

Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project: Folsom Ranch Apartments

File #: MSTR 22-00218

Requests: Conditional Use Permit
Planned Development Permit
Development Agreement Amendment
Minor Administrative Modification

Location: The proposed Folsom Ranch Apartments project is located at the northwest corner of the intersection of Alder Creek Parkway and Westwood Drive within the Folsom Plan Area

Staff Contact: Steve Banks, Principal Planner, 916-461-6207
sbanks@folsom.ca.us

Property Owner

Name: Eagle Office Properties, LLC Partners
Address: 100 Pine Street, 29th Floor
San Francisco, CA 94111

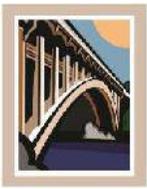
Applicant

Name: Lewis Management Corp.
Address: 1156 North Mountain
Avenue
Upland, CA 91786

Recommendation: Conduct a public hearing and upon conclusion recommend approval of a Conditional Use Permit, Planned Development Permit, Development Agreement Amendment, and Minor Administrative Modification for the Folsom Ranch Apartments project, based on the findings (Findings A-U) and subject to the conditions of approval (Conditions 1-46) attached to this report.

Project Summary: The proposed project includes development of a 238-unit market-rate apartment community on a 15.8-acre site situated at the northwest corner of the intersection of Alder Creek Parkway and Westwood Drive within the Folsom Plan Area. The following are the specific entitlements requested with the proposed project.

- A **Conditional Use Permit** for development and operation of a market-rate apartment community on the subject 15.8-acre property.



CITY OF
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AGENDA ITEM NO. 2
Type: Public Hearing
Date: February 15, 2023

- A **Planned Development Permit** which contains detailed development and architectural standards for the proposed 238-unit residential apartment community.
- A **Development Agreement Amendment** to the First Amended and Restated Tier 1 Development Agreement to deed restrict 64 affordable housing units on a 47-acre remainder portion of Parcel 61 in the Folsom Plan Area.
- A **Minor Administrative Modification** to transfer 116 MMD allocated units from Parcel 61 to the subject parcel (Parcel 85A), to transfer 221 MHD allocated units from the subject parcel (Parcel 85A) to Parcel 61, and to transfer 3.3-acres of Parkland from the subject parcel (Parcel 85A) to Parcel 61 within the Folsom Plan Area.

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

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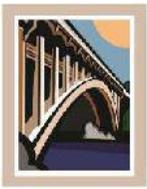
Attachment 5 - Vicinity Map

Attachment 6 - Preliminary Site Plan, dated February 3, 2023

Attachment 7 - Preliminary Utility Plans, dated February 3, 2023

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- Attachment 10 - Preliminary Access and Circulation Plan, February 1, 2023
- Attachment 11 - Preliminary Fence and Wall Plan, dated February 1, 2023
- Attachment 12 - Preliminary Lighting Plan and Details, dated October, 2022
- Attachment 13 - Building Elevations and Floor Plans, dated February 2, 2023
- Attachment 14 - Color Renderings, dated February 2, 2023
- Attachment 15 - Color and Materials Board, dated February 2, 2023
- Attachment 16 - Minor Administrative Modification Exhibits, dated July 29, 2022
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- Attachment 19 - Transportation Impact Study, dated December 13, 2022
- Attachment 20 - CEQA Exemption and Streamlining Analysis and Checklist for Folsom Ranch Apartments Project, dated October, 2022
- Attachment 21 - Folsom Plan Area Specific Plan Consistency Analysis for Folsom Ranch Apartments Project
- Attachment 22 - Folsom Ranch Apartments Mitigation Monitoring and Reporting Program
- Attachment 23 - Site Photographs

Submitted,

PAM JOHNS
Community Development Director

ATTACHMENT 1 BACKGROUND AND SETTING

Background:

The proposed project site is part of the approved Folsom Plan Area Specific Plan (FPASP), a comprehensively planned community that proposes new development based “Smart Growth” and Transit Oriented Development principles. The FPASP, approved in 2011, is a development plan for over 3,500 acres of previously undeveloped land located south of U.S. Highway 50, north of White Rock Road, east of Prairie City Road, and west of the Sacramento County/EI Dorado County line in the southeastern portion of the City.

The FPASP includes a mix of residential, commercial, employment and public uses, complemented by recreational amenities including a significant system of parks and open space, all within close proximity to one another and interconnected by a network of “complete streets”, trails and bikeways. The Specific Plan is consistent with the SACOG Blueprint Principles and the requirements of SB 375 (Sustainable Communities and Climate Protection Act). The FPASP includes 11,461 residential units at various densities on approximately 1,630 acres; 310 acres designated for commercial and industrial use; +/-130 acres designated for public/quasi-public uses, elementary/middle school/high schools, and community/neighborhood parks; and +/-1,110 acres for open-space areas.

Since FPASP adoption in 2011, the City Council has approved eight amendments to the Specific Plan with land use and density refinements. Overall, the changes to the Specific Plan have *reduced* the amount of commercial development planned for the area and *increased* the amount of residential development:

	Approved 2011	As Amended to Date
Commercial:	5,199,408 SF	2,788,844 SF (-2,410,564 SF)
Residential Units:	10,210 Units	11,461 Units (+1,251 Units)

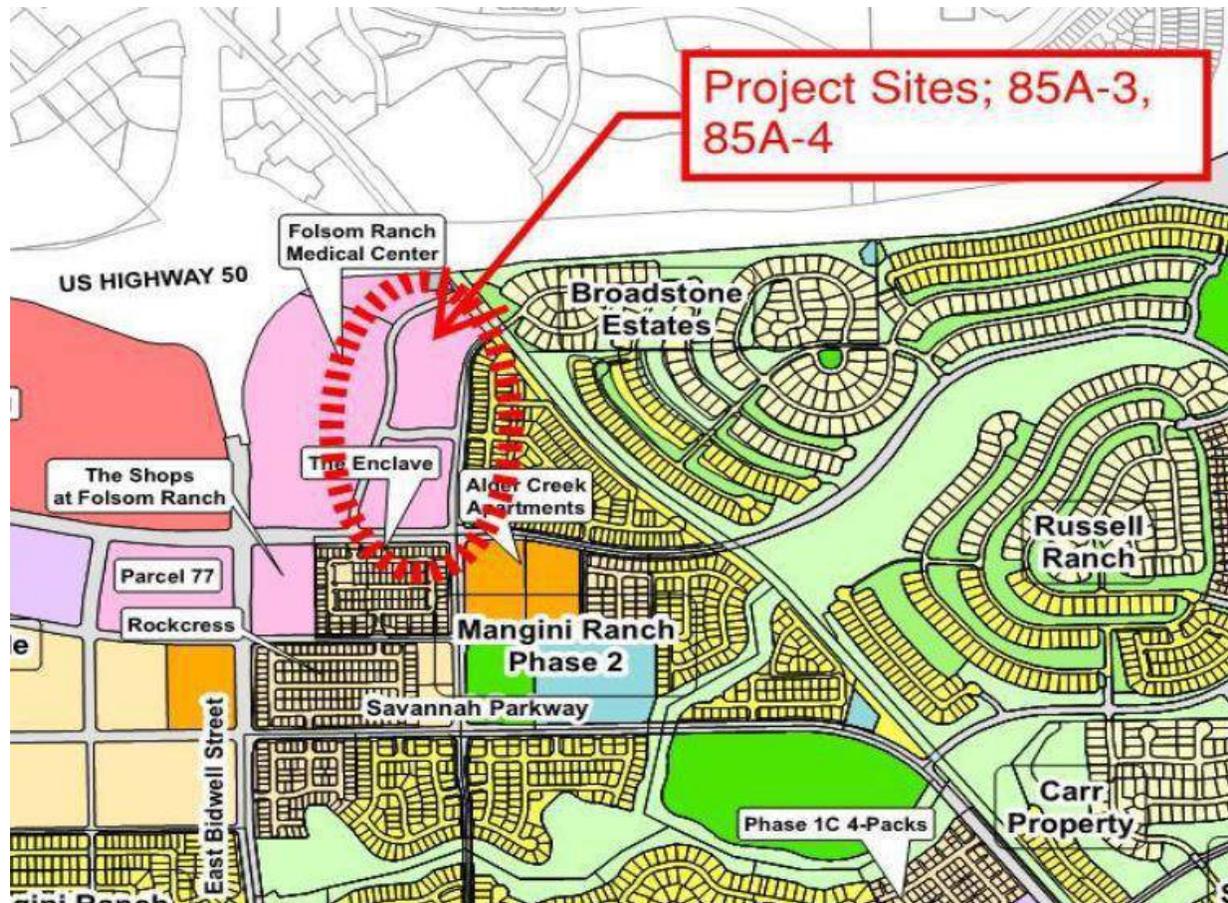
Based on the approved changes, the projected population of the FPASP has increased from 24,362 (based on approved development in 2010) to 27,965 (as approved to date). In addition, a number of Minor Administrative Modifications have been approved. These minor modifications moved allocated residential dwelling units to new locations in the FPASP area, but did not affect the overall number of approved residential units. Because they do not increase or decrease residential units, these minor modifications do not affect the ultimate population of the FPASP area.

On March 17, 2020, the City approved a Minor Administrative Modification (MAM) to shift commercial and residential square footage among multiple parcels (Parcels 61, 77, 78, and 85A) located within the Folsom Plan Area including the subject parcel in order to meet the maximum development intent of the properties involved. The resulting Transfer of Development Rights resulted in the subject property (Parcel 85A) being allocated 622,000 gross square feet for a mixture of different commercial land uses (GC-RC, GC-GC, and GC-IND/OP).

On May 19, 2021, the Planning Commission approved a Planned Development Permit, and Conditional Use Permit for development of a 530,000-square-foot Dignity Medical Center (Folsom Ranch Medical Center) on a 27.44-acre site (Parcel 85A-1) located at the northeast corner of the intersection of East Bidwell Street and Alder Creek Parkway within the Folsom Plan Area. The Folsom Ranch Medical Center project is located across future McCarthy Way directly to the west of the proposed Folsom Ranch Apartments project site. On June 22, 2021, the City Council approved a Development Agreement Amendment associated with the previously approved Folsom Ranch Medical Center project.

The Folsom Ranch Apartments project site is currently comprised of two separate parcels, FPASP Parcel 85A-3 and FPASP Parcel 85A-4 as shown in the Folsom Plan Area Specific Plan. Both project parcels are currently designated as SP-GC (Specific Plan-General Commercial within the Specific Plan). The parcels were also allocated a combination of multi-family medium density units (122 MMD units), multi-family high-density units (221 MHD units), and parkland (3.3-acres parkland) in addition to general commercial square footage. As part of the subject application, the applicant is seeking approval of a Conditional Use Permit to allow for development of townhome-style apartment buildings on the two project parcels. An excerpt from the FPASP Land Use Map is shown on the following page.

FIGURE 1: FPASP LAND USE MAP EXCERPT



Physical Setting

The rectangular-shaped 15.8-acre project site, which is comprised of an 8.5-acre parcel (APN: 072-4110-001) and a 7.3-acre parcel (APN: 072-4110-002), has been mass graded and peripheral infrastructure improvements are being installed as part of development of the Dignity Medical Center project. The project site is bounded by Placerville Road to the north with a future single-family residential subdivision beyond, Alder Creek Parkway to the south with a single-family residential subdivision beyond, future McCarthy Way to the west with the future Folsom Ranch Medical Center beyond, and future Westwood Drive to the east with a future single-family residential subdivision beyond. An aerial photograph of the project site is shown in Figure 2 on the following page:

FIGURE 2: AERIAL PHOTOGRAPH OF PROJECT SITE



[SB1] **ATTACHMENT 2**
PROJECT DESCRIPTION

APPLICANT'S PROPOSAL

The applicant, the Lewis Management Corporation, is requesting approval of a Planned Development Permit, Conditional Use Permit, Development Agreement, and Minor Administrative Modification for the development and operation of a 238-unit market rate apartment community (Folsom Ranch Apartments) on a 15.8-acre site located at the northwest corner of the intersection of Alder Creek Parkway and Westwood Drive within Folsom Plan Area.

As noted above, the applicant is requesting approval of four entitlements to allow for development of the proposed apartment community. The first entitlement is a request for approval of a Planned Development Permit to establish project-specific development standards, review the project site design, evaluate the architectural design of the multi-family apartment buildings and clubhouse, and establish signage criteria. The second entitlement is a request for approval of a Conditional Use Permit to allow for development and operation of paired, townhome-style apartment buildings on the project site. The third entitlement is a request for approval of a Development Agreement Amendment (Attachment 18) to the First Amended and Restated Development Agreement in order to deed restrict 64 affordable housing units on a 47-acre remainder portion of Parcel 61 in the Folsom Plan Area. The fourth entitlement is a request for approval of a Minor Administrative Modification (MAM) for the transfer of development rights to move 221 MHD units from the project site to Parcel 61 within the Folsom Plan Area, to move 116 MMD units from Parcel 61 to the project site, and to move 3.3-acres of parkland (PARK) from the project site to Parcel 61.

The proposed Folsom Ranch Apartments project, which includes development of 119 two-story townhome-style apartment buildings and a one-story clubhouse building, is comprised of 238 market-rate apartments within a gated community. The two-story apartment buildings include a total of 104 two-bedroom units (1,175 square feet) and 134 three-bedroom units (1,611 to 1,829 square feet). All apartment units are proposed to be accessible from exterior doorways and include a full kitchen, living space, washer/dryer, storage closets, bedrooms, bathrooms, and an outdoor balcony/patio. The one-story clubhouse building features a fitness studio, an office, a reception lounge, an equipment room, and restroom facilities. Outdoor amenities associated with the clubhouse building include a pool, a spa, sun deck, seating areas, barbecue areas, tot lot, and a dog park.

In relation to site design, the townhome-style apartment buildings are distributed evenly throughout the project site, with the clubhouse building, tot lot, and dog park being situated in the northern portion of the project site. With respect to architectural style, the proposed project features a contemporary Spanish Colonial design theme featuring stucco exteriors, tile roofs, wood trim, decorative iron detailing, and an earthtone color

scheme.

Primary vehicle access to the project site includes two new driveways, both located on the west side of Westwood Drive respectively. The two primary access driveways will accommodate all turning movements into and out of the project site. Emergency vehicle access is provided by a gated driveway on the east side of McCarthy Way and a gated driveway on the west side of Placerville Road. Proposed internal vehicle circulation consists of a series of 27-foot-wide drive aisles that provide access in and around the project site. Pedestrian circulation is provided by new sidewalks located along the street frontages of Alder Creek Parkway, Westwood Drive, McCarthy Way, Mercy Drive, and Placerville Road, with seven pedestrian gates are provide access from the project site to the adjacent sidewalks. Internal pedestrian circulation is accommodated by a series of new pedestrian pathways that provide connectivity to the apartment buildings, the clubhouse building, and the perimeter sidewalks. Additional site improvements include: 597 parking spaces (includes combination of garage and uncovered parking spaces), bicycle parking spaces, electric vehicle charging stations, underground utilities, drainage swales, site lighting, site landscaping, retaining walls, fencing, and project identification signs. The proposed site plan is shown in Figure 3 below.

FIGURE 3: 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 Specific Plan Consistency
- B. Conditional Use Permit
 - Land Use Compatibility
- C. Planned Development Permit
 - State Housing Accountability Act
 - Development Standards
 - Building Architecture and Design
 - Signage
- D. Development Agreement Amendment
- E. Traffic/Access/Circulation
- F. Parking
- G. Noise Impacts
- H. Walls/Fencing
- I. Site Lighting
- J. Trash/Recycling
- K. Existing and Proposed Landscaping
- L. Frontage Improvements
- M. Minor Administrative Modification (Transfer of Development Rights)
- N. Conformance with Relevant Folsom General Plan and Folsom Plan Area Specific Plan Objectives and Policies

A. General Plan and Specific Plan Consistency

General Plan and Specific Plan Amendment and Consistency

The 15.8-acre project site has a General Plan land use designation of GC (General Commercial) and a Specific Plan land use designation of SP-GC-PD (Specific Plan-General Commercial-Planned Development Permit). In addition, the project site has been allocated with multi-family residential units (122 MMD units and 221 MHD units) and parkland (3.3-Acres PARK). The project is consistent with both the General Plan land use designation and the Specific Plan land use designation, as duplexes and similar uses are identified as a permitted land use within the SP-GC land use designation of the Folsom Plan Area Specific Plan approval of a Conditional Use Permit (FPASP, Table

A.7). In addition, the proposed project meets the development requirements established by the Folsom Plan Area Specific Plan (Table A.4, MLD Two-Family Dwellings) with respect to lot area, building height, building coverage, and setbacks. A slight modification to the development requirements relative to the number of covered parking spaces is proposed with this application and is discussed within the Planned Development Permit section of this staff report.

B. Conditional Use Permit

Land Use Compatibility

The proposed project is located on an undeveloped, 15.8-acre commercially designated property situated at the northwest corner of the intersection of Alder Creek Parkway and Westwood Drive. As described and shown in the Background section of this staff report, the project site is bounded by Placerville Road to the north with a future single-family residential subdivision beyond, Alder Creek Parkway to the south with a single-family residential subdivision beyond, future McCarthy Way to the west with the future Folsom Ranch Medical Center beyond, and future Westwood Drive to the east with a future single-family residential subdivision beyond.

The applicant is requesting approval of a Conditional Use Permit to develop and operate a 238-unit market rate “paired” apartment community on the subject 15.8-acre project site located at the northwest corner of Alder Creek Parkway and Westwood Drive. The Folsom Plan Area Specific Plan requires approval of a Conditional Use Permit for the proposed use (paired, townhome-style apartment buildings similar to duplexes) at this location, which has a Specific Plan land use designation of SP-GC-PD. (FPASP, Table A.7.) The Folsom Plan Area Specific Plan (Specific Plan) states that the General Commercial land use designation is intended to provide for a wide range of highway-oriented retail, office, manufacturing, lodging, and service uses. However, the Specific Plan also indicates that office and multi-family residential uses are permitted (conditionally permitted in this specific case) and encouraged for three of the commercial sites located at the intersection of East Bidwell Street and Alder Creek Parkway, including the subject site (Parcel 85A-3 and 85A-4).

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.)

As a housing development project, the proposed project is also subject to the State Housing Accountability Act and subsequent State legislation (SB 330) whose intent is to promote housing development in the State by limiting local authority to deny housing development projects, downzone property, reduce the density of residential projects, or adopt or apply new subjective design standards. As stated in the Housing Accountability Act, the Legislature’s intent with this legislation was to “meaningfully and effectively curb[] the capability of local governments to deny, reduce the density for, or render infeasible housing development projects.” (Government Code § 65589.5(a)(2)(K).)

Under the Housing Accountability Act, when a proposed market rate housing development project complies with applicable, objective development standards but the local agency proposes to deny the project, the agency must base its decision on written findings supported by a preponderance of the evidence in the record that both of the following conditions exist:

1. The project would have a specific, adverse impact upon the public health or safety. For purposes of this finding, “specific, adverse impact” means 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.
2. There is no feasible method to satisfactorily mitigate or avoid the adverse impact identified above, other than the disapproval of the project.

Government Code § 65589.5(j)(1).

In the event the Commission were to consider denying the Conditional Use Permit for the proposed project, the Commission would need to make the standard Conditional Use Permit denial finding and also the statutorily required findings mentioned above, to the effect that (1) the proposed project would have a “specific adverse impact” upon the public health or safety, meaning 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 (August 20, 2021) by the City; and (2) there is no feasible method to satisfactorily mitigate or avoid the adverse impact. For reference purposes, listed below are examples of the two statutorily required findings that would need to be made (in addition to the standard CUP denial finding) in order to deny the Conditional Use Permit:

- The housing development project as proposed would have a specific, adverse impact upon the public health or safety, because _____.

- There is no feasible method to satisfactorily mitigate or avoid the specific adverse impact mentioned above, other than disapproval of the project or approval of the project upon the condition that it be developed at a lower density because

_____.

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, 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 (Alder Creek Parkway) and within an area that will eventually include a mixture of different types of land uses including single-family residences, multi-family residences, medical and professional offices, two hospitals, a retail shopping center, a park, and an elementary school. In the immediate project area, the only existing land use is a single-family residential subdivision (KB Homes Soleil at Folsom Ranch) located across Alder Creek Parkway to the south. Future land uses in the immediate project vicinity include the Folsom Ranch Medical center across future McCarthy Way to the west and a single-family residential subdivision across Westwood Drive to the east.

The proposed Folsom Ranch Apartments project is a market rate rental community that will provide housing opportunities for approximately 595 residents. Given the residential nature of the proposed use, staff has determined that the proposed project will be complimentary to the existing single-family residential land uses located in the immediate project vicinity and the future single-family residential and multi-family residential uses in the project area. In addition, staff has determined that the proposed project will also be complimentary to future surrounding non-residential uses in the vicinity that will provide a variety of daily and weekly services (medical offices, hospital, retail shopping center, park, and school) to the apartment residents.

Staff is generally supportive of the proposed use in the subject location. Some of the potential impacts considered in reaching that conclusion were noise, traffic, parking, and aesthetics. Those issues and the associated conditions of approval on the project are discussed in detail in other sections of the report. For purposes of this section of the report, staff notes that the conditions of approval imposed on the project are intended to address and mitigate any adverse impacts on the surrounding community potentially caused by the proposed project, and also to protect future residents of the proposed project from adverse impacts they could potentially experience due to existing and anticipated surrounding land uses. Staff therefore recommends approval of the Conditional Use Permit, with the proposed conditions of approval, to allow development of “paired” townhouse-style apartments in this location.

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:

- State Housing Accountability Act
- Development Standards
- Building Architecture and Design
- Signage

State Housing Accountability Act

Senator Nancy Skinner authored Senate Bill 330 ("SB 330"), the "Housing Crisis Act of 2019," to "suspend certain restrictions on the development of new housing during the period of the statewide emergency" through January 1, 2025 stemming from the lack of housing supply throughout the state. On October 9, 2019, Governor Newsom signed SB 330 into law effective as of January 1, 2020. Subsequently, the Legislature enacted and the Governor signed Senate Bill 8, which extends SB 330 through January 1, 2030.

Although SB 330 enacted numerous changes to the procedures for processing, reviewing, and approving housing development projects, one of its changes is of particular relevance to the Planning Commission with respect to the proposed project. SB 330 added provisions to the Housing Accountability Act (Government Code section 65589.5, or the "HAA") to ensure only objective standards are used to deny or reduce the density of a housing development project.

At the highest level, the HAA limits the City's discretion with respect to housing development projects to the evaluation of that project's consistency with objective development standards. As amended by SB 330, "objective" means "involving no personal or subjective judgment by a public official and being uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official".

As noted above, the HAA's key function is to limit the City's discretion with respect to housing development projects. Specifically, when a housing development project complies with applicable, objective development standards, the City may not deny the project or impose a condition that it be developed at a lower density without making specific findings that the project would otherwise have a specific, adverse impact on public health and safety that cannot be mitigated. Despite this limitation, the HAA provides that, "nothing in this section shall be construed to prohibit a local agency from requiring the housing development project to comply with objective, quantifiable, written

development standards, conditions, and policies appropriate to, and consistent with, meeting the jurisdiction's share of the regional housing need.

For a standard to be objective, it must be "*uniformly verifiable*," which means that "there is little to no room for reasonable persons to differ on whether a project complies with [an external and uniform] benchmark." Examples of objective standards can include building setbacks, building height requirements, and building lot coverage when they are suitably specific. For example, requirements that building height not exceed 45 feet, that buildings shall be set back a minimum of 15 feet to a maximum of 20 feet from the property line, and that a building or buildings cover no more than 50% of lot, are all objective, because it is possible for an applicant, the public, City staff, or City officials to know whether an application complies by reference to measurable benchmarks. Likewise, design review criteria can be objective by making reference to specific features, such as a roof pitch with a slope of 1:5. References to design styles may be objective so long as the elements are clearly defined and include illustrations.

By contrast, standards that are "so malleable that reasonable minds could differ on whether they are met" are not objective, and may not be a basis to deny, or reduce the density of housing development projects pursuant to the HAA. If a standard requires any level of "after-the-fact interpretive gloss," it is not sufficiently objective. For example, the City of San Mateo established guidelines that advised an applicant to avoid changes in building height greater than one story from adjacent structures. The guidelines further provided that if height varied by more than one story between buildings, a transition or step in height would be necessary. Such standards are not objective, because it is not knowable in advance when changes greater than one story in height would be allowable or how much "transition or step in height" would be sufficient to bring a project into conformity with the guideline. With that said, the HAA does not bar the City from imposing conditions of approval based on adopted standards that are not objective (like the Multifamily Design Guidelines, for example), as long as those conditions do not have the effect of reducing the project density.

Standards that require a project to obtain entitlements that involve subjective decision-making (like a Conditional Use Permit) are likewise not objective, and therefore they cannot be used to deny a housing development project, given the requirements of the HAA. For example, the State Department of Housing and Community Development advises that, "a standard that requires a general plan amendment, the adoption of a specific plan, planned development permit, conditional use permit or another discretionary permit or approval does not constitute an objective standard." Under HCD's guidance, the City "shall not require a development proponent to meet any standard for which the locality typically exercises subjective discretion, on a case-by-case basis," because such a requirement would expose housing development projects to non-objective standards, upending the HAA's protections.

As it relates to the State Housing Accountability Act, the proposed project includes a request for approval of a Conditional Use Permit and Planned Development. As

discussed previously within the Conditional Use Permit section of this staff report, if the Commission were to consider denying the Conditional Use Permit for the proposed project, the Commission would need to make findings to the effect that the proposed project would have 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 by the City. In addition, the Commission would need to find that any such impacts could not be mitigated without denying the project. In this particular case, the City in its review of the Conditional Use Permit, did not identify any specific adverse impact associated with development of the apartment community.

With respect to requested Planned Development Permit, the Folsom Plan Area Specific Plan includes objective standards (FPASP Table A.4) that regulate residential development with respect to minimum lot area, minimum lot width, building setbacks, building height, and parking. As stated previously within this report, the proposed project meets all of these objective standards with the exception of the parking requirement where the applicant is requesting approval to deviate from the parking standard for the required covered parking spaces in order to increase the number of trees planted within the project site.

A review of the architecture and design of the proposed apartment building is included as part of the Planned Development Permit. As discussed within the Planned Development section of this staff report, the proposed project is subject to the Multi-Family Design Guidelines established within the Folsom Plan Area Specific Plan and the Design Guidelines for Multi-Family Development. While City staff has determined that the architecture and design of the proposed project meets the intent of these two sets of design guidelines, these guidelines do not provide specific objective standards for the purposes of complying with the Housing Accountability Act. As a result, the Commission would not be able to deny the Planned Development Permit on the basis on the project's architecture and design. However, the Planning Commission is able to recommend modifications to the design, color, and materials of the apartment buildings and include the same as conditions of approval on the project, so long as these changes do not reduce the overall density of the proposed project.

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 within the Folsom Plan Area Specific Plan for multi-family designated residential (SP-MMD-PD) properties with the exception of creating a new standard for the required number of covered parking spaces. The Folsom Plan Area Specific Plan indicates that multi-family duplex units developed within GC designated properties such as the subject site shall be subject to the MMD development standards (FPASP Table A.4). The Specific Plan requires that two covered parking spaces be provided for each apartment unit. The applicant is proposing this standard be modified for the proposed project with one covered and one uncovered parking space being required for the two-bedroom units (104 units), with the

three-bedroom units still being required to include two covered parking spaces. The deviation in the covered parking requirement is being requested to allow for the planting of additional trees throughout the project site. The table on the following page outlines the existing and proposed development standards for the Folsom Ranch Apartments project:

TABLE 1: DEVELOPMENT STANDARDS TABLE

Development Standards Table Folsom Ranch Apartments						
	Lot Area	Lot Width	Front Yard Setback	Rear Yard Setback	Side Yard Setbacks	Building Height
SP-MMD-PD	6,000 sf min.	60 feet min.	15 feet minimum	10 feet minimum	10 feet minimum	50 feet maximum
Proposed Project	688,248 sf	60 Feet min.	15 feet minimum	10 feet minimum	10 feet minimum	27 feet

As shown on the development standards table, the proposed project meets or exceeds all development standards established for the SP-MMD-PD (Multi-Family Medium Density) zoning district within the Folsom Plan Area Specific Plan, with the exception of the number of required covered parking spaces as previously discussed[SD2]. Parking is addressed separately within the Parking Section of this staff report.

In addition, the proposed project is requesting approval to deviate from the signage requirements established within the Folsom Municipal Code, by having four project identification signs (the FPASP does not have specific standards with regard to signage). A detailed discussion of the project identification request is contained within the Signage section of this report.

Building Architecture and Design

As detailed in the Project Description section of this report, the proposed project includes development of 119 two-story townhome-style apartment buildings and a one-story clubhouse building. In terms of architectural style, the proposed project features a contemporary Spanish Colonial design theme featuring stucco exteriors, tile roofs, wood trim, decorative iron detailing, and an earthtone color scheme. Proposed elevations, renderings, and street scenes of the apartment buildings and clubhouse are shown on the following pages.

FIGURE 4: BUILDING ELEVATIONS APARTMENT 1A

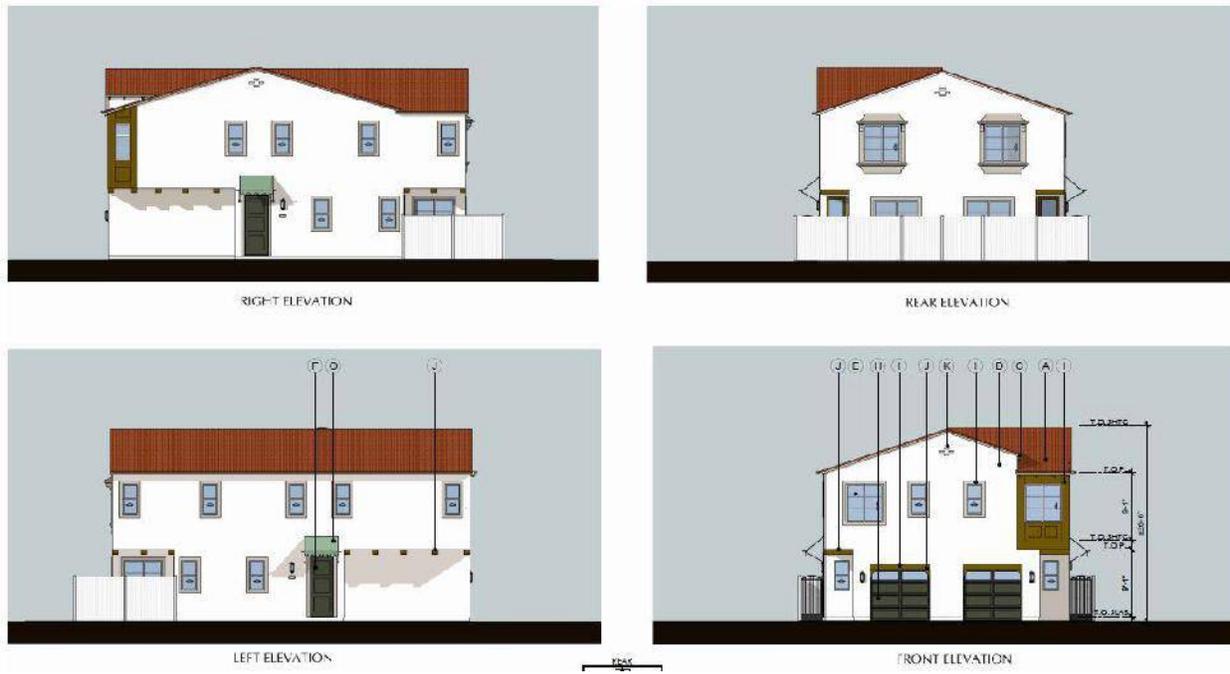


FIGURE 5: BUILDING ELEVATIONS APARTMENT 3A



FIGURE 6: BUILDING ELEVATIONS APARTMENT 5A



FIGURE 7: BUILDING ELEVATIONS CLUBHOUSE



FIGURE 8: BUILDING RENDERINGS



FIGURE 9: STREET SCENES



The Housing Accountability Act effectively prevents the City from denying a housing development project for failing to comply with subjective design standards. (Government Code § 65589.5(j)(1); Government Code § 65589.5(f)(1); Government Code § 65589.5(i); see also Government Code § 65589.5(h)(8).) However, subjective design standards or criteria can support conditions of approval on a market rate residential project, as long as they do not result in a reduced density or a reduction of the percentage of a lot that may be occupied by a building.

The proposed project is subject to the City's Design Guidelines for Multi-Family Development. 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, color renderings, and street scenes (Attachments 13-15), the proposed apartment buildings and clubhouse incorporate many of the key design features recommended by the Design Guidelines for Multi-Family Development including use of varied building forms to create visual relief, use of building projections

to break the massing of the building, and the inclusion of unique design details to reinforce the Spanish Colonial design theme.

As shown on the color and materials board (Attachment 15), the proposed project utilizes a variety of natural building materials to enhance the appearance of the apartment buildings and clubhouse. In terms of building materials, traditional stucco is juxtaposed with wood trim elements, metal design details, and concrete roof tiles. Cladding, signage, fencing, and other building materials have been incorporated to emulate the local context of the surrounding residential neighborhoods, but with a focus on the contemporary Spanish Colonial design theme. With respect to building colors, the proposed project utilizes a series of light earthy gray and tan colors which are supplemented by a series of darker and lighter accent colors.

Based on the aforementioned analysis, staff has determined that the proposed project features a high-quality design that is consistent with the design recommendations of the Design Guidelines for Multi-Family Development. As a result, staff recommends approval of the applicant's design with the following conditions, to which the applicant does not object:

1. This approval is for 119 two-story townhome-style apartment buildings and a one-story clubhouse building associated with the Folsom Ranch Apartments project. The applicant shall submit building plans that comply with this approval and the attached building elevations and color renderings dated October 14, 2022.
2. The design, materials, and colors of the proposed Folsom Ranch Apartments apartment buildings and clubhouse 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 Westwood Drive 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. 41) presented for consideration by the Planning Commission.

Signage

The proposed project includes two freestanding monument signs and two decorative wall signs inlaid in the perimeter sound wall. The two monument signs are located within a landscaped area at the two project entrances on Westwood Drive. The two decorative wall signs are located on the perimeter wall at the intersection of Alder Creek Parkway and McCarthy Way and the intersection of Alder Creek Parkway and Westwood Drive respectively. The two proposed monument signs, which are approximately 32 square feet in size, are designed to complement the design of the apartment buildings and feature the use of stucco, brick, and tube steel. The two monument signs, which are double sided, will feature copy that reads “Folsom Ranch Apartments” as well as the project address. The two monument signs will be indirectly illuminated by two inset-up spotlights. The two decorative walls signs, which are 20 square feet in size and will be indirectly illuminated by two inset-up spotlights, feature copy that reads “Folsom Ranch Apartments”. Staff has determined that the design of the proposed monument and wall signs are complementary to the design of the proposed Folsom Ranch Apartments.

The Folsom Municipal Code (FMC, Section, 17.50.040 D) states that monument identification signs are an acceptable form of identification for multi-family residential projects. The Folsom Municipal Code states that multi-family residential projects are permitted one freestanding sign that is a maximum of six-feet-tall with a maximum sign area of 32 square feet. The Folsom Municipal Code also states that multi-family residential projects are permitted one wall-mounted sign with a maximum sign area of 40 square feet.

Through the Planned Development Permit process, the applicant is seeking approval for two monument signs and two walls signs to provide identification for the proposed project. Staff has determined that two monument signs and two wall signs are appropriate given that the project has two unique driveway entrances with a significant degree of physical separation, and also based on the large physical scale of the apartment community. Staff recommends that the owner/applicant obtain a sign permit prior to installation of the two monument signs and two wall signs. Condition No. 43 is included to reflect this requirement.

D. Development Agreement Amendment

The City and Landowner’s predecessor (Eagle Commercial Partners, LLC) previously entered into the First Amended and Restated Tier 1 Development Agreement By and Between the City of Folsom and Landowner Relative to the Folsom South Specific Plan on July 15, 2014. Section 1.5 of the Restated Development Agreement allows the Restated Development Agreement to be amended from time to time by mutual written consent of the parties. On November 12, 2015[SD3], Eagle Commercial Partners, LLC, and the City entered into Amendment No. 1 to First Amended and Restated Tier 1

Development Agreement Relative to the Folsom South Specific Plan. The Landowner is proposing Amendment No. 2 to the First Amended and Restated Development Agreement by and between the City of Folsom and Eagle Commercial Partners, LLC relative to the Folsom South Specific Plan for the purpose of deed restricting 64 affordable housing units on a portion of the Remainder within Parcel 61 located within in the Folsom Plan Area. This property is also owned by Eagle Office Properties.

As described above, the Landowner is proposing to deed restrict 64 multi-family housing units on a portion of the Remainder within Parcel 61, located within in the Folsom Plan Area, for the purpose of assisting the City in meeting its Regional Housing Needs Allocation (RHNA) assigned by the State Department of Housing and Community Development. The 64 multi-family housing units, which would be made available to low-, very-low, and/or extremely-low income households, will be deed restricted for a period of 55 years from the date of recording. The deed restriction must be recorded prior to issuance of a building permit for the Folsom Ranch Apartments Project.

In the event that Landowner (or a successor in interest) proposes residential development on Parcel 61 in the future, any applicable requirement for inclusionary and/or affordable housing will be offset by 64 units.

There is no inclusionary or affordable housing requirement applicable to the proposed Folsom Ranch Apartments project. In the unlikely event that the City passes an inclusionary housing ordinance applicable to rental units, the proposed project would be subject to it, unless a complete application for a building permit is submitted before the new ordinance takes effect.

Staff recommends that the form of deed restriction be submitted with owner/applicant's application for a building permit and will be subject to the City Attorney's approval, which shall not be unreasonably withheld. Condition No. 7 is included to reflect this requirement.

City staff is supportive of the Development Agreement Amendment as described above. The Planning Commission will be making a recommendation regarding the Development Agreement Amendment to the City Council as Development Agreements require City Council review and approval.

E. Traffic/Access/Circulation

The Folsom Plan Area Specific Plan established a series of plans and policies for the circulation system within the entire Plan Area. The FPASP circulation system was designed with a sustainable community focus on the movement of people and provides a number of mobility alternatives such as walking, cycling, carpooling, and viable forms of public transportation in addition to vehicular circulation. The circulation plan evaluated regional travel, both in terms of connectivity and capacity as well as local internal connections and access. The circulation plan also addressed the concerns of regional traffic, including parallel capacity to U.S. Highway 50, and connectivity with surrounding

jurisdictions while considering community-wide connectivity, alternative modes of travel, and the provision of complete streets.

