or earth movement into the lake. Although historic seismic activity has been minor, the potential for strong ground shaking is present and the possibility exists of a strong earthquake occurring when lake levels are high. This could create a large enough wave to overtop or breach the wing dikes although this is considered to be a remote possibility.

Mudslides and other forms of mass wasting occur on steep slopes in areas having susceptible soils or geology, typically as a result of an earthquake or high rainfall event. Slopes associated with the edges of the building pads are located on the project site; however, City grading standards, including requirements to evaluate slope stability and implement slope stabilizing measures as necessary, would prevent this potential effect. In summary, there would be no potentially significant effect from inundation by seiche, tsunami, or mudflow and no mitigation would be necessary.

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?	☐	☐	■	☐
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?	☐	☐	☐	■

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 project site is designated in the General Plan as Professional Office (PO) which provides low-intensity business and professional offices that are compatible with higher-intensity residential uses.

The zoning designation of the site is in the Business and Professional (BP) District. According to the Folsom City Municipal Code, the BP zoning district generally permits office building and related uses such as banks, doctor's offices, general business office, and general uses. The purpose of a BP zoning district is to provide an area for business and professional office and compatible related uses. This zoning district is intended to promote a harmonious development of business and professional office areas with adjacent commercial or residential development. A senior citizens residential complex is allowed in the BP zoning district with approval of a minor Conditional Use Permit.

Entitlement requests for this project include a Planned Development Permit (PD Permit) and a Conditional Use Permit (CUP). The purpose of the PD Permit is to allow for greater flexibility in the design of integrated developments than otherwise possible through strict application of land use regulations. With the PD Permit, the project's site plan, elevations, and overall project design would be evaluated, and specific development standards would be defined. The Conditional Use Permit is required to allow development of a senior citizens residential complex within the BP zoning district.

Evaluation of Land Use and Planning

a) Physically divide an established community?

Less than significant impact. The proposed project would develop a vacant, undeveloped lot, surrounded by residential, commercial, and institutional land uses. The construction would not barricade or reduce access to East Natoma Street, Fargo Way, Cimmaron Circle, or Prison Road. The community would not be gated, and the main access driveway would be on East Natoma Street, across from Prison Road. Oak Parkway Trail surrounds the project site and would enter into the southwestern corner of the site boundary. Within the site boundary, the Oak Parkway Trail would be realigned and

connected to a concrete sidewalk proposed for the project site. The concrete sidewalk would extend around the southern parking area and connect to the existing Oak Parkway Trail section located south of the site boundary. The realignment would add a pedestrian connection to Oak Parkway Trail. Although the proposed project would realign the Oak Parkway Trail for a pedestrian connection, the existing trail surrounding the site would not be physically impacted. The proposed project would not divide an established community and therefore impacts would be less than significant.

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?

No impact. The proposed project is consistent with both the General Plan land use and zoning designations for the site, as affordable senior housing is identified as a permitted land use with a minor Conditional Use Permit. A CUP is a required approval for the implementation of the proposed project. The density of the proposed project would be 0.32 FAR which is consistent with the maximum 0.5 FAR densities permitted under the BP zoning district and PO land use designation. The proposed project would not conflict with any land use plan, policy, or regulation and, therefore, would have no impact.

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?	☐	☐	☐	■
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?	☐	☐	☐	■

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) (Geotechnical Consultants, Inc. 2013). The four primary rock divisions found in the area are: ultramafic intrusive, metamorphic, granodiorite intrusive, and volcanic mud flows.

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* (Department of Conservation 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)	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?	☐	■	☐	☐
b)	Generate excessive ground-borne vibration or ground borne noise levels?	☐	■	☐	☐
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 use airport or private airstrip, expose people residing or working in the project area to excessive noise.	☐	☐	■	☐

A Noise and Vibration Assessment was prepared by HELIX on May 5, 2022, and is included as **Appendix H**. The components of the report are summarized below.

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 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 currently vacant and undeveloped. Surrounding land uses include Folsom State Prison to the north; single-family residences to the northeast; Pacific Gas & Electric (PG&E) powerlines and a bicycle trail to the south; single- and multi-family residences to the south; and office space and the City of Folsom Police Department to the west. Noise sources in the project vicinity are dominated by traffic noise from East Natoma Street. Additional noise sources in the area include typical suburban residential noise (e.g., landscape maintenance equipment; building heating, ventilation, and air conditioning (HVAC) systems; dogs) and occasional noise from operation of the Folsom State prison, approximately 2,500-ft (0.5-mile) to the north.

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 five single-family residences adjacent to the project's northeast property line. Additional single-family and multi-family residence are located approximately 120-ft south of the project site. The closest school to the project site is the Saint John's Notre Dame School approximately 320-ft to the southeast. The closest hospital to the project site is the Vibra Hospital of Sacramento, approximately 350-ft to the south.

Noise Survey

A site visit/noise survey was on conducted on March 29, 2022, which included two short-term (10 minute) ambient noise measurements. Measurement M1 was conducted on the northeast side of

the project site approximately 150-ft from the residences along Cimmaron Drive and approximately 300-ft from East Natoma Street. Measurement M2 was conducted the northwest side of the project site approximately 40-ft from East Natoma Street and approximately 300-ft northeast of the Folsom Prison Road intersection. Traffic counts were conducted during measurement M2. The noise measurement survey notes are included as Attachment A to this report. The noise measurement locations are shown on Figure 2 in **Appendix H**. The measured noise levels are shown on **Table 18**.

Table 18. Noise Measurement Results

M1	
Date	March 29, 2022
Time	1:57 p.m. – 2:07 p.m.
Location	Northeast side of the project site, approximately 150 feet from residences on Cimmaron Drive
Noise Level	56.7 dBA L_{EQ}
Notes	Noise primarily from vehicular traffic on East Natoma Street and residential landscape maintenance equipment.
M2	
Date	March 29, 2022
Time	2:10 p.m. – 2:20 p.m.
Location	Northwest side of the project site, approximate 40 feet from East Natoma Street.
Noise Level	65.5 dBA L_{EQ}
Notes	Noise primarily from traffic on East Natoma Street. Traffic count: 170 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 multi-family housing, 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 and 70 CNEL for commercial uses (City 2021b).

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 vibration-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 (defined as fewer than 30 vibration events of the same source per day), impacts would be significant if nearby residences are subject to ground borne vibrations in excess of 80 VdB (City 2021b).

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 (other than noise from HVAC systems) 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. Noise from the project's HVAC would be significant if exterior noise levels exceed 50 dBA, per Section 8.42.070 of the City Municipal Code measured at off-site residential property boundaries.

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 one-hour L_{EQ} noise output is the equivalent to the CNEL (Caltrans 2009). The off-site traffic noise modeling includes does not account buildings, structures or terrain. The project Transportation Impact Study (TIS) included an intersection analysis with data for calculation of peak hour traffic volumes on streets in the project vicinity (T. Kear 2022). Existing traffic for East Natoma Street was estimated from intersection turning counts included in the TIS. The PM peak hour traffic volumes used in the analysis is shown in **Table 19**. The noise modeling input and output are included in **Appendix H**. 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 19. PM Peak Hour Traffic Volumes

Roadway Segment	Existing (2022)	Existing (2022) + Project
East Natoma Street – Fargo Street to Folsom Prison Road	1,060	1,089
East Natoma Street – Folsom Prison Road to Cimmaron Circle	943	969

Source: T. Kear 2022

Heating, Ventilation, and Air Conditioning

The project would use one residential-sized HVAC units for each apartment, with the air conditioning condenser located on the rooftop of the building. The condensers would be located behind a parapet wall of equal or greater height to the HVAC unit, which would provide substantial noise attenuation. Specific details on planned HVAC units were not available at the time of this analysis. A typical system for apartments in multi-story buildings would be a Carrier model 38BRC-024-34 2-ton split system for, which has a sound rating of 76 dBA S_{WL} (Carrier 2005). The manufacturer's noise data for the HVAC units is provided below in **Table 20**.

Table 20. HVAC Condenser Noise Data (SWL dBA)

	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz	Overall Noise Level
	55.5	62.5	68.0	70.0	67.0	61.5	58.5	76.0

Source: Carrier 2005

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

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 by the project site HVAC systems would be significant if it would exceed 50 dBA L_{EQ} 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 noise levels by 1.5 CNEL or more in areas with exiting ambient noise levels exceeding the noise compatibility limits.

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

Evaluation of Noise

a) *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 with mitigation.

Construction Noise

The nearest NSLUs to the project site area are single-family residences approximately adjacent to the project's northeast property line. Heavy earthmoving equipment would have the potential to be as close as 15-ft from the residential property line, including rubber-tired dozers and graders. Over the course of one hour, it is anticipated that the average distance of heavy earthmoving equipment from residential property lines would be approximately 50-ft. Modeling shows that the combined one-hour noise from a dozer and grader would result in 82.7 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, within **Appendix H**.

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). 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 potentially significant noise impact. Mitigation measure NOI-01 would prohibit construction activities outside the above daytime hours.

Operation 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 TIS, the project is expected to generate approximately 504 daily trips and 41 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 (2022) and existing 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 21, *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 areas along the analyzed road segments already exceed the residential land use noise compatibility standard listed in the City General Plan (60 CNEL for low density residential; 65 CNEL for multi-family residential), this analysis uses a threshold of a 1.5 CNEL increase to determine significance of the impact.

As shown in **Table 21**, the maximum change in CNEL as a result of project-generated traffic would be 0.1 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.

Table 21. Off-Site Traffic Noise Levels

Roadway Segment	Existing 2021 (CNEL)	Existing + Project (CNEL)	Change in CNEL
East Natoma Street – Fargo Street to Folsom Prison Road (Commercial)	63.4	63.5	0.1
East Natoma Street – Folsom Prison Road to Cimmaron Circle (Residential)	67.5	67.6	0.1

Source: TNM version 2.5

Heating, Ventilation, and Air Conditioning Noise

The primary potential noise sources on the project site would be roof-top mounted HVAC systems, as described in the Methodology and Assumptions section, above. HVAC systems were analyzed using the CadnaA software, assuming 140 condenser units (one per apartment plus additional for common areas) as shown on the project roof plan. 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 2 for NSLU areas) at a height of 5-ft above the ground. The modeled 1-hour (L_{EQ}) noise level at the adjacent property lines is compared with the City standard in Table 22, *Operational HVAC Noise*. As shown in **Table 22**, noise from the project's HVAC systems would not exceed the City's noise ordinance standard of 50 dBA L_{EQ}, and impacts from project HVAC noise would be less than significant.