The 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement included not only a detailed analysis of traffic-related impacts within the Plan Area, but also an evaluation of traffic-related impacts on the surrounding communities. In total, there are fifty-five (55) traffic-related mitigation measures associated with development of the FPASP which are included as conditions of approval for the Folsom Ranch Apartments project. Many of these mitigation measures are expected to reduce traffic impacts to East Bidwell Street. Included among the mitigation measures are requirements to; fund and construct roadway improvements within the Plan Area, pay a fair-share contribution for construction of improvements north of U.S. Highway 50, participate in the City's Transportation System Management Fee Program, and Participate in the U.S. Highway 50 Corridor Transportation Management Association. The Folsom Ranch Apartments project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS (Condition No. 46).

On May 5, 2015, Fehr & Peers completed a Traffic Impact Analysis for the Westland-Eagle Specific Plan Amendment project (an Addendum to the FPASP EIR/EIS was certified in association with the Westland-Eagle Specific Plan Amendment) and determined that the traffic impacts associated with that project had been adequately addressed in the 2011 Folsom Plan Area Specific Plan EIR/EIS with inclusion of some minor adjustments.

On December 1, 2017, T.KEAR Transportation Planning & Management completed a Transportation Impact Study (Study) for the Mangini Ranch Phase 2 Subdivision project to ensure that no additional impacts would occur that were not previously identified and addressed by the 2011 FPASP EIR/EIS and the 2015 Westland-Eagle Specific Plan Addendum to the FPASP EIR/EIS. The Study determined that, with planned street and intersection improvements, the Mangini Ranch Phase 2 Subdivision project would not create any new significant impacts when compared to the FPASP EIR/EIS and the Westland-Eagle Specific Plan Amendment Addendum.

On April 23, 2021, DKS Associates completed a Transportation Analysis (Analysis) and CEQA Impact Study to evaluate traffic, access, and circulation impacts associated with the 530,000-square-foot Folsom Ranch Medical Center project. Six different scenarios were evaluated in reviewing traffic operations at the 19 study intersections including Existing Conditions (2021) and the five different development phases of the proposed project. To ensure safe and efficient traffic operations, the Analysis required certain roadway improvements be constructed with each phase of the project including but not limited to construction of McCarthy Way between Alder Creek Parkway and Placerville Road, construction of an additional 250-foot right-turn lane for southbound McCarthy Way approaching Alder Creek Parkway, construction of a full extension of the right-turn pocket on westbound Alder Creek Parkway from McCarthy Way to East Bidwell Street, and construction of a southbound emergency vehicle-only left-turn movement into the East

Bidwell Street access point. All of the roadway improvements referenced above are currently under construction.

The Analysis prepared for the Folsom Ranch Medical Center project also considered three different access scenarios. The first access scenario, which is the access alternative suggested by Dignity Health, was to signalize the intersection of Alder Creek Parkway and McCarthy Way at some point in the future. The second access scenario considered was to install a round-a-bout at the intersection of Alder Creek Parkway and McCarthy Way at some point in the future. The third scenario, which is the City's preferred alternative, is to eliminate the existing eastbound left-turn pocket on Alder Creek Parkway at McCarthy Way at some point in the future when traffic conditions become unsafe or excessive delays occur, thereby directing vehicles headed to the Folsom Ranch Medical Center to use the future signalized intersection of Alder Creek Parkway and Westwood Drive.

Existing Roadway Network

The project site is located at the northwest corner of the intersection of Alder Creek Parkway and Westwood Drive. Significant roadways in the project vicinity include U.S. Highway 50, East Bidwell Street, Alder Creek Parkway, and Westwood Drive. U.S. Highway 50 is a six-lane east-west highway with a 65-mph posted speed limit that passes through Folsom and connects the Sacramento region to Lake Tahoe and points beyond. East Bidwell Street is a north-south roadway that runs from Riley street southward to White Rock Road. Alder Creek Parkway currently exists from East Bidwell Street to Placerville Road and beyond into the Russell Ranch Subdivision to the east. Westwood Drive runs from Mangini Parkway northward to Alder Creek Parkway, with an extension further north to Placerville currently under construction.

On December 13, 2022, Kimley Horn & Associates completed a Transportation Impact Study (included as Attachment 19 to this staff report) that evaluated traffic, access, and circulation impacts associated with the proposed project. The Study relies, in part, on data and analysis contained in the transportation impact studies prepared for the Mangini Ranch Phase 2 Subdivision project and the Folsom Ranch Medical Center project. As directed by City staff, the Study prepared for the proposed project reflects the City's preferred alternative scenario taken from the Folsom Ranch Medical Center Transportation Impact Study. As mentioned previously, the City's preferred scenario includes the closure of the existing eastbound left turn lane on Alder Creek Parkway and McCarthy in the future and rerouting vehicles going to the Medical Center east to the intersection of Alder Creek Parkway and Westwood Drive, where dual left turn lanes will take vehicles north to Mercy Drive which connects direct to McCarthy Way to the west where the Medical Center will be located. The Study analyzed traffic operations at the following 7 study intersections in the vicinity of the project site:

- Alder Creek Parkway/McCarthy Way
- Alder Creek Parkway/Westwood Drive
- Westwood Drive/Project Site Access Driveway (South)

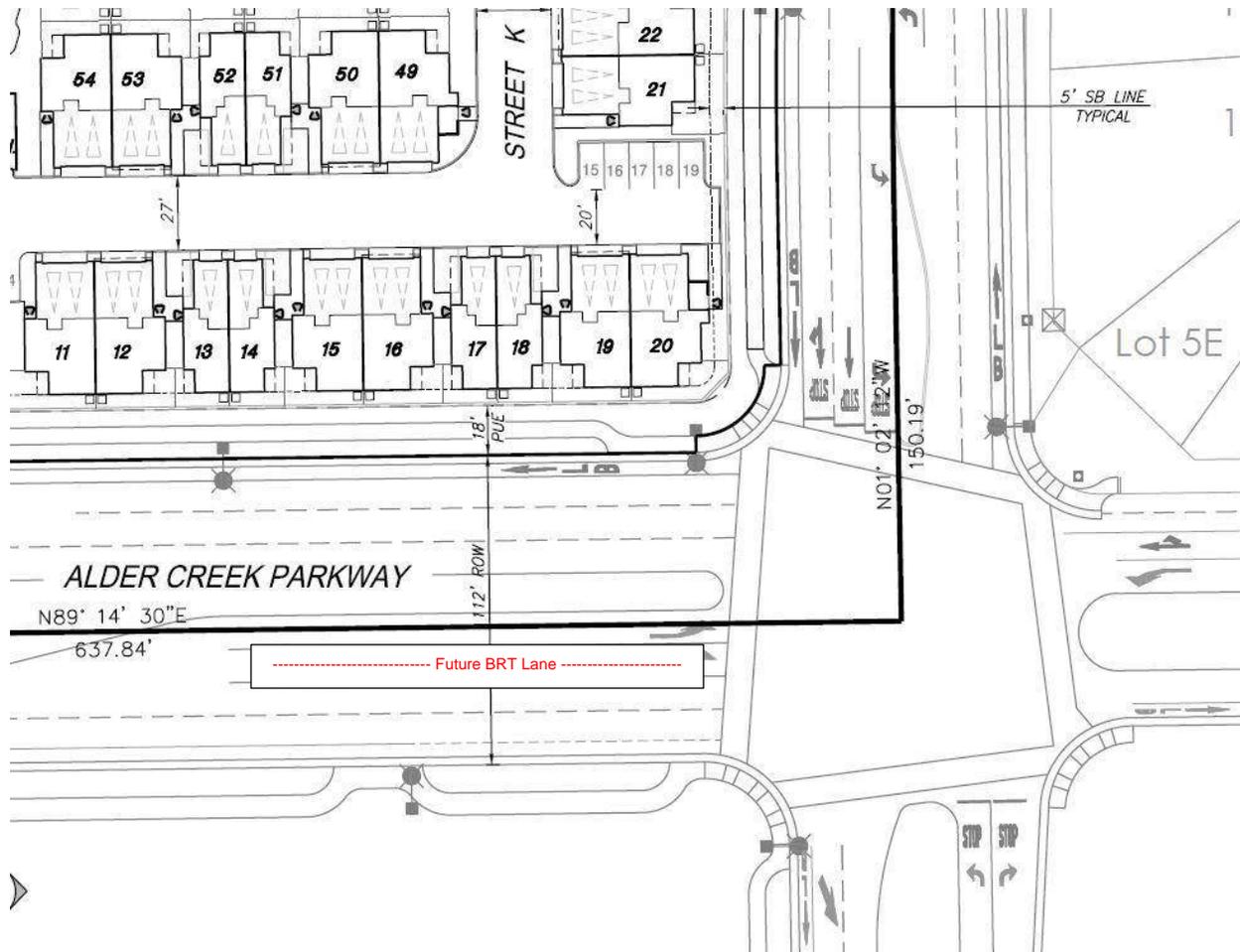
- Westwood Drive/Mercy Drive
- Westwood Drive/Project Site Access Driveway (North)
- Westwood Drive/Placerville Road
- McCarthy Way/Mercy Drive

Two different scenarios were evaluated in reviewing traffic operations at the 7 aforementioned study intersections including Near Term (2023) Plus Project and Build-Out (2040) Plus Project. The proposed Folsom Ranch Apartments project is expected to generate a total of 113 vehicle-trips during the weekday AM peak hour (35 inbound and 78 outbound) and 133 during the weekday PM peak hour trips (76 inbound and 57 outbound). Overall, the proposed project is projected to generate approximately 1,686 daily vehicle trips. Based on the expected number of project-related vehicle trips, the Study concluded that the proposed project would not have a significant impact on vehicle level of service (LOS) at any of the study intersections under Near Term (2023) Plus Project and Build-Out (2040) Plus Project conditions. In addition, the Study determined that the proposed project would not result in any new traffic-related impacts that were not previously identified and addressed by traffic studies and environmental documents associated with the 2011 Folsom Plan Area Specific Plan, the 2015 Westland/Eagle Specific Plan Amendment, the 2017 Mangini Ranch Phase 2 Subdivision, and the 2021 Folsom Ranch Medical Center project.

The Transportation Impact Study evaluated the need for traffic signalization of the intersection of Alder Creek Parkway and Westwood Drive based on peak-hour warrant methodologies noted in the California Manual on Uniform Traffic Control Devices. The Study determined that the addition of the project-related vehicle trips does not trigger the need for the signalization of the intersection of Alder Creek Parkway and Westwood Drive. It is important to note that this particular intersection is anticipated to be signalized in the future under Building-Out (2040) conditions.

The Transportation Impact Study evaluated the existing left turn movement on eastbound Alder Creek Parkway at Westwood Drive. The Study determined that the existing eastbound left-turn lane has sufficient vehicle storage capacity to accommodate the proposed project-related vehicle trips under Near-Term (2023) conditions. However, the Study noted that there will be the need for dual left-turns lanes on eastbound Alder Creek Parkway at Westwood Drive under Build-Out (2040) conditions when vehicle trips are rerouted from the intersection of Alder Creek Parkway and McCarthy Way eastward to the intersection of Alder Creek Parkway and Westwood Drive. While the proposed project does not trigger any modifications to this intersection, the applicant has agreed to proactively construct specific improvements in anticipation of ultimate build-out conditions (2040) including relocating and restriping the existing left-turn lane, creating a future BRT lane, and modifying the existing median. Figure 10 on the following page shows the proposed design and configuration for the eastbound left-turn movement at the intersection of Alder Creek Parkway and Westwood Drive.

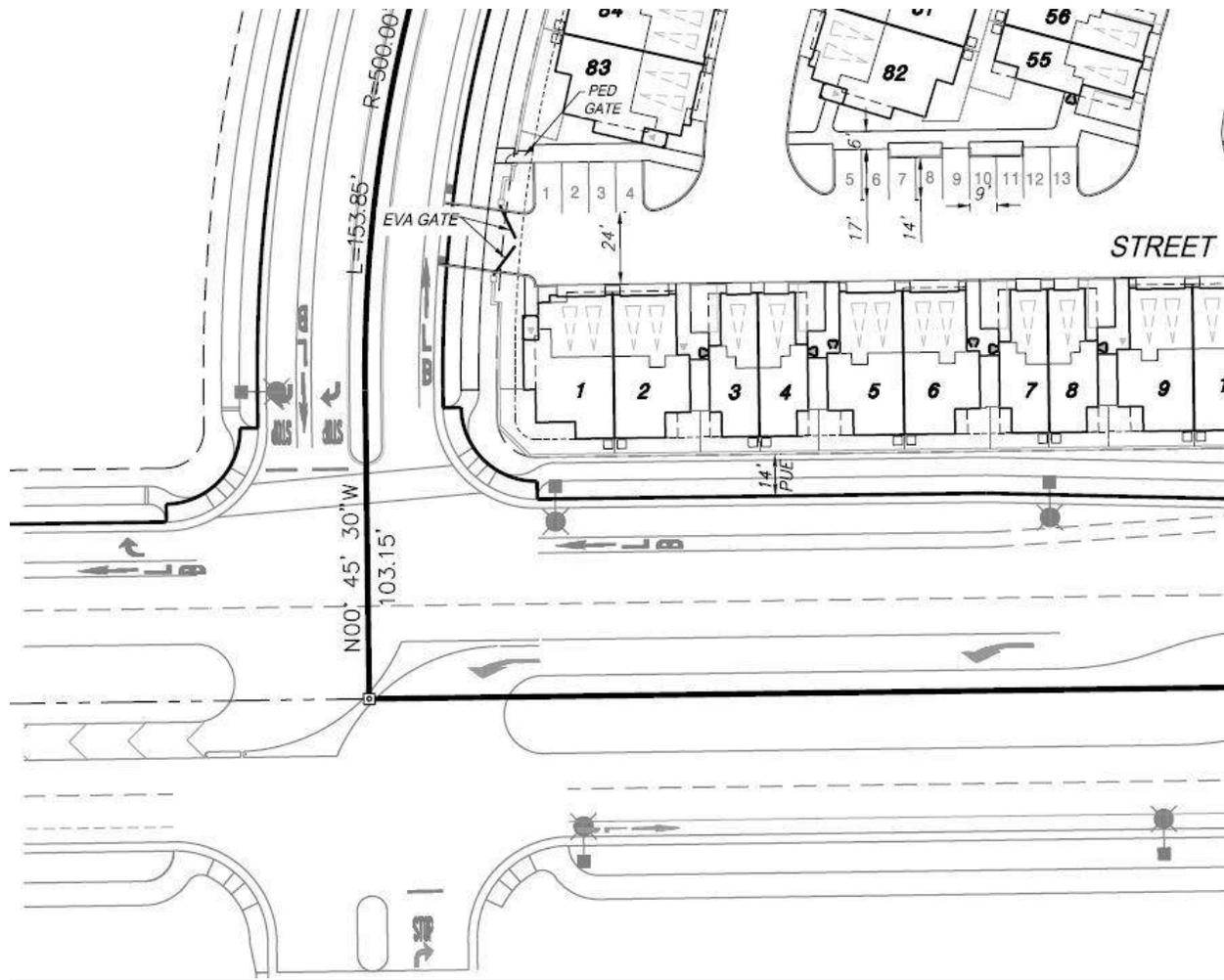
FIGURE 10: ALDER CREEK PARKWAY/WESTWOOD DRIVE CONFIGURATION



The Transportation Impact Study evaluated the need for a right-turn deceleration lane on westbound Alder Creek Parkway at McCarthy Way. The Study determined that under Build-Out (2040) conditions, approximately 1,100 vehicles would be traveling westbound on Alder Creek Parkway at McCarthy Way during the AM Peak Hour, with 220 of those vehicles making a right-turn movement from Alder Creek Parkway to McCarthy Way. Based on the volume split of these vehicle trips, and the fact that the overall volume of vehicle trips is well below the industry-accepted saturation flowrate, the Study determined that the No. 3 westbound through-lane on Alder Creek Parkway would act as a de facto right-turn lane and would not result in a delay causing the need for construction of dedicated right-turn lane at McCarthy Way. While the proposed project does not trigger the need for the No. 3 westbound lane on Alder Creek Parkway between Westwood Drive and McCarthy Way or the installation of a right-turn deceleration lane on westbound Alder Creek Parkway at McCarthy Way (ultimate build-out volumes and conditions require this roadway improvement to be constructed), the applicant has agreed to proactively construct these improvements so that this section of roadway is built to its ultimate configuration. The owner/applicant is required to dedicate an additional four-feet of public

right-of-way on westbound Alder Creek Parkway to accommodate this roadway improvement. Condition No. 35 is included to reflect this requirement. Figure 11 below shows the proposed design and configuration for the westbound Alder Creek Parkway between Westwood Drive and McCarthy Way.

FIGURE 11: ALDER CREEK PARKWAY/MCCARTHY WAY CONFIGURATION



Project Access and On-Site Circulation

As shown on the submitted Access and Circulation Plan (Attachment 10), access to the project site is provided by two new full-access driveways located on the east side of Westwood Drive. The first project driveway, which is located on the west side of Westwood Drive between Alder Creek Parkway and Mercy Drive, will accommodate all turning movements into and out of the project site. The second project driveway, which is located on the west side of Westwood Drive between Mercy Drive and Placerville Road, will also accommodate all turning movements into and out of the project site. Vehicle gates to control access into and out of the project site are proposed at both driveway

locations on Westwood Drive. Emergency vehicle access is provided by a gated driveway situated on the east side of McCarthy Way and another gated driveway on positioned on the east side of Placerville Road.

Proposed internal vehicle circulation consists of a series of 27-foot-wide drive aisles that provide access in and around the project site. Pedestrian circulation is provided by new sidewalks located along the street frontages of Alder Creek Parkway, Westwood Drive, McCarthy Way, Mercy Drive, and Placerville Road, with seven pedestrian gates included to provide access from the project site to the adjacent sidewalks. Internal pedestrian circulation is accommodated by a series of new pedestrian pathways that provide connectivity between apartment buildings, the clubhouse building, the outdoor amenities, and the perimeter sidewalks. The proposed Access and Circulation plan is shown in Figure 12 below.

FIGURE 12: ACCESS AND CIRCULATION EXHIBIT



The Transportation Impact Study prepared for the proposed project evaluated the operation and configuration of the project access system in terms of driveway locations and spacing, driveway throat depth, internal vehicle circulation, and emergency vehicle access circulation. The Study determined that the two proposed driveways, located on Westwood Drive respectively, provide adequate spacing from the nearest street intersections and meet the City's Design Standards for driveways located on collector streets. The Study also determined that the two proposed project driveways provide sufficient throat depth for inbound and outbound vehicles so as to avoid excessive vehicle

queuing into the project site and onto adjacent public streets.

The Study considered on-site circulation and determined that the project features a well-designed parking lot layout which minimizes offset drive aisles and provides adequate drive aisle widths of 27 feet or greater. The Study determined that the proposed internal circulation system provides adequate space for emergency service vehicles to make all necessary turning movements and move freely throughout the project site. In addition, the Study determined that there are abundant pedestrian facilities provided by the project including sidewalks, pedestrian walkways, and pedestrian connections which facilitate pedestrian movements in and around the project site.

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. 35).

Alder Creek Parkway (Eastbound)

- The owner/applicant shall reconstruct the existing center median to provide an additional 12 feet of paving to accommodate a future BRT lane and a 14-foot-wide median at the eastbound approach to Westwood Drive from Alder Creek Parkway. The owner/applicant shall also relocate the existing 12-foot-wide left-turn lane (200-feet-long with a 90-foot-long taper) on the eastbound approach to Westwood Drive from Alder Creek Parkway north to its ultimate location. With these proposed modifications, the eastbound approach to Westwood Drive from Alder Creek Parkway shall include one left-turn lane, one future BRT lane, and one thru/right-turn lane. The owner/applicant is eligible for SPIF credits for these improvements.

Alder Creek Parkway (Westbound)

- The owner/applicant shall construct two additional 11-foot-wide travel lanes (Lane No. 2 and No. 3) between Westwood Drive and McCarthy Way. The owner/applicant shall construct a 150-foot-long right-turn deceleration lane on the westbound approach to McCarthy Way from Alder Creek Parkway. With these proposed modifications, the westbound approach to McCarthy Way from Alder Creek Parkway shall include two thru lanes and one right-turn lane. The owner/applicant is eligible for SPIF credits for these improvements. The owner/applicant is required to dedicate an additional four-feet of public right-of-way on westbound Alder Creek Parkway at McCarthy Way to accommodate the 150-foot-long right-turn deceleration lane.

Southern Project Driveway (Westwood Drive)

- The owner/applicant shall construct a 150-foot-long left-turn lane with 60-foot-long taper on the northbound approach to the southern project driveway from Westwood Drive.

Northern Project Driveway (Westwood Drive)

- The owner/applicant shall construct a 90-foot-long left-turn lane with 60-foot-long taper on the northbound approach to the northern project driveway from Westwood Drive.

Additional Requirements

- A “stop” sign and appropriate pavement markings shall be installed at the internal eastbound approach to the southern project driveway located on Westwood Drive.
- A “stop” sign and appropriate pavement markings shall be installed at the internal eastbound approach to the northern driveway located on Westwood Drive.
- The vehicle entry gates at the two project driveway locations shall open inward, away from Westwood Drive. In addition, the design of the vehicle entry gates and the vehicle entry gate area shall conform to all requirements established by the City of Folsom for gated multi-family residential developments.
- If vehicles are observed backing up into Westwood Drive at either of the two gated project entries, City staff will evaluate and require appropriate measures to alleviate the traffic congestion including but not limited to requiring the two project entry gates to remain open during the AM (7:00 a.m. to 9:00 a.m.) and PM (4:00 p.m. to 6:00 p.m.) peak hours on weekdays.
- Residents of the Folsom Ranch Apartments project shall be issued remote transmitters to allow them to open the entry gates without needing to stop to enter a code in the keypad at either entrance location.

F. Parking

As noted in the Project Description, the proposed project includes a total of 238 apartment units including 104 two-bedroom units and 134 three-bedroom units. The Folsom Plan Area Specific Plan (Table A.14) requires that apartment developments located within a Multi-Family Medium Density (MMD) designated area, which is the standard utilized for the project even though it is situated in General Commercial designated area, provide two parking spaces for each two or three-bedroom unit, and 0.5 guest parking spaces for each apartment unit. As shown and described on the submitted site plan, the proposed project includes a total of 595 parking spaces including 476 covered garage parking spaces and 121 uncovered parking spaces.

As described previously within the Planned Development Permit portion of this staff report, the applicant is proposing that the standard for covered parking (two covered parking spaces required for each unit) be modified with one covered and one uncovered parking space being required for the two-bedroom units (104 units), and two covered parking spaces being required for the three-bedroom units. Staff supports the change to

the covered parking requirement as it will allow additional tree plantings on the project site. Staff has determined that the proposed project meets the parking requirements prescribed by the Folsom Plan Area Specific Plan by providing 595 parking spaces whereas a minimum of 595 parking spaces are required.

The Folsom Plan Area Specific Plan (Table A.14) requires that apartment developments located within a Multi-Family Medium Density (MMD) designated area provide one bicycle parking space for each apartment unit that does not have a garage. In this case, each of the apartments has one or two covered garage parking spaces in which to store bicycles. Staff has determined that the proposed project meets the bicycle parking requirements dictated by the Folsom Plan Area Specific Plan by providing opportunities for bicycle parking within the garage spaces for each unit. However, staff does recommend that 20 bicycle parking spaces be provided at the community clubhouse building (inside or outside) to serve residents of the community. Condition No. 38 is included to reflect this requirement.

G. Noise Impacts

Based on the proximity of the project site to U.S. Highway 50, Alder Creek Parkway, Westwood Drive, and Placerville Road, acoustical measurements and modeling were prepared by Veneklasen Associates on August 16, 2022 to analyze potential noise impacts at the proposed Folsom Ranch Apartments project site. The purpose of the Noise Analysis was to quantify existing noise levels associated with traffic on the aforementioned roadways 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, was also evaluated in the Noise Analysis.

Two aspects of noise impacts were evaluated relative to the proposed apartment community, 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 cause an impact to the project site are from vehicles traveling on U.S. Highway 50, Alder Creek Parkway, Westwood Drive, and Placerville Road, as well as background noises from adjacent nearby residential land uses. Potential noise impacts that might result from development of the Folsom Ranch Apartments project 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 development of residential 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. The Noise Analysis determined that exterior noise levels at the outdoor use areas on the project site were less than 65 CNEL, which complies with the City's 65 CNEL outdoor use area noise

standard. The Noise Analysis also determined that the interior noise levels on the project site would be less than 45 CNEL, which complies with the City's 45 CNEL interior noise level standard. However, to further ensure the interior noise level standard would be satisfied, the Noise Analysis recommended that air conditioning be provided to allow residents to close windows and doors for appropriate acoustical isolation. In addition, the Noise Analysis recommended that windows and glass doors within specific apartment buildings along Alder Creek Parkway, McCarthy Way, and Placerville Road (Figure 2 of Noise Analysis) have a minimum rating of STC 28 to maintain a consistent level of acoustical quality. Condition No. 40 is included to reflect these requirements.

Construction of the Folsom Ranch Apartments project would temporarily increase noise levels in the project vicinity during the construction period, which would take approximately 16 to 23 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. 39 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 apartment community. Persons and activities potentially sensitive to noise in the project vicinity include residents in the Enclave Subdivision (approximately 100 feet) across Alder Creek Parkway to the south and future residents within the Mangini Ranch Phase 2 Subdivision (approximately 100 feet) across Westwood Drive to the east. Based on residential nature of the proposed project and the fact that the project site will be surrounded by residential and medical office development in the future, staff has determined that potential noise impacts relative to these operational noise sources will not be significant.

H. Walls/Fencing

As shown on the preliminary wall and fence exhibit (Attachment 11), the proposed project includes a combination of retaining walls, perimeter walls, stucco walls, open-view steel fencing, and privacy vinyl fencing. Split-face CMU retaining walls that range from 1-3 feet in height are proposed at various interior locations throughout the project site and also around portions of the perimeter. A six-foot-tall decorative split-face wall with pilasters is proposed around the entire perimeter of the project site. Six-foot-tall decorative stucco walls are proposed in specific areas around the clubhouse building. Open-view steel

fencing is proposed around portion of the clubhouse building and also to secure the dog park and an outdoor amenity area. Lastly, six-foot-tall vinyl fencing is proposed as privacy fencing to separate the individual backyard areas. Staff recommends that the final location, design, height, materials, and colors of the retaining walls, perimeter walls, stucco walls, open-view fencing, and privacy fencing be subject to review and approval by the Community Development Department. Condition No. 16 is included to reflect this requirement.

I. Site Lighting

As shown on the preliminary lighting plan (Attachment 11), the applicant is proposing to use a combination of pole-mounted parking lot 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. Condition No. 20 is included to reflect these requirements.

J. Trash/Recycling

The proposed project includes two trash/recycling enclosures that are centrally located on the project site. As part of their valet service, the Folsom Ranch Apartments maintenance staff will be responsible for collecting trash and recycling from outside the door of each individual apartment unit on a nightly basis and transporting it to the designated trash/recycling enclosures. Staff recommends that the final location, design, materials, and colors of the trash/recycling enclosures be subject to review and approval by the Community Development Department. Condition No. 42 is included to reflect these requirements.

K. Existing and Proposed Landscaping

The rectangular shaped 15.8-acre project site, which has previously been mass graded, contains non-native grasses. There are no trees or other significant vegetation are present on the project site. The proposed project will include landscaping along the project's four street frontages and also landscaping interior to the project site. A landscape buffer (includes sidewalk) is proposed along each street frontage including an 18-foot-wide buffer along Alder Creek Parkway, Westwood Drive, Placerville Road, and McCarthy Way.

As shown on the landscape plans (Attachment 9), 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; Bird of Paradise, Black Oak, California Bay, California Sycamore, Chinese Fringe, Coast Live Oak, Crape Myrtle, Cypress, Desert Willow, Evergreen Elm, and Glory Maple. Proposed shrubs and groundcover include; Berkeley Sedge, Cape Rush, Caroline Cherry, Deer Grass, Dwarf Bottlebrush, Fortnight Lily, Japanese Barberry, Japanese Boxwood, Purple Delight, Silver Streak Flax Lily, Stoke Holly, and White Shrub Rose.

The preliminary landscape plan meets the City shade requirement (40%) by providing 55% shade in the parking lot area within fifteen (15) years. It should be noted that the project fails to comply with city standards for minimum planter width requirements for several of the trees proposed within the interior site design, resulting in dubious long-term success of the trees proposed therein. In order to balance space constraints with the realistic needs of trees to reasonably be expected to grow successfully to maturity, staff recommends the applicant retain a project arborist versed in urban land development through the duration of the project and that the final landscape plans be reviewed and approved by the Community Development Department. Condition Nos. 32-34 are included to reflect these requirements.

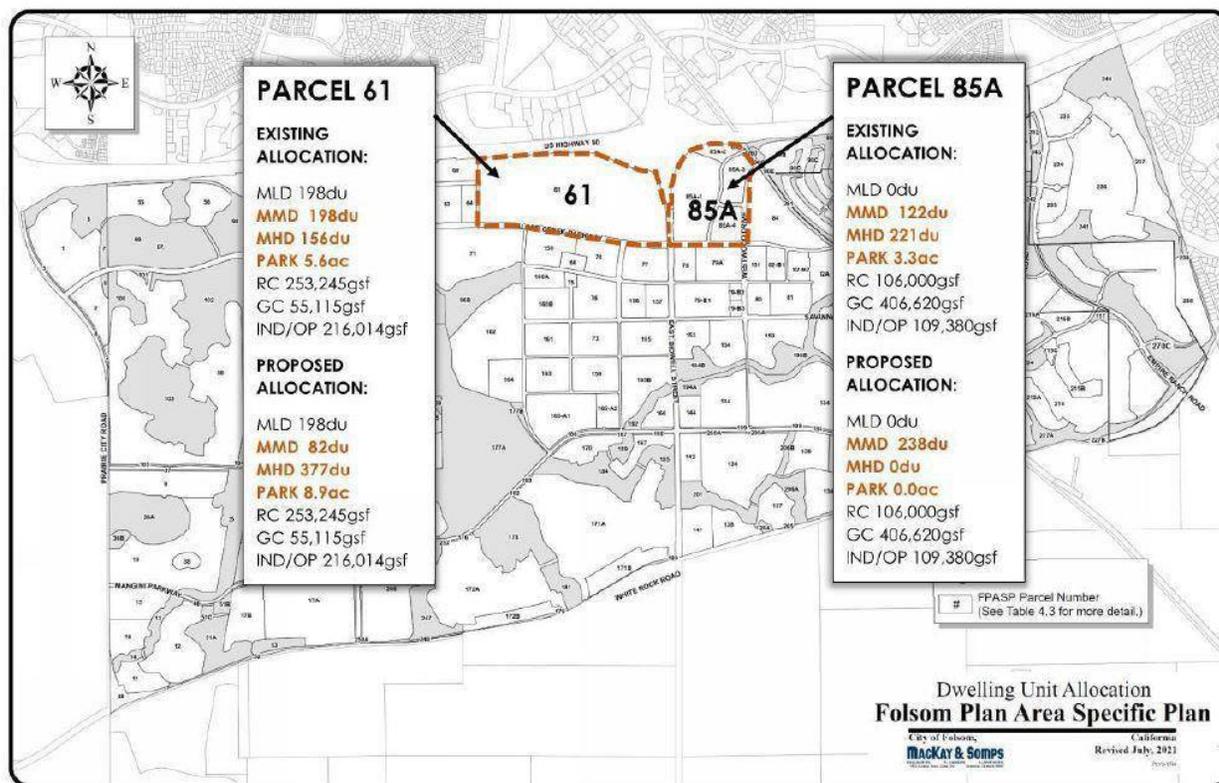
L. Frontage Improvements

Existing improvements to Alder Creek Parkway (adjacent to project site) include underground utilities, three travel lanes, bicycle lanes, and a raised median for landscaping. Improvements to Westwood Drive, McCarthy Way, and Mercy Drive are currently under construction as part of the Folsom Ranch Medical Center project. Improvements to Westwood Drive include underground utilities, four travel lanes, bicycle lanes, streetlights, curbs, and gutters. Improvements to Mercy Drive include underground utilities, three travel lanes, a landscape median, streetlights bicycle lanes, curbs, and gutters. Improvements to McCarthy Way include underground utilities, two travel lanes, a landscape median, streetlights, bicycle lanes, curbs, and gutters. The owner/applicant will be required to install sidewalks, landscaping, retaining walls, and site fencing along the street frontages of Alder Creek Parkway, Westwood Drive, McCarthy Way, Mercy Drive, and Placerville Road. With respect to Placerville Road, the owner/applicant will also be required to construct the entire intersection of Placerville Road and McCarthy Way and the western half of the roadway between McCarthy Way and Westwood Drive. The recommended conditions of approval require the applicant to submit detailed plans for all sidewalks, landscaping, streetlights, retaining walls, and site fencing prior to construction to ensure compliance with City standards (Condition No. 18).

M. Minor Administrative Modification (Transfer of Development Rights)

The project site, which consists of two separate parcels (FPASP Parcel 85A-3 and 85-A4), is designated by the FPASP for the development of 122 MMD residential units, 221, MHD residential units, and 3.3 acres of parkland (PARK). Based on the fact that the applicant is proposing to construct 238 MMD residential units on the project site, a Minor Administrative Modification is being requested for the transfer of development rights to move 221 MHD units from the project site to Parcel 61 within the Folsom Plan Area, to move 116 MMD units from Parcel 61 to the project site, and to move 3.3-acres of parkland (PARK) from the project site to Parcel 61. The exhibit shown on the following page contains the existing and proposed reallocation of units within the Folsom Plan Area as proposed by the subject Minor Administrative Modifications.

FIGURE 13: MINOR ADMINISTRATIVE MODIFICATION EXHIBIT



The Folsom Plan Area Specific Plan provides for Minor Administrative Modifications,

“... that are consistent with and do not substantially change its overall intent, such as minor adjustments to the land use locations and parcel boundaries shown in Figure 4.1 – Land Use and Figure 4.4 – Plan Area Parcels and the land use acreages shown in Table 4.1 – Land Use Summary.” [FPASP

Section 13.3]

Minor administrative modifications can be approved at a staff level, provided the following criteria are met:

- The proposed modification is within the Plan Area.
- The modification does not reduce the size of the proposed town center.
- The modification retains compliance with City Charter Article 7.08, previously known as Measure W.
- The general land use pattern remains consistent with the intent and spirit of the FPASP
- The proposed changes do not substantially alter the backbone infrastructure network.
- The proposed modification offers equal or superior improvements to development capacity or standards.
- The proposed modification does not increase environmental impacts beyond those identified in the EIR/EIS.
- Relocated park or school parcels continue to meet the standards for the type of park or school proposed.
- Relocated park or school parcels remain within walking distance of the residents they serve.

As mentioned previously, the proposed project includes a request for approval of a Minor Administrative Modification to transfer development rights among one of the subject parcels and other multi-use parcels located in the Folsom Plan Area. The FPASP permits flexibility in transferring residential unit allocations to reflect changing market demand. The FPASP states that “the City shall approve residential dwelling unit allocation transfers or density adjustments between any Plan Area resident land parcel or parcels, provided the following conditions are met”:

- The transferor and transferee parcel or parcels are located in the Plan Area and are designated for residential use.
- The transferor and transferee parcel or parcels conform to all applicable development standards contained in Appendix A – Development Standards.
- The transfer of units does not result in increased impacts beyond those identified in the FPASP EIR/EIS
- The transfer of units does not adversely impact planned infrastructure, roadways, schools, or other public facilities; affordable housing agreements; or fee programs and assessment districts; unless such impacts are reduced to an acceptable level through project-specific mitigation measures.

Based on staff's review, the proposed reallocation of 221 MHD residential units from the project site to another parcel within the Folsom Plan Area and the reallocation of 116 MMD residential units from Parcel 61 within the Folsom Plan Area to the project site, meet all of the required criteria mentioned above.

The project site was included in the Housing Element's Residential Sites Inventory as a vacant Lower Income Site and was assigned an allocation of 221 lower income units (MHD). This MAM will not change that, except to move the designated units from the subject property to Parcel 61. To help ensure that construction of lower income units is realized, the development agreement amendment discussed above documents Landowner's commitment to provide 64 deed restricted lower income units within Parcel 61. The City has no explicit authority to require the applicant, or any developer, to construct affordable housing, so Landowner's agreement to voluntarily deed restrict 64 units is an important component of this project and supports the City's recommendation for approval. Accordingly, the City does not object to transferring the 221 MHD units from the subject property to Parcel 61 via the requested MAM, or transferring 166 MMD units from Parcel 61 to this site.

The Minor Administrative Modification also includes a proposal to move 3.3-acres of parkland (PARK) from the project site to Parcel 61 within the Folsom Plan Area. The Folsom Plan Area Specific Plan created a placeholder for the development of a 3.3-acre local park (LP-3) near the intersection of East Bidwell Street and Alder Creek Parkway. The Specific Plan also created a placeholder for the development of a 5.6-acre neighborhood park (NP-6) on Parcel 61 near the intersection of East Bidwell Street and Alder Creek Parkway. The Minor Administrative Modification would result in the 3.3-acres of local park area being combined with the 5.6-acres of neighborhood park area to create a larger 8.9-acre neighborhood park (NP-6) within Parcel 61 (See FPASP Section 4 Land Use for more detail regarding park allocation to Parcels 85A, 61, 77, and 78.). Per the Folsom Plan Area Specific Plan, the final size of this neighborhood park will be determined by the total number of residential units in Parcel 61 & Parcel 85A. The Parks and Recreation Department reviewed the proposed modification to the park site and determined that a larger neighborhood park within Parcel 61 would be more beneficial to the City and its residents than two smaller parks from a planning, programming, and maintenance perspective.

As a result, staff is able to approve the proposed Minor Administrative Modifications for the transfer of development rights and the transfer of parkland as proposed by the applicant.

N. Conformance with Relevant General Plan and Folsom Plan Area Specific Plan Goals and Policies

The recently approved City of Folsom 2035 General Plan outlines a number of goals, policies, and implementation programs designed to guide the physical, economic, and environmental growth of the City. In addition, the Folsom Plan Area Specific Plan includes goals and policies intended to ensure successful development within the Folsom Plan Area. Staff has determined that the proposed project is consistent with both the General Plan and Specific Plan goals and policies. The following is a summary analysis of the project's consistency with the Folsom General Plan and with key policies of the Folsom Plan Area Specific Plan.

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.

Analysis: The proposed project is consistent with this policy in that the project features significant site and design improvements which will enhance the overall character of the area including introducing new upscale apartment units with a contemporary Spanish Colonial residential design intended to compliment the design of approved residential and commercial developments in the vicinity.

GP POLICY LU 1.1.15 (SACOG Blueprint Principles)

Strive to adhere to the Sacramento Regional Blueprint Growth Principles.

Analysis: 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 and helps 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.

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 higher-density housing.

Analysis: The proposed project is consistent with this policy in that the project will result in development of a 238-unit multi-family medium density apartment community with a residential density of 15 units per acre.

GP GOAL M 4.1 (Vehicle Traffic and Parking)

Ensure a safe and efficient network of streets for car 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 project integral to achieving Level of Service D or better.

Analysis: 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 any of the seven study intersections. In addition, the proposed project, while not technically subject to the VMT requirement as discussed earlier within the Traffic/Access/Circulation Section of this staff report, will result in a negligible change in VMT when compared to the existing FPASP.

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.

Analysis: The proposed project is consistent with this policy in that the project includes electric vehicle charging infrastructure in each of the 476 covered garage parking spaces and 36 open parking spaces with be wired to be electric vehicle capable for future charging stations. The number of proposed electric vehicle charging station is consistent with the California Green Buildings Standards Code's provisions for multi-family residential development.

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 of mixed uses in these higher-density developments.

Analysis: The proposed project is consistent with this policy in that the project is providing an upscale multi-family residential project developed at a residential density of 15 units per acre. According to the applicant, upscale apartments are considered an underserved segment of the rental housing market in Folsom today based on their market research. The proposed project design also incorporates sustainable features (mechanical, electrical, plumbing, HVAC systems, and rooftop solar panel systems) that are consistent with California Green Building Standards Code (CALGreen). The applicant is also proposing to use cool pavement features at the vehicle entrances on the project site. In addition, the applicant is also considering participating in the SMUD Neighborhood Solar Shares program.

Conformance with Relevant Specific Plan Goals, Objectives, and Policies

The Folsom Plan Area Specific Plan identifies a number of goals, objectives, and policies designed to guide the physical, economic, and environmental growth of the Specific Plan Area. Staff has determined that the proposed project is consistent with the Specific Plan goals, objectives, and policies as outlined and discussed below:

SP OBJECTIVE H-1 (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 and SP POLICY H-1.1

The City shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the City's regional share of housing.

Analysis: The City provides residential lands at a variety of residential densities as specified in the General Plan and in the Folsom Municipal Code. The Folsom Plan Area Specific Plan includes specialized zoning (Specific Plan Designations) that are customized to the Plan Area as adopted in 2011 and as Amended over time. The FPASP provides residential lands at densities ranging from 1-4 dwelling unit per acre (SF), 4-7 dwelling units per acre (SFHD), 7-12 dwelling units per acre (MLD), 12-20 dwelling units per acre (MMD), 20-30 dwelling units per acre (MHD), and 9-30 dwelling units per acre (MU). As stated previously, the Folsom Ranch Apartments project will be developed at 15-units per acre, which is within the allowed density range for the MMD designation.

SP POLICY 4.1

Create pedestrian-oriented neighborhoods through the use of a grid system of streets where feasible, sidewalks, bike paths and trails. Residential neighborhoods shall be linked, where appropriate, to encourage pedestrian and bicycle travel.

Analysis: The Folsom Ranch Apartments project proposes a multi-family apartment community with an interconnected system of local streets provided with pedestrian walkways and sidewalks. Sidewalks will be provided along all street frontages with multiple pedestrian connections provided between the project site and the adjacent sidewalks. Bicycle circulation is provided by Class II bicycle lanes with connectivity to nearby neighborhoods, parks, schools, and open space trails that have Class I bicycle trails.

SP POLICY 4.6

As established by the Folsom Plan Area Specific Plan, the total number of dwelling units for the Plan Area shall not exceed 11,461. The number of units within individual land use parcels may vary, so long as the number of units falls within the allowable density range for a particular land use designation.

Analysis: There have been a number of Specific Plan Amendments approved by the City Council within the Folsom Plan Area, which has generally led to an increase in residentially zoned land and a decrease in commercially zoned land. As a result, the number of residential units within the Plan Area increased from 10,210 to 11,461. The various Specific Plan Amendment EIRs and Addendums analyzed impacts from the conversion of the commercial lands to residential lands; impacts and associated mitigations measures can be found in the individual project-specific environmental documents. While the proposed project will result in a decrease in the number of dwelling units that were anticipated to be constructed on the project site (decrease from 343 to 238 dwelling units), this is offset by the reallocation of dwelling units with Parcel 61 within the Folsom Plan

Area as described in the Minor Administrative Modification section of this staff report. The reallocation of units among these parcels will not exceed the allowable density for the parcels. In addition, the proposed project does not result in any change in total dwelling units (11,461 dwelling units) in the FPASP.

SP OBJECTIVE 7.1 (Circulation)

Consistent with the California Complete Streets Act of 2008 and the Sustainable Communities and Climate Protection Act (SB 375), create a safe and efficient circulation system for all modes of travel.

SP POLICY 7.1

The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the majority of the Plan Area in order to create neighborhoods that encourage walking, biking, public transit, and other alternative modes of transportation.

Analysis: Consistent with the requirements of the California Complete Streets Act, the FPASP identified and planned for hierarchy of connect “complete streets” to ensure that pedestrian, bike, bus, and automobile modes of travel are designed to have direct and continuous connections throughout the Plan Area. Every option, from regional connector roadways to arterial and local streets, has been carefully planned and designed. Recent California legislation to reduce greenhouse gas emissions (AB 32 and SB 375) has resulted in an increased market demand for public transit and housing located closer to service needs and employment centers. In response to these changes, the FPASP includes a regional transit corridor that will provide public transportation links between the major commercial, public, and multi-family residential land uses in the Plan Area.

The Folsom Ranch Apartments project has been designed with multiple modes of transportation options (vehicles, bicycle, walking, access to transit) and internal drive aisles organized in a pattern consistent with the approved FPASP circulation plan.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) provides that residential projects which are consistent with an approved Specific Plan for which an EIR was prepared are exempt from a requirement to prepare additional environmental analysis. CEQA Guidelines section 15182(c) provides specific criteria to determine whether this exemption applies:

(c) Residential Projects Implementing Specific Plans.

(1) Eligibility. Where a public agency has prepared an EIR on a specific plan after January 1, 1980, a residential project undertaken pursuant to and in conformity to that specific

plan is exempt from CEQA if the project meets the requirements of this section. Residential projects covered by this section include but are not limited to land subdivisions, zoning changes, and residential planned unit developments. [CEQA Guidelines section 15182]

The applicant has prepared an analysis (included as Attachment 20 to this staff report), which determined that the Folsom Ranch Apartments project qualifies for the exemption provided in CEQA Guidelines 15182(c), since it is consistent with the Folsom Plan Area Specific Plan. An analysis of the project's consistency with the Folsom Plan Area Specific Plan has been provided by the applicant and is included as Attachment 20 to this staff report.

The applicant's analysis also includes a review of the impacts and mitigation measures addressed in the EIR for the FPASP, which concluded that the project will not result in any impacts not already identified, and that mitigation measures in the EIR will be sufficient to address project impacts. None of the events described in CEQA Guidelines 15162 which would require preparation of a subsequent EIR (substantial changes to the project, substantial changes in the circumstances under which the project is undertaken, or new information of substantial performance) have occurred, as detailed in the CEQA Exemption Analysis (Attachment 18 to this staff report).

The City has reviewed the applicant's analysis and concurs that the project is exempt from additional environmental review as provided in CEQA Guidelines 15182(c).

RECOMMENDED PLANNING COMMISSION ACTION

Staff recommends approval of this project, based upon to the Findings below and subject to the conditions of approval attached to this report.

- Approve the CEQA Exemption for the proposed project pursuant to Government Code Section 65457 and CEQA Guidelines section 15182(c), and
- Approve a Conditional Use Permit for development and operation of a market-rate paired, townhouse-style apartment community on the subject 15.8-acre property, and
- Approve a Planned Development Permit which contains detailed development and architectural standards for the proposed 238-unit residential apartment community as described in this report and the attached conditions of approval, and
- Approve [SD4]a Minor Administrative Modification to transfer 116 MMD allocated units from Parcel 61 to the subject parcel (Parcel 85A), to transfer 221 MHD allocated units from the subject parcel (Parcel 85A) to Parcel 61, and to transfer 3.3-acres of Parkland

from the subject parcel (Parcel 85A) to Parcel 61 within the Folsom Plan Area, and

Move to recommend that the City Council:

- Approve a Development Agreement Amendment to the First Amended and Restated Tier 1 Development Agreement to deed restrict 64 affordable housing units on a portion of the Remainder within Parcel 61 in the Folsom Plan Area.

These approvals and recommendations are based on the proposed findings below (Findings A-U) and subject to the recommended conditions of approval (Conditions 1-46) 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 GENERALLY CONSISTENT WITH THE GENERAL PLAN AS AMENDED AND THE FOLSOM PLAN AREA SPECIFIC PLAN AS AMENDED.

CEQA FINDINGS

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN.
- D. THE CITY HAS DETERMINED THAT THE FOLSOM RANCH APARTMENTS PROJECT IS UNDERTAKEN TO IMPLEMENT AND IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.
- E. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE FOLSOM RANCH APARTMENTS PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND ASSOCIATED MITIGATION MEASURES AND THAT THE FOLSOM RANCH APARTMENTS PROJECT IS EXEMPT FROM THE REQUIREMENTS OF CEQA PURSUANT TO GOVERNMENT CODE SECTION 65457 AND CEQA GUIDELINES SECTION 15182(c).
- F. THE CITY HAS DETERMINED THAT NONE OF THE EVENTS SPECIFIED IN SECTION 21166 OF THE PUBLIC RESOURCES CODE OR SECTION 15162 OF THE CEQA GUIDELINES HAVE OCCURRED.

- G. THE CITY HAS DETERMINED THAT THIS PROJECT IS EXEMPT FROM CEQA IN ACCORDANCE WITH GOVERNMENT CODE SECTION 65457 AND SECTION 15182 OF THE CEQA GUIDELINES.

CONDITIONAL USE PERMIT FINDING

- H. 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

- I. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF THE FOLSOM PLAN AREA SPECIFIC PLAN AS AMENDED AND OTHER APPLICABLE ORDINANCES OF THE CITY AND THE GENERAL PLAN AS AMENDED.
- J. THE PROPOSED PROJECT IS GENERALLY CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY. THE MINOR MODIFICATION TO THOSE STANDARDS PROPOSED AS PART OF THIS PROJECT WILL RESULT IN A DEVELOPMENT THAT IS SUPERIOR TO THAT OBTAINED BY THE RIGID APPLICATION OF THE STANDARDS.
- K. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS IS ACCEPTABLE.
- L. AS CONDITIONED, THE PROJECT WILL MAKE AVAILABLE NECESSARY PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO, WATER, SEWER AND DRAINAGE, AND THE PROJECT WILL ADEQUATELY PROVIDE FOR THE FURNISHING OF SUCH FACILITIES.
- M. THE PROPOSED PROJECT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN MITIGATED TO AN ACCEPTABLE LEVEL.

- N. THE PROPOSED PROJECT WILL NOT CAUSE UNACCEPTABLE VEHICULAR TRAFFIC LEVELS ON SURROUNDING ROADWAYS, AND THE PROPOSED PROJECT WILL PROVIDE ADEQUATE INTERNAL CIRCULATION, INCLUDING INGRESS AND EGRESS.
- 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 DEVELOPMENT.

DEVELOPMENT AGREEMENT AMENDMENT FINDINGS

- Q. THE PROPOSED AMENDMENT NO. 2 TO THE FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT IS CONSISTENT WITH THE OBJECTIVES, POLICIES, GENERAL LAND USES AND PROGRAMS SPECIFIED IN THE CITY GENERAL PLAN (AS AMENDED) AND THE FOLSOM PLAN AREA SPECIFIC PLAN (AS AMENDED).
- R. THE PROPOSED AMENDMENT NO. 2 TO THE FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT IS IN CONFORMITY WITH PUBLIC CONVENIENCE, GENERAL WELFARE, AND GOOD LAND USE PRACTICES.
- S. THE PROPOSED AMENDMENT NO. 2 TO THE FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT WILL NOT BE DETRIMENTAL TO THE HEALTH, SAFETY, AND GENERAL WELFARE OF PERSONS RESIDING IN THE IMMEDIATE AREA, NOR BE DETRIMENTAL OR INJURIOUS TO PROPERTY OR PERSONS IN THE GENERAL NEIGHBORHOOD OR TO THE GENERAL WELFARE OF THE RESIDENTS OF THE CITY AS A WHOLE.
- T. THE PROPOSED AMENDMENT NO. 2 TO THE FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT WILL NOT ADVERSELY AFFECT THE ORDERLY DEVELOPMENT OF PROPERTY OR THE PRESERVATION OF PROPERTY VALUES.
- U. THE PROPOSED AMENDMENT NO. 2 TO THE FIRST AMENDED AND RESTATED TIER DEVELOPMENT AGREEMENT IS CONSISTENT WITH THE PROVISIONS OF GOVERNMENT CODE SECTIONS 65864 THROUGH 65869.5.

Attachment 4

Conditions of Approval

CONDITIONS OF APPROVAL FOR THE FOLSOM RANCH APARTMENTS PROJECT (MSTR 22-00218) NORTHWEST CORNER OF THE INTERSECTION OF ALDER CREEK PARKWAY AND WESTWOOD DRIVE CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, MINOR ADMINISTRATIVE MODIFICATION, AND DEVELOPMENT AGREEMENT AMENDMENT				
Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
1.		<p>The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> 1. Preliminary Site Plan, dated October 19, 2022 2. Preliminary Utility Plans, dated October 19, 2022 3. Preliminary Grading and Drainage Plans, dated October 19, 2022 4. Preliminary Landscape Plan and Details, dated October 13, 2022 5. Preliminary Access and Circulation Plan, October 13, 2022 6. Preliminary Fence and Wall Plan, dated October 13, 2022 7. Preliminary Lighting Plan and Details, dated October, 2022 8. Building Elevations and Floor Plans, dated October 14, 2022 9. Color Renderings, dated October 14, 2022 10. Color and Materials Board, dated October 14, 2022 11. Minor Administrative Modification Exhibits, dated July 29, 2022 12. Folsom Ranch Apartments Booklet (Separate Bound Document) 13. Amendment No. 2 to First Amended and Restated Development Agreement by and between the City of Folsom and Eagle Commercial Partners, LLC relative to the Folsom South Specific Plan 14. Transportation Impact Study, dated October 6, 2022 15. CEQA Exemption and Streamlining Analysis and Checklist, dated October, 2022 16. Folsom Ranch Apartments Mitigation Monitoring and Reporting Program <p>The Conditional Use Permit, Planned Development Permit, and Minor Administrative Modification are approved for the development and operation of a 238-unit multi-family residential project (Folsom Ranch Apartments). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p>	G, I, B	CD (P)(E)

CONDITIONS OF APPROVAL FOR THE FOLSOM RANCH APARTMENTS PROJECT (MSTR 22-00218) NORTHWEST CORNER OF THE INTERSECTION OF ALDER CREEK PARKWAY AND WESTWOOD DRIVE CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, MINOR ADMINISTRATIVE MODIFICATION, AND DEVELOPMENT AGREEMENT AMENDMENT				
Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
2.		Building plans, and all civil engineering, improvement, landscape, and irrigation 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.	G, I, B	CD (P)(E)(B)
3.		The project approvals granted under this staff report (Conditional Use Permit and Planned Development Permit) shall remain in effect for two years from final date of approval (February 15, 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. The Minor Administrative Modification (MAM) does not have an expiration date. The Development Agreement Amendment, which is subject to review and approval by the City Council, is valid until June 30, 2056	B	CD (P)

CONDITIONS OF APPROVAL FOR THE FOLSOM RANCH APARTMENTS PROJECT (MSTR 22-00218) NORTHWEST CORNER OF THE INTERSECTION OF ALDER CREEK PARKWAY AND WESTWOOD DRIVE CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, MINOR ADMINISTRATIVE MODIFICATION, AND DEVELOPMENT AGREEMENT AMENDMENT				
Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
4.		<p>The owner/applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney’s fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The owner/applicant’s obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
5.		<p>The owner/applicant shall comply with all provisions of the First Amended and Restated Tier 1 Development Agreement, Amendments No. 1 and 2 thereto, and any approved amendments thereafter by and between the City and the owner/applicant of the project.</p>	B	CD (E)

CONDITIONS OF APPROVAL FOR THE FOLSOM RANCH APARTMENTS PROJECT (MSTR 22-00218) NORTHWEST CORNER OF THE INTERSECTION OF ALDER CREEK PARKWAY AND WESTWOOD DRIVE CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, MINOR ADMINISTRATIVE MODIFICATION, AND DEVELOPMENT AGREEMENT AMENDMENT				
Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
6.	✓	The owner/applicant shall 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 Folsom Plan Area Specific Plan FEIR/EIS 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 in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).	OG	CD (P)

CONDITIONS OF APPROVAL FOR THE FOLSOM RANCH APARTMENTS PROJECT (MSTR 22-00218) NORTHWEST CORNER OF THE INTERSECTION OF ALDER CREEK PARKWAY AND WESTWOOD DRIVE CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, MINOR ADMINISTRATIVE MODIFICATION, AND DEVELOPMENT AGREEMENT AMENDMENT				
Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
7.		<p>The owner/applicant acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(g)), effective January 1, 2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. In the event that the City amends its Inclusionary Housing Ordinance (IHO) with respect to inclusionary requirements for rental housing units prior to owner/applicant’s submittal of a complete application for a building permit for the Folsom Ranch Apartments Project, the owner/applicant (or successor in interest) agrees that the project shall be subject to said rental unit inclusionary requirements, as amended.</p> <p>Landowner further agrees to record a deed restriction against a portion of the Remainder within Parcel 61 in the Folsom Plan Area, to restrict use of such property to affordable housing purposes only (“Affordable Housing Parcel”). Said deed restriction shall be in a form reasonably approved by the City and shall be recorded against the Affordable Housing Parcel prior to issuance of a building permit for any portion of the Folsom Ranch Apartments Project. Said deed restriction shall require the Affordable Housing Parcel to include 64 deed restricted multi-family housing units available for low-, very-low, and/or extremely-low income households (as those terms are defined in Sections 50079.5, 50093, 50150, and 50106 of the Health and Safety Code), which shall remain in place for at least 55 years from the date of recording. Landowner’s compliance with this section shall offset Landowner’s obligations with respect to inclusionary and/or affordable housing under the General Plan Housing Element, Specific Plan, Folsom Municipal Code, and any entitlements on Parcel 61 by 64 units. Owner/applicant understands and agrees that this deed restriction shall have no effect on owner/applicant’s (or a successor in interest’s) obligations with respect to inclusionary and/or affordable housing on Parcel 85A-3 (APN 072-4110-002) or Parcel 85A-4 (APN 072-4110-001).</p>	B	CD (P)

CONDITIONS OF APPROVAL FOR THE FOLSOM RANCH APARTMENTS PROJECT (MSTR 22-00218) NORTHWEST CORNER OF THE INTERSECTION OF ALDER CREEK PARKWAY AND WESTWOOD DRIVE CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, MINOR ADMINISTRATIVE MODIFICATION, AND DEVELOPMENT AGREEMENT AMENDMENT				
Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
POLICE/SECURITY REQUIREMENT				
8.		<p>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 considered:</p> <ul style="list-style-type: none"> • A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. • Security measures for the safety of all construction equipment and unit appliances. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting. 	G, I, B	PD
DEVELOPMENT COSTS AND FEE REQUIREMENTS				
9.		The owner/applicant shall pay all applicable taxes, fees, and charges for the project at the rate and amount required by the Public Facilities Financing Plan and Amendments No. 1 and No. 2 to the Amended and Restated Tier 1 Development Agreement.	B	CD (P)(E)
10.		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)

CONDITIONS OF APPROVAL FOR THE FOLSOM RANCH APARTMENTS PROJECT (MSTR 22-00218) NORTHWEST CORNER OF THE INTERSECTION OF ALDER CREEK PARKWAY AND WESTWOOD DRIVE CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, MINOR ADMINISTRATIVE MODIFICATION, AND DEVELOPMENT AGREEMENT AMENDMENT				
Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
11.		<p>The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees established at the time of approval consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at the time of approval at the rates in effect when a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.</p> <p>Any protest to such for all fees, dedications, reservations, or other exactions imposed on this project will begin on the date of final approval, or otherwise shall be governed by the terms of Amendments No. 1 and 2 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>	B	CD (P), PW, PK
12.		<p>The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	OG	CD (P)(E)

CONDITIONS OF APPROVAL FOR THE FOLSOM RANCH APARTMENTS PROJECT (MSTR 22-00218) NORTHWEST CORNER OF THE INTERSECTION OF ALDER CREEK PARKWAY AND WESTWOOD DRIVE CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, MINOR ADMINISTRATIVE MODIFICATION, AND DEVELOPMENT AGREEMENT AMENDMENT				
Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
13.		If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the City shall provide notice to the owner/applicant of the outside consultant selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or beginning inspection, whichever is applicable.	G, I, B	CD (P)(E)
GRADING PERMIT REQUIREMENTS				
14.		The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or removal of each that meet all applicable health, safety, and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans.	G	CD (E)
15.		The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.	G, I	CD (P)(E)
16.		The final location, design, height, materials, and colors of all retaining walls, perimeter walls, stucco walls, open-view fencing, and privacy fencing shall be consistent with the submitted Wall and Fence Exhibit, dated October 13, 2022 subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines.	G, I, B	CD (P)(E), FD

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Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
IMPROVEMENT PLAN REQUIREMENTS				
17.		The improvement plans for the required public and private improvements necessary to serve the project shall be reviewed and approved by the Community Development Department prior to approval of a building permit for the project.	B	CD (E)
18.		Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure, and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <i>Standard Construction Specifications and Details</i> and the <i>Design and Procedures Manual and Improvement Standards</i> .	I	CD (P)(E)
19.		The on-site water and sewer systems shall be privately owned and maintained. The fire system shall be constructed to meet the National Fire Protection Association Standard 24. The domestic water and irrigation system shall be metered per City of Folsom <i>Standard Construction Specifications</i> .	I	CD (E)

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Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
20.		<p>The owner/applicant of all project phases shall submit a lighting plan for the project to the Community Development Department that complies with the following:</p> <ul style="list-style-type: none"> • Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties; • Place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists; • For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash; • Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and • Design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. Lights used on signage should be directed to light only the sign face with no off-site glare. 	I	CD (P)
21.		<p>The owner/applicant shall coordinate the planning, development, and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of the Improvement Plans.</p>	I	CD (P)(E)
22.		<p>The owner/applicant shall be responsible for replacing any, and all damaged or hazardous public sidewalk, curb, and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.</p>	I, OG	CD (E)

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Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
23.		All future utility lines lower than 69 KV that are to be built within the project shall be placed underground within and along the perimeter of the project at the developer’s cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.	I	CD (E)
24.		The owner/applicant shall pay for, furnish, and install all infrastructure associated with the water meter fixed network system for any City-owned and maintained water meter for the project.	I	CD (E), EWR
25.		The owner/applicant shall provide sanitary sewer, water, and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom <i>Standard Construction Specifications and Details</i> , and the <i>Design and Procedures Manual and Improvement Standards</i> . The storm drainage design shall provide for no net increase in run-off under post-development conditions.	G, I	CD(E), EWR, PW
26.		The storm drain improvement plans shall provide for “Best Management Practices” that meet the requirements of the water quality standards of the City’s National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board. In addition to compliance with City ordinances, the owner/applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, “Hydrology and Water Quality.”	G, I	CD (E)

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Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
27.		During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the official start of the rainy season (October 15).	OG	CD (E)
28.		The owner/applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all public rights-of-way. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public right of way may be reduced with prior approval from public utility companies.	I	CD (E)

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Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
29.		<p>The owner/applicant shall disclose to the renters in the rental lease agreement the following items:</p> <ol style="list-style-type: none"> 1) Future public parks and public schools are located in relatively close proximity to the proposed project site, and that the public parks may include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The owner/applicant shall also disclose that the existing public parks include nighttime sports lighting that may generate lighting impacts during evening and nighttime hours. 2) Future Fire and Police stations are located in close proximity to the project site and may include facilities and equipment that generate noise and light impacts during various times, including but not limited to evening and nighttime hours. 3) The soil at the project site may contain naturally occurring asbestos and naturally occurring arsenic. 4) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited. 5) The project site is located close to the Mather Airport flight path and overflight noise may be present at various times. 	O	CD (P) PK

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 NORTHWEST CORNER OF THE INTERSECTION OF ALDER CREEK PARKWAY AND WESTWOOD DRIVE
 CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, MINOR ADMINISTRATIVE MODIFICATION, AND
 DEVELOPMENT AGREEMENT AMENDMENT**

Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
ENVIRONMENTAL AND WATER RESOURCE REQUIREMENTS				
30.		<ol style="list-style-type: none"> 1. This project shall require two points of connection to the City’s Potable Water Distribution Main for each parcel. <ol style="list-style-type: none"> a. Connection 1 for first parcel (Parcel 85A-3) shall include: <ol style="list-style-type: none"> i. A water service manifold per WR-23 to serve domestic (metered and approved RPPA) and fire flow (with approved RPDA). ii. A separate irrigation service with meter coming from the non-potable water line. b. Connection 2 for first parcel (Parcel 85A-3) shall include: <ol style="list-style-type: none"> i. A water service manifold per WR-23 to serve domestic (metered and approved RPPA) and fire flow (with approved RPDA). ii. A separate irrigation service with meter coming from the non-potable water line. c. Connection 1 for second parcel (Parcel 85A-4) shall include: <ol style="list-style-type: none"> i. A water service manifold per WR-23 to serve domestic (metered and approved RPPA) and fire flow (with approved RPDA). ii. A separate irrigation service with meter coming from the non-potable water line. d. Connection 2 for second parcel (Parcel 85A-4) shall include: <ol style="list-style-type: none"> i. A water service manifold per WR-23 to serve domestic (metered and approved RPPA) and fire flow (with approved RPDA). ii. A separate irrigation service with meter coming from the non-potable water line. 2. The applicant shall perform a hydraulic analysis/study to confirm the 2-story duplexes are capable of meeting domestic water demands and fire flow sprinkler demands since this location is at the top of Pressure Zone 3. 	I	EWR, CD (E)

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		3. Hot-Taps to the existing potable distribution system and non-potable distribution system are not allowed. Cut-in Tees only. 4. There shall be a Sanitary Sewer Manhole Placed at the Property line boundary that differentiates private vs public sewer system for each Parcel (Two Parcels in total). 5. All on-site water shall be privately owned, operated, and maintained. 6. All on-site sewer shall be privately owned, operated, and maintained. 7. If there is going to be a clubhouse with a kitchen, it will require the applicant to install an 8.5"x11" placard affixed to the wall in the Clubhouse Kitchen that informs users about the Do's and Don'ts of FOG. 8. All backflow devices shall be RPPA (Domestic) or RPDA (Fire). 9. All meters shall include a meter bypass per the City's Water Construction Standards.		

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Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
FIRE DEPT REQUIREMENTS				
31.		<p>The owner/applicant comply with the following Fire Department requirements:</p> <ul style="list-style-type: none"> • The apartment building(s)/clubhouse 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. • 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. • All fire protection devices shall be designed to be located on site: fire hydrants, fire department connections, post indicator valves, etc. 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. This room can be a shared with other building utilities. The room shall only be accessible from the exterior. <p>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.</p>	G, I, B	CD (P), FD

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Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
LANDSCAPE REQUIREMENTS				
32.		<p>Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans shall comply with all State and local rules, regulations, Governor’s declarations and restrictions pertaining to water conservation and outdoor landscaping.</p> <p>Landscaping shall meet shade requirements as outlined in the Folsom Plan Area Specific Plan where applicable. 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 Alder Creek Apartments project.</p>	B	CD (P)(E)

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Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
33.		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)
34.		<p>The project proponent shall retain a consulting project arborist throughout the duration of the final design and construction phases of the project. Prior to applying for any grading, civil, or building permits, the applicant shall submit a scope of services prepared by the project arborist to the City Arborist for review and approval. Said scope shall include the following services:</p> <ul style="list-style-type: none"> • A statement of qualifications by the project arborist attesting certification by the International Society of Arboriculture (ISA) for a minimum of 5 years and demonstrating multiple years of experience in urban landscape management and land development. The project arborist shall also be familiar with and subscribe to any & all ANSI standards & ISA Best Management Practices (BMPs) relating to arboricultural practices as applicable for the project. • Oversight of soils analyses to ensure optimal plant growth and long-term success within all landscape areas of the project site. • Collaboration in the design, development, and rendering of all landscape and civil construction drawings and details relating and impactful to soil health, drainage, tree planting, irrigation, and related elements with regard to long term success of trees to be planted within the project site. • Implementation of appropriate soil amendments based on soil analyses and project arborist recommendations to promote healthy root growth and long-term success of plant materials. 	B, OG	CD (P)(E)

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Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
		<ul style="list-style-type: none"> • Facilitation of appropriate measures and means to ensure sufficient soil porosity, percolation and drainage of landscape areas based on soils analyses and project arborist recommendations. • Oversight of tree species selection for climate appropriateness, planter size, ecological benefits, and species diversity in accordance with city standards. • Prescriptions for any alternative innovative civil and landscape construction methodologies to increase the likelihood of long-term success of tree plantings within the project site. • Administer implementation and installation of appropriate root zone aeration systems. • Inspection of tree nursery stock to ensure healthy plant material, thwart root stock issues, and verify compliance with ANSI Z60.1 (American Standard for Nursery Stock). • Prescribe and implement methodologies for proper root management and treatment methodologies. • Oversight of tree installation throughout the project site, verifying compliance with the ISA Best Management Practices for tree planting. • Preparation of a 5-year tree management plan for all trees planted within the project site. Said management plan shall include an inventory of all trees planted on the project site with an inspection and maintenance schedule for tree health monitoring, structural pruning by an ISA certified arborist, stake removal, mulching, irrigation 		

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Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
		<p>adjustments, tree replacement and any other management practices deemed relevant by the project arborist. The 5-year management plan shall be supplied to both the property owner and the City Arborist prior to the Certificate of Occupancy.</p> <p>Following City approval of the project arborist’s scope of services, the applicant shall provide a copy of the executed contract for such services to the City prior to applying for any grading, civil, or building permits. Upon project completion, a final arborist report by the project arborist attesting compliance with the City-approved arboricultural scope of services and a copy of the 5-year tree management plan shall be supplied to the City Arborist.</p>		
TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS				
35.		<p>Based on the recommendations of the Transportation Impact Study dated December 13, 2022 (Attachment 19) and to further ensure safe travel within the project site, the following conditions of approval shall be implemented to the satisfaction of the Community Development Department:</p> <p><u>Alder Creek Parkway (Eastbound)</u></p> <ul style="list-style-type: none"> The owner/applicant shall reconstruct the existing center median to provide an additional 12 feet of paving to accommodate a future BRT lane and a 14-foot-wide median at the eastbound approach to Westwood Drive from Alder Creek Parkway. The owner/applicant shall also relocate the existing 12-foot-wide left-turn lane (200-foot-long with a 90-foot-long taper) on the eastbound approach to Westwood Drive from Alder Creek Parkway north to its ultimate location. With these proposed modifications, the eastbound approach to Westwood Drive from Alder Creek Parkway shall include one left-turn lane, one future BRT lane, and one thru/right-turn lane. The owner/applicant is eligible for SPIF credits for these improvements. 	B	CD (E), PW, FD

**CONDITIONS OF APPROVAL FOR THE FOLSOM RANCH APARTMENTS PROJECT (MSTR 22-00218)
 NORTHWEST CORNER OF THE INTERSECTION OF ALDER CREEK PARKWAY AND WESTWOOD DRIVE
 CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, MINOR ADMINISTRATIVE MODIFICATION, AND
 DEVELOPMENT AGREEMENT AMENDMENT**

Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
		<p><u>Alder Creek Parkway (Westbound)</u></p> <ul style="list-style-type: none"> The owner/applicant shall construct two additional 11-foot-wide travel lanes (Lane No. 2 and No. 3) between Westwood Drive and McCarthy Way. The owner/applicant shall construct a 150-foot-long right-turn deceleration lane on the westbound approach to McCarthy Way from Alder Creek Parkway. With these proposed modifications, the westbound approach to McCarthy Way from Alder Creek Parkway shall include two thru lanes and one right-turn lane. The owner/applicant is eligible for SPIF credits for these improvements. The owner/applicant is required to dedicate an additional four-feet of public right-of-way on westbound Alder Creek Parkway at McCarthy Way to accommodate the 150-foot-long right-turn deceleration lane. <p><u>Southern Project Driveway (Westwood Drive)</u></p> <ul style="list-style-type: none"> The owner/applicant shall construct a 150-foot-long left-turn lane with 60-foot-long taper on the northbound approach to the southern project driveway from Westwood Drive. <p><u>Northern Project Driveway (Westwood Drive)</u></p> <ul style="list-style-type: none"> The owner/applicant shall construct a 90-foot-long left-turn lane with 60-foot-long taper on the northbound approach to the northern project driveway from Westwood Drive. <p><u>Additional Requirements</u></p> <ul style="list-style-type: none"> A “stop” sign and appropriate pavement markings shall be installed at the internal eastbound approach to the southern project driveway located on Westwood Drive. A “stop” sign and appropriate pavement markings shall be installed at the internal eastbound approach to the northern driveway located on Westwood Drive. 		

**CONDITIONS OF APPROVAL FOR THE FOLSOM RANCH APARTMENTS PROJECT (MSTR 22-00218)
 NORTHWEST CORNER OF THE INTERSECTION OF ALDER CREEK PARKWAY AND WESTWOOD DRIVE
 CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, MINOR ADMINISTRATIVE MODIFICATION, AND
 DEVELOPMENT AGREEMENT AMENDMENT**

Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
		<ul style="list-style-type: none"> • The vehicle entry gates at the two project driveway locations shall open inward, away from Westwood Drive. In addition, the design of the vehicle entry gates and the vehicle entry gate area shall conform to all requirements established by the City of Folsom for gated multi-family residential developments. • If vehicles are observed backing up into Westwood Drive at either of the two gated project entries, City staff will evaluate and require appropriate measures to alleviate the traffic congestion including but not limited to requiring the two project entry gates to remain open during the AM (7:00 a.m. to 9:00 a.m.) and PM (4:00 p.m. to 6:00 p.m.) peak hours on weekdays. • Residents of the Folsom Ranch Apartments project shall be issued remote transmitters to allow them to open the entry gates without needing to stop to enter a code in the keypad at either entrance location. 		
36.		The owner/applicant shall enter into a credit reimbursement agreement with the City in order to receive SPIF (Specific Plan Infrastructure Fund) credits for the construction of roadways improvement on eastbound Alder Creek Parkway and westbound Alder Creek Parkway as described in Condition No. 35.	B	CD (P)(E)
37.		A minimum of 595 on-site parking spaces (476 resident parking spaces and 119 guest parking spaces) shall be provided for the project including 476 covered garage parking spaces and 121 uncovered parking spaces.	I, O	CD (P)(E)
38.		A minimum of 20 bicycle parking spaces shall be provided at the community clubhouse building (inside or outside) to serve residents of the community.	I, O	CD (P)(E)

**CONDITIONS OF APPROVAL FOR THE FOLSOM RANCH APARTMENTS PROJECT (MSTR 22-00218)
 NORTHWEST CORNER OF THE INTERSECTION OF ALDER CREEK PARKWAY AND WESTWOOD DRIVE
 CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, MINOR ADMINISTRATIVE MODIFICATION, AND
 DEVELOPMENT AGREEMENT AMENDMENT**

Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
NOISE REQUIREMENTS				
39.		<p>Construction activities shall be required to comply with the following and be noted accordingly on the improvement plans:</p> <ol style="list-style-type: none"> 1. 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. 2. 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. 3. Construction Equipment Mufflers and Maintenance: All construction equipment powered by internal combustion engines shall be properly muffled and maintained. 4. Idling Prohibitions: All equipment and vehicles shall be turned off when not in use. Unnecessary idling of internal combustion engines is prohibited. 5. 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. 6. Quiet Equipment Selection: Select quiet equipment, particularly air compressors, whenever possible. Motorized equipment shall be outfitted with proper mufflers in good working order. 7. 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 FOLSOM RANCH APARTMENTS PROJECT (MSTR 22-00218)
 NORTHWEST CORNER OF THE INTERSECTION OF ALDER CREEK PARKWAY AND WESTWOOD DRIVE
 CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, MINOR ADMINISTRATIVE MODIFICATION, AND
 DEVELOPMENT AGREEMENT AMENDMENT**

Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
40.		<p>Based on the recommendations of the Noise Analysis dated August 16, 2022, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> • Air conditioning units shall be provided to allow residents to close windows and doors for appropriate acoustical isolation. • Windows and glass doors within specific apartment buildings along Alder Creek Parkway, McCarthy Way, and Placerville Road (Figure 2 of Noise Analysis) shall have a minimum rating of STC 28 to maintain a consistent level of acoustical quality. 	B	CD (P)(E)

CONDITIONS OF APPROVAL FOR THE FOLSOM RANCH APARTMENTS PROJECT (MSTR 22-00218) NORTHWEST CORNER OF THE INTERSECTION OF ALDER CREEK PARKWAY AND WESTWOOD DRIVE CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, MINOR ADMINISTRATIVE MODIFICATION, AND DEVELOPMENT AGREEMENT AMENDMENT				
Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
ARCHITECTURE/SITE DESIGN REQUIREMENTS				
41.		<p>The Folsom Ranch Apartments project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> 1. This approval is for 119 two-story townhome-style apartment buildings and a one-story clubhouse building associated with the Folsom Ranch Apartments project. The applicant shall submit building plans that comply with this approval and the attached building elevations and color renderings dated October 14, 2022. 2. The design, materials, and colors of the proposed Folsom Ranch Apartments apartment buildings and clubhouse 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 Westwood Drive 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. 	B	CD (P)(B)
42.		The final location, design, materials, and colors of the trash/recycling enclosures shall be subject to review and approval by the Community Development Department.	B	CD (P) (E)

CONDITIONS OF APPROVAL FOR THE FOLSOM RANCH APARTMENTS PROJECT (MSTR 22-00218) NORTHWEST CORNER OF THE INTERSECTION OF ALDER CREEK PARKWAY AND WESTWOOD DRIVE CONDITIONAL USE PERMIT, PLANNED DEVELOPMENT PERMIT, MINOR ADMINISTRATIVE MODIFICATION, AND DEVELOPMENT AGREEMENT AMENDMENT				
Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
43.		The owner/applicant shall obtain a sign permit prior to installation of the two monument signs and two wall signs.	B	CD (P)
MISCELLANEOUS REQUIREMENTS				
44.		The proposed project shall comply with all State and local rules, regulations, Governor's Declarations, and restrictions including but not limited to: Executive Order N-7-22 B-29-15 issued by the Governor of California on March 28, 2022 April 1, 2015 relative to water usage and conservation, requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the <u>Folsom Municipal Code, (Section 13.26 Water Conservation)</u> , or amended from time to time.	I, B, OG	CD (P)(E)
45.		The owner/applicant shall update the Folsom Plan Area Specific Plan Document to reflect any textural and graphic changes associated with the proposed project including but not limited to Minor Administrative Modification changes to the satisfaction of the Community Development Department. In addition, the owner/applicant shall provide the City an electronic copy of the updated FPASP Document.	B	CD (P)
MITIGATION MEASURES				
46.	✓	<i>Folsom Ranch Apartments Mitigation Monitoring Reporting Program (MMRP).</i> The owner/applicant shall implement all of the applicable mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015). The Mitigation Monitoring and Reporting Program for the Folsom Ranch Apartments project is included as Attachment 22 to the staff report.	I, G, B, OG	CD (E)(P), PW, FD, EWR, PD, PR

CONDITIONS

See attached tables of conditions for which the following legend applies.