Table 22. Operational HVAC Noise

Receptor	Description	Modeled Noise (dBA L_{EQ})	HVAC Standard (dBA L_{EQ})	Exceed Standards?
R1	Single-family residence	28.5	50	No
R2	Single-family residence	29.7	50	No
R3	Single-family residence	29.7	50	No
R4	Single-family residence	28.6	50	No
R5	Single-family residence	26.2	50	No
R6	Multi-family residence	28.8	50	No
R7	Single-family residence	28.6	50	No
S1	School	20.3	50	No
H1	Hospital	24.5	50	No

Source: CadnaA; City Noise Ordinance Sections 8.42.050

Off-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 CNEL for multi-family residential outdoor activity areas, defined as "[...] the patios or common areas where people generally congregate for multifamily development" (City 2021b). The patio/outdoor kitchen/bocce ball and seating areas on the west side of the project building would be the outdoor activity areas for the project. The modeling shows ground level noise for the outdoor common areas would range from approximately 55.5 CNEL to 58.6 CNEL. This noise level would not exceed the City exterior noise standard of 65 CNEL 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 end units facing East Natoma Street was modeled for apartments on the first through third floors, and is shown in **Table 23**.

Table 23. Building Exterior Noise Levels

Floor	North Arm (CNEL)	West Arm (CNEL)
First	66.3	62.7
Second	66.0	62.5
Third	65.7	62.0

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 CNEL. Noise levels for the end unit apartments on the project building north arm would exceed 65 CNEL. Therefore, interior noise levels were calculated based on the architectural plans for the project. The calculation sheets are included in Attachment B. The calculations show, with construction meeting minimum code requirements, interior noise levels would not exceed the City standard of 45 CNEL, and the impact 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-01 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 residents 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, 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 Hours/Scheduling

- The City shall specify on all grading, and construction permits that 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 8:00 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 ground-borne vibration or ground borne noise levels?

Less than significant with mitigation.

An on-site source of vibration during project construction would be a vibratory roller. A vibratory roller would primarily be used to achieve soil compaction as part of the foundation and paving construction, and for aggregate and asphalt compaction as part of project driveway and parking lot construction). Vibratory rollers could be used within approximately 65-ft of the single-family residences to the northwest. A large vibratory roller creates approximately 0.21 in/sec PPV at a distance of 25-ft, or 94 VdB (Caltrans 2020). At a distance of 65-ft, a vibratory roller would create a PPV of 0.073 in/sec, or 85 VdB.[1] This would exceed the City General Plan residential standard of 80 VdB, and the impact would be potentially significant. Once operational, the project would not be a source of groundborne vibrations. A large vibratory roller would result in approximately 80 VdB or greater at distances less than 120-ft. Mitigation measure NOI-02 would require the contactor demonstrate that the rollers to be used on the project site would produce less than 80 VdB at nearby occupied residences, or use vibratory rollers in static mode only (no vibrations) when operated within 120-ft of occupied residences. Therefore, with implementation of Mitigation Measure NOI-02, the project would not generate excessive ground-borne vibration levels and the impact would be less than significant.

Mitigation Measure NOI-02: Vibratory Roller

- The applicant or designated contractor shall provide evidence to the City (via testing data or calculations from a qualified expert), demonstrating that vibratory rollers to be used on the project site would produce less than 80 VdB at nearby occupied residences, or all vibratory rollers shall be used in static mode only (no vibrations) when operating within 120-ft of an occupied residence. The City shall specify vibratory roller model, size, or operating mode restrictions on all demolition, grading, and construction permits.

[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}).

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 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 9-miles to the east, 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 influence area and is identified as a review area 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, residents 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.

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

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 136 affordable one- and two-bedroom senior apartment units within an estimated 109,608-sf building.

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 136 affordable one- and two-bedroom units for seniors aged 60 and older. Existing backbone infrastructure and roads in the area would not need to be expanded or extended as a result of the project. A signal would need to be added to the existing stoplight at the intersection of East Natoma Street and Prison Road for the proposed main access driveway.

The proposed project would accommodate the demand for housing and would not induce substantial growth in the City of Folsom. Although it is anticipated that the majority of individuals relocating to the apartment community would be from the area, it is possible that the apartment units could draw in between 136 to 358 new residents (assuming 2.63 people per unit, based on projected household size in 2035 [City of Folsom 2018a]). The projected household size is for single family homes, which is larger than the predicted unit size of a senior housing complex proposed for the project. The project would be restricted to residents 60 years and older and units would be one- or two- bedroom. The population generated by the project is within the projected increase in population from planned growth as projected in the City's Housing Element. Therefore, impacts from project implementation would be less than significant, 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 vacant. 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?	☐	☐	■	☐
b) Police protection?	☐	☐	■	☐
c) Schools?	☐	☐	■	☐
d) Parks?	☐	☐	■	☐
e) Other public facilities?	☐	☐	■	☐

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 38 is nearest to the project site and is located at 1300 Blue Ravine Road, approximately 2.5-miles southeast of the project site. The Fire Department responds to over 6,000 requests for service annually with an average of 16.4 per day (City of Folsom 2018b). The City of Folsom Police Department is located at 46 Natoma Street, approximately 1-mile southwest of the project site.

The project site is located within the Folsom Cordova Unified School District and is within the attendance area for St. John's Notre Dame School, Blanche Sprentz Elementary School, Folsom Middle School, and Folsom Lake High School. There are several parks near the project site, including the Folsom City Lions Park, Granite Mini Park, Castle Park, Elvie Perazzo Briggs Park, and Econome Family Park.

The Sacramento Municipal Utilities 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. The City of Folsom has a program of maintaining and upgrading existing utility and public services within the City. Similarly, all private utilities maintain and upgrade their systems as necessary for public convenience and necessity, and as technology changes.

Evaluation of Public Services

a) Fire protection?

Less than significant impact. On-site water for fire services would be privately owned and managed but would connect to the City of Folsom's water supply in Zone 3 Cimmaron Pressure Zone. The project would include fire hydrants, exterior Fire Department Connection assemblies, and fire riser rooms. Emergency vehicle access would be maintained on the site to meet the Fire Department standards for fire truck maneuvering, location of fire truck to fight a fire, rescue access to the units, and fire hose access to all sides of the building. The fire lane would be 27-ft minimum, with an inner turning radius of 25-ft and an outer turning radius of 50-ft. All curbs adjacent to the fire lane would be painted red for emergency fire services. 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 increase the residential 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 adequate lighting on East Natoma Street, the proposed building, and parking areas (refer to 8.0 I. Aesthetics for more detail on lighting). Additionally, there would be on-site management services, visibility of common areas from adjacent units, and no dead-end low-visibility areas. Potential impacts from implementation of the proposed project would therefore be less than significant.

c) Schools?

Less than significant impact. The proposed project is age-restricted to residents aged 60 years and older and would not generate students in grades K-12 or create demand for school facilities. 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 136-unit project would accommodate residents who would create additional demand for park and recreation facilities. The nearest park is Folsom City Lions Park, 403 Stafford Street, approximately 0.5-miles from the project site. Since the park is not adjacent to the proposed apartment community, a substantial increase in usage of the park is not anticipated. The proposed project would include on-site indoor and outdoor recreational amenities to serve residents that would reduce the need for park demand. The project would be required to pay park fees to mitigate the project's impact on existing park facilities and fund new park and recreation facilities. The potential impacts from the proposed project would be less than significant.

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 senior housing apartment complex would include on-site

recreational amenities to serve residents. Construction and operation of the proposed project would not require the construction or expansion of parks and other public facilities or 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?	☐	☐	■	☐
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?	☐	☐	■	☐

Environmental Setting

The Folsom Parks and Recreation Department provides and maintains a full range of recreational activities and park facilities for the community. There are several recreational amenities and parks near the project site, including the Johnny Cash Recreational Trail and Oak Parkway Trail, Folsom City Lion's Park, Granite Mini Park, Castle Park, Elvie Perazzo Briggs Park, and Econome Family Park.

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. Some additional use of community parks and trails is anticipated, however, on-site recreational facilities at the apartment complex would reduce park and trail demand. Implementation of the proposed project would enhance existing and planned recreation facilities in the project area. The project would be required to pay park fees to mitigate 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. The proposed project would result in a 2,500-sf community center on the ground floor of the proposed building. Additional amenities on the project site would include outdoor seating and dining areas, perimeter walkways, a bocce ball court, bike racks, picnic tables with umbrellas, outdoor barbeques/ kitchens, and 6-ft benches. On-site facilities and existing neighborhood parks are anticipated to adequately serve the recreation demands of project residents. The amenities associated with the proposed project are analyzed in this IS/MND. 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?	☐	☐	■	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	■	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	■	☐	☐
d) Result in inadequate emergency access?	☐	☐	☐	■

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

Environmental Setting

Study Scenarios

Four scenarios were identified for inclusion in this TIS through consultation with City staff. These study scenarios were used to evaluate Project impacts relevant to General Plan Policy M4.1.3 relative to level of service. This study determines the weekday AM peak-hour, PM peak-hour, and Sunday peak-hour level-of-service at study intersections under the following scenarios:

- 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 in 2020.

Roadway System

Brief descriptions of the key roadways serving the project site are provided below:

- **Natoma St/East Natoma St** is a two-lane minor arterial connecting from Folsom Blvd, past Folsom City Hall, and connecting through Green Valley Rd and onto Empire Ranch Rd. From Folsom Blvd to Fargo Way, just east of City Hall, there are sidewalks, curb, and gutter with striped class 2 bike lanes. From Fargo Way to the east, fronting the Project site and Folsom State Prison, there are dirt shoulders without sidewalks until Folsom Crossing Rd, where East Natoma

Street becomes a four-lane arterial with sidewalk, curb, gutter, and striped class 2 bike lanes to Empire Ranch Rd. At Coloma Street, near City Hall, Natoma St caries about 11,000 vehicles per day. A volume which drops to about 10,000 vehicles per day near the Project Site.

- **Prison Rd** is a two-lane north-south access road from East Natoma St to Folsom State Prison. It has unpaved shoulders without bike lanes or sidewalks. Prison Road is signed to prohibit stopping or turning within the prison's property.

Study Intersections

The traffic impact study analyzed the following three study intersections:

1) East Natoma St/ Prison Road: Signal

2) East Natoma Street/ Eastern Project Driveway: Side-Street-Stop-Control (SSSC)

Level of Service Methodology

Level of service (LOS) is a qualitative indication of the level of delay and congestion experienced by motorists using an intersection. LOS are designated by the letters A through F, with A being the best conditions and F being the worst (high delay and congestion). Calculation methodologies, measures of performance, and thresholds for each letter grade differ for road segments, signalized intersections, and unsignalized intersections.

Based on guidance from City staff, the following procedures described below for intersection traffic operations analysis were utilized for this TIS.