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

Attachment 5

Vicinity Map

Vicinity Map



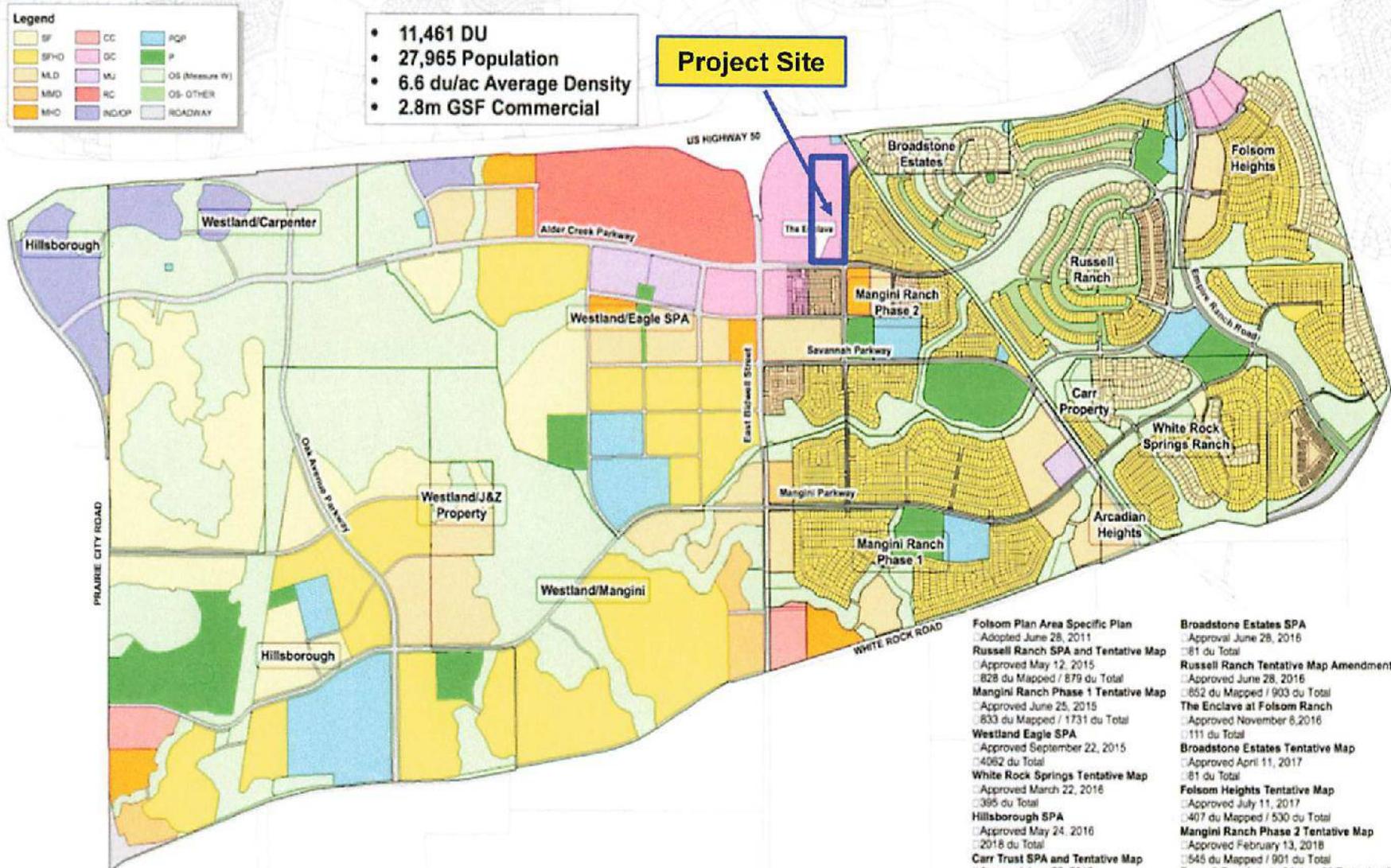
CITY OF
FOLSOM

Legend

SF	CC	PCP
SFHD	DC	P
MLD	MU	OS (Measure IV)
MMO	RC	OS- OTHER
MPO	IND/CP	ROADWAY

- 11,461 DU
- 27,965 Population
- 6.6 du/ac Average Density
- 2.8m GSF Commercial

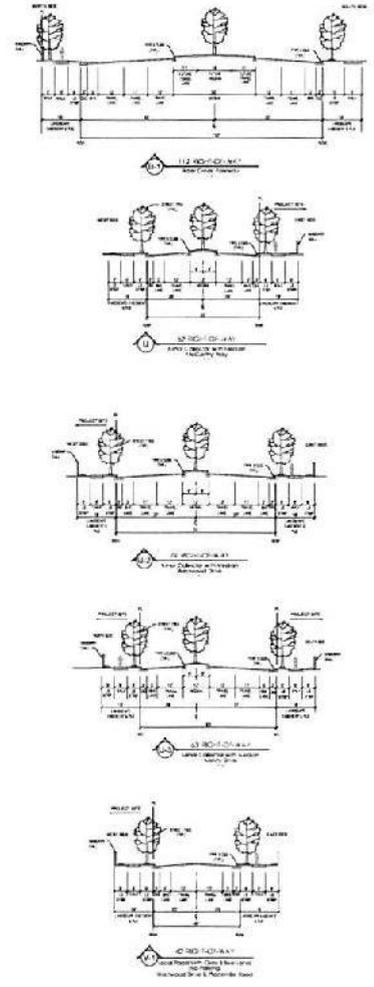
Project Site



- Folsom Plan Area Specific Plan**
Adopted June 28, 2011
- Russell Ranch SPA and Tentative Map**
Approved May 12, 2015
828 du Mapped / 879 du Total
- Mangini Ranch Phase 1 Tentative Map**
Approved June 25, 2015
833 du Mapped / 1731 du Total
- Westland Eagle SPA**
Approved September 22, 2015
4062 du Total
- White Rock Springs Tentative Map**
Approved March 22, 2016
395 du Total
- Hillsborough SPA**
Approved May 24, 2016
2018 du Total
- Carr Trust SPA and Tentative Map**
Approval June 28, 2016
28 du Total
- Folsom Heights SPA**
Approval June 28, 2016
407 du Mapped / 530 du Total
- Broadstone Estates SPA**
Approval June 28, 2016
81 du Total
- Russell Ranch Tentative Map Amendment**
Approved June 28, 2016
852 du Mapped / 903 du Total
- The Enclave at Folsom Ranch**
Approved November 8, 2016
111 du Total
- Broadstone Estates Tentative Map**
Approved April 11, 2017
81 du Total
- Folsom Heights Tentative Map**
Approved July 11, 2017
407 du Mapped / 530 du Total
- Mangini Ranch Phase 2 Tentative Map**
Approved February 13, 2018
545 du Mapped / 901 du Total
- Russell Ranch Lots 24 thru 32 Tentative Map**
Approved March 13, 2018
389 du Total

Attachment 6

Preliminary Site Plan, dated February 3, 2023



PROJECT INFORMATION OWNER: EAGLE COMMERCIAL PARTNERS, L.P. ARCHITECT: MACKAY & SOMPS ENGINEER: MACKAY & SOMPS DATE: 02/03/2023	APPROXIMATE 112 STREET 113 STREET 114 STREET 115 STREET 116 STREET 117 STREET 118 STREET 119 STREET 120 STREET 121 STREET 122 STREET 123 STREET 124 STREET 125 STREET 126 STREET 127 STREET 128 STREET 129 STREET 130 STREET	APPROXIMATE 112 STREET 113 STREET 114 STREET 115 STREET 116 STREET 117 STREET 118 STREET 119 STREET 120 STREET 121 STREET 122 STREET 123 STREET 124 STREET 125 STREET 126 STREET 127 STREET 128 STREET 129 STREET 130 STREET	APPROXIMATE 112 STREET 113 STREET 114 STREET 115 STREET 116 STREET 117 STREET 118 STREET 119 STREET 120 STREET 121 STREET 122 STREET 123 STREET 124 STREET 125 STREET 126 STREET 127 STREET 128 STREET 129 STREET 130 STREET
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Site Design Review
 Preliminary Site Plan
Folsom Ranch Rental Community
 Folsom, California February 3, 2023



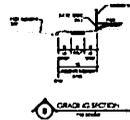
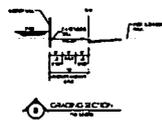
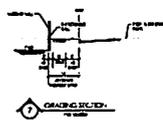
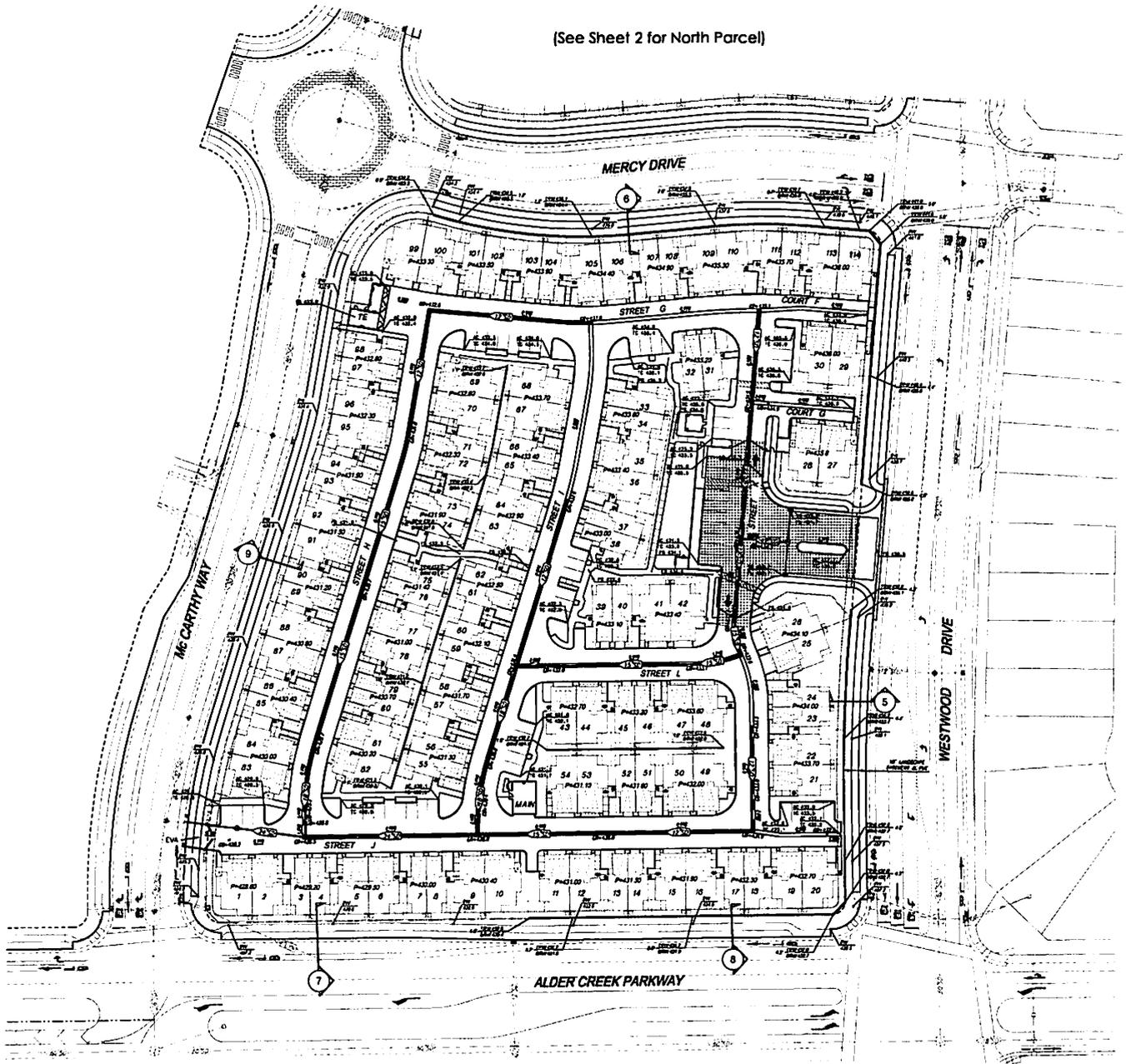
Attachment 7

Preliminary Utility Plans, dated February 3, 2023

Attachment 8

Preliminary Grading and Drainage Plans Dated February 3, 2023

(See Sheet 2 for North Parcel)



Site Design Review
Preliminary Grading Plan - South

Folsom Ranch Rental Community

Folsom, California

February 3, 2023

MACKAY & SOMPS
PLANNERS ARCHITECTS

Sheet C3 of 5

Attachment 9

Preliminary Landscape Plan and Details Dated February 1, 2023

PLANT SCHEDULE

SYMBOL	LARGE TREE (20' Mature Spread)	SYMBOL	MEDIUM TREE (20' Mature Spread)
	Ulmus parvifolia True Green Elm		Cercis occidentalis Western Redbud
SYMBOL	SMALL TREE (12' Mature Spread)	SYMBOL	SMALL TREE (12' Mature Spread)
	Prunus x hibocana Purple Leaf Plum		Prunus x hibocana Purple Leaf Plum

SYMBOL	BOTANICAL NAME	QTY @ 100% Shade/Sq Ft	QTY @ 75% Shade/Sq Ft	QTY @ 50% Shade/Sq Ft	QTY @ 25% Shade/Sq Ft	Total (Sq Ft)
T1 @ 30' Dia	Acer rubrum Red Maple Ulmus parvifolia True Green Evergreen Elm	4 @ 206 sf	25 @ 530 sf	26 @ 354 sf	4 @ 177 sf	25,806 sf
T3 @ 20' Dia	Cercis occidentalis Western Redbud Geijera parvifolia Australian Willow	x @ 314 sf	3 @ 236 sf	12 @ 157 sf	x @ 79 sf	2,592 sf
TOTAL TREE SHADE AREA =						28,398 sf
Parking Area						153,560 sf
* Auxiliary (Covered Garage)						82,860 sf
TOTAL SURFACE AREA =						236,420 sf
SHADE AREA REQUIRED (6%) =						94,568 sf
TOTAL SHADE PROVIDED (TREE SHADE + GARAGE) =						111,258 SF
PERCENT SHADE =						47%



FOLSOM RANCH BACKYARD DUPLEXES FOLSOM, CA
LEWIS MANAGEMENT CORP & EAGLE COMMERCIAL PARTNERS
 1155 N. MOUNTAIN AVENUE, UPLAND CA 91786
 (909) 985-0971

PARKING LOT SHADE STUDY **L4**

02-01-2023
 JOB# 21-004

SITESCAPES
 Landscape Architecture & Planning
 1150-82 Airport Loop, Irvine
 Irvine, CA 92618
 (949) 441-9899 FAX: (949) 210-8110

PEDESTRIAN CONNECTION TO OVERALL COMMUNITY

Buxus microphylla japonica
Japanese Boxwood

VERTICAL SCREEN TREE

SHALLOW FRONT YARD SETBACKS PER PD-21 VILLAGE CENTER ARCHITECTURAL THEME

CANOPY STREET TREE

Ligustrum japonicum 'Texarum'
Wax Leaf Privet

Dianella tasmanica 'Silver Streak'
Silver Streak Flax Lily

PEDESTRIAN GATE ACCESS TO BACK YARDS (1) FOR EVERY LOT

Pittosporum eugenioides
N.C.N.

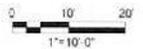
Ligustrum japonicum 'Texarum'
Wax Leaf Privet

Moraea bicolor
Fortnight Lily

PATIO TREE

EXAMPLE OF RESIDENT - PROVIDED REAR YARD PATIO FURNITURES & POTS

CONVENIENCE ACCESS TO REAR YARDS



FOLSOM RANCH BACKYARD DUPLEXES
LEWIS MANAGEMENT CORP & EAGLE COMMERCIAL PARTNERS
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
(909) 985-0971

FOLSOM, CA

ENLARGEMENT PLAN

L5

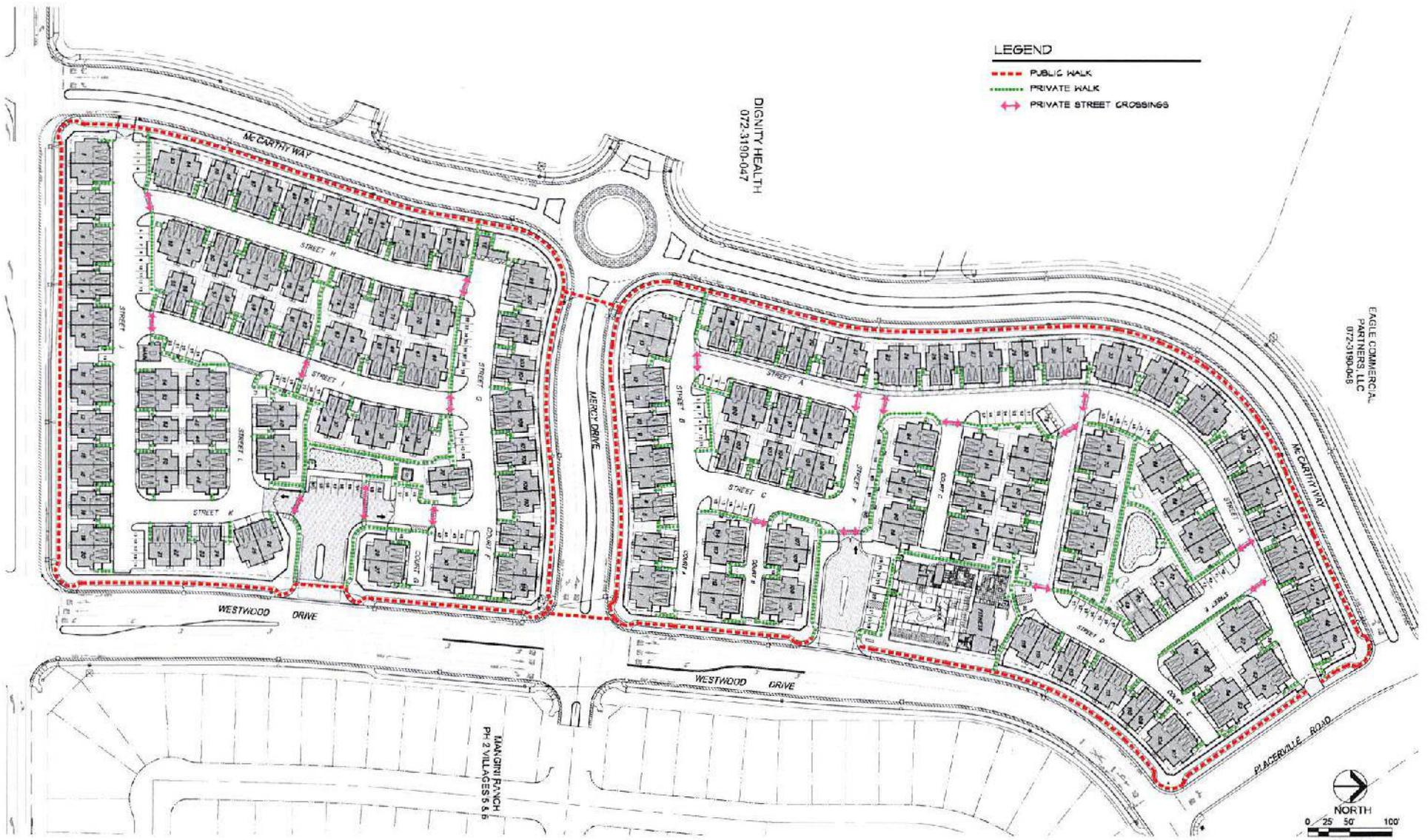
02-01-2023
JOB# 21-004



SITESCAPES
Landscape Architecture & Planning
15400 Airport Way, Suite 100
Culver City, CA 90230
Phone: (310) 344-1212 Fax: (310) 344-1213

Attachment 10

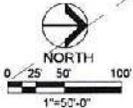
Preliminary Access and Circulation Plan Dated February 1, 2023



LEGEND

- PUBLIC WALK
- PRIVATE WALK
- ↔ PRIVATE STREET CROSSINGS

EAGLE COMMERCIAL PARTNERS, LLC
072-3190-048



FOLSOM RANCH BACKYARD DUPLEXES
 LEWIS MANAGEMENT CORP & EAGLE COMMERCIAL PARTNERS
 1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
 (909) 985-0971

FOLSOM, CA

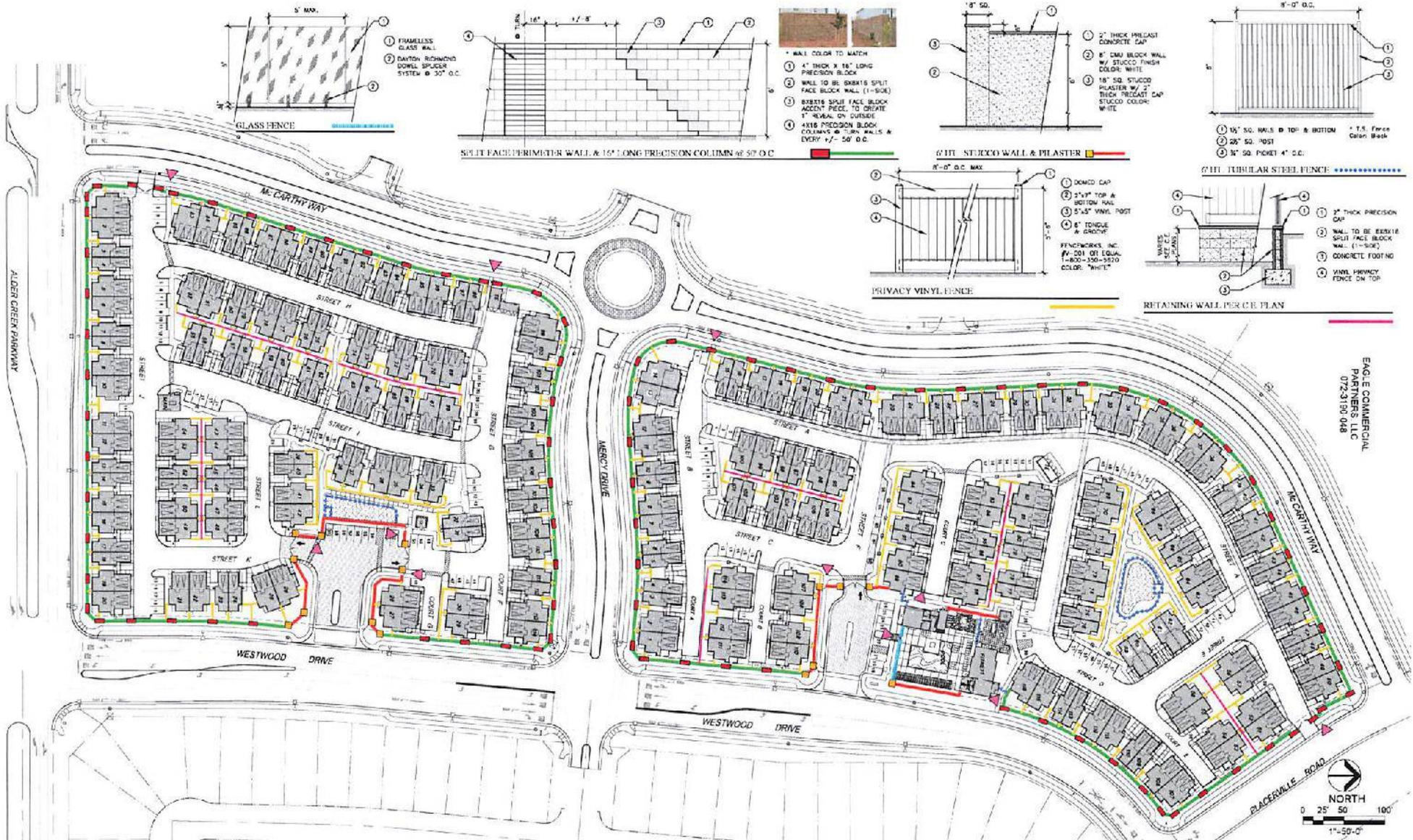
CIRCULATION PLAN **L2**

02-01-2023
JOB# 21-004



Attachment 11

Preliminary Fence and Wall Plan Dated February 1, 2023



FOLSOM RANCH BACKYARD DUPLEXES
 LEWIS MANAGEMENT CORP & EAGLE COMMERCIAL PARTNERS
 1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
 (909) 985-0971

FENCE AND WALL PLAN **L3**

SITE SCAPES
 Landscape Architecture & Planning
 5180-52 Airport Loop Drive
 Costa Mesa, CA 92626
 (714) 441-9870 Fax (714) 210-8140

02-01-2023
 JCB# 21-004

Attachment 12

Preliminary Lighting Plan and Details Dated October-2022



**SUBMITTAL PACKAGE
FOR:**

Prepared by:

**Ryan Cook
ryan@shoppremier.com**

Fine Lighting · Ceiling Fans · Home Decor · Outdoor Furniture · Design and Project Services

SCOTTSDALE
15507 N. Scottsdale
Rd., Suite 140

PHOENIX
2050 S. 16th St.
Suite 111

TUCSON
699 E. Fort
Lowell Rd.

Fine Lighting · Ceiling Fans · Home Decor · Outdoor Furniture · Design and Project Services

WAC LIGHTING

Fixture Type: **LA**

Catalog Number: _____

Project: _____

Location: _____

ACCENT 120V

Landscape Accent Luminaire

Model & Voltage	Color Temp & CRI	Lumens	Finish
○ 5012 120 VAC	○ 3000K 85	100-900	○ BBR Bronze on Brass
	○ 3000K 85	795	○ BK Black on Aluminum
			○ BZ Bronze on Aluminum

Example: 5012-30BBR

DESCRIPTION

Simplicity meets function and durability with this ground breaking patented WAC Landscape Lighting Accent Light. One fixture fits all applications, eliminating the need to choose from dozens of varying beam angles and light outputs found in traditional landscape fixtures. A quick and simple twist of the fixture at indexed intervals allows continuous adjustment of the beam angle to perform the consolidated task of dozens of comparable landscape lights. Factory sealed water tight and IP66 Rated for protection against high-pressure water jets and outdoor elements. Available in a bronze finish with an aluminum construction or with a solid brass construction. Brass may provide enhanced protection against corrosive elements found in coastal/marine environments.

FEATURES

- Adjustable and lockable beam angle
- Integral dimmer
- Includes a detachable shroud
- Factory sealed water-tight fixtures
- Not suitable to use with external dimmers
- Warranty: 5 year, 10 year Finish
- Driver concealed within the fixture
- 5 year warranty

SPECIFICATIONS

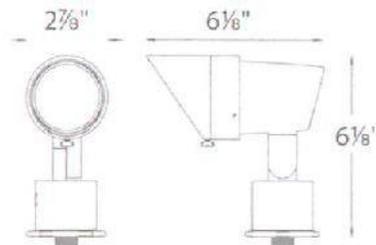
Construction:	Solid die-cast brass, Corrosion resistant aluminum alloy
Power:	3.5-14.5W
Input:	120 VAC, 50/60Hz
Dimming:	Integral Brightness Control
Light Source:	High Output COB LED 3 Step Mac Adam Ellipse
Lens:	Tempered Clear Lens
Rated Life:	45000 Hours
Mounting:	Can be mounted on ceiling or wall in all orientations
Finish:	Enamel Coated Bronze on Brass, Enamel Coated Black on Aluminum, Enamel Coated Bronze on Aluminum
Operating Temp:	-40°F to 122°F (-40°C to 50°C)
Standards:	UL, cUL, Wet Location Listed, IP66



FINISHES



LINE DRAWING

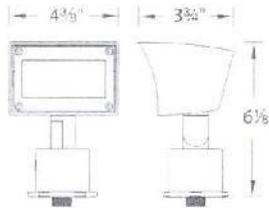
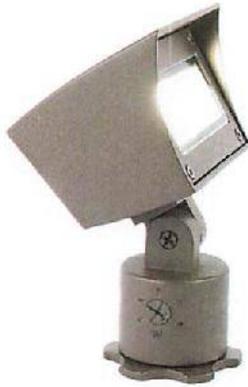


WALL WASH 120V

5022

WAC

LANDSCAPE LIGHTING



Fixture Type: **LB**

Catalog Number:

Project: _____

Location: _____

PRODUCT DESCRIPTION

Landscape Wall Wash luminaire

FEATURES

- A uniform wide distribution wall wash from a small form factor
- Integral dimmer
- IP66 rated, Protected against high-pressure water jets
- Solid diecast brass or corrosion resistant aluminum
- Factory sealed water tight fixtures
- 6' lead wire and wire nuts included
- Maintains constant lumen output against voltage drop
- UL 1598 Listed
- Not suitable to use with external dimmers

SPECIFICATIONS

- Input:** 110V - 120VAC
- Power:** 3.5W to 14.5W
- Brightness:** 95 lm to 855 lm
- Beam Angle:** 15° upward (50° by 80°)
- CRI:** 85
- Rated Life:** 45,000 hours

ORDERING NUMBER

	Color Temp	Finish
5022 Wall wash 120V	30 3000K	BZ Bronze on Aluminum BBR Bronze on Brass

5022-30 _____

Example: **5022-30BBR**

waclighting.com
Phone (800) 526.2588
Fax (800) 526.2585

Headquarters/Eastern Distribution Center
44 Harbor Park Drive
Port Washington, NY 11050

Central Distribution Center
1600 Distribution Ct
Lithia Springs, GA 30122

Western Distribution Center
1750 Archibald Avenue
Ontario, CA 91760



MOUNTING ACCESSORIES

FA-TR TREE RING

TYPE

LD

SPECIFICATIONS

CONSTRUCTION: Aluminum or brass tree ring, 20" or 24" diameter.
Adjustable fixture hubs allow precise placement of fixtures around tree ring
20" Model fits trunk diameter of 6"-11" and accommodates up to 4 fixtures
24" Model fits trunk diameter of 10"-15" and accommodates up to 6 fixtures

Custom 30" Model fits trunk diameter of 18"-22". Consult factory for set up
Custom 36" Model fits trunk diameter of 24"-29". Consult factory for set up

MOUNTING: 4x 3/8" x 6" SS Hex Bolts (to secure to tree trunk)
2x 3/8" x 1.5" SS Hex Bolts (closes ring)
4x or 6x 1/2" NPT fittings (secures up to four or six fixtures)

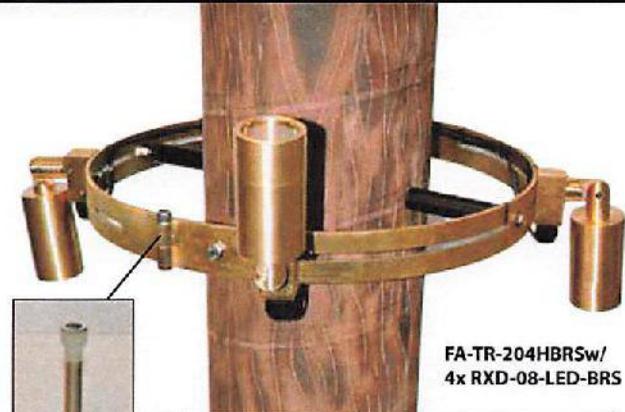
12V TREE RING: One CFA-111 junction box/fixture hub to make 12v wire connections inside for each fixture and 120v LED Driver/Transformer connections if input power to tree ring is 120v.
Additional 12v hubs on tree ring are machined aluminum or brass 1/2"NPS female hubs.
All hubs are horizontally adjustable for precise placement of fixtures around tree ring.

120V TREE RING: All hubs are aluminum or brass 120v FA-111 junction boxes with 1/2"NPS female for fixture mounting.
All hubs are horizontally adjustable for precise placement of fixtures around tree ring.

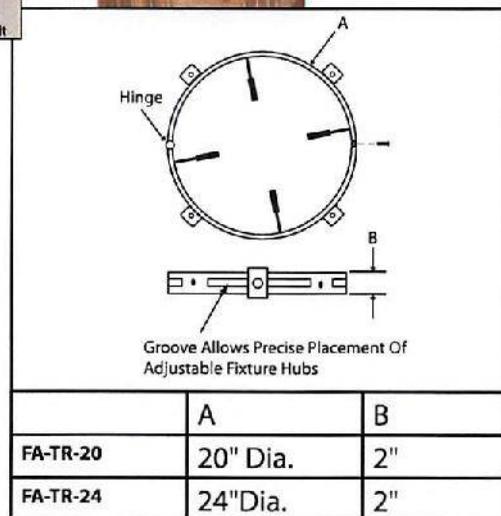
FINISH:
Aluminum - Black Texture (-BLT) or Bronze Texture (-BRT) powder coat
Brass - Unfinished (-BRS) or Acid Rust (-BAR)

Note: All fixtures, LED drivers and transformers sold separately

Tools Required: #8 (5/32) and #4 (3/32) Allen hex key wrench



FA-TR-204HBR5w/
4x RXD-08-LED-BRS



ORDERING INFORMATION

CATALOG NO.	DESCRIPTION	SHIP WEIGHT
12v		
FA-TR-204H-BLT	20" 12v Aluminum Tree ring w/ 4 fixture hubs	5.0 lbs
FA-TR-244H-BLT	24" 12v Aluminum Tree ring w/ 4 fixture hubs	6.0 lbs
FA-TR-204H-BRS	20" 12v Brass Tree ring w/ 4 fixture hubs	5.0 lbs
FA-TR-244H-BRS	24" 12v Brass Tree ring w/ 4 fixture hubs	6.0 lbs
120v		
FA-TR-204H120-BLT	20" 120v Aluminum Tree ring w/ 4 x 120v j-boxes	5.0 lbs.
FA-TR-244H120-BLT	24" 120v Aluminum Tree ring w/ 4 x 120v j-boxes	6.0 lbs
FA-TR-204H120-BRS	20" 120v Brass Tree ring w/ 4 x 120v j-boxes	5.0 lbs
FA-TR-244H120-BRS	24" 120v Brass Tree ring w/ 4 x 120v j-boxes	6.0 lbs

Individual hubs for adding 12v fixtures to a tree ring:
FA-TR-HUB-BLT 12v Aluminum Tree Ring Hub, 1/2"NPS, BLACK TEX
FA-TR-HUB-BRS 12v Brass Tree Ring Hub, 1/2"NPS

Individual J-box for adding 120v fixtures to a tree ring:
FA-TR-JBOX 120v/12v Composite Tree Ring J-Box (CFA-111), 1/2"NPS

Note: All fixtures, drivers & transformers sold separately



LED Drivers & Transformers fit inside
CFA-111 junction box on 12v Tree Ring
(Drivers & Transformers sold separately)

JOB INFORMATION	
Type:	Date:
Job Name:	
Cat. No.:	
Lamp(s):	
Specifier:	
Contractor:	
Notes:	
FOCUS INDUSTRIES INC. 25301 COMMERCENTRE DRIVE LAKE FOREST, CA 92630	
www.focusindustries.com sales@focusindustries.com (949) 830-1350 • FAX (949) 830-3390	

Black Texture (Standard)	Antique Verde	Bronze Texture	Camel	White Texture	Hunter Texture	Rust	Weathered Iron	Weathered Brown	Stucco	Rubbed Verde	Chrome Powder	Acid Rust	Acid Verde	Black Acid Treatment
-BLT	-ATV	-BRT	-CAM	-WTX	-HTX	-RST	-WIR	-WBR	-STU	-RBV	-CPR	-BAR/CAR	-BAV/CAV	-BAT

FA-TR TREE RING Cut Sheet 032416

BRASS & COPPER ONLY



MOUNTING ACCESSORIES FA-TR SERIES TREE RINGS

TYPE

Virtually any Focus directional bullet is compatible with the Focus tree ring, including these popular fixtures



RXD-01 Series



RXD-02 Series



RXD-08 Series



DL-44 Series



DL-22 Series



DL-20 Series



DL-30 Series



DL-21 Series



DL-42/43/45 Series

(Fixtures sold separately)



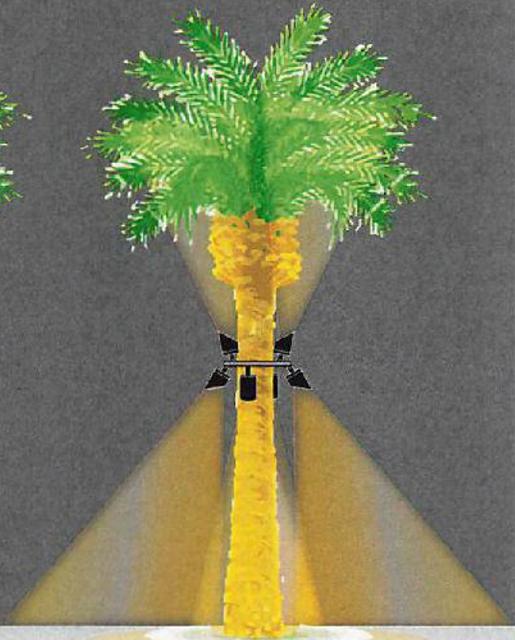
FA-TR SERIES TREE RINGS TYPICAL APPLICATIONS



3 Up
FA-TR-204H-BLT



2 Up / 2 Down
FA-TR-204H-BLT



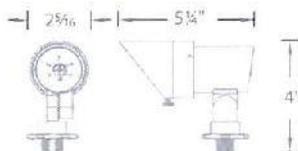
2 Up / 4 Down
FA-TR-206H-BLT

MINI ACCENT 12V

5111

WAC

LANDSCAPE LIGHTING



Fixture Type:

LD

Catalog Number:

Project:

Location:

PRODUCT DESCRIPTION

Landscape mini accent luminaire. One fixture replaces all older halogen landscape accent lights

FEATURES

- Continuously Adjustable Beam Angles. Indexed at 10°, 25°, 40°, 50°
- Continuously Adjustable brightness control. Indexed at 1W, 2W, 4W, 6W, 7W
- Adjustable beam angle
- IP66 rated, Protected against high-pressure water jets
- Includes a detachable shroud
- Solid diecast brass or corrosion resistant aluminum
- Factory sealed water tight fixtures
- Constant output for 9V-15V input
- Can be used as an uplight or downlight
- 2700K or 3000K color temperature
- Mounting stake, detachable shroud, 6' lead wire and direct burial gel filled wire nuts included

SPECIFICATIONS

- Input:** 9-15VAC
- Power:** 1W to 7W / 2VA -10.5VA
- Brightness:** 45 lm to 365 lm
- Beam Angle:** 10° to 50°
- CRI:** 85
- Rated Life:** 70,000 hours

ORDERING NUMBER

	Color Temp	Finish
5111 Mini Accent 12V	27 2700K Warm White	BZ Bronze on Aluminum
	30 3000K Pure White	BBR Bronze on Brass

5111-30_____

Example: 5111-30BBR

wacighting.com
Phone (800) 526.2588
Fax (800) 526.2585

Headquarters/Eastern Distribution Center
44 Harbor Park Drive
Port Washington, NY 11050

Central Distribution Center
1600 Distribution Ct
Lithia Springs, GA 30122

Western Distribution Center
1750 Archibald Avenue
Ontario, CA 91760

GLOBAL CONCEPTS



DESCRIPTION

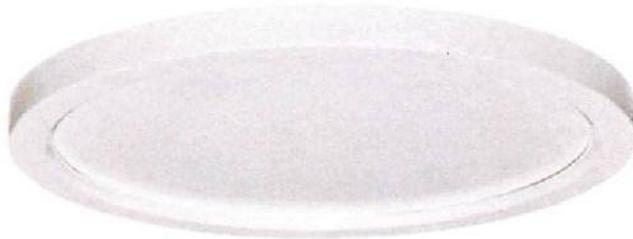
Global has an extensive variety of ceiling lighting including both flush and semi-flush mount that will stylishly focus your room. This includes lighting stylized for spaces such as bedrooms, hallways, laundry and utility rooms, dens, kitchens, closets, bathrooms and/or foyers. Global Concepts can customize the options you want to complete the perfect lighting look. Utilizing Global Concepts flush and semi-flush mount lights adds a unique contrast to the space and delivers exceptional shine.