Intersection Traffic Operations Analysis

Signalized Intersections

The methodology from the Highway Capacity Manual (HCM) 6th Edition[2], are used to analyze signalized intersections. LOS can be characterized for the entire intersection, each approach, or by lane group. Control delay alone (the weighted average delay for all vehicles entering the intersection) is used to characterize LOS for the entire intersection or an approach. Control delay and volume to capacity ratio are used to characterize level-of-service for lane groups. The average delay criteria used to determine the LOS at signalized intersections is presented in **Table 24.** The HCM 2010 methodology is used as the primary method. HCM 2000 methods are only utilized where the signal phasing is incompatible with HCM 2010 methods.

Table 24. Level-of-Service Criteria for Signalized Intersections

Level -of-Service	Description	Average Delay[1] (Sec. /Vehicle.)
A	Very Low Delay: This level-of-service occurs when progression is extremely favorable, and most vehicles arrive during a green phase. Most vehicles do not stop at all.	≤ 10.0

[2] Transportation Research Board (2016) Highway Capacity Manual, Washington, D.C.

B	Minimal Delays: This level-of-service generally occurs with good progression, short cycle lengths, or both. More vehicles stop than at LOS A, causing higher levels of average delay.	10.1-20.0
C	Acceptable Delay: Delay increases due to only fair progression, longer cycle lengths, or both. Individual cycle failures (*to service all waiting vehicles*) may begin to appear at this level of service. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.	20.1-35.0
D	Approaching Unstable/Tolerable Delays: The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	35.1-55.0
E	Unstable Operation/Significant Delays: This is considered by many agencies the upper limit of acceptable delays. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.	55.1-80.0
F	Excessive Delays: This level, considered to be unacceptable to most drivers, often occurs with oversaturation (i.e., when arrival flow rates exceed the capacity of the intersection). It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such delay levels.	> 80.0 or v/c >1.0

Note 1: Weighted average of delay on all approaches. This is the measure used by the Highway Capacity Manual to determine level-of-service. Any movement with a volume-to-capacity ratio (v/c) greater than 1.0 is considered to be level-of-service F.

Source: Transportation Research Board (2016) Highway Capacity Manual 6th Edition, Washington D.C.

Unsignalized Intersections

The methodology from HCM 6th Edition is used for the analysis of unsignalized intersections. At an unsignalized intersection, most of the main street traffic is un-delayed and, by definition, have acceptable conditions. The main street left-turn movements and the minor street movements are all susceptible to delay of varying degrees. Generally, the higher the main street traffic volumes, the higher the delay for the minor movements. Separate methods are utilized for Two-Way Stop-Controlled (TWSC) intersections and All-Way Stop-Controlled (AWSC) intersections.

- **TWSC:** The methodology for analysis of two-way stop-controlled intersections calculates an average total delay per vehicle for each minor street movement and for the major street left-turn movements, based on the availability of adequate gaps in the main street through traffic. A LOS designation is assigned to individual movements or combinations of movements (in the case of shared lanes) based upon delay, it is not defined for the intersection as a whole. Unsignalized intersection LOS is for each movement (or group of movements) based upon the respective average delay per vehicle presents the average delay criteria used to determine the LOS at TWSC and AWSC intersections.
- **AWSC:** At all-way stop-controlled intersections, the LOS is determined by the weighted average delay for all vehicles entering the intersection. The methodologies for these types of intersections calculate a single weighted average delay and LOS for the intersection as a whole. The average delay criteria used to determine the LOS at all-way stop intersections is the same as

that presented in **Table 25**. LOS for specific movements can also be determined based on the TWSC methodology.

It is not unusual for some of the minor street movements at unsignalized intersections to have LOS D, E, or F conditions while the major street movements have LOS A, B, or C conditions. In such a case, the minor street traffic experiences delays that can be substantial for individual minor street vehicles, but the majority of vehicles using the intersection have very little delay. Usually in such cases, the minor street traffic volumes are relatively low. If the minor street volume is large enough, improvements to reduce the minor street delay may be justified, such as channelization, widening, or signalization.

Table 25. Level-of-Service Criteria for Unsignalized Intersections

Level of Service (LOS)	Description	TWSC[1] Average Delay by Movement (seconds / vehicle)	AWSC[2] Intersection Wide Average Delay (seconds / vehicle)
A	Little or no delay	< 10	< 10
B	Short traffic delay	> 10 and < 15	> 10 and < 15
C	Average traffic delays	> 15 and < 25	> 15 and < 25
D	Long traffic delays	> 25 and < 35	> 25 and < 35
E	Very long traffic delays	> 35 and < 50	> 35 and < 50
F	Extreme delays potentially affecting other traffic movements in the intersection	> 50 (or, v/c >1.0)	> 50

Note 1: Two-Way Stop-Control (TWSC) level-of-service is calculated separately for each minor street movement (or shared movement) as well as major street left turns using these criteria. Any movement with a volume to capacity ratio (v/c) greater than 1.0 is considered to be level-of-service F.

Note 2: All-Way Stop-Control (AWSC) assessment of level-of-service at the approach and intersection levels is based solely on control delay.

Source: Transportation Research Board (2016) Highway Capacity Manual 6th Edition, Washington D.C.

General Plan Thresholds

Level of Service

Consistency with General Plan LOS policies for the proposed project were determined based on the methods described above and identified as either "conforming" or "non-conforming". General Plan Policy M 4.1.3 addresses LOS:

> *Strive to achieve at least traffic Level of Service "D" (or better) for local streets and roadways throughout the city. In designing transportation improvements, the City will prioritize use of smart technologies and innovative solutions that maximize efficiencies and safety while minimizing the physical footprint. During the course of Plan buildout, it may occur that temporally higher LOS result where roadway improvements have not been adequately phased as development proceeds. However, this situation will be minimized based on annual traffic studies and monitoring programs. City Staff will report to the City Council at regular intervals via the Capital Improvement Program process for the Council to prioritize projects integral to achieving LOS D or better.*

The General Plan EIR includes a criterion addressing potential impacts at locations that operate at LOS E or F under no-project conditions. Under this standard, a non-conforming situation would occur if the proposed project would:

> *Increase the average delay by five seconds or more at an intersection that currently operates (or is projected to operate) at an unacceptable LOS under "no-project" conditions.*

For the purposes of this analysis, LOS is considered potentially non-conforming if implementation of the project would result in any of the following:

- Cause an intersection in Folsom that currently operates (or is projected to operate) at LOS D or better to degrade to LOS E or worse.
- Increase the average delay by five seconds or more at an intersection in Folsom that currently operates (or is projected to operate) at an unacceptable LOS E or F.

Bicycle/Pedestrian/Transit Facilities

An 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.

Vehicle Miles Traveled Standards of Significance

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 percent 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 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 percent VMT reduction per capita, relative to either city or regional averages based on

the California's Climate Scoping Plan[3]. Qualitative assessment of VMT reduction is acceptable to screen projects[4]. 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 percent of the regional average per capita VMT.
- The project is anticipated to inhibit implementation of planned pedestrian, bicycle, or transit improvements.

Analysis Tools

LOS

Control delays and level-of-service for study intersections were calculated using the Synchro 11[5] analysis software (Version 11.1, build 1, revision 6). Synchro implements the methodologies of the 6th Edition of the Highway Capacity Manual to model traffic controls and vehicle delay.

The software requires data on road characteristics (geometric), traffic counts, and the signal timing data for each analysis intersection. In general, default parameters were used, except in locations where specific field data are available. Heavy vehicle percentages of 2 percent were assumed during the peak hour.

VMT

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 percent of reduction comparing to regional (or any appropriate sub-area) average. The SACOG screening map uses "hex" geography, with each hex being about 1,000-ft 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 percent reduction in residential VMT relative to the SACOG region. Yellow, orange, pink and red hexes have less than a 15 percent VMT reduction.

Existing 2022 Condition

Table 26 presents a summary of level-of-service results for the study intersections under Existing Conditions, along with 95 percent queue lengths for left turns. All study intersections operate at LOS A

[3] OPR (2018) Technical Advisory on Evaluating Transportation Impacts In CEQA, http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.
[4] OPR's webinar on SB 743 implementation, 4/16/2020.
[5] https://www.trafficware.com/synchro-studio.html

or better during the AM, PM, and Sunday peak hours. Left turn queues are adequately accommodated by the existing left turn storage pockets.

Table 26. Existing 2022 Intersection Delay and Level-of-Service

Intersection	Control	No Project (Delay and Level-of-Service)	
		AM	PM
E Natoma St/Prison Rd	Signal	9.3 A	9.1 A
Eastern Project Driveway	SSSC *	n/a	n/a
Intersection	**Approach**	**No Project 95% Queues (Feet)**	
		AM	PM
E Natoma St/Prison Rd	EB Left	173'	30'
	WB Left	n/a	n/a
	SB Left	22'	49'
	NB Left	n/a	n/a
Eastern Project Driveway	NB	n/a	n/a

* SSSC = Side Street Stop Control

Projected Trip Generation

Projected traffic generated by the proposed Project was calculated using trip generation factors from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (2021), and is provided in **Table 27**.

Table 27. Project Trip Generation

Land Use	ITE Category	Quantity	Data	Daily	AM Peak hour			PM Peak hour		
					Total	inbound	Outbound	Total	inbound	Outbound
Senior Adult Housing (Multifamily)	252	136 dwelling units	Rate	3.24	0.29	45%	55%	0.3	54%	46%
			Trips	441	39	17	22	41	22	19

Source: ITE (2021) Trip Generation Manual, Institute of Transportation Engineers, Washington DC. (Higher value of either the average rate or the fitted equation-based rate for peak hour of generator).

Trip Distribution

Trip distribution was based on observed traffic counts and select zone analysis within the travel demand model. New Project trips were distributed as follows:

- 48 percent to/from the west on East Natoma Street
- 48 percent to/from the east on East Natoma Street
- 4 percent to/from the north via Prison Road

Signal Timing Geometry

With the addition of a fourth leg to the East Natoma St/Prison Rd intersection, the signal timing and lane geometry was assumed to be configured as follows:

- Eastbound: An eastbound right turn pocket was assumed with 150-ft of storage and a 60-foot taper; for a total of one left, one through, and one right turn lane.
- Westbound: A westbound left turn lane with 100-foot pocket plus 60-foot taper for a total of one left and one shared through-right lane.
- Southbound: The existing exclusive right-turn lane is assumed to be restriped as a through-right turn lane (for a total of one left and one shared through-right).
- Northbound: The northbound approach is assumed to provide one left and one shared through-right lane. The northbound through-right lane is assumed to be in a 70-foot turn pocket plus 60-feet taper.
- Timing: Eastbound and westbound protected left turn phasing, northbound and southbound split phasing. 150 second cycle length, with 34 second northbound southbound split phases and 20 second eastbound and westbound protected phases, and 62 second eastbound and westbound through phases. Crosswalks are assumed across all legs of the intersection with flashing don't walk phases set to 22 seconds to accommodate a 3-feet per seconding walking speed.