Type	LE
Project
Comments	

GC-03-092017-1

SPECIFICATIONS

Production Time: 90-120 Days



CONSTRUCTION:
- Ultra Thin

ELECTRICAL:
- 1150LMN
- >90CRI

DIMENSIONS:
- Dia: 6"
- Height: .45"

RATING:



or



ORDERING INFORMATION

LAMPING	VOLTAGE	KELVIN	FINISH	OPTIONS
12wLED 14wLED 18wLED	120v - 120v 277v - 277v MV - 120v-277v	27k - 2700k 30k - 3000k 35k - 3500k	WH - White	
	PS - Please Specify	PS - Please Specify	PS - Please Specify	



Premier Lighting continually engages in research related to product improvement. New materials, production methods and design refinements are introduced into existing products without notice as a routine expression of the philosophy. For this reason any current Premier Lighting product may differ in some respect from its published description and dimension, but will always equal or exceed the original design specifications unless otherwise noted.

Premier Lighting 2030 S. 166 Street, Suite #111, Phoenix AZ 85034
PH: (602) 967-2629 EMAIL: info@shoppremier.com WEB: www.shoppremier.com

GLOBAL CONCEPTS



DESCRIPTION Global Concepts has an extensive variety of wall lights offering an incredible selection from classic-traditional including wall sconces to sleek-modern and contemporary, with every style in between that will stylishly focus your space. Global Concepts Lighting can customize the options you want to complete the perfect lighting look. Utilizing Global Concepts wall lights not only provide illumination and safety, but they also create a unique contrast to the space and delivers exceptional shine.	Type	S1
	Project	
	Comments	

GC-01-103117-1

SPECIFICATIONS

Production Time: 90-120 Days

CONSTRUCTION:

- Designed to cast light in a downward direction
- Dimmable
- Loaded with 90-Degree angles

ELECTRICAL:

- Bulb Base: LED
- Number of bulbs: 1
- Wattage: 10w

DIMENSIONS:

- Height: 7.25"
- Width: 5"
- Depth/Extension: 3.75"

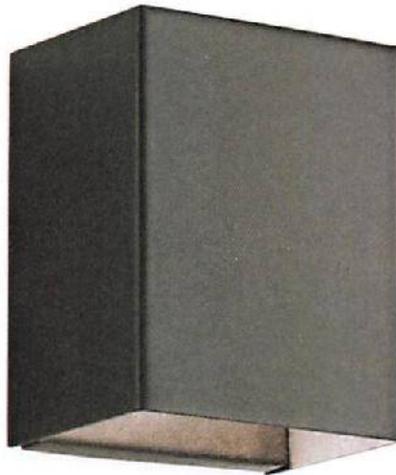
RATING:



OR



Wet Location



ORDERING INFORMATION

LAMPING	VOLTAGE	KELVIN	FINISH	OPTIONS
10wLED	120v - 120v 277v - 277v MV - 120v-277v	27k - 2700k 30k - 3000k 35k - 3500k	BZ - Bronze BK - Black	N/A
	PS - Please Specify	PS - Please Specify	PS - Please Specify	



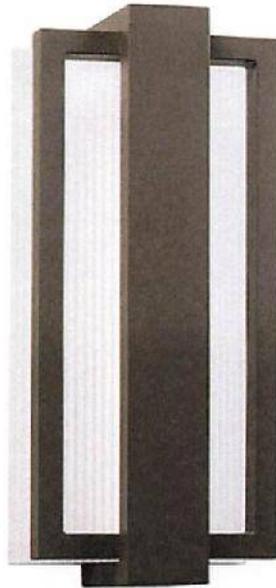
Premier Lighting continually engages in research related to product improvement. New materials, production methods and design refinements are introduced into existing products without notice as a routine expression of the philosophy. For this reason any current Premier Lighting product may differ in some respect from its published description and dimension, but will always equal or exceed the original design specifications unless otherwise noted.

Premier Lighting 2050 S. 16th Street, Suite #111, Phoenix, AZ 85034
PH: (602) 907-2665 EMAIL: info@shoppremier.com WEB: www.shoppremier.com

SEDO COLLECTION

Sedo 12.25" 1 Light LED Wall Light Architectural Bronze

49492AZ (Bronze)



Project Name: _____
 Location: _____
 Type: **S2** _____
 Qty: _____
 Comments: _____

Certifications/Qualifications

Location Rating	Wet
Title 24 Compliant	Yes

Dimensions

Base Backplate	12.25 X 4.00
Chain/Stem Length	0.00"
Weight	4.00 LBS
Extension	4.00"
Height from center of Wall opening (Spec Sheet)	6.25"
Height	12.25"
Width	6.00"

Electrical

Input Voltage	Dual (120/140)V
---------------	-----------------

Mounting/Installation

Interior/Exterior	Exterior
Mounting Style	Wall
Mounting Weight	4.00 LBS

Photometrics

Color Rendering Index	80.00
Color Temperature Range	3000.00
Delivered Lumens	450.00
Delivered Efficacy (Lumens/Watt)	28.00
Kelvin Temperature	3000.00

Primary Lamping

Expected Life Span	40000.00
Lamp Included	Integrated
Light Source	LED
Max or Nominal Watt	16W
# of Bulbs/LED Modules	1

Product/Ordering Information

Finish	Bronze
UPC	783927436038.00

Specifications

Diffuser Description	Clear Polycarbonate
----------------------	---------------------

Kichler
 7711 East Pleasant Valley Road Cleveland, Ohio 44131-8010
 Toll free: 866.558.5706 or kichler.com

Notes:
 1) Information provided is subject to change without notice.
 All values are design or typical values when measured under laboratory conditions.
 2) Incandescent Equivalent: The incandescent equivalent as presented is an approximate number and is for reference only.



Large Post Top or Pier Mount Lantern 1901MT-LED



ITEM NUMBER	1901MT-LED
BRAND	Hinkley Lighting
MATERIAL	Solid Brass
GLASS	Etched Opal
HEIGHT	21.8"
WIDTH	10.0"
LED COLOR TEMP	3000
VOLTAGE	120v
LED LUMENS	2400
WATTAGE	30w LED *Included
TITLE	TWENTYFOUR DEC
CERTIFICATION	C-US Wet Rated

FEATURES AND BENEFITS

- Suitable for use in wet (interior direct splash and outdoor direct rain or sprinkler) locations as defined by NEC and CEC. Meets United States UL Underwriters Laboratories & CSA Canadian Standards Association Product Safety Standards
- Meets California Energy Commission 2016 Title regulations
- For complete warranty information visit [\(hyperlink\)](#)
- 2 year finish warranty
- LED components carry a 5-year limited warranty
- Bold lines and a clean, minimalist style complement contemporary architecture
- Bold and robust dark bronze finish

FINISH	Metro Bronze
--------	--------------

AT HINKLEY, WE EMBRACE THE DESIGN PHILOSOPHY THAT YOU CAN MERGE TOGETHER THE LIGHTING, FURNITURE, ART, COLORS AND ACCESSORIES YOU LOVE INTO A BEAUTIFUL ENVIRONMENT THAT DEFINES YOUR OWN PERSONAL STYLE. WE HOPE YOU WILL BE INSPIRED BY OUR COMMITMENT TO KEEP YOUR 'LIFE AGLOW.'

*life*AGLOW®



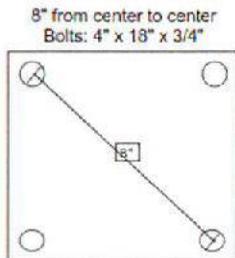
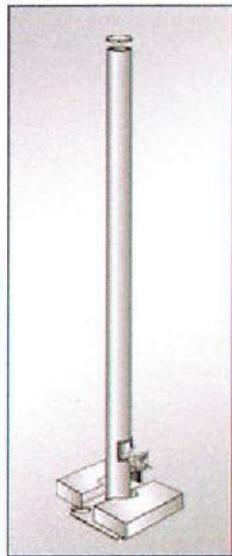
DESCRIPTION
 Global Concepts offers an array of circle and square poles/posts. They are built to withstand harsh environmental conditions, have superior corrosion resistance and optimal strength and durability. Our poles include anchor bolts, full base cover, hand hole, ground lug and top cap – depending on the installation desired. Global Concepts can customize the poles to any desired height.

Type	
Project	
Comments	

RSS-10

SPECIFICATIONS

Production Time: 90-120 Days



CONSTRUCTION:
 - Materials: Steel
 - Thick baked powder coat.
 - GB: Galvanized Dip for portion in direct contact with earth (for NB Option Only) .120
 - Wall Thickness (.12 inches)

DIMENSIONS:
 - Length: 10
 - Width: 3"

RATING:
 or

ORDERING INFORMATION

BASE	FINISH	OPTIONS
SB - Square Base NB - No Base (Direct Burial) PS - Please Specify	DB - Dark Bronze NK - Nickel BZ - Bronze BK - Black CUST - Custom PS - Please Specify	TP - 10 Mil Tape GB - Gal Base

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Premier Lighting 2050 S. 16th Street, Suite #111, Phoenix AZ 85034
 PH: 866-907-2629 EMAIL: info@sheppremier.com WEB: www.sheppremier.com

Oden LED

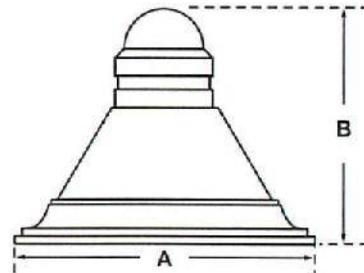
Project Name:

Catalog Number:

Type **Z1**

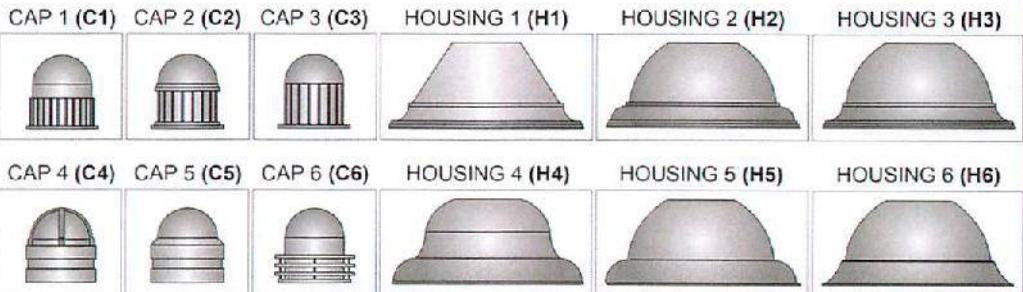


Dimensional Drawings



Fixture	A	B	Max. LEDs	Lbs
ODN-1-L	20"	17½"	48	40
ODN-2-L	25"	22½"	96	53
ODN-3-L	30"	24"	96	74

With six interchangeable caps and spun shade styles, the **Oden - LED** offers architects, designers and engineers endless possibilities for a custom fixture to fit their unique application.



The **Oden - LEDs'** high-quality, durable construction makes it an ideal fixture for any application.

ARCHITECTURAL

Model	Optics	Source	Milliamps	Kelvin	Voltage	Mounting	Finish	Cap/Shade	Options
ODN-1-L	Type I (T1)	# of LEDs 16 (16LC)	350 (3)	3000K *Warm white (3K)	120-277 *Universal voltage (UNV)	Yoke Mount *Slips over 3"OD tenon x 4" tall with special threaded mounting plate. (YM)	Bronze (BZ)	C1 (C1)	Button Type Photocell *Specify voltage (PC120) (PC208) (PC240) (PC277)
	Type II (T2)	32 (32LC)	530 (5)	4000K *Neutral white (4K)	480 (5)	Arm Mount *For size 1 fixture (AM)	Black (BK)	C2 (C2)	
ODN-2-L	Type III (T3)	48 (48LC)	700 (7)	5000K *Cool white (5K)	347 (8)	Arm Mount Large *For size 2 & 3 fixtures (AML)	White (WH)	C3 (C3)	Cutoff Louver System (CLS) 0-10 V Dimming Driver *No controls (DIM) Watt Stopper FSP-211 *Works with FSP-211 (WSC-8) 8" Mounting Height (WSC-20) 9-20" Mounting Height (WSC-40) 21-40" Mounting Height This option will require (1) FSIR 100 remote for programming
	Type IV (T4)	64 (64LC)				Wall Mount (WM)	Sandstone (SN)	C4 (C4)	
	Type V (T5)	80 (80LC)					Weathered Brown (WB)	C5 (C5)	
ODN-3-L	Type VW (T5W)	96 (96LC)					Silver Metallic (SL)	C6 (C6)	
		128 (128LC)					Verdigris (VD)	H1 (H1)	
							Forest Green (FG)	H2 (H2)	
							Custom Color (CC)	H3 (H3)	
								H4 (H4)	
								H5 (H5)	
								H6 (H6)	

For more detailed information on mounting, wiring or installation instructions, please consult factory. If poles are not ordered with fixtures, please specify mounting requirements. This document contains proprietary information of Visionaire Lighting, LLC. Any use of this information requires the written approval of Visionaire Lighting, LLC. In keeping with our TQM policy of continuous improvement, Visionaire reserves the right to change any specifications contained herein without prior notice.

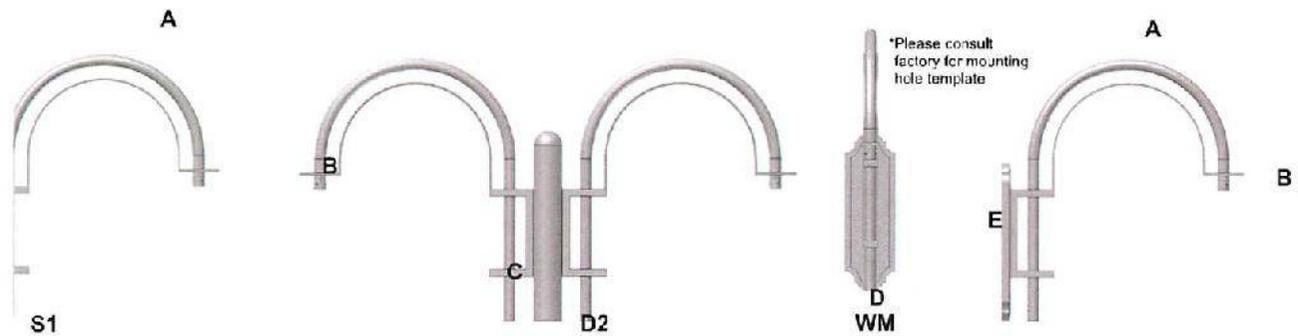


VA102

Project Name:

Catalog Number:

Type



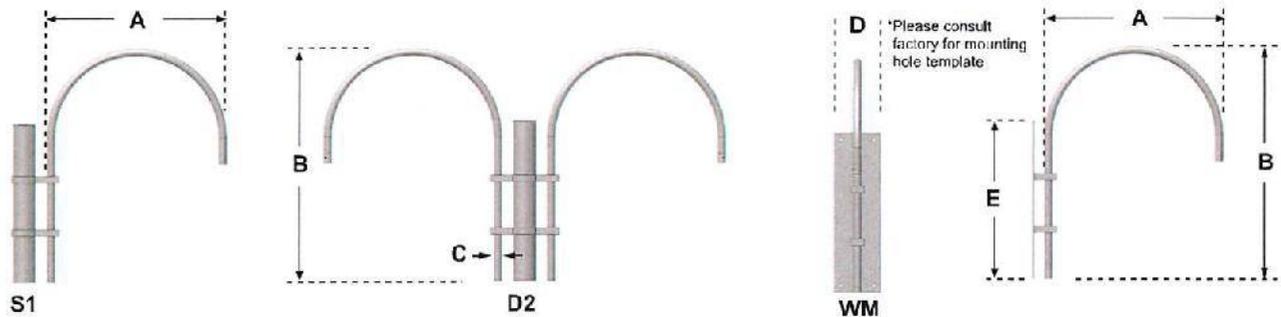
The **VA102-L** and **VA102-M** crook arm dimensions are for standard size 2 or size 3 Architectural luminaires only. **VA102-S** is standard for smaller, size 1 luminaires. Center section of arm will match pole design (i.e. fluted pole = fluted center arm section).

Fixture	A	B	C	D	E	EPA S1	EPA D2	EPA WM
VA102-L	26"	36"	2½" Ø	7"	22"	2.0	3.2	1.4
VA102-M	26"	36"	1¾" Ø	7"	22"	1.6	2.5	1.1
VA102-S	16½"	30"	1¾" Ø	7"	22"	1.3	2.0	1.0

VA102 S1 VA102 D2

Model	Mounting	Pole or Tenon Size	Finish
VA102-L	Single (S1)	3" dia. (3)	Bronze (BZ)
VA102-M	Double (D2)	3½" dia. (3½)	Black (BK)
VA102-S	Wall Mount (WM)	4" dia. (4)	White (WH)
		4½" dia. (4½)	Sandstone (SN)
			Weathered Brown (WB)
			Silver Metallic (SL)
			Verdigris (VG)
			Forest Green (FG)
			Custom Color (CC)

VA103



The **VA103-L** and **VA 103-M** crook arm dimensions are for standard size 2 or size 3 Architectural luminaires only. **VA103-S** is standard for smaller, size 1 luminaires. Center section of arm will match pole design (i.e. fluted pole = fluted center arm section).

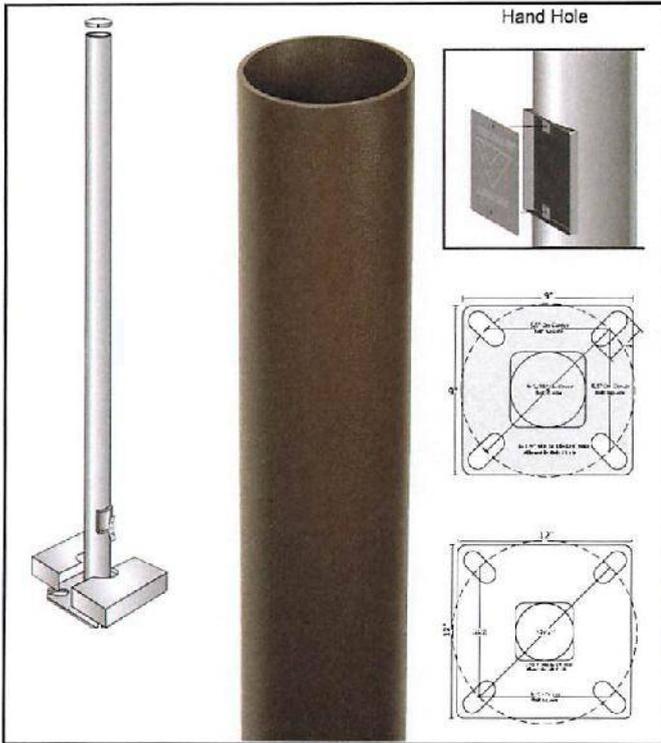
Fixture	A	B	C	D	E	EPA S1	EPA D2	EPA WM
VA103-L	26"	36"	2½" Ø	7"	24"	1.8	3.0	1.2
VA103-M	26"	36"	1¾" Ø	7"	24"	1.4	2.2	.8
VA103-S	16½"	30"	1¾" Ø	7"	20"	1.1	1.7	.7

VA103 S1 VA103 D2

Model	Mounting	Pole or Tenon Size	Finish
VA103-L	Single (S1)	3" dia. (3)	Bronze (BZ)
VA103-M	Double (D2)	3½" dia. (3½)	Black (BK)
VA103-S	Wall Mount (WM)	4" dia. (4)	White (WH)
		4½" dia. (4½)	Sandstone (SN)
			Weathered Brown (WB)
			Silver Metallic (SL)
			Verdigris (VG)
			Forest Green (FG)
			Custom Color (CC)

13645 Rancho May Rancho Dominguez, CA 90220
 Tel: (310) 612-6480 Fax: (310) 612-6486
 www.visionairlighting.com

RNTS Specifications



Project Name: _____

Catalog Number: _____

Type: _____

Round Non Tapered Steel Pole

Pole Shaft:

• ASTM A500 Grade A1 tubing with minimum yield strength of 45,000 PSI. Shaft is furnished with ground lug inside pole, opposite hand hole opening. Center line of hand hole is 12" from base plate.

Base Plate

• Steel Plate base is ASTM-A56 hot rolled steel, meets or exceeds minimum yield strength of 36,000 PSI.
• Base templates provided with order. Do not pre-pour.

Base Cover

• Die-formed from heavy gauge quality aluminum. Two piece cover for easy installation.
• Consult factory for DCB bolt circle info.

Pole Cap

• Color-impregnated polymer snap-to-close pole cap provided in black.

Finish

• All poles are shot-blasted and cleaned to a near-white finish prior to painting. A Qual-Guard® textured thermoseal polyester powder coat is then applied to a minimum of 3 millimeters and then oven-baked at a temperature of 400 °F to promote exceptional adhesion and finish hardness. Pole finish is warranted for a full two (2) years. An optional five (5) year extended warranty is also available (primo coat and rust-inhibiting internal coating).

Anchor Bolts

• Poles are provided with hot-dip galvanized anchor bolts, with a "J" bend on one end and two flat hex bolts end and two flat washers per bolt. Anchor bolts meet or exceed a minimum of 36,000 PSI. Anchor bolts conform to ASTM F1554 grade 36 and are provided.

Ordering Information

MODEL	SHAFT SIZE	GAUGE	HEIGHT	BASE	ANCHORAGE	MOUNTING	FINISH	OPTIONS						
RNTS Round Non Tapered Steel Pole	4R 4" Ø	11	10'	9BC 9" Base 9-3/16" BC	343 3/4" x 3/8"	Bolt-On Arm	BZ Bronze	GFI GFI Receptacle *Standard location is in hand hole						
			12'						S1 Single	BK Black				
			14'								D2 Double 180°	SBK Smooth Black		
			16'										D9 Double 90°	WH White
			18'											
20'	T1 Triple 120°	GP Graphite	CUP Coupling *Specify size and location											
4R 4" Ø				11	22'	12BC 12" Base 12-3/4" BC	136 1" x 3/8"	QD Quad	SL Silver Metallic	RBC Round Base Cover				
					25'						GN Tennis Green	HCR Rust-inhibiting Internal Coating & Primer		
					28'								FG Forest Green	Direct Burial
5R 5" Ø				11	20'	12BC 12" Base 12-3/4" BC	136 1" x 3/8"	T236R 2 3/8"	CC Custom Color	CUP_S_L_L Direct Burial Coupling *Specify Size and Location CUP_Sxx_L-xx, "xx" = 1/2" or 3/4" "xx" = feet from bottom of pole				
	22'	VD Verdigris	WB Weathered Brown											
	25'				T3R 3"						GAL Galvanized *no print			
6R 6" Ø	7	28'	12BC 12" Base 12-3/4" BC	136 1" x 3/8"		T3.5R 3 1/2"	XX+GAL Powder Coat Paint Over Galvanized	HHC_C_L_L Hand Hole *Specify Size and Location HHC_Cxx_L-xx, "xx" = Y for yes, or N for no "xx" = feet from bottom of pole Hand						
		30'			T4R 4"									
		35'												
				CBC Custom Bolt Circle *Consult Factory										
				Direct Burial *Consult Factory Note: CUP and/or HHC Options Required										

Pole EPA for Round Non-Tapered Steel Poles												
Pole Height	Maximum Allowable EPA (ft ²) with 1.3 gust factor							O.D.	Pole Gauge	Base Plate	Bolt Circle	Anchor Bolts
	80 mph	90 mph	100 mph	110 mph	120 mph	130 mph	140 mph					
10'	17.5	13.4	10.7	8.6	7.0	5.9	4.7	4"	11	9"sq x ¼"	9- 3/16"	¾" x 30"
12'	14.0	10.7	8.3	6.7	5.3	4.5	3.4	4"	11	9"sq x ¼"	9- 3/16"	¾" x 30"
14'	11.5	8.7	6.7	5.2	4.0	3.4	2.4	4"	11	9"sq x ¼"	9- 3/16"	¾" x 30"
16'	9.0	6.6	5.0	3.7	2.8	2.4	1.5	4"	11	9"sq x ¼"	9- 3/16"	¾" x 30"
18'	7.3	5.2	3.8	2.7	1.8	1.5	-	4"	11	9"sq x ¼"	9- 3/16"	¾" x 30"
20'	6.1	4.2	2.9	1.9	1.2	1.0	-	4"	11	9"sq x ¼"	9- 3/16"	¾" x 30"
20'	9.9	7.2	5.3	3.9	2.8	2.4	1.6	4"	7	9"sq x ¼"	9- 3/16"	¾" x 30"
20'	10.6	7.5	5.5	3.9	2.7	2.3	1.1	5"	11	12"sq x 1"	12-3/4"	1" x 36"
20'	16.8	13.2	9.5	7.2	5.5	4.6	3.1	5"	7	12"sq x 1"	12-3/4"	1" x 36"
22'	4.6	3.0	1.8	1.0	-	-	-	4"	11	12"sq x 1"	12-3/4"	1" x 36"
22'	7.9	5.6	4.0	2.7	1.8	1.5	-	4"	7	12"sq x 1"	12-3/4"	1" x 36"
22'	8.2	5.7	3.9	2.5	1.5	1.3	-	5"	11	12"sq x 1"	12-3/4"	1" x 36"
22'	13.6	9.9	7.4	5.4	3.9	3.3	1.8	5"	7	12"sq x 1"	12-3/4"	1" x 36"
25'	3.2	1.8	-	-	-	-	-	4"	11	12"sq x 1"	12-3/4"	1" x 36"
25'	6.2	4.1	2.7	1.7	-	-	-	4"	7	12"sq x 1"	12-3/4"	1" x 36"
25'	6.3	4.0	2.5	1.2	-	-	-	5"	11	12"sq x 1"	12-3/4"	1" x 36"
25'	11.0	7.7	5.5	3.7	2.5	2.1	-	5"	7	12"sq x 1"	12-3/4"	1" x 36"
28'	4.4	2.4	1.1	-	-	-	-	4"	7	12"sq x 1"	12-3/4"	1" x 36"
28'	4.3	2.3	1.0	-	-	-	-	5"	11	12"sq x 1"	12-3/4"	1" x 36"
28'	8.4	5.6	3.6	2.2	1.0	0.9	-	5"	7	12"sq x 1"	12-3/4"	1" x 36"
28'	7.6	4.7	2.7	1.2	-	-	-	6"	11	12"sq x 1"	12-3/4"	1" x 36"
28'	13.7	9.5	6.6	4.5	2.8	2.4	-	6"	7	12"sq x 1"	12-3/4"	1" x 36"
30'	3.3	1.5	-	-	-	-	-	5"	11	12"sq x 1"	12-3/4"	1" x 36"
30'	7.2	4.6	2.8	1.3	-	-	-	5"	7	12"sq x 1"	12-3/4"	1" x 36"
30'	6.3	3.7	1.7	-	-	-	-	6"	11	12"sq x 1"	12-3/4"	1" x 36"
30'	12.0	8.2	5.5	3.3	1.8	1.5	-	6"	7	12"sq x 1"	12-3/4"	1" x 36"
35'	4.2	2.1	-	-	-	-	-	5"	7	12"sq x 1"	12-3/4"	1" x 36"
35'	7.8	4.7	2.4	-	-	-	-	6"	7	12"sq x 1"	12-3/4"	1" x 36"

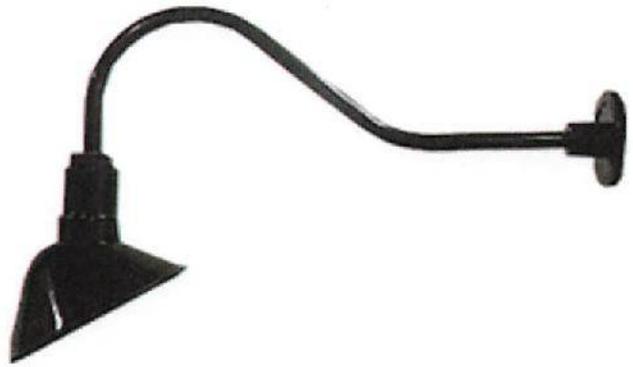
For Direct Burial EPA, consult factory

· CAUTION: If any additional stress such as flags, banners, streamers, ropes, or any other such items are added to poles, Visionaire Lighting's normal product guarantee is null and void. Additionally, adding such items to any pole may create severely hazardous conditions. Poles are calculated to withstand steady wind velocities of between 70 and 100 mph wind zones with a 1.3 gust factor depending on height, wall thickness, and width/ diameter. For an exact rating on a specific order, contact Visionaire directly.

DESCRIPTION Global Concepts has an extensive variety of wall lights offering an incredible selection from classic-traditional including wall sconces to sleek-modern and contemporary, with every style in between that will stylishly focus your space. Global Concepts can customize the options you want to complete the perfect lighting look. Utilizing Global Concepts wall lights not only provide illumination and safety, but they also create a unique contrast to the space and delivers exceptional	Type	Z4
	Project	
	Comments	

GC-01-042319-1

SPECIFICATIONS
Production Time: 90-120 Days



CONSTRUCTION:
- Steel construction

ELECTRICAL:
- 1800lmns

DIMENSIONS:
- Reflector: 11"
- Gooseneck: 1/2" x 18"L
- Overall Extension: 20 5/8"
- Height: 10.25"

RATING:
 or 

ORDERING INFORMATION

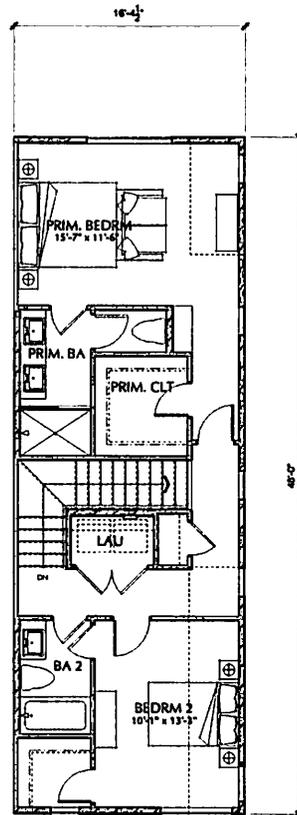
LAMPING	VOLTAGE	KELVIN	FINISH	OPTIONS
15WLED	120v - 120v 277v - 277v MV - 120v-277v	27k - 2700k 30k - 3000k 35k - 3500k	BN - Brushed Nickel WH - White BK - Black BZ - Bronze	
	PS - Please Specify	PS - Please Specify	PS - Please Specify	

 Premier Lighting continually engages in research related to product improvement. New materials, production methods and design refinements are introduced into existing products without notice as a routine expression of the philosophy. For this reason any current Premier Lighting product may differ in some respect from its published description and dimension, but will always equal or exceed the original design specifications unless otherwise noted.