Existing 2022 with Project Conditions

Project peak-hour traffic was added to the Existing 2022 turning volumes at each intersection. Delay and LOS were determined at the study intersections. **Table 28** presents a summary of LOS results for the study intersections under Existing Conditions. All study intersections operate at LOS B or better during the AM, PM, and Sunday peak hours. Left turn queues are adequately accommodated by the existing left turn storage pockets.

Table 28. Baseline 2022 Intersection Delay and Level-of-Service, with and without Project

Intersection	Control	No Project (Delay and Level-of-Service)		With Project (Delay and Level-of-Service)	
		AM	PM	AM	PM
E Natoma St/Prison Rd	Signal	9.3 A	9.1 A	15.9 B	16.7 B
Eastern Project Driveway	SSSC *	n/a	n/a	10.6 B (NB)	12.3 B (NB)
Intersection	**Approach**	**No Project 95% Queues (Feet)**		**With Project 95% Queues (Feet)**	
		AM	PM	AM	PM
E Natoma St/Prison Rd	EB Left	173'	30'	166'	37'
	WB Left	n/a	n/a	22'	23'
	SB Left	22'	49'	23'	73'
	NB Left	n/a	n/a	27'	21'
Eastern Project Driveway	NB	n/a	n/a	0	0

* SSSC = Side Street Stop Control

Project VMT Impacts and General Plan LOS Conformity

Conformance with General Plan LOS Policy

All study intersections are anticipated to operate at LOS B or better under all study scenarios, both with and without the addition of project traffic. The project is not anticipated to create new LOS deficiencies, or to or worsen any existing deficiencies, based on General Plan Policy M4.1.3.

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 is anticipated to generate 441 daily vehicle trips including 39 AM peak-hour vehicle trips, and 41 PM peak-hour vehicle trips. Fewer than 50 peak-hour project trips are projected to pass through any intersection. All study intersections are anticipated to operate at LOS B or better under all study scenarios, both with and without the addition of project traffic. The project is not anticipated to create new LOS deficiencies, or to or worsen any existing deficiencies, based on General Plan Policy M4.1.3. All intersection LOS impacts are considered less than significant.

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. The project includes accessible pathways around the building to provide a walking path for residents. Path connections are planned to paths internal to the project site, south to the Oak Parkway Trail, and west to the East Natoma St underpass to the Johnny Cash Trail. The project has a less than significant impact on pedestrians and bicycles. With relocation of the effected bus stop, transit impacts will be less than significant.

The City does not have an adopted parking standard for age-restricted (senior) multi-family housing. With a Planned Development Permit (PD), parking supply is established through the PD permit process. The project is proposing 136 spaces (1.00 parking spaces per unit). This exceeds that of many other recently approved age restricted multi-family projects in and around Folsom. The 136 spaces include eight accessible spaces (i.e., with the adjacent space striped out to provide vehicle access for wheelchairs and/or mobility scooters) and 14 spaces with electric vehicle charging.

The ITE Parking Generation Manual[6] lists an average peak parking demand of 0.59 vehicles per dwelling unit for Land Use 252 (Senior Adult Housing-Attached), with a standard deviation of 0.12. The ITE sample size is small (three observations), yet the proposed parking ratio of 1.05 is greater than 3.5 standard deviations greater than the mean parking demand. Consequently, the proposed parking for the Project is sufficient to meet the anticipated parking demand with a parking ratio of 1.00.

For comparison, Revel Senior Living, a similar project approved by Folsom in 2018 had a parking ratio of 0.81 spaces per dwelling unit. The Revel project conducted a parking survey of six similar Sacramento

[6] ITE (2010) Parking Generation 4th Edition, Institute of Transportation Engineers, Washington DC.

area facilities. All six facilities were found to use less than 0.60 spaces per dwelling unit during peak parking demand hours (consistent with the ITE parking demand data referenced above.) A second parking review for the Revel Senior Living project surveyed local jurisdictions parking requirements for senior housing. Only two jurisdictions in the vicinity of Folsom were found to directly address the issue of the parking needs of senior independent living facilities. Both of those zoning code requirements from other jurisdictions are lower than the proposed parking supply for the Vintage at Folsom Senior Apartments Project. Therefore, the proposed parking supply of 136 parking spaces is adequate for the 136 multi-family units proposed in the project.

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). State 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.

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 percent VMT reduction per capita, relative to either city or regional averages, based on the California's Climate Scoping Plan[7]. Qualitative assessment of VMT reduction is acceptable to screen projects[8].

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 percent per capita VMT reduction.

To support jurisdictions' SB743 implementation, SACOG developed thresholds and screening maps for residential projects[9], 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 percent of reduction compared to regional (or any appropriate sub-area) 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 residents living at the HEX and divided by the total population in the HEX. Green hexagons denote areas where residential

[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.
[9] SACOG (2021) https://sb743-sacog.opendata.arcgis.com/

VMT is 50 to 85 percent of the regional average and yellow hexagons denote areas where residential VMT is 85 to 100 percent of the regional average.

The project is located within one of the green hexagons with average residential VMT of 17 miles per capita (per day). The Project is anticipated to generate less than 82 percent of the regional per capita residential daily VMT of 20.82 miles. The project is therefore 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 by two driveways on East Natoma Street. City standards requires a 60-ft right turn taper in conditions with ten or more peak-hour right turns into a driveway, and a 150-ft pocket plus 60-ft taper, with 50 or more peak-hour right turns. Neither project driveway is anticipated to have ten or more right turning vehicles into the project during the AM or PM peak-hours. The main driveway at the signalized East Natoma Street/Prison Rd intersection includes an eastbound right turn pocket and a westbound left turn pocket accessing the project, these are adequate to safely accommodate project traffic without hindering existing traffic.

The secondary (eastern) driveway is restricted to right-in-right-out movements and is anticipated to only have fewer than ten eastbound right-turns into the project during either the AM or PM peak hours. No turn pockets are necessary. In order to limit the secondary (eastern) driveway to right-in-right-out access, the applicant would implement Mitigation Measure TRA-01. With Mitigation Measure TRA-01 implemented, impacts relating to process access design would be less than significant.

For an 81–160-unit apartment complex, the standard for the Minimum Required Throat Depth (MRTD) is 50 feet[10]. This 50-ft 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. The throat depths for the primary and second driveways exceed 50-ft and 25-ft, respectively. Therefore, MRTD of the project driveways meet the standard because the primary driveway throat depth meets the minimum standard of 50-ft.

Potential geometric constraints and safety issues were evaluated, including driveway spacing, sight triangles, and Statewide Integrated Traffic Records System (SWITRS) collision data. Driveway spacing, throat depth, and corner sight distance are all adequate. In the last five years, there have been three accidents proximate to the project site including:

- One eastbound rear-end collection at the existing traffic light,
- Two driving under the influence (DUI) accidents (one a sideswipe, and the other a single vehicle overturn.)

These are not accident varieties that would be anticipated to be worsened by the project, and the project does not require any project specific traffic safety treatments.

[10] 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.

Implementation of Mitigation Measures TRA-01 would reduce all potential impacts regarding hazards due to geometric design to a less than significant level.

Mitigation Measure TRA-01: Limit Access to the Secondary (Eastern) Driveway

- During construction of the project, the applicant shall ensure the eastern driveway is channelized to restrict left turns from entering or exiting the project via the eastern driveway. Such channelization shall be accomplished during construction by either a triangular island located within the driveway, or by extending the raised median at the East Natoma St/Cimmaron Cir intersection west-word across the eastern project driveway.

d) Result in inadequate emergency access?

No impact. The project proposes two access points connected by a fire lane which circles the back of the Proposed apartments. All internal radii have at least a 25-feet inner radius and 50-feet outer radius per City requirements. Emergency vehicle access is available to the site from East Natoma 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	☐	■	☐	☐
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.	☐	■	☐	☐

The discussion below is based on a tribal cultural resources memorandum prepared by ECORP Consulting, Inc. (ECORP 2022), attached to this Initial Study as **Appendix J**.

Environmental Setting

CEQA, as amended in 2014 by Assembly Bill 52 (AB 52), requires that the City of Folsom (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. 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 NAHC 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);
- Ione 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 (TCR) 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 an 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 November 19, 2021, the City sent project notification letters to the three California Native American tribes named above, which had previously submitted general consultation request letters pursuant to 21080.3.1(d) of the Public Resources Code (PRC). Each tribe was provided 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 Ione Band of Miwok Indians did not respond to the City's notification letter, and therefore, the threshold for carrying out tribal consultation with that tribe under PRC 21080.3.1(e) was not met, and no further consultation is warranted.

On December 10, 2021, and within the 30-day response timeframe, the City received an email from Anna Starkey that acknowledged receipt of the City's notification letter and accepted consultation under AB 52 for the project. She indicated that the project area is potentially sensitive for unrecorded cultural and tribal cultural resources based on the presence of a known and recorded resource in the vicinity. She inquired whether a cultural resources survey has been conducted and if so, requested a copy.

On December 13, 2021, the City formally initiated consultation with United Auburn Indian Community

and acknowledged Ms. Starkey's inquiry of a cultural report. The City confirmed that a survey had been conducted and that preparation of a cultural resources report was underway and welcomed the opportunity to further discuss the project. Accordingly, the City provided a copy of the report to Ms. Starkey for her review on March 8, 2022. Ms. Starkey responded the same day indicating that the report aligns with their findings and inquired whether an arborist report had been prepared and if so, requested to review it. Additionally, Ms. Starkey questioned if any heritage trees had been identified. On March 23, 2022, the city transmitted the arborist report to Ms. Starkey. As of the date of this memorandum, there has been no further correspondence received from Ms. Starkey or any other representative from UAIC. The City did not receive any specific information about TCRs that meet the definitions in PRC Section 21074 within the project area. Therefore, on June 3, 2022, the City formally concluded consultation with UAIC pursuant to PRC Sections 21080.3.2(b)(1) and 21082.3(d)(1).

Wilton Rancheria did not respond to the City's notification letter, and therefore, the threshold for carrying out tribal consultation with that tribe under PRC 21080.3.1(e) was not met. However, separately, as part of the cultural resources inventory, HELIX contacted the Native American Heritage Commission (NAHC) on January 21, 2022 to request a search of the Sacred Lands File. On February 9, 2022, the NAHC contacted HELIX to report that no sacred lands are recorded inside the project area and provided a list of culturally affiliated tribes and their contact information. On February 10, 2022, HELIX contacted all of the named tribes, which included Wilton Rancheria, UAIC, Tsi Akim Maidu, the Colfax-Todds Valley Consolidated Tribe, the Ione Band of Miwok Indians, and the Buena Vista Rancheria of Me-Wuk Indians. While none of the other tribes responded, on March 31, 2022, an unnamed representative of the Cultural Preservation Department from Wilton Rancheria replied by email and stated that the tribe had requested consultation on December 2 for this project, and that the tribe was requesting monitoring because of three sensitive sites in the vicinity. No specific information about TCRs was provided in the March 31 email.