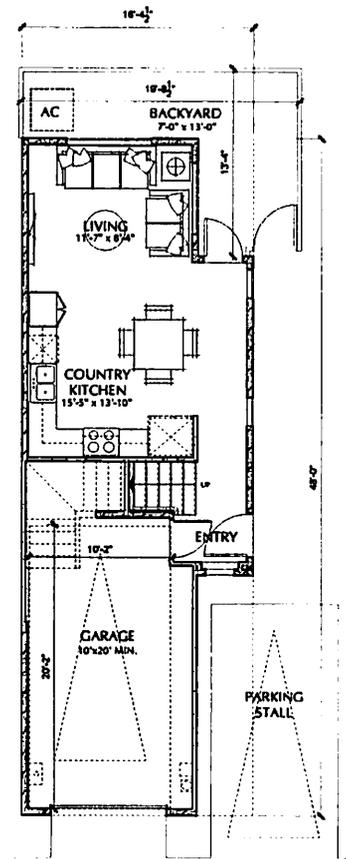
Premier Lighting 2030 S. 16th Street, Suite #111, Phoenix AZ 85034
PH: (602) 907-0609 EMAIL: info@shoppremier.com WEB: www.shoppremier.com

Attachment 13

Building Elevations and Floor Plans Dated February 2, 2023



SECOND FLOOR



FIRST FLOOR

PLAN 1
1,175 SF RENTABLE AREA
2 BED, 2.5 BA

FOLSOM RANCH RENTAL COMMUNITY FOLSOM, CA
LEWIS MANAGEMENT CORP & EAGLE COMMERCIAL PARTNERS
 1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
 PHONE: (909) 985-0971

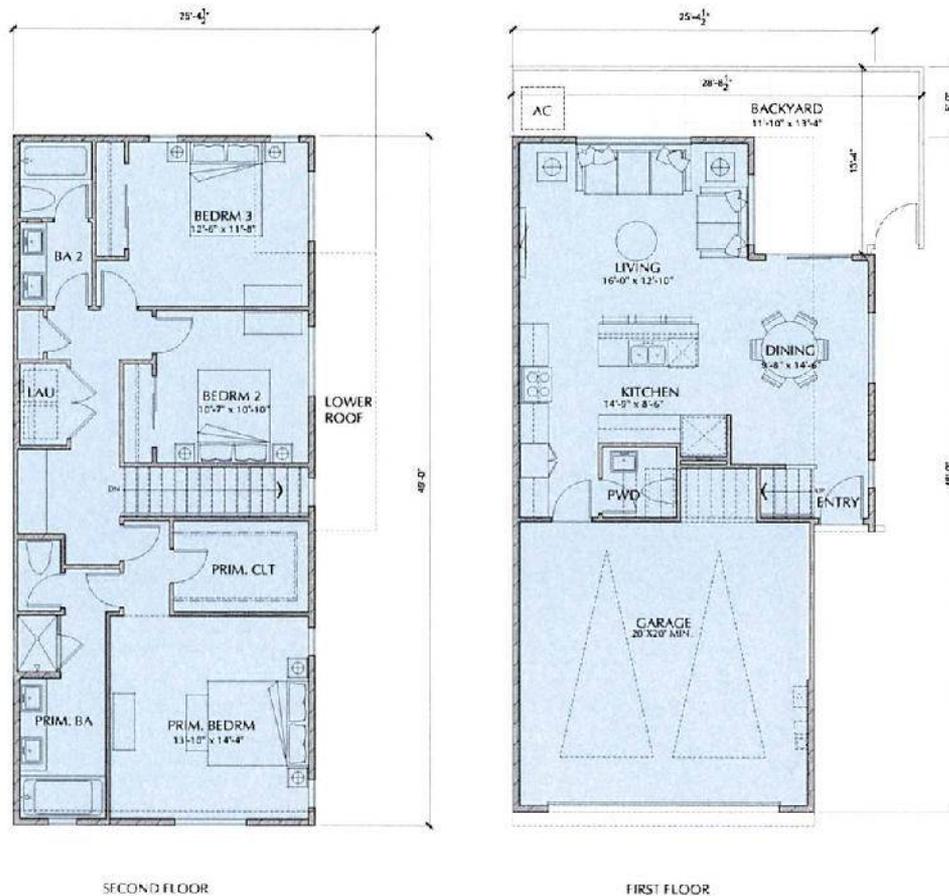


A.2.1

ANGELENO ASSOCIATES, INC.
 147 E. CITY PLACE DR., SANTA ANA, CA 92705
 PHONE: (714) 285-1888

02.02.23
 JOB: 2204





PLAN 3
1,611 SF RENTABLE AREA
3 BED, 2.5 BA



A.2.2

A.2.2

UNIT PLAN 3

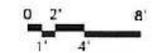
FOLSOM RANCH RENTAL COMMUNITY FOLSOM, CA
LEWIS MANAGEMENT CORP & EAGLE COMMERCIAL PARTNERS
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR., SANTA ANA, CA 92705 02.02.23
PHONE: (714) 285-1888 JOB: 2204





PLAN 3X
1,627 SF RENTABLE AREA
3 BED, 2.5 BA



UNIT PLAN 3X

A.2.3

FOLSOM RANCH RENTAL COMMUNITY FOLSOM, CA
LEWIS MANAGEMENT CORP & EAGLE COMMERCIAL PARTNERS
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

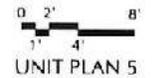
ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR., SANTA ANA, CA 92705
PHONE: (714) 285-1888
02.02.23
JOB: 2204





PLAN 5
 1,829 SF RENTABLE AREA
 3 BED, 3 BA, LOFT

FOLSOM RANCH RENTAL COMMUNITY FOLSOM, CA
 LEWIS MANAGEMENT CORP & EAGLE COMMERCIAL PARTNERS
 1155 N. MOUNTAIN AVENUE, UPLAND CA 91786
 PHONE: (909) 985-0971

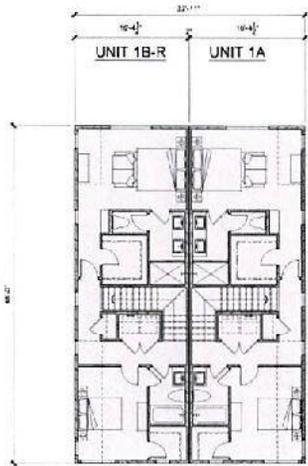


A.2.4

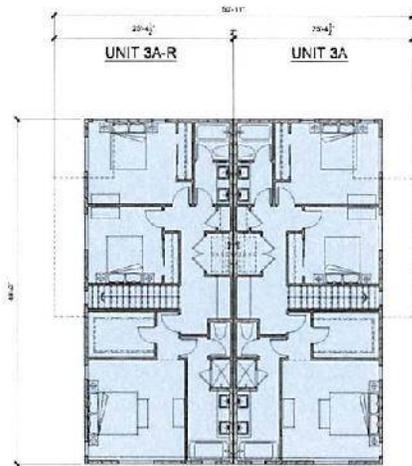
UNIT PLAN 5

ANGELINO ASSOCIATES, INC.
 147 E. CITY PLACE DR., SANTA ANA, CA 92705 02.02.23
 PHONE: (714) 285-1888 JOB: 2204

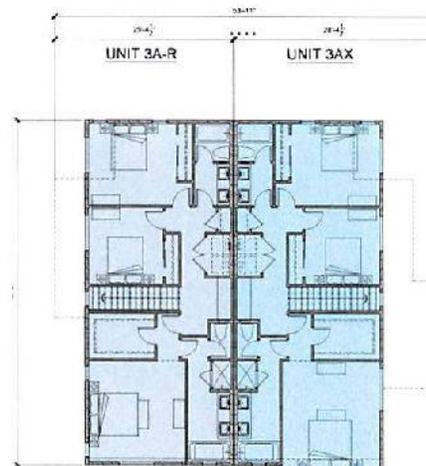




SECOND FLOOR



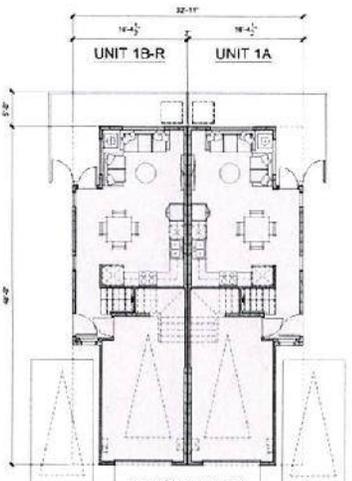
SECOND FLOOR



SECOND FLOOR



SECOND FLOOR



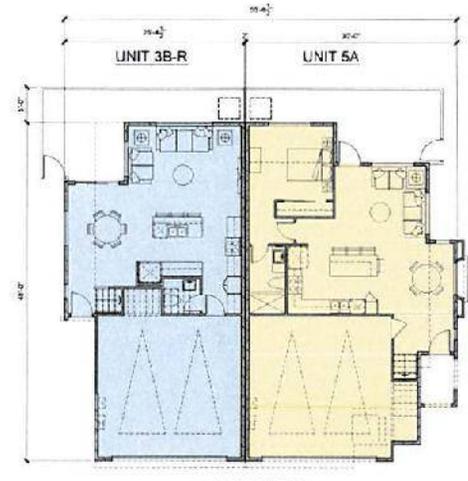
2,336 SF RENTABLE AREA
FIRST FLOOR
BUILDING 1



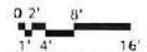
1,227 SF RENTABLE AREA
FIRST FLOOR
BUILDING 3



1,228 SF RENTABLE AREA
FIRST FLOOR
BUILDING 3X



1,440 SF RENTABLE AREA
FIRST FLOOR
BUILDING 5



FOLSOM RANCH RENTAL COMMUNITY FOLSOM, CA
LEWIS MANAGEMENT CORP & EAGLE COMMERCIAL PARTNERS
 1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
 PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
 147 E. CITY PLACE DR., SANTA ANA, CA 92705
 PHONE: (714) 285-1888

02.02.23
 JOB: 2204

A.2.5

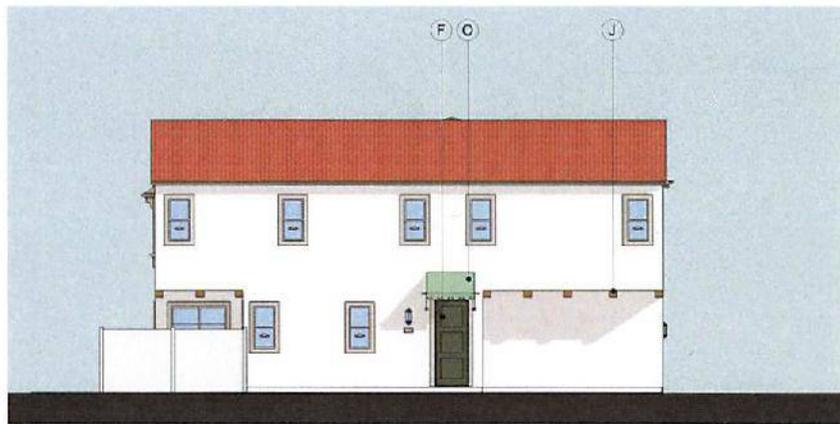




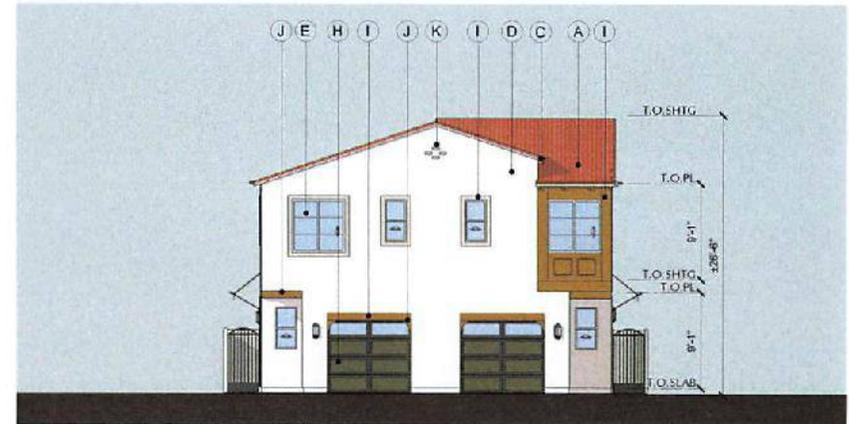
RIGHT ELEVATION



REAR ELEVATION



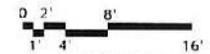
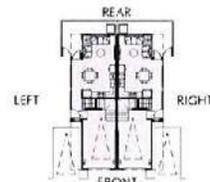
LEFT ELEVATION



FRONT ELEVATION

LEGEND

- A - 3/4" TILE CONCRETE ROOF
- C - FOAM RAFTER TAILS
- D - 8" VCCD
- E - UPVIL WINDOW
- F - COMPOSITE ENTRY DOOR
- H - PANELLED SECTIONAL GAR. DOOR
- I - STUCCO WRAPPED CAM TRIM
- J - 8" VCCD WRAPPED CAM CORNICE
- K - DECORATIVE CABLE VENT
- O - METAL AWNING



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 LEWIS MANAGEMENT CORP & EAGLE COMMERCIAL PARTNERS
 1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
 PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
 147 E. CITY PLACE DR., SANTA ANA, CA 92705 02.02.23
 PHONE: (714) 285-1888 JOB: 2204

A.3.1





RIGHT ELEVATION



REAR ELEVATION



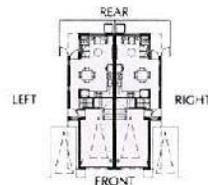
LEFT ELEVATION



FRONT ELEVATION

LEGEND

- A - 8" TILE CONCRETE ROOF
- B - 7" FOAM SAE
- D - STUCCO
- E - VINYL WINDOW
- F - COMPOSITE ENTRY DOOR
- H - PANELED SECTIONAL GAR. DOOR
- I - STUCCO WRAPPED FOAM FRIM
- J - STUCCO WRAPPED FOAM CORNICE
- K - DECORATIVE GABLE VENT
- L - STUCCO WRAPPED FOAM HOOD
- M - STUCCO WRAPPED HOT SHELF



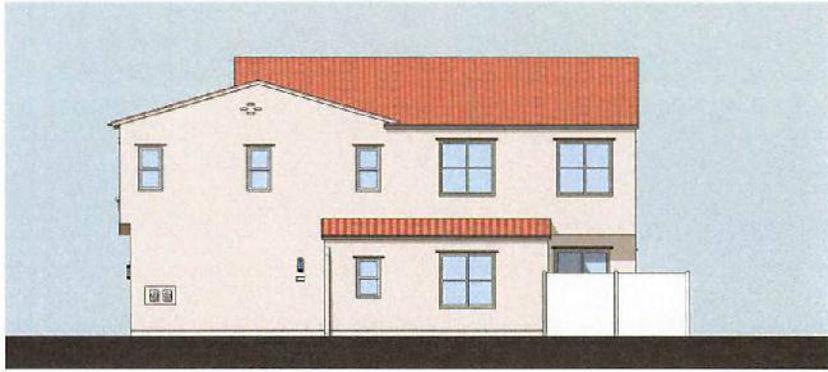
FOLSOM RANCH RENTAL COMMUNITY FOLSOM, CA
LEWIS MANAGEMENT CORP & EAGLE COMMERCIAL PARTNERS
 1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
 PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
 147 E. CITY PLACE DR., SANTA ANA, CA 92705
 PHONE: (714) 265-1888

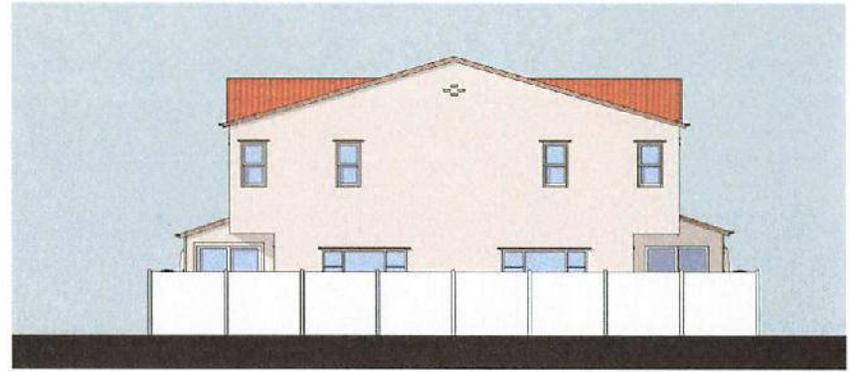
BUILDING 1
ELEVATION 1C A.3.2



02.02.23
 JOB: 2204



RIGHT ELEVATION



REAR ELEVATION



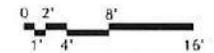
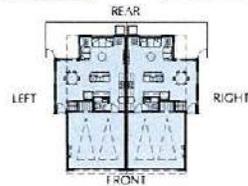
LEFT ELEVATION



FRONT ELEVATION

LEGEND

- A. 18" TILE CONCRETE ROOF
- B. FORM RAFTER TAILS
- C. STUCCO
- D. VINYL WINDOW
- E. COMPOSITE ENTRY DOOR
- F. PANEL SECTIONAL GARBAGE DOOR
- G. STUCCO WRAPPED FORM HOOD
- H. STUCCO WRAPPED FORM HOOD
- I. STUCCO WRAPPED FORM HOOD
- J. STUCCO WRAPPED FORM HOOD
- K. DECORATIVE CABLE VENT
- L. STUCCO WRAPPED FORM HOOD



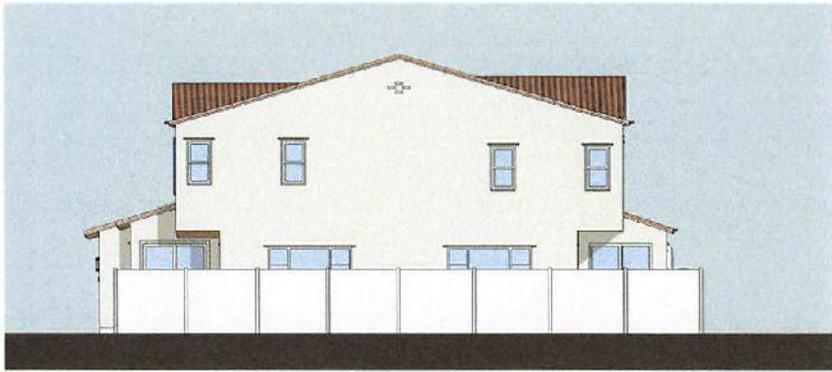
FOLSOM RANCH RENTAL COMMUNITY FOLSOM, CA
LEWIS MANAGEMENT CORP & EAGLE COMMERCIAL PARTNERS
 1156 N. MOUNTAIN AVENUE, LIPLAND CA 91786
 PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
 147 E. CITY PLACE DR., SANTA ANA, CA 92705
 PHONE: (714) 285-1888

**BUILDING 3
 ELEVATION 3A** A.3.3



02.02.23
 JOB: 2204



REAR ELEVATION



LEFT ELEVATION



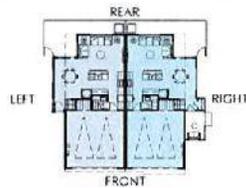
FRONT ELEVATION



RIGHT ELEVATION

LEGEND

- A- 30" TILES CONCRETE ROOF
- C- FORM RAFTER TAILS
- D- STUCCO
- E- WHITE WINDOW
- F- COMPOSITE ENTRY DOOR
- G- COMPOSITE SHUTTERS
- H- PAINEED SECTIONAL GARL DOOR
- I- STUCCO WRAPPED JAM TRIM
- J- STUCCO WRAPPED JAM DOOR
- K- DECORATIVE CABLE VENT

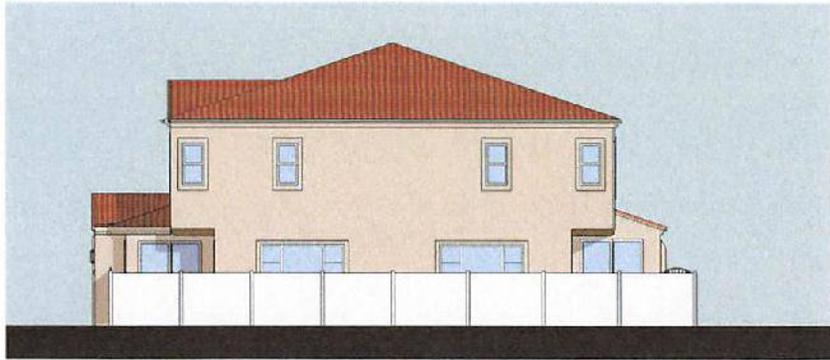


FOLSOM RANCH RENTAL COMMUNITY FOLSOM, CA
LEWIS MANAGEMENT CORP & EAGLE COMMERCIAL PARTNERS
 1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
 PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
 147 E. CITY PLACE DR., SANTA ANA, CA 92705 02.02.23
 PHONE: (714) 285-1888 JOB: 2204

A.3.5





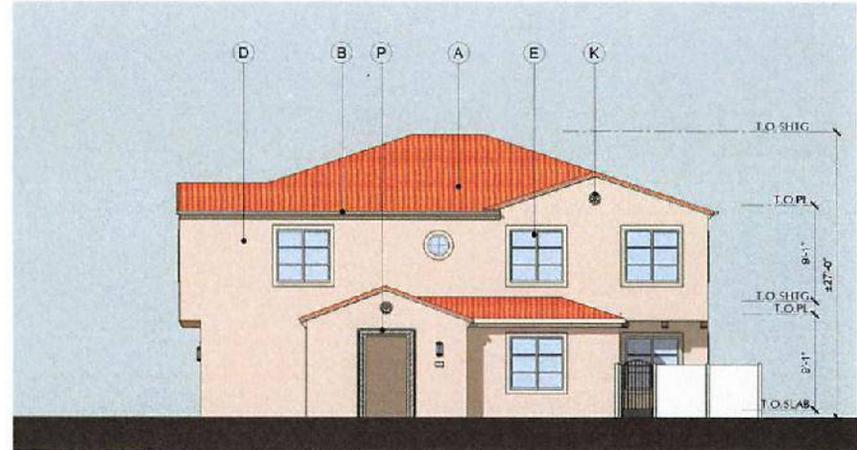
REAR ELEVATION



LEFT ELEVATION



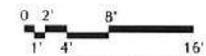
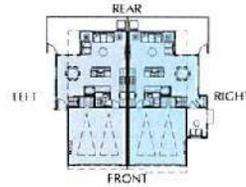
FRONT ELEVATION



RIGHT ELEVATION

LEGEND

- A.- 9" TILE CONCRETE ROOF
- B.- 7" FOAM SANG
- D.- STUCCO
- E.- VINYL WINDOW
- F.- COMPOSITE ENTRY DOOR
- H.- PANELED SECTIONAL CAR DOOR
- I.- STUCCO WRAPPED FOAM ROOF
- J.- STUCCO WRAPPED FOAM ROOF
- K.- DECORATIVE CABLE VENT
- L.- STUCCO WRAPPED FOAM HOOD
- P.- DECORATIVE TILE INSET



BUILDING 3X
ELEVATION 3XB

A.3.6

FOLSOM RANCH RENTAL COMMUNITY FOLSOM, CA
LEWIS MANAGEMENT CORP & EAGLE COMMERCIAL PARTNERS
 1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
 PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
 147 E. CITY PLACE DR., SANTA ANA, CA 92705 02.02.23
 PHONE: (714) 285-1888 JOB: 2204





REAR ELEVATION



LEFT ELEVATION



FRONT ELEVATION



RIGHT ELEVATION

LEGEND

- A- 1/2" TILE CONCRETE ROOF
- C- FOAM RAFTER TAILS
- D- STUCCO
- E- VINYL WINDOW
- F- COMPOSITE FIBER DOOR
- H- PANELED SECTIONAL CAR DOOR
- I- STUCCO WRAPPED FOAM TRIM
- J- STUCCO WRAPPED FOAM CORNER
- K- DECORATIVE CABLE VENT
- M- STUCCO WRAPPED POST SHELF
- O- METAL FINISH
- V- ULTRAVIOLET INHIBIT
- W- DECORATIVE METAL GRILL



FOLSOM RANCH RENTAL COMMUNITY FOLSOM, CA
LEWIS MANAGEMENT CORP & EAGLE COMMERCIAL PARTNERS
 1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
 PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
 147 E. CITY PLACE DR., SANTA ANA, CA 92705
 PHONE: (714) 285-1888

**BUILDING 5
 ELEVATION 5A**

A.3.7

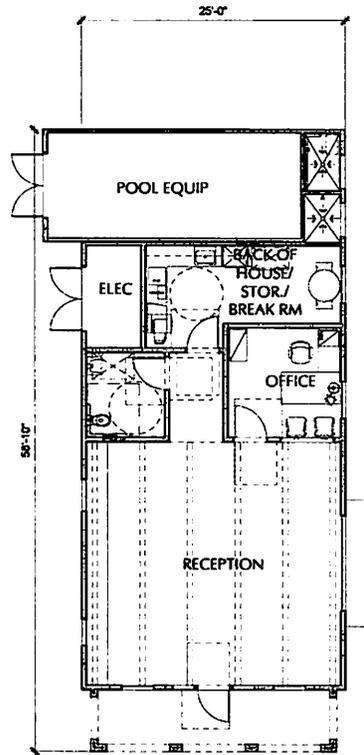




FOLSOM RANCH RENTAL COMMUNITY FOLSOM, CA
LEWIS MANAGEMENT CORP & EAGLE COMMERCIAL PARTNERS
 1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
 PHONE: (909) 985-0971

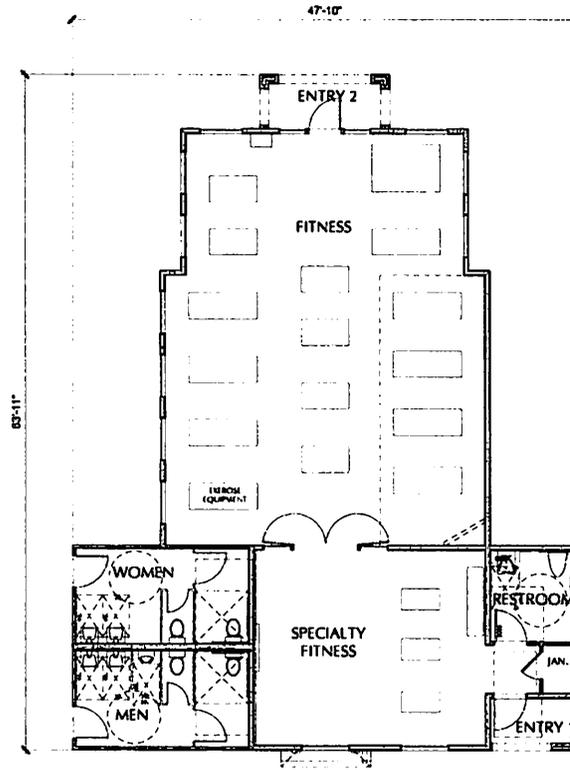
STREET SCENE ELEVATIONS
 ANGELENO ASSOCIATES, INC.
 147 E. CITY PLACE DR., SANTA ANA, CA 92705 02.02.23
 PHONE: (714) 285-1888 JOB: 2204





1,026 SF CONDITIONED + 198 SF UNCONDITIONED

LEASING BUILDING



1,742 SF CONDITIONED + 320 SF RESTROOMS

FITNESS BUILDING

FOLSOM RANCH RENTAL COMMUNITY FOLSOM, CA
LEWIS MANAGEMENT CORP & EAGLE COMMERCIAL PARTNERS
 1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
 PHONE: (909) 985-0971

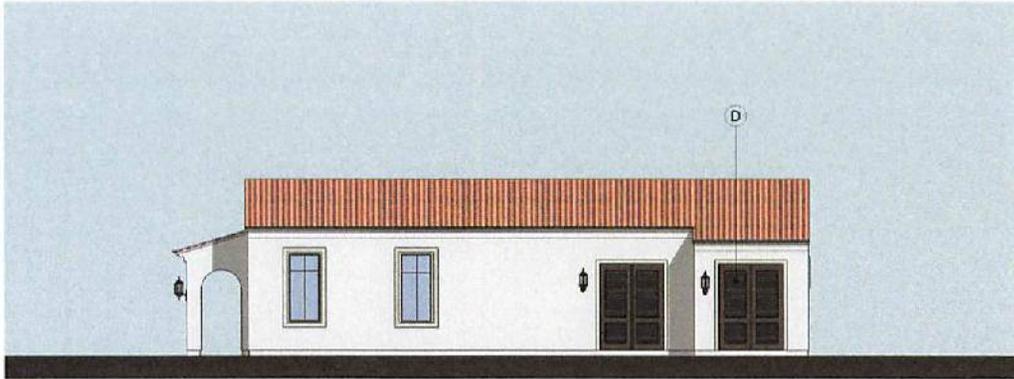
LEASING & FITNESS BUILDING
 FLOOR PLANS

A.4.1

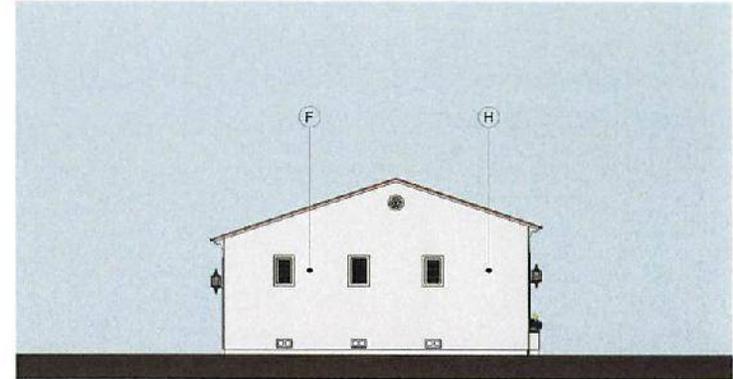
ANGELENO ASSOCIATES, INC.
 147 E. CITY PLACE DR., SANTA ANA, CA 92705
 PHONE: (714) 285-1888

02.02.23
 JOB: 2204





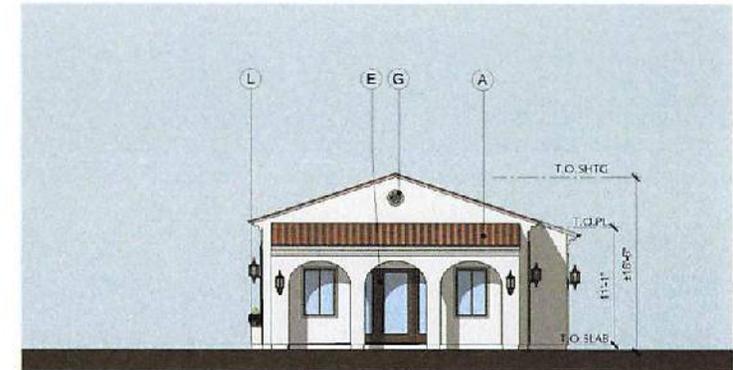
RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION



FRONT ELEVATION

- LEGEND
- A- 12" TILE CONCRETE ROOF
 - B- 12" STAFF EAVE
 - C- STUCCO
 - D- COMPOSITE LOUVER DOOR
 - E- COMPOSITE ENTRY DOOR
 - F- COMPOSITE LOUVER VENT
 - G- DECORATIVE DABLE VENT
 - H- CLAY TILES
 - I- TERRAZZO TILE
 - J- STUCCO WRAPPED FIBER TRIM
 - K- DECORATIVE SHUTTER



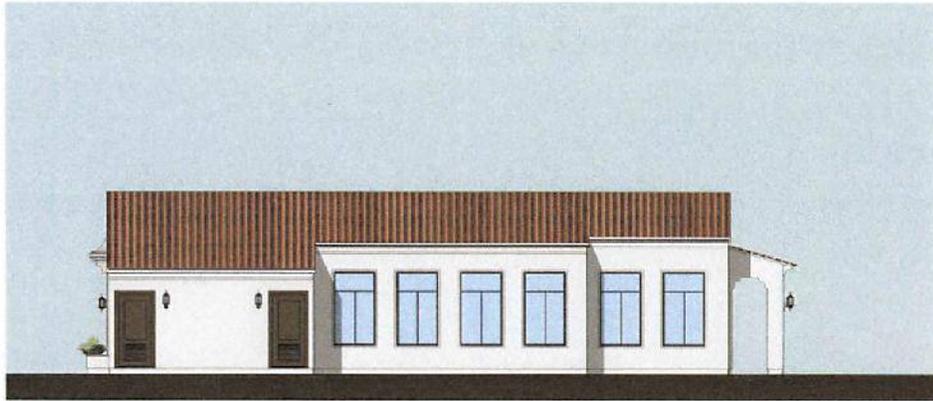
LEASING BUILDING ELEVATIONS

A.4.2

FOLSOM RANCH RENTAL COMMUNITY FOLSOM, CA
 LEWIS MANAGEMENT CORP & EAGLE COMMERCIAL PARTNERS
 1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
 PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
 147 E. CITY PLACE DR., SANTA ANA, CA 92705 02.02.23
 PHONE: (714) 285-1888 JOB: 2204

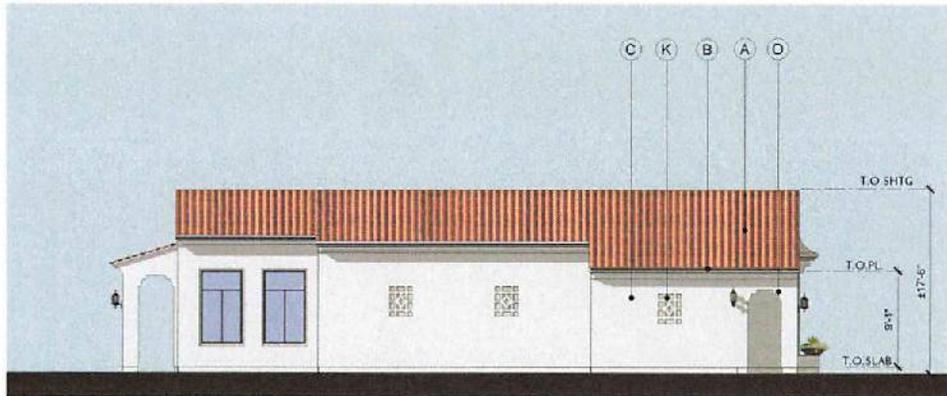




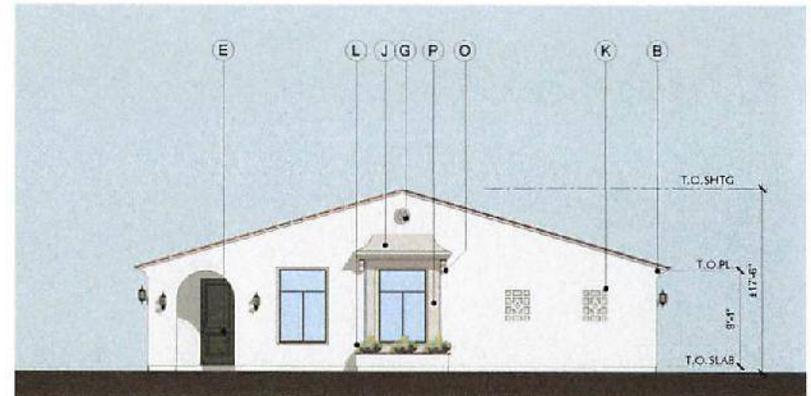
RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION



FRONT ELEVATION

- LEGEND
- A- 8" TILE CONCRETE ROOF
 - B- 12" FOAM EAVE
 - C- STUCCO
 - E- COMPRIE EAVE HANG DOOR
 - G- DECORATIVE GABLE VENT
 - J- STUCCO WRAPPED FOAM HOOD
 - K- DECORATIVE STUCCO GRILLE
 - L- TERRAZZOTA PAVIN
 - O- STUCCO WRAPPED FOAM CORNER
 - P- STUCCO WRAPPED FOAM TRIM

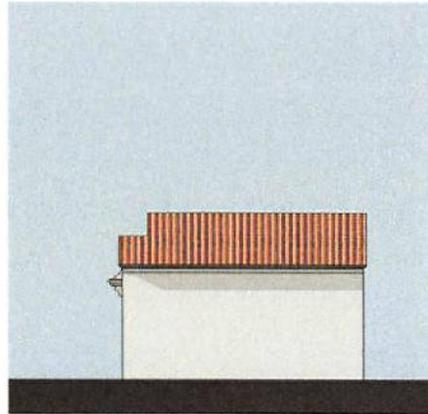


A.4.3

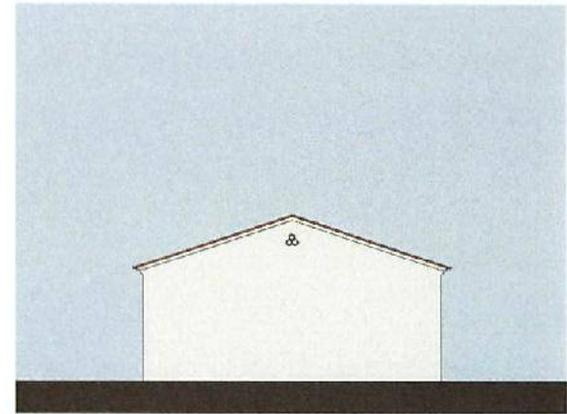
FOLSOM RANCH RENTAL COMMUNITY FOLSOM, CA
 LEWIS MANAGEMENT CORP & EAGLE COMMERCIAL PARTNERS
 1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
 PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
 147 E. CITY PLACE DR., SANTA ANA, CA 92705 02.02.23
 PHONE: (714) 285-1888 JOB: 2204

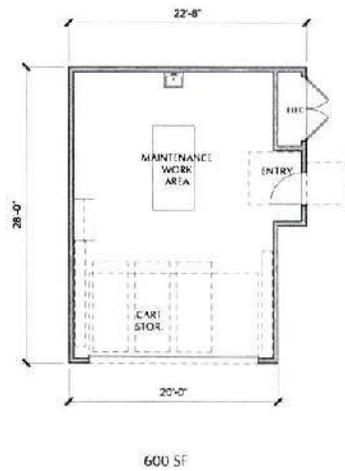




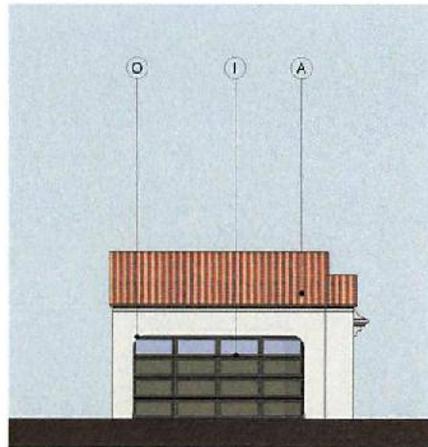
REAR ELEVATION



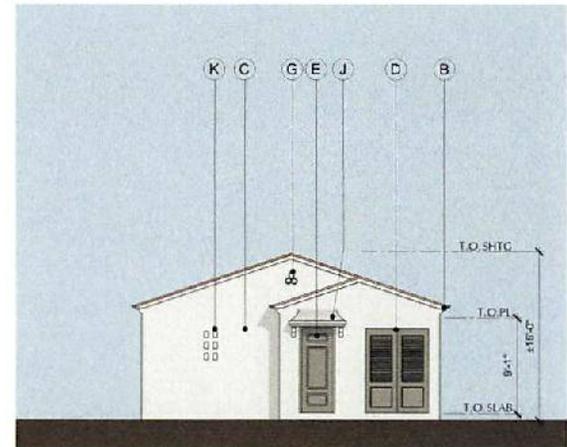
LEFT ELEVATION



600 SF

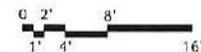


FRONT ELEVATION



RIGHT ELEVATION

- LEGEND:
- A - 8" TILE CONCRETE ROOF
 - B - 12" FOAM KEVE
 - C - STUDCO
 - D - COMPOSITE LULUVE-4 DOOR
 - E - COMPOSITE ENTRY DOOR
 - G - DECORATIVE GABLE VENT
 - I - PANEL 10 SECTIONAL GARAGE DOOR
 - J - STUCCO WRAPPED FOAM HOOD
 - K - DECORATIVE STUCCO GRILL
 - O - STUCCO WRAPPED FOAM CORNER



MAINTENANCE BUILDING
FLOOR PLAN & ELEVATIONS

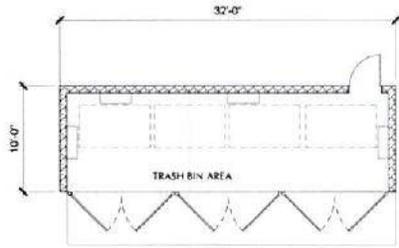
A.4.4

FOLSOM RANCH RENTAL COMMUNITY FOLSOM, CA
LEWIS MANAGEMENT CORP & EAGLE COMMERCIAL PARTNERS
 1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
 PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
 147 E. CITY PLACE DR., SANTA ANA, CA 92705
 PHONE: (714) 285-1888

02.02.23
 JOB: 2204





TRASH ENCLOSURE - T2
302 SF



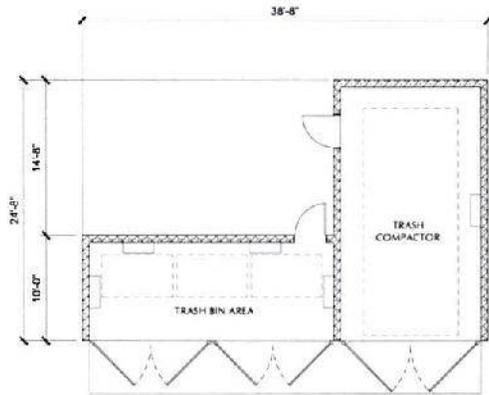
FRONT ELEVATION



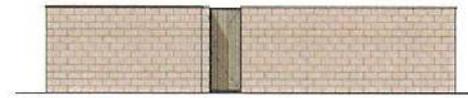
SIDE ELEVATIONS



REAR ELEVATION



TRASH ENCLOSURE W/ COMPACTOR - T1
602 SF



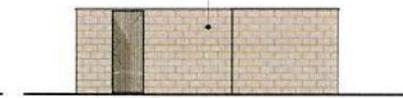
REAR ELEVATION



RIGHT ELEVATION

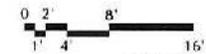


FRONT ELEVATION



LEFT ELEVATION

LEGEND
A - CONCRETE MASONRY UNIT
B - METAL GATE



FOLSOM RANCH RENTAL COMMUNITY FOLSOM, CA
LEWIS MANAGEMENT CORP & EAGLE COMMERCIAL PARTNERS
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

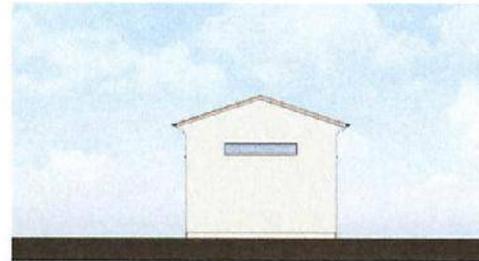
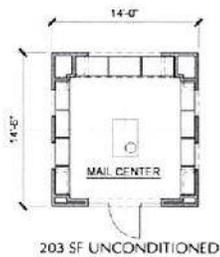
TRASH
PLANS & ELEVATIONS

A.4.5

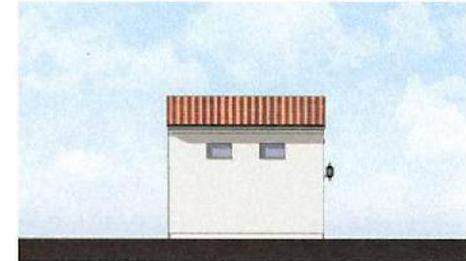
ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR., SANTA ANA, CA 92705
PHONE: (714) 285-1888

02.02.23
JOB: 2204

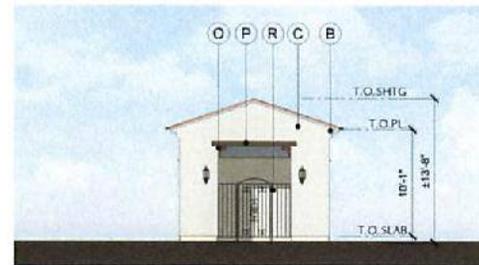




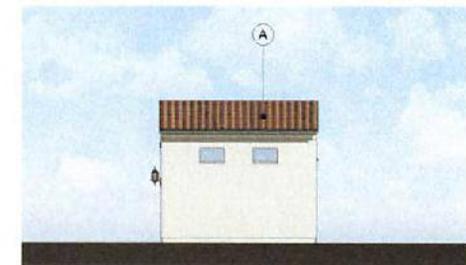
REAR ELEVATION



LEFT ELEVATION



FRONT ELEVATION



RIGHT ELEVATION

LEGEND

- A- 18" TILE CONCRETE HOOP
- B- 1 1/2" FOAM FAYE
- C- STUCCO
- D- STUCCO WRAPPED FOAM CORBEL
- E- STUCCO WRAPPED FOAM TRIM
- F- STUCCO WRAPPED FOAM CURBS
- G- STUCCO WRAPPED FOAM TRIM
- H- METAL FENCING AND GATE



FOLSOM RANCH RENTAL COMMUNITY FOLSOM, CA
LEWIS MANAGEMENT CORP & EAGLE COMMERCIAL PARTNERS
 1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
 PHONE: (909) 985-0971

MAIL BUILDING
 PLANS & ELEVATIONS

A.4.6

ANGELENO ASSOCIATES, INC.
 147 E. CITY PLACE DR., SANTA ANA, CA 92705
 PHONE: (714) 285-1888

02.02.23
 JOB: 2204



Attachment 14

Color Renderings, dated February 2, 2023



VIEW 3



VIEW 1



VIEW 4



VIEW 2



FOLSOM RANCH RENTAL COMMUNITY FOLSOM, CA
LEWIS MANAGEMENT CORP & EAGLE COMMERCIAL PARTNERS
 1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
 PHONE: (909) 985-0971

PERPECTIVES

A.1.2

ANGELENO ASSOCIATES, INC.
 147 E. CITY PLACE DR., SANTA ANA, CA 92705
 PHONE: (714) 285-1888 | JOB: 2204



Attachment 15

Color and Materials Board Dated February 2, 2023

**SCHEME S-1
SPANISH**

**COLORS AND
MATERIALS BOARD**



**SCHEME S-2
SPANISH**

**COLORS AND
MATERIALS BOARD**



**SCHEME S-3
SPANISH**

**COLORS AND
MATERIALS BOARD**



**SCHEME S-5 POOL/MAINT
SPANISH**

**COLORS AND
MATERIALS BOARD**



**SCHEME S-4
SPANISH**

**COLORS AND
MATERIALS BOARD**



Attachment 16

Minor Administrative Modification Exhibits Dated July 29, 2022

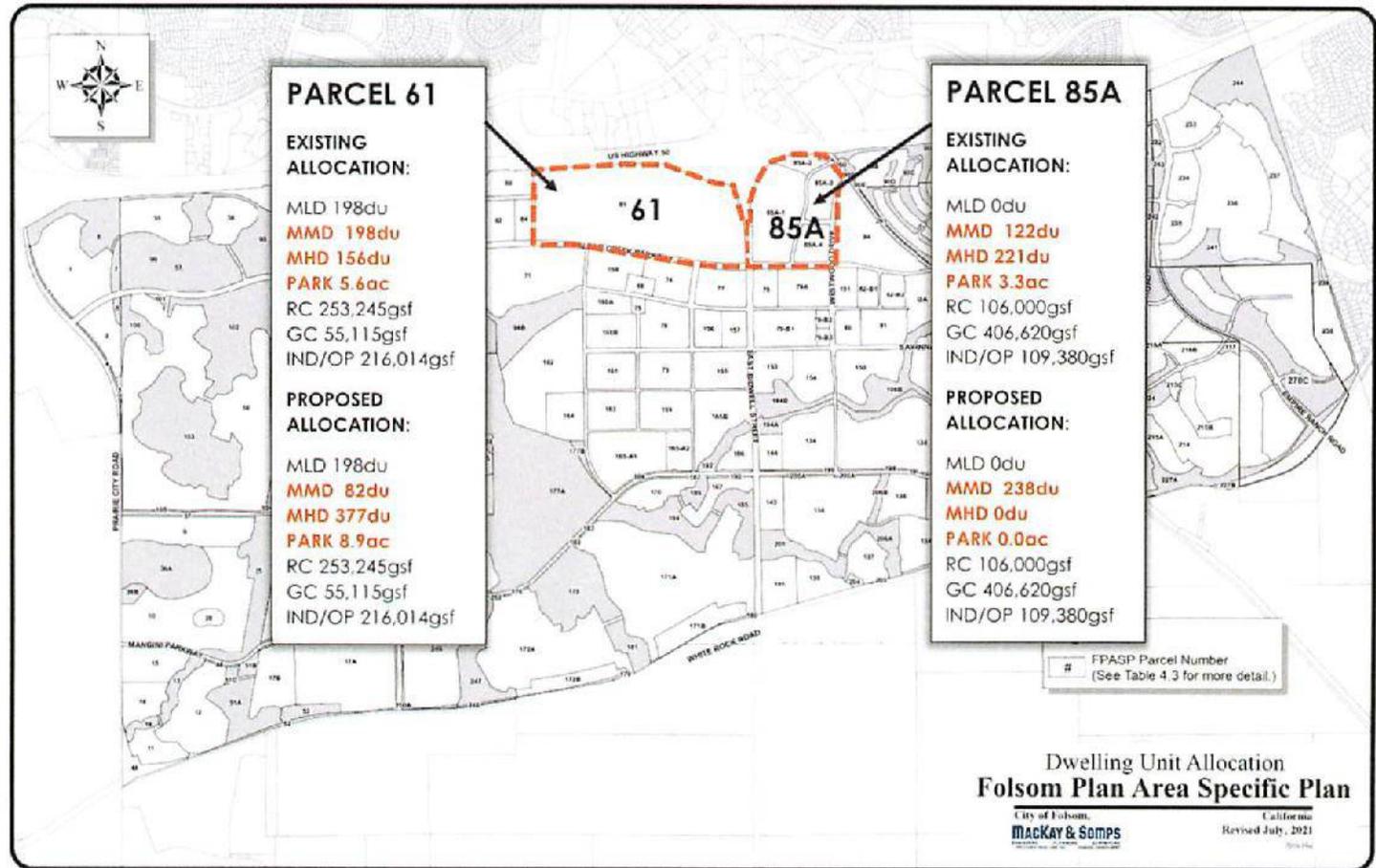
ENTITLEMENTS:

This application seeks a MAM/TDR to move land use allocation within and between FPASP Parcels 85A and 61, as contemplated by and permitted in the Westland Eagle SPA (2015) and the FPASP. Development intensities in the combined Parcels are neither increased nor decreased by this application, rather, development rights are merely shifted between the Parcels. Please refer to the MAM/TDR exhibit on this page and the tables on the following pages for more detail.

The number of units that are currently required for Parcel 85A-3 and 85A-4, as well as the park acreage required for these parcels, is the subject of the Minor Administrative Modification (MAM) to transfer development rights (TDR) described in detail in the exhibit on this page and the tables on the following pages. The MAM defines the location and transfer of both residential units and park acreage to Parcel 61 within the Folsom Plan Area Specific Plan.

PARCEL 85A & 61 - MINOR ADMINISTRATIVE AMENDMENT (MAM) FOR THE TRANSFER OF DEVELOPMENT RIGHTS (TDR) EXHIBIT – 7/29/22

ORANGE TEXT INDICATES LAND USE ALLOCATION CHANGES. (SEE MAM TABLES FOR MORE DETAIL)



PARCELS 85A-3 & 85A-4 - FOLSOM RANCH RENTAL NEIGHBORHOOD

Project Narrative

ENTITLEMENTS:

MAM - TDR Composite Table detailing the existing allocations and the revised totals as a result of this modification.

PARCELS 61, 77, 78, 85A - TDR COMPOSITE TABLE-DETAILED										PARCELS 61, 77, 78, 85A - TDR COMPOSITE TABLE-DETAILED - DRAFT										7/29/2022																		
APPROVED (2020) FPASP Parcels 61, 77, 78 & 85a TDR COMPOSITE TABLE-DETAILED										PROPOSED (2022) FPASP Parcels 61, 77, 78 & 85a TDR COMPOSITE TABLE-DETAILED										TDR COMPOSITE TABLE-Summary of Deltas																		
FPASP Parcel #	land use	area (acres)	target rent density	rent units	population (1,000/acre)	required parking (2017-bj)	SP Building Area / Commercial Density	IND-CP Target 0.3	GC Target 0.25	RC Target 0.25	total GSP	notes	FPASP Parcel #	land use	area (acres)	target rent density	rent units	population (1,000/acre)	required parking (2017-bj)	SP Building Area / Commercial Density	IND-CP Target 0.3	GC Target 0.25	RC Target 0.25	total GSP	notes	FPASP Parcel #	land use	area (acres)	target rent density	rent units	population (1,000/acre)	required parking (2017-bj)	SP Building Area / Commercial Density	IND-CP Target 0.3	GC Target 0.25	RC Target 0.25	total GSP	notes
81										81										81																		
87										87										87																		
78										78										78																		
85A										85A										85A																		
TOTAL										TOTAL										TOTAL																		

PARCELS 85A-3 & 85A-4 - FOLSOM RANCH RENTAL NEIGHBORHOOD

Project Narrative

ENTITLEMENTS:

MAM - TDR Summary table reflecting approved totals from 3/17/2020 and the proposed summary in 2022.

SUMMARY OF RESIDENTIAL UNITS/COMMERCIAL USES/COMMERCIAL GSF															
7/29/2022															
APPROVED 3/17/2020															
PARCEL #	61	77	78	85A	TOTALS	61	77	78	85A	TOTALS	61	77	78	85A	TOTALS
Hand use	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Land acres	100.0	11.8	5.9	50.1	170.8	100.0	11.8	5.9	50.1	170.8	100.0	11.8	5.9	50.1	170.8
MID units	196	0	0	0	196	196	0	0	0	196	196	0	0	0	196
MMD units	198	0	0	122	320	82	0	0	208	320	82	0	0	116	0
MHD units	156	0	0	221	377	377	0	0	0	377	377	0	0	0	0
TOTAL UNITS	550	0	0	343	893	655	0	0	218	895	655	0	0	106	0
Population Generated	1271	0	0	643	1914	1275	0	0	642	1918	1275	0	0	204	0
Park Requirement	5.4	0.0	0.0	3.3	8.7	6.4	0.0	0.0	2.3	8.7	6.4	0.0	0.0	1.0	0
TOTAL GSF	528,374	130,000	27,900	422,000	1,308,274	528,374	130,000	27,900	422,000	1,308,274	528,374	130,000	27,900	422,000	1,308,274
SUMMARY OF CHANGES															
Hand use	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Land acres	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MID units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MMD units	-116	0	0	116	0	0	0	0	0	0	0	0	0	0	0
MHD units	221	0	0	0	221	221	0	0	0	221	221	0	0	0	0
TOTAL UNITS	105	0	0	106	0	105	0	0	106	0	105	0	0	106	0
Population Generated	204	0	0	0	204	204	0	0	0	204	204	0	0	0	0
Park Requirement	1.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0
TOTAL GSF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SUMMARY OF ACREAGES															
7/29/2022															
PROPOSED 2022															
PARCEL #	61	77	78	85A	TOTALS	61	77	78	85A	TOTALS	61	77	78	85A	TOTALS
Hand use	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Land acres	101.0	11.8	5.9	50.1	170.8	101.0	11.8	5.9	50.1	170.8	101.0	11.8	5.9	50.1	170.8
MID ACRES	19.9	0.0	0.0	0.0	19.9	19.9	0.0	0.0	0.0	19.9	19.9	0.0	0.0	0.0	19.9
MMD ACRES	4.1	0.0	0.0	17.6	21.7	4.1	0.0	0.0	17.6	21.7	4.1	0.0	0.0	11.5	5.7
MHD ACRES	15.1	0.0	0.0	0.0	15.1	15.1	0.0	0.0	0.0	15.1	15.1	0.0	0.0	-0.7	-0.6
PARK ACRES	0.9	0.0	0.0	0.0	0.9	0.9	0.0	0.0	0.0	0.9	0.9	0.0	0.0	-0.3	0.0
TOTAL ACRES	48.0	0.0	0.0	17.6	65.6	48.0	0.0	0.0	17.6	65.6	48.0	0.0	0.0	16.8	0.0
SUMMARY OF CHANGES															
Hand use	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Land acres	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MID ACRES	-0.1	0.0	0.0	0.0	-0.1	-0.1	0.0	0.0	0.0	-0.1	-0.1	0.0	0.0	0.0	0.0
MMD ACRES	-0.8	0.0	0.0	0.0	-0.8	-0.8	0.0	0.0	0.0	-0.8	-0.8	0.0	0.0	0.0	0.0
MHD ACRES	7.6	0.0	0.0	0.0	7.6	7.6	0.0	0.0	0.0	7.6	7.6	0.0	0.0	0.0	0.0
PARK ACRES	3.3	0.0	0.0	0.0	3.3	3.3	0.0	0.0	0.0	3.3	3.3	0.0	0.0	0.0	0.0
TOTAL ACRES	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

SUMMARY OF CHANGES															
7/29/2022															
APPROVED															
PARCEL #	61	77	78	85A	TOTALS	61	77	78	85A	TOTALS	61	77	78	85A	TOTALS
Hand use	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Land acres	100.0	11.8	5.9	50.1	170.8	100.0	11.8	5.9	50.1	170.8	100.0	11.8	5.9	50.1	170.8
MID ACRES	25.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	25.0
MMD ACRES	9.9	0.0	0.0	6.1	16.0	9.9	0.0	0.0	6.1	16.0	9.9	0.0	0.0	6.1	16.0
MHD ACRES	7.5	0.0	0.0	8.2	15.7	7.5	0.0	0.0	8.2	15.7	7.5	0.0	0.0	8.2	15.7
PARK ACRES	5.5	0.0	0.0	3.3	8.9	5.5	0.0	0.0	3.3	8.9	5.5	0.0	0.0	3.3	8.9
TOTAL ACRES	48.0	0.0	0.0	17.6	65.6	48.0	0.0	0.0	17.6	65.6	48.0	0.0	0.0	17.6	65.6
SUMMARY OF CHANGES															
Hand use	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Land acres	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MID ACRES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MMD ACRES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MHD ACRES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PARK ACRES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL ACRES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Attachment 17

Folsom Ranch Apartments Booklet (Separate Bound Document)

Attachment 18

Amendment No. 2 to the First Amended and Restated Development Agreement by and between the City of Folsom and Eagle Commercial Partners, LLC Relative to the Folsom South Specific Plan

FOR THE BENEFIT OF THE CITY OF FOLSOM
PURSUANT TO GOVERNMENT CODE §6103

RECORDING REQUESTED BY CITY CLERK

WHEN RECORDED MAIL TO:

City Clerk
City of Folsom
50 Natoma Street
Folsom, CA 95630

(SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE)

**AMENDMENT NO. 2 TO FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT
AGREEMENT BY AND BETWEEN
THE CITY OF FOLSOM AND EAGLE COMMERCIAL PARTNERS, LLC
RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN**

This Amendment No. 2 to First Amended and Restated Tier 1 Development Agreement ("Amendment No. 1") is entered into this day of _____, 2023, by and between the City of Folsom ("City") and Eagle Commercial Partners, LLC, a Delaware limited liability company ("Landowner"), pursuant to the authority of Sections 65864 through 65869.5 of the Government Code of California.

RECITALS

A. **ARDA.** City and Landowner entered into that certain First Amended and Restated Tier 1 Development Agreement Relative to the Folsom South Specific Plan recorded on July 15, 2014, in the Official Records of the County Recorder of Sacramento County in Book 20140715 on Page 0517 (the "ARDA").

B. **Amendment No. 1 to ARDA.** City and Landowner entered into that certain Amendment No. 1 to First Amended and Restated Tier 1 Development Agreement Relative to the Folsom South Specific Plan recorded on January 29, 2016, in the Official Records of the County Recorder of Sacramento County in Book 20160129 on Page 0385 ("Amendment No. 1" and collectively with the ARDA, the "Development Agreement").

C. **Property.** This Amendment No. 2 affects certain of the Property (as defined in the Development Agreement), which portions of the Property are described in Exhibit "B-1" and shown in Exhibit "B-2" to this Amendment No. 2 ("Amendment No. 2 Property").

D. **Purpose of Amendment No. 2.** The purpose of this Amendment No. 2 is to include certain additional entitlements within the scope and definition of Entitlements (as defined in the Development Agreement) and define Landowner's affordable housing obligations with respect to the Property as described in this Amendment No. 2.

E. **Hearings.** On _____, 2023, the City Planning Commission, designated as the planning agency for purposes of development agreement review pursuant to Government Code Section 65867, in a duly noticed and conducted public hearing, considered this Amendment No. 2 and recommended that the City Council approve the same.

F. Consistency with General Plan and Specific Plan. Having duly examined and considered this Amendment No. 2, the City finds and declares that this Amendment No. 2 is consistent with the General Plan and the Specific Plan, as amended.

NOW, THEREFORE, the parties hereto, in consideration of the mutual covenants, promises, and agreements herein contained, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged and agreed, the parties hereto do hereby agree to amend the Development Agreement as follows:

1. Amendment of Development Agreement.

a. The term Entitlements (as defined in the Development Agreement) is hereby revised to add the following:

i. This Amendment No. 2 as approved by Ordinance No. _____.

b. A new Section 1.7 is hereby added to the Development Agreement as follows:

Anticipated Changes to the City’s Inclusionary Housing Ordinance. The City has amended its Inclusionary Housing Ordinance (Folsom Municipal Code Chapter 17.104) by Ordinance No. 1243 to eliminate Second Dwelling Units (also referred to as “granny flats”) as an alternative means of meeting the City’s inclusionary housing requirements. Landowner acknowledges there is no vested right to use this alternative means for meeting the City’s inclusionary housing requirements and that this alternative shall not be available to Landowner from and after the effective date of Ordinance No. 1243. Landowner further acknowledges those certain amendments to Section 65850 of the California Government Code (specifically, subsection 65850(g)), effective January 1, 2018, which allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. In the event the City amends its Inclusionary Housing Ordinance with respect to rental housing pursuant to Section 65850(g) and such amendments are applicable to the Property and effective prior to Landowner (or a successor in interest) submitting a complete application for its first building permit for a residential rental project on Parcel 61, Parcel 77, Parcel 85A-3 or Parcel 85A-4, Landowner agrees the Property shall be subject to such amendments.

c. A new Section 3.14 is hereby added to the Development Agreement as follows:

Satisfaction of Affordable Housing Obligations; Credits. Landowner shall create and record a deed restriction against a certain portion of the Property within Parcel 61 as described in Exhibit “B-1” and depicted on “Exhibit B-2” to this Amendment No. 2 to restrict use of such property to affordable housing purposes only (“Affordable Housing Parcel”). Said deed restriction shall require the Affordable Housing Parcel to include 64 deed-restricted multi-family housing units available for low-, very-low, and/or extremely-low income households (as those terms are defined in Sections 50079.5, 50093, 50105, and 50106 of the Health and Safety Code), which shall remain in place for at least 55 years from the date of recording. The 64 units are anticipated to be located on a site of approximately 2.5 acres but no more than 3 acres with MHD zoning that is expected to accommodate

25 to 35 units per acre. A large lot parcel map will be processed through the City to create the ultimate deed restricted Affordable Housing Parcel. A site plan will be submitted with the Large Lot Parcel Map to verify that the deed restricted affordable parcel is sized to accommodate the 64 affordable units. The Affordable Housing Parcel will be located within a portion of Parcel 61 shown and designated as the Remainder on Parcel Map PN 21-043 filed for record on October 12, 2021 in Book 245 of Parcel Maps at Page 2 in the official records of Sacramento County. Said deed restriction shall be in a form reasonably approved by City and shall be recorded against the Affordable Housing Parcel upon creation of the same and prior to issuance of a building permit for any portion of Parcel 85A-3 or 85A-4 within the Property. Unless City amends its Inclusionary Housing Ordinance as described in Section 1.7 prior to Landowner (or a successor in interest) submitting a complete application for its first building permit for a residential rental project on Parcel 61, Landowner's compliance with this Section shall fully satisfy Landowner's obligations with respect to inclusionary and/or affordable housing under the General Plan Housing Element, Specific Plan, Folsom Municipal Code, and Entitlements for any residential rental project on Parcel 61. In the event (i) City amends its Inclusionary Housing Ordinance as described in Section 1.7 prior to Landowner (or a successor in interest) submitting a complete application for its first building permit for a residential rental project on Parcel 61 or (ii) Landowner (or a successor in interest) proposes a for-sale residential project on Parcel 61, then Landowner's compliance with this Section shall instead offset Landowner's obligations with respect to inclusionary and/or affordable housing under the General Plan Housing Element, Specific Plan, Folsom Municipal Code, and Entitlements on Parcel 61 within the Property and Landowner shall receive credits for a total of 64 deed-restricted multi-family housing units ("Affordable Housing Credits"). City agrees that any such Affordable Housing Credits may be transferred to and used to satisfy and/or offset the inclusionary and/or affordable housing obligation for any residential project on Parcel 61, 77 or 85A-3 or 85A-4.

2. Effect of Amendment. This Amendment No. 2 amends, but does not replace or supersede, the Development Agreement. Except as modified hereby, all other terms and provisions of the Development Agreement shall remain in full force and effect. In accordance with the provisions of Section 1.5.3 of the Development Agreement, Landowner hereby reaffirms its agreement to abide by the provisions of the Development Agreement, as modified by this Amendment No. 2, and the conditions of approval imposed in connection with the Entitlements as applicable to the Property.

3. Form of Amendment; Execution in Counterparts. This Amendment No. 2 is executed in duplicate originals, each of which is deemed to be an original, and may be executed in counterparts.

[Remainder of Page Intentionally Left Blank; Signatures Follow on Next Page]

IN WITNESS WHEREOF, the City of Folsom has authorized the execution of this Amendment No. 2 in duplicate by its Mayor and attested to by the City Clerk under the authority of Ordinance No. _____ adopted by the City Council on _____.

CITY:

CITY OF FOLSOM
a municipal corporation

By: _____

Mayor

APPROVED AS TO CONTENT;

By: _____

Elaine Anderson
City Manager

APPROVED AS TO FORM;

By: _____

Steven Wang
City Attorney

ATTEST:

By: _____

Christa Freemantle
City Clerk

LANDOWNER:

Eagle Commercial Partners, LLC,
a Delaware limited liability company

By: _____

James Galovan
Authorized Signer

EXHIBIT B-1

Legal Description of Affordable Housing Parcel

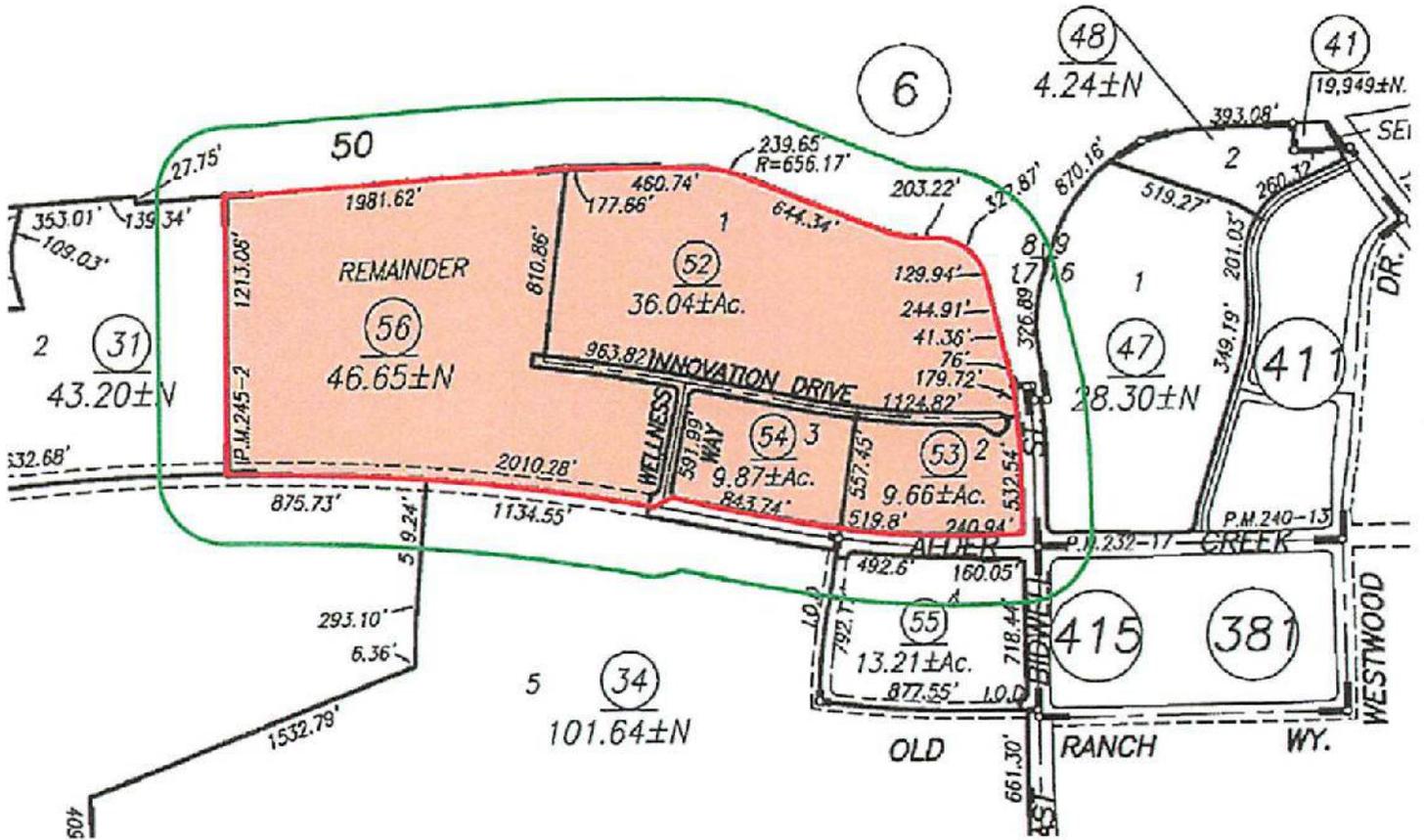
The land described herein is situated in the State of California, County of Sacramento, City of Folsom, described as follows:

That portion of the designated Remainder lot, as shown on that certain map entitled "PN 21-043 Parcel Map, Parcel 61" filed for record in the office of the Recorder of the County of Sacramento, on October 12, 2021, in Book 245 of Parcel Maps, at Page 2, Sacramento County Records.

APN: 072-3190-056

EXHIBIT B-2

Depiction of Affordable Housing Parcel



Attachment 19

Transportation Impact Study Dated October 6, 2022 and December 13, 2022

Memorandum

To: John Shores
Lewis Management Corp.

From: Matt Weir, P.E., T.E., PTOE, RSP₁
Curtis Yee, E.I.T.

Re: *Folsom Ranch Rental Neighborhood*
Traffic, Access, and Circulation Study

Date: October 6, 2022

As requested, and necessitated by the City of Folsom's comments^{1,2}, we have prepared this memorandum to document our evaluation of traffic, access, and circulation conditions anticipated to result from the completion of the subject project within Parcel 85 of Folsom Ranch (the "Proposed Project" or "Project", see Exhibit 1). This evaluation was completed in a manner consistent with the City of Folsom's and Caltrans' stated requirements, and is generally consistent with analyses completed by others³.

Overview

We understand that a "Traffic, Access, and Circulation Study" is required by the City of Folsom for the project proposed in Parcel 85 of Folsom Ranch. The project site is located adjacent to the Dignity Health project and is bound by Alder Creek Parkway, Westwood Drive, and McCarthy Way. The City has indicated the following study requirements:

- Trip generation
- Project access evaluation, driveway locations, and driveway spacing
- Internal vehicle circulation
- Emergency vehicle access

Furthermore, Caltrans has also provided their comments⁴ related to the project's transportation evaluation and have requested the following:

- Bicycle and pedestrian safety analysis for the East Bidwell Street interchange
- Safety queuing analysis at the US-50 eastbound off-ramp

The primary purpose of this evaluation was to consider both the near-term and build-out traffic conditions resulting from the addition of the subject project with the access conditions (both sites' driveways along Westwood Drive) as specified by the City. Specifically, this evaluation was used to identify the required infrastructure improvements along Westwood Drive, north of Alder Creek Parkway, including the Westwood Drive intersection with Mercy Drive. Additional consideration was given to the project's Alder Creek Parkway frontage and the interim/ultimate geometrics. Accordingly, a weekday AM and PM peak-hour intersection Level of Service (LOS) analysis was completed for the following scenarios:

- A. Near-Term (2023) plus Proposed Project
- B. Build-Out (2040) plus Proposed Project

To assist with identifying the need for these infrastructure improvements, the following intersections were included as the focus of these analyses:

¹ Email from Steve Banks, City of Folsom, September 16, 2022.

² Project Meeting at Folsom City Hall, September 27, 2022.

³ *Dignity Health Campus Final Local Transportation Analysis & CEQA Impact Study*, DKS, April 23, 2021.

⁴ Letter from Alex Padilla, Caltrans, to Steve Banks, City of Folsom, July 30, 2021.

1. Alder Creek Parkway @ McCarthy Way*
2. Alder Creek Parkway @ Westwood Drive**
3. Westwood Drive @ Project Site Access (South)
4. Westwood Drive @ Mercy Drive
5. Westwood Drive @ Project Site Access (North)
6. Westwood Drive @ Placerville Road
7. McCarthy Way @ Mercy Drive

* Evaluation is limited to the WB approach and consideration of the need for a WB right-turn lane

** Evaluation considers the timing of the need for signalization, sizing of the eastbound left-turn pocket, and overall operations resulting from the addition of the Project

It is important to note that the Dignity Health Campus traffic study³ included consideration of three access alternatives, one of which was identified for inclusion in this study. More specifically, this study reflects the localized, offsite traffic conditions resulting from the rerouting of Dignity trips to Westwood Drive and the addition of a second eastbound left-turn lane at Westwood Drive. This configuration is understood to be the City's "preferred alternative." Consistent with the City's prior direction, the other two access alternatives (traffic signal and roundabout at the McCarthy Way intersection) were omitted from this study in favor of consideration of the City's preferred alternative.

Development Assumptions & Trip Generation

The following development assumptions were assumed for the purposes of this evaluation:

- A. Near-Term (2023) plus Proposed Project
 - o Near-Term (2023) peak-hour volumes directly from the Dignity traffic study³
 - o Includes double-counting of the Project sites' development trips
 - o Manually layered-on residential site trips for the adjacent Mangini Ranch Phase 2 project⁵
 - o Manually generated and layered-on the Project's trips
- B. Build-Out (2040) plus Proposed Project
 - o Build-Out (2040) peak-hour volumes directly from the Dignity traffic study³
 - o Includes double-counting of the Project sites' development trips
 - o Manually layered-on residential site trips for the adjacent Mangini Ranch Phase 2 project⁵
 - o Manually generated and layered-on the Project's trips

All data was reviewed and compared to other similar development absorption data. Specifically, we compared the above data to our previously developed Interim Year and Build-Out development conditions⁶. As noted, the Dignity Hospital project's underlying volumes were ultimately used with modifications for adjacent development and the Project sites to establish the conditions for use in this evaluation.

The number of trips anticipated to be generated by the Proposed Project were approximated using *Trip Generation Manual, 11th Edition*, published by the Institute of Transportation Engineers (ITE). The assignment of the project trips to the surrounding transportation network was based on professional judgment. As shown in Table 1, the Proposed Project is estimated to generate 1,686 daily trips, with 113 occurring in the AM peak-hour and 133 occurring in the PM peak-hour.

³ *Final Mangini Ranch Phase 2 Transportation Impact Study*, T. Kear Transportation Planning & Management, Inc., December 1, 2017.

⁶ *Macroscopic Traffic Evaluation Overview Memorandum, Folsom Plan Area – West of East Bidwell (WEB)*, Kimley-Horn, February 16, 2021.

Table 1 – Proposed Project Trip Generation

ITE Land Use Code	Land Use	# Units	Daily Trips	AM Peak-Hour			PM Peak-Hour		
				Total	In	Out	Total	In	Out
215	Single-Family Attached Housing (North)	120	864	58	18	40	68	39	29
	Single-Family Attached Housing (South)	114	822	55	17	38	65	37	28
Total Project Trips			1,686	113	35	78	133	76	57

Note: The four unit discrepancy between the north project's unit count and the project as shown in Exhibit 1 is noted. The stated methodology (double-counting the site's trips) is considered appropriate to address this inconsistency.

The study facilities, traffic control, lane configurations and, turning movement volumes for Near-Term (2023) plus Proposed Project and Build-Out (2040) plus Proposed Project conditions are depicted in Exhibit 2 and Exhibit 3, respectively.

Analysis Results

Intersection LOS was determined using methods defined in the *Highway Capacity Manual, 2010*, using appropriate traffic analysis software (Synchro®). Both Near-Term (2023) and Build-Out (2040) plus Proposed Project conditions were analyzed and the City of Folsom's LOS threshold of LOS D was used to determine the necessary infrastructure improvements to allow all intersections to operate acceptably and provide adequate storage for the turn lanes' anticipated queuing. Traffic control assumptions were based on information contained in other relevant traffic studies and were confirmed to be consistent with the *Specific Plan*⁷. The following traffic control assumptions include:

1. Alder Creek Parkway @ McCarthy Way
 - Near-Term: Side-Street Stop Control (SSSC), no left-turns out (partial median closure)
 - Cumulative: SSSC, no left-turns (full median closure)
2. Alder Creek Parkway @ Westwood Drive
 - Near-Term: All-Way Stop Control (AWSC)
 - Cumulative: Signalized
3. Westwood Drive @ Project Site Access (South) – SSSC, full access
4. Westwood Drive @ Mercy Drive – AWSC
5. Westwood Drive @ Project Site Access (North) – SSSC, full access
6. Westwood Drive @ Placerville Road – AWSC
7. McCarthy Way @ Mercy Drive – Roundabout

The lane geometries shown in Exhibit 2 and Exhibit 3 reflect the study facilities under their assumed near-term and build-out conditions, respectively. The lane configurations anticipated to be in place at the time of project opening are depicted in Exhibit 4. It should be noted that between the near-term and build-out conditions, the City's "preferred alternative" for the Dignity project is assumed to be in place such that the eastbound left-turn movement from Alder Creek Parkway onto McCarthy Way is restricted, these trips are rerouted to the Westwood Drive intersection, and the Alder Creek Parkway intersection with Westwood Drive is signalized (see the discussion later in this document related to the trigger for signalization) (see Exhibit 5).

The volumes shown in Exhibit 3 reflect the Dignity Health project trips that have been rerouted to either make an eastbound u-turn or left-turn movement at the Westwood Dive intersection with Westwood Drive. In the analysis the u-turn movements are represented in the left-turn movements as 1.5x the number of u-turns. Analysis worksheets are shown in Appendix A.

⁷ Folsom Plan Area Specific Plan, Torrence Planning, March 13, 2018.

Table 2 and Table 3 summarize the LOS and queuing results, respectively. As shown in Table 2, all intersections are expected to operate at LOS D or better for Near-Term (2023) and Build-Out (2040) plus Proposed Project conditions. As shown in Table 3, the provided storage will contain the vehicle queues with the addition of trips generated by the Proposed Project.

Table 2 – Intersection Levels of Service

ID	Intersection	Control	Peak Hour	Near-Term (2023) plus Proposed Project		Build-Out (2040) plus Proposed Project	
				Delay [sec]	LOS	Delay [sec]	LOS
1	Westwood Drive @ Alder Creek Parkway	AWSC/Signal	AM	10.5	A	54.2	D
			PM	9.1	B	24.2	C
2	Westwood Drive @ Project Site Access (South)	SSSC	AM	3.1 (8.9 EB)	A (A)	0.7 (9.7 EB)	A (A)
			PM	2.7 (8.9 EB)	A (A)	0.7 (10.1 EB)	A (B)
3	Westwood Drive @ Mercy Drive	AWSC	AM	7.8	A	10.2	B
			PM	7.7	A	10.8	B
4	Westwood Drive @ Project Site Access (north)	SSSC	AM	5.9 (8.6 EB)	A (A)	1.2 (9.9 EB)	A (A)
			PM	5.2 (8.7 EB)	A (A)	1.0 (10.2 EB)	A (A)
5	Mercy Drive @ McCarthy Way	Roundabout	AM	3.4	A	4.6	A
			PM	3.4	A	6.1	A
6	Westwood Drive @ Placerville Road	AWSC	AM	7.8	A	8.3	A
			PM	7.2	A	9.5	A

Note: Side Street Stop Controlled (SSSC) reported as intersection delay followed by the worst approach's delay.