After an exhaustive search of the consultation record, City staff emails, and physical mail, none of the City staff or its consultants could locate any correspondence from Wilton on this project. Suspecting that the tribal representative might have been mistaking this as a different project, on April 8, 2022, HELIX replied to the tribe to report that the City is not in possession of any correspondence regarding this project and requested a copy of the December 2 correspondence. Wilton Rancheria did not respond to the request for information, and as of the date of this memorandum, there has been no further communication received from the tribe. Therefore, because the City: 1) is not in possession of a written request for consultation on this project; and 2) did not receive any specific information about TCRs that meet the definitions in PRC Section 21074 within the project area; and, further, because Wilton Rancheria failed to engage in consultation pursuant to PRC 21802.3(d)(2), the City closed the matter and drew from other lines of evidence to make a determination of impacts to TCRs.

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 with mitigation. As discussed in Section V., Cultural Resources, the results of this Cultural Resources Assessment indicate that there are no known or newly discovered cultural resources within the APE, prompting HELIX to recommend that the area is not likely to contain surface based archaeological deposits. Although the NCIC records search indicated that elements of district P-34-000335 (the Folsom Mining District) may potentially be located within the current APE, no traces of the district were found during HELIX's pedestrian survey of the project area. As a result, the current project is anticipated to have no impacts on district P-34-000335.

Based on the results of HELIX's cultural resource assessment the APE can be assumed to have a low sensitivity for surficial cultural resources and this project is anticipated to have no impacts to historical resources for the purposes of compliance with both Section 106 of the NHPA and CEQA. Consequently, HELIX recommends that there would be no effect on historic properties or historical resources, including archaeological and built-environment resources as a result of project implementation. No additional studies, archaeological work, or construction monitoring are recommended. However, in light of the presence of prehistoric resources within the study area (P-34-0000016 and P-34-000017) and the potential presence of elements of district P-34-000335 to lie within the study area, HELIX recommends that the Mitigation Measure CUL-01 and CUL-02 outlined below be implemented in the unlikely event that cultural resources are encountered during construction

If historical or archaeological resources are discovered, implementation of Mitigation Measure CUL-01 and Mitigation Measure CUL-02 (Section V) would reduce any potential impact to a less than significant level.

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 information provided by consulting and culturally affiliated tribes, the ethnographic context, the results of a search of the Sacred Lands File by the NAHC, and the results of a cultural resources inventory prepared by HELIX (**Appendix E**). Based on the information provided, the project would not have any impact on known TCRs. Impacts to unanticipated tribal cultural resources, if encountered during construction, would be potentially significant. Based on the consultation record summarized above and included in Appendix J, the City concludes that there would be a less than significant impact on TCR's with the incorporation of Mitigation Measure TCR-01 regarding unanticipated discoveries.

Mitigation Measure TCR-01: Unanticipated Discovery of Tribal Cultural Resources.

- If potentially significant Tribal Cultural Resources (TCR) are discovered during ground disturbing construction activities, all work shall cease within 50-ft of the find, or an agreed upon distance based on the nature 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 meeting 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?	☐	☐	■	☐
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?	☐	☐	■	☐
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?	☐	☐	■	☐

Environmental Setting

The project site is currently vacant and does not contain any existing utilities. Existing powerlines are located on East Natoma Street and south of the project boundary. 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 and sewer utility 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 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). All on site water (fire, domestic, and irrigation) are to be privately owned, operated, maintained as a condition of approval. All public water within the site boundary shall be constructed in accordance with the City of Folsom water design standards and water construction details as a condition of approval. The on-site water supply would be connected to the Zone 3 Cimmaron pressure Zone located off-site. The proposed project would provide housing for less than 400 residents and would not result in a substantial increase in water demand. 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 the 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, turn 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, suspending operation of water features throughout the City. The City also implemented water restrictions and rebate programs for residents of the City. 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. All on site sewer utilities are to be privately owned, operated, maintained as a condition of approval, and would connect with an existing public sewer collection system off-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.

Under existing conditions, runoff from residential properties located east of the property flows onto the property site. This offsite runoff would be intercepted by proposed landscaped swales within the 15-foot landscape planters along the eastern boundary of the property. This runoff would then redirect the flow towards East Natoma Street and enter the public storm drain system. Additionally, eight (8) bio-retention planters are proposed throughout the project site to manage stormwater runoff. The curb, gutter, and sidewalk are proposed to be extended to Cimmaron Circle, which requires storm drain improvements at the frontage of the project site. Stormwater drains would be installed throughout the concrete parking lot areas and would be designed to prevent flooding or ponding. The on-site storm drain would conform to City of Folsom standards. Environmental impacts from these stormwater features would be less than significant and no mitigation would be necessary.

Electricity, Gas, and Telephone

Primary and secondary electric lines, gas lines, and telephone/cable lines are proposed within the project. These proposed utility lines would connect with existing utilities in the same vicinity of the project site, on East Natoma Street. Through the City's coordination with utility providers including SMUD for electricity, PG&E for underground gas lines, AT&T for underground telephone lines, utility providers are able to accommodate the proposed project.

Based on the details above, the project would have less than significant impact on water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. 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, 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?	☐	☐	☐	■
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?	☐	☐	☐	■

Environmental Setting

The project site is located in a Local Responsibility Area and it is not in a Very High Fire Hazard Severity Zone (California Department of Forestry and Fire Protection 2007).

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 (California Department of Forestry and Fire Protection 2007).

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?	☐	☐	■	☐
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)?	☐	☐	■	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	■	☐

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. 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. 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: The trees and understory grassland areas within the project site provide suitable nesting habitat for white-tailed kite and other raptors as well as other native birds and large trees adjacent to the site provide nesting habitat for raptors. Pre-construction surveys should be conducted prior to project implementation to determine if nesting birds are present on or adjacent to the site, so that measures could be implemented if needed to avoid harming nesting birds. Implementation of Mitigation Measure BIO-01 would reduce impacts to white-tailed kite and other nesting birds to a less than significant level.

The 0.04-acre of aquatic features located on the project site are potentially regulated by the USACE, CVRWQCB, and CDFW under the Clean Water Act, Porter-Cologne Act, and Section 1600 of the Fish and Game Code. Therefore, removal or fill of the aquatic features would likely require a permit from these agencies. In order to avoid impacts to jurisdictional wetland and waters, Mitigation Measure BIO-02 would be implemented, mitigating impacts to a less than significant level.

Of the 111 trees on the project site, 77 trees are considered protected by Folsom City Code. If protected trees will be removed by the proposed project mitigation will be required per Section 12.16.150. Of the 77 trees protected by Folsom City Code, only 65 trees require mitigation based on having a health rating of 5, 4, 3, or 2. Based on the DSH equivalency ratio, mitigation for a total of 935.6-inches is required if all protected trees subject to mitigation requirements are impacted. With implementation of Mitigation Measure BIO-03, impacts to protected trees would be less than significant.

With implementation of Mitigation Measures BIO-01, BIO-02, and BIO-03 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: The results of the Cultural Resources Assessment indicate that there are no known or newly discovered cultural resources within the APE, prompting HELIX to recommend that the area is not likely to contain surface based archaeological deposits. Although the NCIC records search indicated that elements of district P-34-000335 (the Folsom Mining District) may potentially be located within the current APE, no traces of the district were found during HELIX's pedestrian survey of the project area. As a result, the current project is anticipated to have no impacts on district P-34-000335. No additional studies, archaeological work, or construction monitoring are recommended. However, in light of the presence of prehistoric resources within the study area (P-34-0000016 and P-34-000017) and the potential presence of elements of district P-34-000335 to lie within the study area, HELIX recommends that the Mitigation Measure CUL-01 and CUL-02 outlined below be implemented in the unlikely event that cultural resources are encountered during construction. If historical or archaeological resources are discovered, implementation of Mitigation Measure CUL-01 and Mitigation Measure CUL-02 would reduce any potential impact to a less than significant level.

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. However, if human remains are discovered, implementation of Mitigation Measure CUL-02 and Mitigation Measure CUL-03 would reduce impacts to a less than significant level.

With implementation of Mitigation Measures CUL-01 and CUL-02, and CUL-03, 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: A Geotechnical Engineering Survey was written by Youngdahl Consulting Group, Inc. on December 3rd, 2021. In the survey, Youngdahl prepared recommendations for the foundation, construction, and design of the proposed building in the project site (See Appendix F for more detail on site recommendations). With the implementation of Mitigation Measure GEO-01, outlined below, the impacts relating to unstable soils in the project area would be less than significant.

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. Therefore, the proposed project could result in potentially significant impacts to paleontological resources. Implementation of Mitigation Measure GEO-02 would reduce potentially significant impacts to a less than significant level.

With implementation of Mitigation Measure GEO-01 and GEO-02, 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 Measure GHG-01 through GHG-05. With implementation of this mitigation measure 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: The project would be subject to noise from construction and operation conditions. 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-01 would restrict construction hours and reduce impacts to a less than significant level.

An on-site source of vibration during project construction would be a vibratory roller. A vibratory roller would primarily be used to achieve soil compaction as part of the foundation and paving construction, and for aggregate and asphalt compaction as part of project driveway and parking lot construction). Vibratory rollers could be used within approximately 65-ft of the single-family residences to the northwest. A large vibratory roller creates approximately 0.21 in/sec PPV at a distance of 25-ft, or 94 VdB (Caltrans 2020). At a distance of 65-ft, a vibratory roller would create a PPV of 0.073 in/sec, or 85 VdB.[11] This would exceed the City General Plan residential standard of 80 VdB, and the impact would be potentially significant. Once operational, the project would not be a source of groundborne vibrations. A large vibratory roller would result in approximately 80 VdB or greater at distances less than 120-ft. Mitigation measure NOI-02 would require the contactor demonstrate that the rollers to be used on the project site would produce less than 80 VdB at nearby occupied residences, or use vibratory rollers in static mode only (no vibrations) when operated within 120-ft of occupied residences.

With the implementation of Mitigation Measure NOI-01 and NOI-02, the project would not result in a cumulatively considerable contribution to any significant cumulative impacts related to noise.

Evaluation of cumulative transportation impacts: Access to the project site would be provided by two driveways on East Natoma Street. City standards requires a 60-ft right turn taper in conditions with ten or more peak-hour right turns into a driveway, and a 150-ft pocket plus 60-ft taper, with 50 or more peak-hour right turns. Neither project driveway is anticipated to have ten or more right turning vehicles into the project during the AM or PM peak-hours. The main driveway at the signalized East Natoma Street/Prison Rd intersection includes an eastbound right turn pocket and a westbound left turn pocket accessing the project, these are adequate to safely accommodate project traffic without hindering existing traffic. The secondary (eastern) driveway is restricted to right-in-right-out movements and is anticipated to only have fewer than ten eastbound right-turns into the Project during either the AM or PM peak hours. No turn pockets are necessary. In order to limit the secondary (eastern) driveway to right-in-right-out access, the applicant would implement Mitigation Measure TRA-01. Thus, the project would not result in a cumulatively considerable contribution 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. With implementation of Mitigation Measures TCR-01, 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.

[11] 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}).

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than significant impact. 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 K**.

10.0 INITIAL STUDY PREPARERS

City of Folsom
Steve Banks, Principal Planner

HELIX Environmental Planning, Inc.
Robert Edgerton, AICP CEP, Project Manager
Julia Pano, Environmental Planner
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Stephanie McLaughlin, Staff Biologist
Victor Ortiz, Air Quality Specialist
Kristin Garcia, Air Quality Technician
Clarus Backes, Cultural Resource Group Manager
Jentin Joe, Staff Archeologist

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Attachment 26

Comment Letters from Public Agencies

SACRAMENTO METROPOLITAN

AIR QUALITY
MANAGEMENT DISTRICT

November 30, 2022

Steven Banks
City of Folsom Planning Department
50 Natoma Street
Folsom Cordova, CA 95630

Subject: Vintage at Folsom Senior Apartments Mitigated Negative Declaration (SAC202102633)

Dear Steven Banks:

Thank you for the opportunity to review the Mitigated Negative Declaration (MND) for the Vintage at Folsom Senior Apartments project. The project includes the construction of a 136-unit affordable senior rental apartments in a three-story building on 4.86 acres at 103 East Natoma Street. Sac Metro Air District commends the project for providing high density, affordable, senior housing with access to a trail network and within a half mile of a transit stop. We also commend the project for including cool roofing and solar arrays as sustainability features. The following comments are intended to further improve air quality and health and reduce greenhouse gas emissions.

CEQA comments

Although the MND determined the project is consistent with the City's Greenhouse Gas Reduction Strategy, and therefore not significant for greenhouse gas emission impacts, Sac Metro Air District recommends the proponent consider building the project without natural gas infrastructure. Not only does removing natural gas reduce the cost of infrastructure, operating buildings without burning natural gas provides substantial public health benefits. Homes in which gas stoves are used have nitrogen dioxide concentrations 50 to 400% higher than homes with electric stoves[1]. Using a gas stove and oven for just an hour often leads to indoor air pollutant levels that exceed California's ambient air quality standards. This exposure to nitrogen dioxide can cause respiratory effects.

If the project is built with natural gas infrastructure, Sac Metro Air District recommends the project be pre-wired to allow for the future conversion to all-electric (space heating, water heating, cooking) to support the State's goal of carbon neutrality by 2045.

Since greenhouse gas emissions from equipment during project construction do not exceed Sac Metro Air District's recommended thresholds of significance, the emissions do not need to be amortized in the analysis.

The CalEEMod report in Appendix A includes PG&E as the utility provider for electricity. The project is in SMUD territory, therefore SMUD electricity intensity factors should be included.

[1] Rocky Mountain Institute, Basalt, CO. *Health Effects from Gas Stove Pollution* (2020) https://rmi.org/insight/gas-stoves-pollution-health/

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Greenhouse Gas Reduction Strategy consistency
Mitigation Measure GHG-03 requires the project to comply with Greenhouse Gas Reduction Strategy Measure T-8 (page 69). Measure T-8 requires multi-family residential projects with 17 or more units to provide EV charging in 5% of total parking spaces. To comply with GHG Reduction Strategy Measure T-8, the project would need at least 7 EV charging stations (5% of the 136 stalls). Sac Metro Air District recommends installing Level 2 EV charging stations.

Mitigation Measure GHG-03 indicates the project will provide 14 EV charging stations. For clarity and convenience, we recommend updating GHG-03 to specify the actual number of EV charging stations that the project proponent must install to comply with Measure T-8. We recommend that GHG-03 specify that at least 7 EV charging stations are required to comply with Measure T-8.

Finally, please note that the MND appears to reference CalGreen incorrectly. The MND indicates (page 4) the project will provide "12 standard electric vehicle charging station (EVCS) stalls, and two loading EVCS stalls." And further states that "The electric vehicle charging spaces would be approximately 10.3 percent of the total parking spaces, which meets the electric vehicle charging station requirement outlined by CalGreen (Title 24, Part 11)." This text appears to reference the 2019 CalGreen Code, which requires that 10% EV capable spaces be installed, but does not require that actual EV charging stations be installed.

Design comments
To promote the use of bicycles by residents, Sac Metro Air District recommends the proponent cover the bicycle parking areas for weather protection and install outdoor electrical outlets to allow charging of E-bikes, which are becoming more common. Bicycle parking areas should be sized to accommodate larger bicycle types that seniors may use, including tricycles, cargo bikes, and reclined bikes, consistent with the City of Folsom's Active Transportation Plan Design Guide, Chapter VI, and the APBP Bicycle Parking Guide[2].

There is a statement on page 108 regarding that "relocation of the effected bus stop" would reduce transit impacts to less than significant. No additional details are included in the MND. If a bus stop will be relocated, Sac Metro Air District recommends adding a shelter to provide shade and weather protection to further encourage transit use.

Construction
The MND notes that Folsom's Community Development Department Standard Construction Conditions include air pollution control and naturally occurring asbestos provisions. Sac Metro Air District recommends all projects implement the attached Basic Construction Emission Control Practices[3]. A listing of the most common air district rules that apply during construction[4] is also attached.

---

[2] Association of Pedestrian and Bicycle Professionals, *Essentials of Bike Parking* (2015) https://www.apbp.org/assets/docs/EssentialsofBikeParking_FINA.pdf
[3] Sac Metro Air District Basic Construction Emission Control Practices, CEQA Guide Chapter 3 (2019) https://www.airquality.org/LandUseTransportation/Documents/Ch3BasicEmissionControlPracticesBMPSFinal7-2019.pdf
[4] Sac Metro Air District Rules Statement (2020) https://www.airquality.org/LandUseTransportation/Documents/RulesAttachment10-2020Final.pdf

Please contact me at 279-207-1131 or khuss@airquality.org if you have any questions regarding these comments.

Sincerely,

Karen Huss

Karen Huss
Associate Air Quality Planner/Analyst

cc: Paul Philley, AICP, Program Supervisor

Attachments

BASIC CONSTRUCTION EMISSION CONTROL PRACTICES (BEST MANAGEMENT PRACTICES)

The following Basic Construction Emissions Control Practices are considered feasible for controlling fugitive dust from a construction site. The practices also serve as best management practices (BMPs), allowing the use of the non-zero particulate matter significance thresholds. Lead agencies should add these emission control practices as Conditions of Approval (COA) or include in a Mitigation Monitoring and Reporting Program (MMRP).

- Control of fugitive dust is required by District Rule 403 and enforced by District staff.
- 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.

The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and off-road diesel-powered equipment. The California Air Resources Board (CARB) enforces idling limitations and compliance with diesel fleet regulations.

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [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.
- Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1]. For more information contact CARB at 877-593-6677, doors@arb.ca.gov, or www.arb.ca.gov/doors/compliance_cert1.html.

Although not required by local or state regulation, many construction companies have equipment inspection and maintenance programs to ensure work and fuel efficiencies.

- 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.

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

SACRAMENTO METROPOLITAN

AIR QUALITY
MANAGEMENT DISTRICT

Sac Metro Air District Rules & Regulations Statement (revised 10/2020)

*The following statement is recommended as standard condition of approval or construction document language for **all** development projects within the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District):*

All projects are subject to Sac Metro Air District rules in effect at the time of construction. A complete listing of current rules is available at www.airquality.org or by calling 916-874-4800. Specific rules that may relate to construction activities or building design may include, but are not limited to:

Rule 201: General Permit Requirements. Any project that includes the use of equipment capable of releasing emissions to the atmosphere may require permit(s) from Sac Metro Air District prior to equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact the Sac Metro Air District early to determine if a permit is required, and to begin the permit application process. Other general types of uses that require a permit include, but are not limited to, dry cleaners, gasoline stations, spray booths, and operations that generate airborne particulate emissions. Portable construction equipment (e.g. generators, compressors, pile drivers, lighting equipment, etc.) with an internal combustion engine over 50 horsepower is required to have a Sac Metro Air District permit or a California Air Resources Board portable equipment registration (PERP) (see Other Regulations below).

Rule 402: Nuisance. The developer or contractor is required to prevent dust or any emissions from onsite activities from causing injury, nuisance, or annoyance to the public.

Rule 403: Fugitive Dust. The developer or contractor is required to control dust emissions from earth moving activities, storage or any other construction activity to prevent airborne dust from leaving the project site.

Rule 414: Water Heaters, Boilers and Process Heaters Rated Less Than 1,000,000 BTU PER Hour. The developer or contractor is required to install water heaters (including residence water heaters), boilers or process heaters that comply with the emission limits specified in the rule.

Rule 417: Wood Burning Appliances. This rule prohibits the installation of any new, permanently installed, indoor or outdoor, uncontrolled fireplaces in new or existing developments.

Rule 442: Architectural Coatings. The developer or contractor is required to use coatings that comply with the volatile organic compound content limits specified in the rule.

Rule 453: Cutback and Emulsified Asphalt Paving Materials. This rule prohibits the use of certain types of cut back or emulsified asphalt for paving, road construction or road maintenance activities.

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Rule 460: Adhesives and Sealants. The developer or contractor is required to use adhesives and sealants that comply with the volatile organic compound content limits specified in the rule.

Rule 902: Asbestos. The developer or contractor is required to notify the Sac Metro Air District of any regulated renovation or demolition activity. Rule 902 contains specific requirements for surveying, notification, removal, and disposal of asbestos containing material.

Other Regulations (California Code of Regulations (CCR))

17 CCR, Division 3, Chapter 1, Subchapter 7.5, §93105 Naturally Occurring Asbestos: The developer or contractor is required to notify the Sac Metro Air District of earth moving projects, greater than 1 acre in size in areas "Moderately Likely to Contain Asbestos" within eastern Sacramento County. The developer or contractor is required to comply with specific requirements for surveying, notification, and handling soil that contains naturally occurring asbestos.

13 CCR, Division 3, Chapter 9, Article 5, Portable Equipment Registration Program: The developer or contractor is required to comply with all registration and operational requirements of the portable equipment registration program such as recordkeeping and notification.

13 CCR, Division 3, Chapter 9, Article 4.8, §2449(d)(2) and 13 CCR, Division 3, Chapter 10, Article 1, §2485 regarding Anti-Idling: Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes. These apply to diesel powered off-road equipment and on-road vehicles, respectively.

14 December 2022

Steven Banks
City of Folsom
50 Natoma Street
Folsom, CA 95630
sbanks@folsom.ca.us

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, VINTAGE SENIOR APARTMENTS PROJECT, SCH#2022110187, SACRAMENTO COUNTY

Pursuant to the State Clearinghouse's 10 November 2022 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the Vintage Senior Apartments Project, located in Sacramento County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore, our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of

Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:
https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at:
https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/help/permit/

If you have questions regarding these comments, please contact me at (916) 464-4684 or Peter.Minkel2@waterboards.ca.gov.

Peter Minkel

Peter Minkel
Engineering Geologist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

SMUD®

Sent Via E-Mail

December 14, 2022

Steven Banks
City of Folsom Planning Department
50 Natoma Street
Folsom, CA 95630
sbanks@folsom.ca.us

Subject: **Vintage Senior Apartments / MND / 2022110187**

Dear Mr. Banks:

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the Mitigated Negative Declaration (MND) for the Vintage Senior Apartments (Project, SCH 2022110187). SMUD is the primary energy provider for Sacramento County and a portion of the proposed Project area. SMUD's vision is to empower our customers with solutions and options that increase energy efficiency, protect the environment, reduce global warming, and lower the cost to serve our region. As a Responsible Agency, SMUD aims to ensure that the proposed Project limits the potential for significant environmental effects on SMUD facilities, employees, and customers.

We have no comments to offer at this time but would appreciate if the City of Folsom would continue to keep SMUD facilities in mind as environmental review of the Project moves forward. Please reroute the Project analysis for SMUD's review if there are any changes to the scope of the Project.

If you have any questions regarding this letter, please do not hesitate to contact me at 916.732.7466, or by email at Ammon.Rice@smud.org.

Sincerely,

Ammon Rice
Environmental Services Supervisor
Sacramento Municipal Utility District
6201 S Street
Sacramento, CA 95817

cc: Entitlements

Steven Banks

From: Boyd, Alexa <A5G5@pge.com>
Sent: Friday, December 23, 2022 12:15 PM
To: Steven Banks
Subject: Vintage Senior Apartments

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Classification: Public

Hello Steve,

This project is under review by PG&E's transmission engineering group for the associated grading and improvements (retaining wall) before an approval letter can be issued. In the meantime, I wanted to provide the following comments:

- Retaining Wall: Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&'s facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. **No wall, fence or other like structure is to be installed within 10 feet of tower footings**. Please provide distances from proposed retaining wall to tower footings.
- Landscaping: On overhead electric transmission easements, trees and shrubs are limited to those varieties that do not exceed 10 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.
- No buildings or other structures are permitted within transmission easement areas; this included signage.

Respectfully,

Alexa Boyd | **Land Agent**

Pacific Gas and Electric Company
Land Management, Land Rights Services
2730 Gateway Oaks Drive, Ste 220 | Sacramento, CA 95833
Phone: (916) 760-5738
Email: alexa.gardea@pge.com

Attachment 27

Comment Letters from Residents

Steven Banks

From: dreamasplace@aol.com
Sent: Thursday, June 30, 2022 3:42 PM
To: Steven Banks
Subject: Vintage project at 103 E Natoma St

You don't often get email from dreamasplace@aol.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 Steve Banks,

I am a resident of the Cimmaron Hills neighborhood directly next to 103 E Natoma Street. We have attended two meetings with the owner/developer that wants to put a three story 136 unit senior (55 and up) apartment building on that property. This property is zoned BP and while the proposed use is allowed it needs an issuance of a minor conditional permit to have a three story building. I, as well as my neighbors, are requesting that this conditional use permit be denied.

A three story building at this locatation is unacceptable. There are no three story buildings in this area. This property borders residential neighborhoods that have single or two story homes, and one story office buildings. Changing this small plot of land from R2 to R4 high density is egregious. Not only will it be an eyesore, but it does not fit in with the adjoining neighborhoods. Those neighbors along its border lose the privacy and peaceful enjoyment of their property.. Imagine the occupants of the third story looking directly into your backyard and back windows. This is not one of those neighborhoods that have homes close together and look down into each other's back yards. We have larger lot sizes and the homes are built so that we have that privacy. That is why people have chosen to live here. Please do not allow the third story, a one story would be more appropriate for this space.

Another main concern is parking. The developer has indicated to us that there are not parking spaces for every unit. Yikes!!! Their response is that not every occupant will have a vehicle. Maybe so, but the reality is that most units will have more than one occupant and all occupants in those units will have vehicles. Then if you factor in building staff, caregivers, and vistitors there is not ample parking spaces. This means that their cars will be lining the streets of the adjoining neighborhoods, once again unacceptable. Please require that all units have parking spaces as well as additional parking for staff, caregivers, and visitors.

It is also our understanding that there will be two entrance/exits. One is proposed to be a right in, right out passage. I would ask that this be made accessible to service vehicles only. Police, EMT, Fire Dept. The traffic issue is going to be a nightmare. Natoma has become a very busy street. The additional entrance/exits will put three entrance/exits within a very short distance from each other. Once again that is a traffic nightmare. Residents in our neighborhood have a hard enough time getting in and out as it is. There are already visibility problems as well as a pedestrian crosswalk. This will be a very dangerous situation.

What a shame to lose all the beautiful trees and wildlife on this lot, as well as, the minimal undeveloped green space left in Folsom. This project does not align with the Distinctive by Nature image in appearance or location.

Please take these issues into consideration and not issue this conditional permit.

Yours respectfully,
Dreama Pacheco
dreamasplace@aol.com
916-496-6536

Steven Banks

From: Elaine Andersen
Sent: Friday, July 8, 2022 7:14 AM
To: Steven Banks
Subject: FW: Vintage project at 103 E Natoma St

From: dreamasplace@aol.com <dreamasplace@aol.com>
Sent: Thursday, June 30, 2022 3:40 PM
To: Elaine Andersen <eandersen@folsom.ca.us>
Subject: Vintage project at 103 E Natoma St

You don't often get email from dreamasplace@aol.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 Elaine Andersen,

I am a resident of the Cimmaron Hills neighborhood directly next to 103 E Natoma Street. We have attended two meetings with the owner/developer that wants to put a three story 136 unit senior (55 and up) apartment building on that property. This property is zoned BP and while the proposed use is allowed it needs an issuance of a minor conditional permit to have a three story building. I, as well as my neighbors, are requesting that this conditional use permit be denied.

A three story building at this locatation is unacceptable. There are no three story buildings in this area. This property borders residential neighborhoods that have single or two story homes, and one story office buildings. Changing this small plot of land from R2 to R4 high density is egregious. Not only will it be an eyesore, but it does not fit in with the adjoining neighborhoods. Those neighbors along its border lose the privacy and peaceful enjoyment of their property.. Imagine the occupants of the third story looking directly into your backyard and back windows. This is not one of those neighborhoods that have homes close together and look down into each other's back yards. We have larger lot sizes and the homes are built so that we have that privacy. That is why people have chosen to live here. Please do not allow the third story, a one story would be more appropriate for this space.

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It is also our understanding that there will be two entrance/exits. One is proposed to be a right in, right out passage. I would ask that this be made accessible to service vehicles only. Police, EMT, Fire Dept. The traffic issue is going to be a nightmare. Natoma has become a very busy street. The additional entrance/exits will put three entrance/exits within a very short distance from each other. Once again that is a traffic nightmare. Residents in our neighborhood have a hard enough time getting in and out as it is. There are already visibility problems as well as a pedestrian crosswalk. This will be a very dangerous situation.

What a shame to lose all the beautiful trees and wildlife on this lot, as well as, the minimal undeveloped green space left in Folsom. This project does not align with the Distinctive by Nature image in appearance or location.

Please take these issues into consideration and not issue this conditional permit.

Steven Banks

From: Kandi Jones <kandis57@yahoo.com>
Sent: Thursday, July 7, 2022 7:43 PM
To: Steven Banks
Subject: 103 E. Natoma Street

You don't often get email from kandis57@yahoo.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.

I reside on Cimmaron Circle. I am vehemently opposed to the proposed project at the above referenced address for reasons too many to list here, but are well known to the builder/developers.

Steven Banks

From: eprkeeper5 <eprkeeper5@gmail.com>
Sent: Thursday, July 7, 2022 8:00 PM
To: Steven Banks
Subject: 103 E. Natoma Street

You don't often get email from eprkeeper5@gmail.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.

I reside on Cimmaron Circle and I am vehemently opposed to the proposed project at the above referenced address for too many reasons to list here. but which are well known to the owner/developers.

Sent via the Samsung Galaxy S22+ 5G, an AT&T 5G smartphone

Steven Banks

From: erin@sargentfam.net
Sent: Thursday, July 14, 2022 2:11 PM
To: Steven Banks
Subject: Vintage Housing proposal question

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.

Good afternoon,
My name is Erin Sargent. We met at the first neighborhood meeting regarding the Vintage Housing senior living proposal. I was also in attendance for the second meeting, but did not see you there. I have also tried reaching out to you earlier, but we were not able to connect.
I, along with my neighbors on Cimmaron Circle, have some valid concerns with this development. Obviously, anytime there is a new development, the loss of beautiful open space is mourned, and concerns about noise, traffic, & parking are all negatives compared to the open space that currently exists. And neighbors who have lived with that open space behind them for over 30 years are rightfully dismayed. One of the very reasons we purchased our home here six months ago was because of the amazing trail access and quiet, open feel. Our home abuts the trail access from Cimmaron Circle and therefore, overflow parking for those seeking access to the apartment complex from the Oak Parkway trail is of considerable concern to me.
However, I understand that this is developable land per the zoning map, and that all the studies that need to be done regarding noise, traffic, tree removal, etc. have all been done or are in process.
I have read the zoning code and also understand that there are significant developer incentives or bonuses involved when considering low income and senior living facilities.
My question is regarding a specific part of the code, namely section 17.102.030 where density bonuses are concerned, as pasted below:

A. Density Bonus.

1. The city shall grant a density bonus to an applicant or developer of a housing development, consisting of five or more dwelling units, who agrees to provide the following:

   a. At least ten percent of the total units of a housing development for low income households; or

   b. At least five percent of the total units of a housing development for very low income households; or

   c. A senior citizen housing development.

All density calculations resulting in fractional units shall be rounded up to the next whole number.

2. In determining the number of target units to be provided pursuant to this section, the maximum residential density shall be multiplied by 0.05 where very low income households are targeted, or by 0.10 where low income households are targeted. The density bonus units shall not be included when determining the total number of target units in the housing development. When calculating the required number of target units, any fractions of units shall be rounded to the next larger number.

3. Amount of Density Bonus.

a. General Density Bonus. The density bonus shall be a density increase of at least twenty percent, unless a lesser percentage is elected by the applicant/developer over the otherwise maximum allowable residential density. The amount of density bonus to which the applicant/developer is entitled shall vary according to the amount by which the percentage of affordable units exceeds the percentage set forth in subsection (A)(1) of this section. For each percent increase above ten percent in the percentage of units affordable to low income households, the density bonus shall be increased by one and one-half percent up to a maximum of thirty-five percent. For each one percent increase above five percent in the percentage of units affordable to very low income households, the density bonus shall be increased by two and one-half percent up to a maximum of thirty-five percent. For senior citizen housing developments, the density bonus shall be a flat twenty percent.

I am curious as to how these density bonuses are calculated, and if Vintage housing is seeking a larger bonus due to the low income nature of their units? Which is the overriding percentage? Can Vintage claim larger density bonus based on the low income household status or is the flat 20 percent for senior citizen housing applicable?
Exactly what numbers are the starting point here? On an intuitive level, it seems like a jump from our neighborhood with R1-ML zone to an R4 high density zone would be more than 20%. This is why I am seeking clarification on the matter.
I would be happy to discuss the matter over the phone or in person if that is easier for you. I can be reached at 916-849-2134 at your convenience, and am available to meet in person any time next week.
Thank you so much,
Erin Sargent

Steven Banks

From: Randy Bundock <randybundock@yahoo.com>
Sent: Monday, November 14, 2022 10:08 AM
To: Steven Banks
Subject: Vintage Senior Apartments

[You don't often get email from randybundock@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

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Dear Steve,
It was inevitable someone would want to develop the land across from the prison entrance. My wife and I always joked if we won the lottery we would buy it and build another bike and dog park, but that hasn't happened yet. It seems that there would be a lot of challenges with extra traffic at a 4 way stop since the shift changes at the prison already make that intersection busy enough. Also how to preserve all the nice oak trees, the small creek that forms when it rains, and how close the power lines are. A three story building seems like it would be too tall for that area. The city has invested so much in the JC Trail with bridges and tunnels it would be a shame to clog up the trail access with more cross traffic.
Thank you for your time,
Randy Bundock
218 Spencer Street

Sent from my iPhone

Steven Banks

From: Kandi Jones <kandis57@yahoo.com>
Sent: Monday, November 14, 2022 1:27 PM
To: Steven Banks
Subject: 103 E Natoma

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I am contacting you to express my opposition to the proposed project by Vintage Properties at 103 E Natoma. I have several issues, however, my concern at this time is the 3 story proposal and overall design of the building which does not blend in with the existing neighboring structures, which includes single family homes, businesses, medical facilities, and other multi family apartments. Thank you . Kandi Jones

Steven Banks

From: Dreama Pacheco <dreamasplace@aol.com>
Sent: Wednesday, November 16, 2022 12:53 PM
To: Steven Banks
Subject: Vintage Properties 103 Natoma

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Dear Steve Banks,

I am writing in regards to the Vintage Properties proposed for 103 Natoma St. Although I have many concerns what I would like to address here is the parking situation for this project.

This 136 unit apartment building does not have plans for enough parking spaces. There is not a parking space for each unit nor parking designated for staff and visitors. The developers answer to this was that not every one living in the building will drive. That is a nonsense answer, as many of those units will have more than one driver.
In my research I found eight other properties owned by this company and of the many complaints the one common thread for all eight properties is those living there cannot find parking. Some complaining that they have to park in the supermarket parking lot down the road, and one resident complaining she has to park down the road and walk to the building in the dark. These are seniors, this is not acceptable.
Also having cars scattered all over the neighborhood from lack of parking is unacceptable.
Please require this project to have parking spaces for all units as well as additional parking for staff and visitors.

Thank you,
Dreama Pacheco

Sent from my iPhone

Steven Banks

From: Farrah Wood <farrahwood@gmail.com>
Sent: Monday, November 28, 2022 2:26 PM
To: Steven Banks
Subject: Vintage Properties at 103 E Natoma Folsom, CA

[You don't often get email from farrahwood@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

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Mr Banks-

I am contacting you to express my opposition to the proposed project by Vintage Properties at 103 E. Natoma. I have several issues, however, my concern at this time is the 3 story proposal and overall design of the building which does not blend in with the existing structures which includes single family homes, businesses, medical facilities, and other multi family apartments. Also the protected oak trees. Thank you.

Farrah Wood
Sent from iPhone

Steven Banks

From: Bill Pacheco <billjpacheco@aol.com>
Sent: Tuesday, November 29, 2022 5:21 PM
To: Steven Banks
Subject: Vintage Senior Apartments

[You don't often get email from billjpacheco@aol.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

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Steve,

Our neighborhood has many concerns about the senior apartments planned to be built next to the homes on Cimmaron Circle.

Natomas is already extremely impacted by the current traffic conditions from all of the building over the past 15 years. It's very dangerous as it is and with adding a three story building will increase the traffic and make more unsafe. There is a crosswalk for the bike/walking trails that has had the signs hit by oncoming vehicles several times. The most recent time one of the signs has been hit , the driver through the sign over my fence into my backyard. Most people driving on that road speed and eventually one of the walking path users are going to get hurt. This is already a major safety problem.

It's also frustrating when you can't leave your neighborhood in a reasonable amount of time.

The road noise/pollution is very loud only going to get louder with more traffic.

There are few services near this location for seniors. This project would make more sense near shopping and grocery stores.

What is the City of Folsom planning to do about the safety issues, the road noise issues, timely accessibility and the lack of services for the seniors?

Please excuse any typos this message was sent from my iPhone

Thanks,

Bill Pacheco

Steven Banks

From: Josh Guthrie <joshguthrie@hotmail.com>
Sent: Thursday, December 15, 2022 8:42 AM
To: Steven Banks
Cc: Rosario Rodriguez; Mike Kozlowski; YK Chalamcherla; Sarah Aquino; Anna Rohrbough
Subject: Opposition to Vintage Senior Apartments across from Folsom Prison Entrance

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Hi Steve,

I couldn't attend last nights City Council Meeting, so I wanted to write this email.

I'm adamantly opposed to putting a three story senior living center on APN:071-0320-042, as it will adversely affect my quality of life, along with hundreds of other residents.

1) The Traffic is already an issue for the residents of Cimmaron Hills entering Natomas street. This will only add to it.
2) A three story complex doesn't conform to the 'feel' of the area.
3) This project will erode the property values of the adjacent homes by creating direct viewable access to residents living rooms. Unacceptable design.
4) I'm very concerned about the density and classification of these residences
    a. They can be too easily converted to 'Low-income' genialized dwellings in the future, and our area already carries its societal burden with the medium density dwellings of Montrose and Talisman, and the areas behind Circle K. The city will be effectively creating a 'ghetto' in the future and this is simply irresponsible planning.
5) I'm not allowed to build a stair case within 10 feet of my oak tree, but we're comfortable wiping out an entire oak grove, all at the justification of high density tax revenues. Ridiculous hypocrisy being exhibited here. Again, unacceptable design.

I seriously hope this isn't approved.

Best regards,
Josh Guthrie
242 Spencer St.

Steven Banks

From: Kat Gray <k.blackman.gray@gmail.com>
Sent: Wednesday, December 21, 2022 9:33 AM
To: Steven Banks
Subject: Mitigation Measures for Vintage Homes Apartments

You don't often get email from k.blackman.gray@gmail.com. Learn why this is important

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Hi Steve,
I am inquiring about the Vintage Homes apartment project at Natoma. I'm a concerned resident and homeowner living near the proposed Vintage Homes site. I know you are probably really busy but I am wondering if you can tell me where to find information for all the Mitigation Measures listed in the summary. I counted 15 different mitigation measures for the many impacts this project will have. Where can I find out more? Hoping you can point me in the right direction.

Kat Gray

Attachment 28

CEQA Response Memorandum Dated January 4, 2023

Memorandum

HELIX Environmental Planning, Inc.
1180 Iron Point Road, Suite 130
Folsom, CA 95630
916.435.1205 tel
www.helixepi.com

HELIX Environmental Planning

Date: **January 3, 2023**

To: **Steve Banks, Principal Planner, City of Folsom**

From: **Robert Edgerton, AICP CEP**

Message: **Vintage at Folsom Senior Apartments Comment Letters Memorandum**

Below is a summary of public agency letters and local resident comments received regarding the Vintage at Folsom Senior Apartments Initial Study Mitigated Negative Declaration (ISMND) prepared by HELIX Environmental Planning, Inc. (HELIX). The 30-day public review period for the ISMND began on November 14, 2022 and ended on December 14, 2022.

Public Agency Letters

- Central Valley Regional Water Quality Control Board (CVRWQCB) (December 14, 2022)
- Sacramento Municipal Utility District (SMUD) (December 14, 2022)
- Sacramento Metropolitan Air Quality Management District (SMAQMD) (November 30, 2022)
- Pacific Gas and Electric Company (PG&E) (November 17, 2022)

All four letters received from the CVRWQCB, SMUD, SMAQMD, and PG&E were standardized template letters. No response is required for the public agency letters received to date as no comments relevant to compliance with the California Environmental Quality Act (CEQA) were noted. The public agency letters may contain relevant information for the City to consider (primarily for conditions of approval purposes).

Local Resident Comments

Several comment letters were received from local residents expressing concern with project impacts related to aesthetics, biological resources, transportation and parking, safety, and noise. No letter received from a public agency, or a local resident triggers additional action required of the City per CEQA Guidelines. All of the issues raised in the comment letters, regarding CEQA compliance, have been previously addressed in the ISMND. No formal written response from the City is required.

- 103 E Natoma Letter (November 14, 2022)
- 103 E. Natoma Street Letter (July 7, 2022)
- 103 E. Natoma Street Letter (July 7, 2022)
- FW Vintage project at 103 E Natoma Street Letter (July 8, 2022)
- Opposition to Vintage Senior Apartments across from Folsom Prison Entrance (December 15, 2022)
- Vintage Housing proposal question Letter (July 14, 2022)

- Vintage project at 103 E Natoma Street Letter (July 30, 2022)
- Vintage Properties 103 Natoma Letter (November 16, 2022)
- Vintage Properties at 103 E Natoma Folsom, CA (November 28, 2022)
- Vintage Senior Apartments Letter (November 29, 2022)
- Vintage Senior Apartments Letter (November 14, 2022)