Table 3 – Intersection Queuing

Intersection / Analysis Scenario	Movement	Available Storage (ft)	95th % Queue (ft)	
			AM Peak-Hour	PM Peak-Hour
#1, Westwood Drive @ Alder Creek Parkway	SBL	150	0	0
			134	107
Near-Term (2023) plus Proposed Project	EBL	180	50	25
			Build-Out (2040) plus Proposed Project	50
#2, Westwood Drive @ Project Site Access (South)	EB	100	25	25
			Build-Out (2040) plus Proposed Project	25
#3, Westwood Drive @ Mercy Drive	NBL	450	25	25
			Build-Out (2040) plus Proposed Project	50
Near-Term (2023) plus Proposed Project	SBL	75	25	25
			Build-Out (2040) plus Proposed Project	25
#4, Westwood Drive @ Project Site Access (North)	EB	100	25	25
			Build-Out (2040) plus Proposed Project	25
McCarthy Way @ Alder Creek Parkway	EBL	160	25	25
			Build-Out (2040) plus Proposed Project	25

Additional Considerations

Evaluation of Peak-Hour Traffic Signal Warrant (Alder Creek Pkwy/Westwood Dr)

We completed a planning level assessment of the need for traffic signalization at the Alder Creek Parkway intersection with Westwood Drive (Intersection #2) based on the peak-hour warrant methodologies noted in the current, published version of the *California Manual on Uniform Traffic Control Devices (CMUTCD)*. The peak-hour traffic signal warrant analysis was performed for the subject intersection under Near-Term (2023) plus Proposed Project conditions. The evaluation indicated that the addition of the project does not trigger the need for signalization. Peak-hour signal warrant worksheets are shown in Appendix C.

As previously noted, this intersection is understood to be signalized by Build-Out (2040) conditions. The timing and responsibility for this traffic control modification will need to be determined by the City at a later time. It is important to note that the adjacent Mangini Ranch Phase 2 project⁵ also does not include a specific development trigger for the signalization of this intersection.

Evaluation of Eastbound Left-Turn (Alder Creek Pkwy/Westwood Dr)

As previously discussed, the Near-Term (2023) conditions at this intersection are comprised of AWSC with a single eastbound left-turn lane. It isn't until Build-Out (2040) conditions when the rerouted McCarthy Way trips result in the need for dual eastbound left-turn lanes at this location. As requested, we have evaluated the length of the single eastbound left-turn lane that has already been constructed to assess if the addition of the Proposed Project under Near-Term (2023) conditions requires any storage length modifications. As shown in Table 3, the addition of the Proposed Project results in queuing that is contained by the available storage.

Evaluation of Need for Westbound Right-Turn Lane (Alder Creek Pkwy/McCarthy Wy)

As requested, we have evaluated the Build-Out (2040) conditions' anticipated volumes at this intersection to determine if an exclusive, westbound right-turn is required. The subject volumes are reflected in Exhibit 3. Review of the prior studies^{3,5} and the volumes documented herein contribute to the following findings:

- Under Build-Out (2040) AM peak-hour conditions, there are approximate 1,100 vehicles traveling westbound on Alder Creek Parkway approaching McCarthy Way. The split of these vehicles is approximately 80/20 with 20-percent turning right onto northbound McCarthy Way.
- These Build-Out (2040) AM peak-hour volumes are shown to be under the 1,900-vehicles per hour per lane (vphpl) operating capacity widely used as an industry-accepted saturation flowrate.
- Based on the volume split, and the fact that the total thru volume is well below 1,900-vphpl capacity, the intersection and roadway are anticipated to operate well without the need for a dedicated right-turn lane. As a result it is reasonable to anticipate that the #2 westbound through lane would essentially operate as a de facto right-turn lane and would not result in unnecessary delay to the westbound traffic stream.

Consideration of Future Bus Rapid Transit (BRT)

We understand that Bus Rapid Transit (BRT) is planned for the Alder Creek Parkway corridor along the project's frontage. The future BRT is specifically noted in the *Specific Plan*⁷ and was comprehensively evaluated as part of the Dignity Hospital project³. According to these prior efforts, a future BRT stop/station has been envisioned in the vicinity of the Alder Creek Parkway intersection with McCarthy Way (Intersection #1). The consideration of BRT resulted in the following conclusions:

- The addition of the Proposed Project does not preclude the future implementation of BRT service or the construction of the BRT stop/station at this location. While the BRT ridership is reasonably anticipated to be primarily comprised of Dignity Health employees and visitors, access to a

median-running BRT service in the vicinity of this intersection will require thoughtful and strategic planning in the future.

- The Proposed Project's consistency with the underlying land use assumptions per the *Specific Plan* provides confidence that the addition of the project will not, itself, result in conditions that preclude said BRT facilities.

US-50 Safety Evaluation

As requested by Caltrans⁴, we completed a safety evaluation to review existing deficiencies (i.e. geometric features, crash rates), as well as the effect the Project may have that would substantially increase exposure or hazards. Using data obtained from the Transportation Injury Mapping System (TIMS) (January 2016 to December 2022), and in a manner consistent with Caltrans' *Local Development Intergovernmental Review (LDIGR) Safety Review Practitioners Guidance* (July 2020), the safety evaluation was completed for the following existing freeway study facilities:

- US-50 mainline, west of East Bidwell Street
- US-50 mainline, east of East Bidwell Street

As no geometric modifications to Caltrans' facilities are anticipated to be necessitated by the Project, this safety evaluation therefore focused on the incremental increase in volumes on these Caltrans' facilities attributed to the project. Per the TIMS data obtained, there were 22 mainline incidents on US-50 west of East Bidwell Street, and 38 mainline incidents east of East Bidwell Street during the seven (7) year study period. Because the project is shown to contribute less than 1.5-percent to the peak-hour volumes along these segments (at most only 133 trips to a segment with a total peak-hour volume of 9,300 in 2016), the project's effect is anticipated to be nominal.

Bicycle/Pedestrian Safety Considerations

Bicycle and pedestrian safety were evaluated using the collision data contained in the City of Folsom's *Local Roadway Safety Plan (LRSP)*. This data reveal that there were not any bicycle or pedestrian collisions at project intersections during the 5-year study period (2015-2019). There was, however, one automobile collision adjacent to the project site at the intersection of East Bidwell Street and Alder Creek Parkway in 2019 which resulted in a "complaint of pain", according to the KABCO scale used by the FHWA. However, this collision did not involve bicycles or pedestrians and was due to a right-of-way infraction involving a vehicle making a left-turn in a construction zone.

The *Folsom Plan Area Specific Plan (FPASP)* requires Class II Bike Lanes to be constructed along Alder Creek Parkway, providing residents with access to the bike lanes on East Bidwell Street and thus to central Folsom. Likewise, pedestrian facilities will be constructed on the north side of Alder Creek Parkway in accordance with the FPASP. The absence of bicycle/pedestrian collisions, plus the associated improvements required by the project are not expected to worsen bicycle or pedestrian safety at the project intersections. Furthermore, because the project is shown to contribute nominal traffic to the freeway facilities and, therefore the US-50 interchange area with East Bidwell Street, its addition is not anticipated to worsen bicycle or pedestrian facilities at or in the vicinity of the freeway ramp intersections.

Summary of Findings

Based on the analyses documented above, we offer the following summary of our findings:

- As shown in **Table 1**, the Proposed Project is estimated to generate 1,686 daily trips, with 113 occurring in the AM peak-hour and 133 occurring in the PM peak-hour.
- The specified geometrics studied are the assumed near-term and build-out roadway conditions. Under these conditions the study intersections are shown in **Table 2** to operate acceptably based on the City of Folsom’s LOS threshold (LOS D).
- Based on the results of the LOS and queuing analysis, the assumed lane geometry and volumes can accommodate full-access driveways for both Proposed Project parcel access points.
- The addition of the Proposed Project does not trigger the peak-hour traffic signal warrant under Near-Term (2023) conditions.
- The existing eastbound Alder Creek Parkway left-turn lane is of sufficient length to accommodate the addition of the Proposed Project under Near-Term (2023) conditions.
- There is no need for a westbound right-turn lane at the Alder Creek Parkway intersection with McCarthy Way. The currently proposed configuration (1 through lane, 1 shared through/right lane) was evaluated and determined to adequately accommodate the anticipate turning movements under Build-Out (2040) conditions.
- The addition of the Proposed Project does not preclude the future construction of Bus Rapid Transit (BRT) service along Alder Creek Parkway in the vicinity of the project site.
- The addition of the Proposed Project is not anticipated to noticeably increase traffic volumes or worsen bicycle or pedestrian facilities in and around the US-50 interchange with East Bidwell Street.

Attachments

Exhibit 1 – Proposed Project Site Plan

Exhibit 2 – Near-Term (2023) plus Proposed Project Study Facilities, Traffic Control, Lane Configuration, and Volumes

Exhibit 3 – Build-Out (2040) plus Proposed Project Study Facilities, Traffic Control, Lane Configuration, and Volumes

Exhibit 4 – Westwood Drive Striping Plan

Exhibit 5 – Ultimate Striping Plan (City’s Preferred Alternative)

Appendix A – Analysis Worksheets for Near-Term (2023) plus Proposed Project Conditions

Appendix B – Analysis Worksheets for Build-Out (2040) plus Proposed Project Conditions

Appendix C – Westwood Drive @ Alder Creek Parkway Peak-Hour Traffic Signal Warrant Worksheets



**SOUTHERN PARCEL:
114 UNITS**

DENSITY: GROSS 114 UNITS/6.41 +/- AC
= 17.8 DU/AC

APARTMENTS

- 56 PLAN 1 - 1,175 SF, 2 BED, 2 BA
- 43 PLAN 3 - 1,611 SF, 3 BED, 2.5 BA
- 7 PLAN 3X - 1,627 SF, 3 BED, 2.5 BA
- 8 PLAN 5 - 1,829 SF, 4 BED, 3 BA

114 TOTAL

PARKING:

	REQUIRED	PROVIDED:
TENANTS: (2 PER UNIT)	228 SPACES	172 GAR. SPACES
GUEST: (.5 PER UNIT)	57 SPACES	36 COV'D SPACES
ADD'L DRWY		58 OPEN SPACES
TOTAL:	285 SPACES	2 SPACES
		288 SPACES (3 extra)

**NORTHERN PARCEL:
124 UNITS**

DENSITY: GROSS 124 UNITS/7.61 AC
= 16.3 DU/AC
NET 124 UNITS/(7.61-.40 REC AREA = 7.21 AC)
= 17.2 DU/AC

APARTMENTS

- 48 PLAN 1 - 1,175 SF, 2 BED, 2 BA
- 49 PLAN 3 - 1,611 SF, 3 BED, 2.5 BA
- 20 PLAN 3X - 1,627 SF, 3 BED, 2.5 BA
- 7 PLAN 5 - 1,829 SF, 4 BED, 3 BA

124 TOTAL

PARKING:

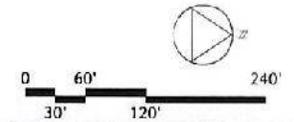
	REQUIRED	PROVIDED:
TENANTS: (2 PER UNIT)	248 SPACES	200 GAR. SPACES
GUEST: (.5 PER UNIT)	62 SPACES	48 COV'D SPACES
LEASING		56 OPEN SPACES
TOTAL:	310 SPACES	8 OPEN SPACES
		312 SPACES (2 EXTRA)

**CONCEPTUAL SITE PLAN
SCHEME 9: 238 UNITS TOTAL**

BLENDDED DENSITY: GROSS 238 UNITS/14.02 AC
= 16.7 DU/AC

RECREATION BUILDING:

- LEASING & GYM: 3,780 SF
- LOGGIA, POOL RESTROOM & EQUIPMENT: 1,150 SF
- POOL/BBQ AMENITIES AREA SET ASIDE: 17,910 SF (.40 AC)



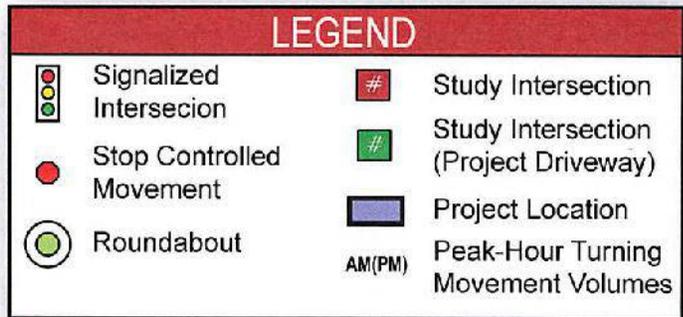
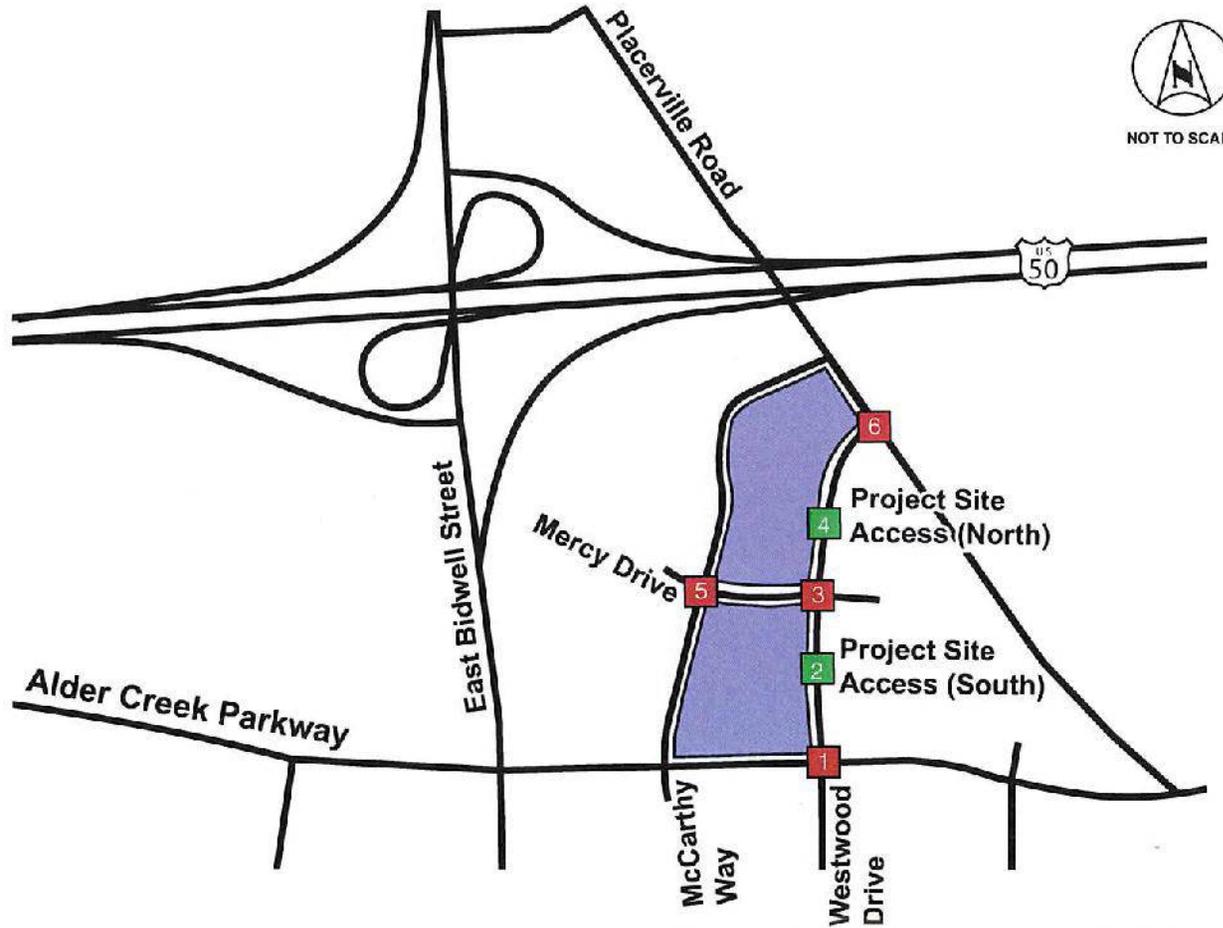
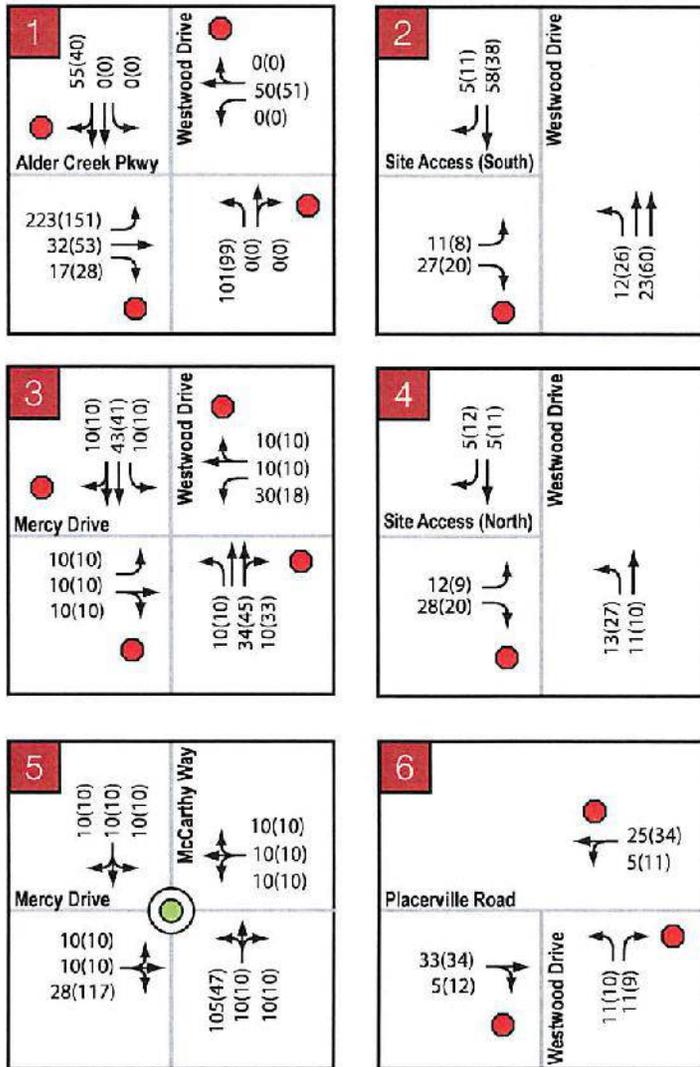
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LEWIS MANAGEMENT CORP.
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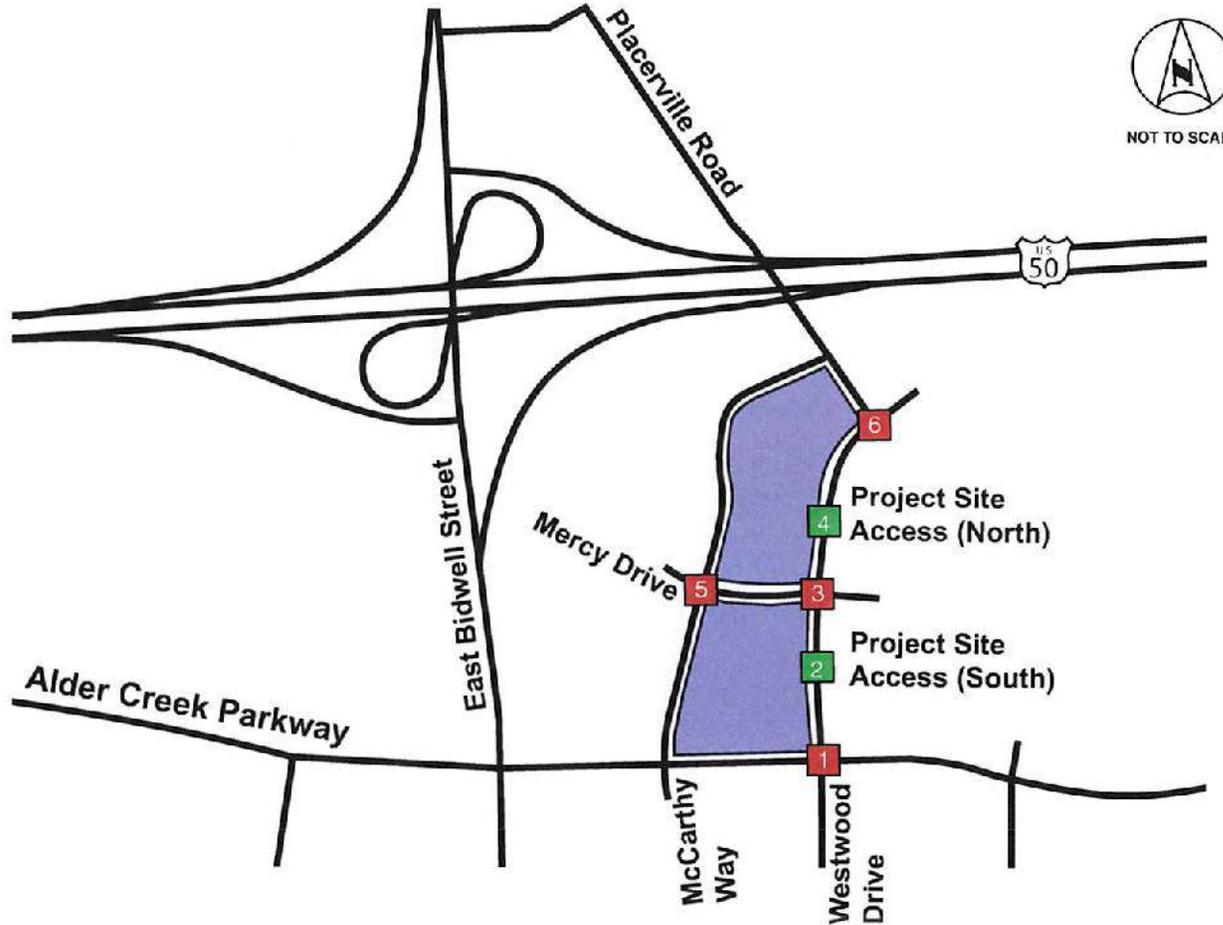
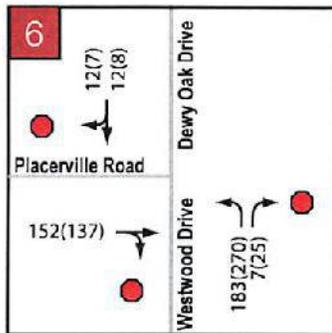
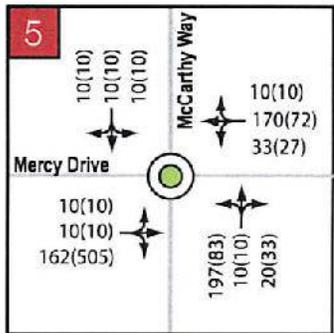
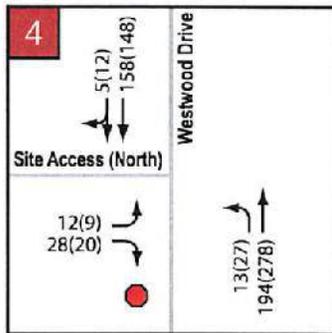
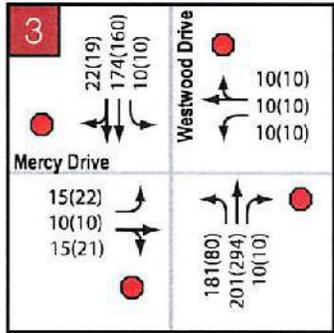
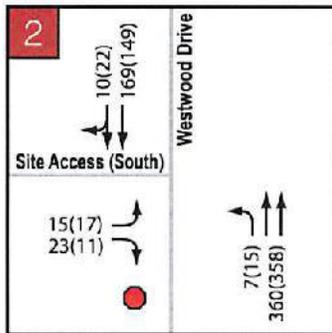
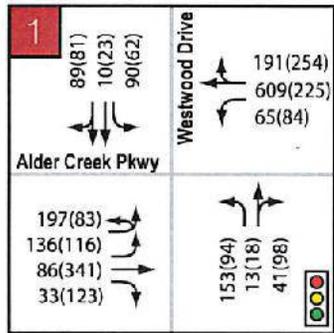
FOLSOM RANCH BACKYARD DUPLEXES
FOLSOM, CA

SITE PLAN A.1.0
06.17.22

Study Facilities with Lane Geometry



Study Facilities with Lane Geometry



LEGEND

	Signalized Intersection		Study Intersection
	Stop Controlled Movement		Study Intersection (Project Driveway)
	Roundabout		Project Location
			Peak-Hour Turning Movement Volumes



Exhibit 4 - Westwood Drive Striping Plan

Westwood Drive
 Preliminary Striping Plan
P85A - Lewis Condos

City of Denver
 800 7-71-81
MACKAY & SOMPS
 ENGINEERS
 1500
 1500
 1500

PRELIMINARY - Subject to Revision

Memorandum

To: John Shores
Lewis Management Corp.

From: Matt Weir, P.E., T.E., PTOE, RSP₁

Re: *Folsom Ranch Rental Neighborhood*
Traffic, Access, and Circulation Study

Date: December 13, 2022

As requested, we have prepared this memorandum to provide an introduction and summary to the remaining traffic, access, and circulation topics related to the proposed project.

Overview

As noted in our attached study, the Dignity Health Campus traffic study included consideration of three access alternatives, one of which was identified for inclusion in this study. More specifically, this study reflects the localized, offsite traffic conditions resulting from the rerouting of Dignity trips to Westwood Drive and the addition of a second eastbound left-turn lane at Westwood Drive. This configuration is understood to be the City's "preferred alternative." Consistent with the City's prior direction, the other two access alternatives (traffic signal and roundabout at the McCarthy Way intersection) were omitted from this study in favor of consideration of the City's preferred alternative.

Westwood Drive Site Driveways

As noted in our attached study, the Westwood Drive corridor from Alder Creek Parkway to Placerville Road was evaluated for intersection operations and approach queuing. It is from this perspective that a conclusion was reached regarding the adequacy of the location and access condition for both project site driveways. More specifically, the intersection queuing results presented in **Table 3** demonstrate that the intersection queuing at the Alder Creek Parkway and Mercy Drive intersections are not anticipated to extend to either site access driveway. As such, both driveways are proposed to be full-access with side-street stop control.

Consideration of a Westbound Right-Turn Lane (Alder Creek Pkwy/McCarthy Wy)

As previously requested, we evaluated the Build-Out (2040) conditions' anticipated volumes at this intersection to determine if an exclusive, westbound right-turn is required. As noted in our attached study:

- Based on the volume split, and the fact that the total westbound thru volume is well below 1,900-vphpl capacity, the intersection and roadway are anticipated to operate well without the need for a dedicated right-turn lane. As a result it is reasonable to anticipate that the #2 westbound through lane would essentially operate as a de facto right-turn lane and would not result in unnecessary delay to the westbound traffic stream.

Although not necessitated by the above-noted evaluation, it is possible that the westbound lane transition can be striped in a manner that delineates a westbound right-turn taper into McCarthy Way. A concept of this layout is attached to this memorandum as **Appendix A**.

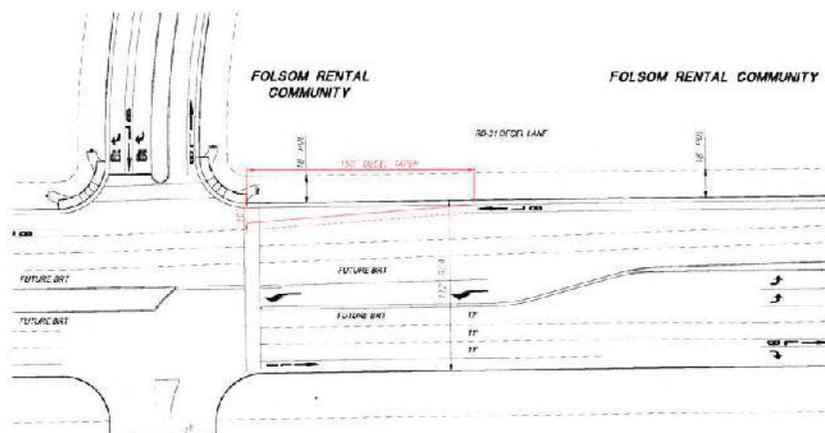
The attached traffic memorandum was previously prepared and provided (**Appendix B**).

Attachments

- Appendix A – Westbound Alder Creek Pkwy Right-Turn Taper Concept @ McCarthy Wy
- Appendix B – *Traffic, Access, and Circulation Study Memorandum*, October 6, 2022

Appendix A

Westbound Alder Creek Pkwy Right-Turn Taper Concept @ McCarthy Wy



To: John Shores
Lewis Management Corp.

From: Matt Weir, P.E., T.E., PTOE, RSP₁
Curtis Yee, E.I.T.

Re: **Folsom Ranch Rental Neighborhood**
Traffic, Access, and Circulation Study

Date: October 6, 2022

As requested, and necessitated by the City of Folsom’s comments^{1,2}, we have prepared this memorandum to document our evaluation of traffic, access, and circulation conditions anticipated to result from the completion of the subject project within Parcel 85 of Folsom Ranch (the “Proposed Project” or “Project”, see Exhibit 1). This evaluation was completed in a manner consistent with the City of Folsom’s and Caltrans’ stated requirements, and is generally consistent with analyses completed by others³.

Overview

We understand that a “Traffic, Access, and Circulation Study” is required by the City of Folsom for the project proposed in Parcel 85 of Folsom Ranch. The project site is located adjacent to the Dignity Health project and is bound by Alder Creek Parkway, Westwood Drive, and McCarthy Way. The City has indicated the following study requirements:

- Trip generation
- Project access evaluation, driveway locations, and driveway spacing
- Internal vehicle circulation
- Emergency vehicle access

Furthermore, Caltrans has also provided their comments⁴ related to the project’s transportation evaluation and have requested the following:

- Bicycle and pedestrian safety analysis for the East Bidwell Street interchange
- Safety queuing analysis at the US-50 eastbound off-ramp

The primary purpose of this evaluation was to consider both the near-term and build-out traffic conditions resulting from the addition of the subject project with the access conditions (both sites’ driveways along Westwood Drive) as specified by the City. Specifically, this evaluation was used to identify the required infrastructure improvements along Westwood Drive, north of Alder Creek Parkway, including the Westwood Drive intersection with Mercy Drive. Additional consideration was given to the project’s Alder Creek Parkway frontage and the interim/ultimate geometrics. Accordingly, a weekday AM and PM peak-hour intersection Level of Service (LOS) analysis was completed for the following scenarios:

- A. Near-Term (2023) plus Proposed Project
- B. Build-Out (2040) plus Proposed Project

To assist with identifying the need for these infrastructure improvements, the following intersections were included as the focus of these analyses:

¹ Email from Steve Banks, City of Folsom, September 16, 2022.

² Project Meeting at Folsom City Hall, September 27, 2022.

³ *Dignity Health Campus Final Local Transportation Analysis & CEQA Impact Study*, DKS, April 23, 2021.

⁴ Letter from Alex Padilla, Caltrans, to Steve Banks, City of Folsom, July 30, 2021.

1. Alder Creek Parkway @ McCarthy Way*
2. Alder Creek Parkway @ Westwood Drive**
3. Westwood Drive @ Project Site Access (South)
4. Westwood Drive @ Mercy Drive
5. Westwood Drive @ Project Site Access (North)
6. Westwood Drive @ Placerville Road
7. McCarthy Way @ Mercy Drive

* Evaluation is limited to the WB approach and consideration of the need for a WB right-turn lane

** Evaluation considers the timing of the need for signalization, sizing of the eastbound left-turn pocket, and overall operations resulting from the addition of the Project

It is important to note that the Dignity Health Campus traffic study³ included consideration of three access alternatives, one of which was identified for inclusion in this study. More specifically, this study reflects the localized, offsite traffic conditions resulting from the rerouting of Dignity trips to Westwood Drive and the addition of a second eastbound left-turn lane at Westwood Drive. This configuration is understood to be the City's "preferred alternative." Consistent with the City's prior direction, the other two access alternatives (traffic signal and roundabout at the McCarthy Way intersection) were omitted from this study in favor of consideration of the City's preferred alternative.

Development Assumptions & Trip Generation

The following development assumptions were assumed for the purposes of this evaluation:

- A. Near-Term (2023) plus Proposed Project
 - o Near-Term (2023) peak-hour volumes directly from the Dignity traffic study³
 - o Includes double-counting of the Project sites' development trips
 - o Manually layered-on residential site trips for the adjacent Mangini Ranch Phase 2 project⁵
 - o Manually generated and layered-on the Project's trips
- B. Build-Out (2040) plus Proposed Project
 - o Build-Out (2040) peak-hour volumes directly from the Dignity traffic study³
 - o Includes double-counting of the Project sites' development trips
 - o Manually layered-on residential site trips for the adjacent Mangini Ranch Phase 2 project⁵
 - o Manually generated and layered-on the Project's trips

All data was reviewed and compared to other similar development absorption data. Specifically, we compared the above data to our previously developed Interim Year and Build-Out development conditions⁶. As noted, the Dignity Hospital project's underlying volumes were ultimately used with modifications for adjacent development and the Project sites to establish the conditions for use in this evaluation.

The number of trips anticipated to be generated by the Proposed Project were approximated using *Trip Generation Manual, 11th Edition*, published by the Institute of Transportation Engineers (ITE). The assignment of the project trips to the surrounding transportation network was based on professional judgment. As shown in Table 1, the Proposed Project is estimated to generate 1,686 daily trips, with 113 occurring in the AM peak-hour and 133 occurring in the PM peak-hour.

³ *Final Mangini Ranch Phase 2 Transportation Impact Study*, T. Kear Transportation Planning & Management, Inc., December 1, 2017.

⁵ *Macroscopic Traffic Evaluation Overview Memorandum, Folsom Plan Area – West of East Bidwell (WEB)*, Kimley-Horn, February 16, 2021.

Table 1 – Proposed Project Trip Generation

ITE Land Use Code	Land Use	# Units	Daily Trips	AM Peak-Hour			PM Peak-Hour		
				Total	In	Out	Total	In	Out
215	Single-Family Attached Housing (North)	120	864	58	18	40	68	39	29
	Single-Family Attached Housing (South)	114	822	55	17	38	65	37	28
Total Project Trips			1,686	113	35	78	133	76	57

Note: The four unit discrepancy between the north project's unit count and the project as shown in Exhibit 1 is noted. The stated methodology (double-counting the site's trips) is considered appropriate to address this inconsistency.

The study facilities, traffic control, lane configurations and, turning movement volumes for Near-Term (2023) plus Proposed Project and Build-Out (2040) plus Proposed Project conditions are depicted in Exhibit 2 and Exhibit 3, respectively.

Analysis Results

Intersection LOS was determined using methods defined in the *Highway Capacity Manual, 2010*, using appropriate traffic analysis software (Synchro®). Both Near-Term (2023) and Build-Out (2040) plus Proposed Project conditions were analyzed and the City of Folsom's LOS threshold of LOS D was used to determine the necessary infrastructure improvements to allow all intersections to operate acceptably and provide adequate storage for the turn lanes' anticipated queuing. Traffic control assumptions were based on information contained in other relevant traffic studies and were confirmed to be consistent with the *Specific Plan*⁷. The following traffic control assumptions include:

1. Alder Creek Parkway @ McCarthy Way
 - Near-Term: Side-Street Stop Control (SSSC), no left-turns out (partial median closure)
 - Cumulative: SSSC, no left-turns (full median closure)
2. Alder Creek Parkway @ Westwood Drive
 - Near-Term: All-Way Stop Control (AWSC)
 - Cumulative: Signalized
3. Westwood Drive @ Project Site Access (South) – SSSC, full access
4. Westwood Drive @ Mercy Drive – AWSC
5. Westwood Drive @ Project Site Access (North) – SSSC, full access
6. Westwood Drive @ Placerville Road – AWSC
7. McCarthy Way @ Mercy Drive – Roundabout

The lane geometries shown in Exhibit 2 and Exhibit 3 reflect the study facilities under their assumed near-term and build-out conditions, respectively. The lane configurations anticipated to be in place at the time of project opening are depicted in Exhibit 4. It should be noted that between the near-term and build-out conditions, the City's "preferred alternative" for the Dignity project is assumed to be in place such that the eastbound left-turn movement from Alder Creek Parkway onto McCarthy Way is restricted, these trips are rerouted to the Westwood Drive intersection, and the Alder Creek Parkway intersection with Westwood Drive is signalized (see the discussion later in this document related to the trigger for signalization) (see Exhibit 5).

The volumes shown in Exhibit 3 reflect the Dignity Health project trips that have been rerouted to either make an eastbound u-turn or left-turn movement at the Westwood Dive intersection with Westwood Drive. In the analysis the u-turn movements are represented in the left-turn movements as 1.5x the number of u-turns. Analysis worksheets are shown in Appendix A.

⁷ Folsom Plan Area Specific Plan, Torrence Planning, March 13, 2018.

Table 2 and Table 3 summarize the LOS and queuing results, respectively. As shown in Table 2, all intersections are expected to operate at LOS D or better for Near-Term (2023) and Build-Out (2040) plus Proposed Project conditions. As shown in Table 3, the provided storage will contain the vehicle queues with the addition of trips generated by the Proposed Project.

Table 2 – Intersection Levels of Service

ID	Intersection	Control	Peak Hour	Near-Term (2023) plus Proposed Project		Build-Out (2040) plus Proposed Project	
				Delay [sec]	LOS	Delay [sec]	LOS
1	Westwood Drive @ Alder Creek Parkway	AWSC/Signal	AM	10.5	A	54.2	D
			PM	9.1	B	24.2	C
2	Westwood Drive @ Project Site Access (South)	SSSC	AM	3.1 (8.9 EB)	A (A)	0.7 (9.7 EB)	A (A)
			PM	2.7 (8.9 EB)	A (A)	0.7 (10.1 EB)	A (B)
3	Westwood Drive @ Mercy Drive	AWSC	AM	7.8	A	10.2	B
			PM	7.7	A	10.8	B
4	Westwood Drive @ Project Site Access (north)	SSSC	AM	5.9 (8.6 EB)	A (A)	1.2 (9.9 EB)	A (A)
			PM	5.2 (8.7 EB)	A (A)	1.0 (10.2 EB)	A (A)
5	Mercy Drive @ McCarthy Way	Roundabout	AM	3.4	A	4.6	A
			PM	3.4	A	6.1	A
6	Westwood Drive @ Placerville Road	AWSC	AM	7.8	A	8.3	A
			PM	7.2	A	9.5	A

Note: Side Street Stop Controlled (SSSC) reported as intersection delay followed by the worst approach's delay.

Table 3 – Intersection Queuing

Intersection / Analysis Scenario	Movement	Available Storage (ft)	95th % Queue (ft)	
			AM Peak-Hour	PM Peak-Hour
#1, Westwood Drive @ Alder Creek Parkway	SBL	150	0	0
			134	107
	EBL	180	50	25
#2, Westwood Drive @ Project Site Access (South)	EB	100	25	25
			25	25
	NBL	450	25	25
			50	75
#3, Westwood Drive @ Mercy Drive	SBL	75	25	25
			25	25
	EB	100	25	25
			25	25
EBL	160	25	25	

Additional Considerations

Evaluation of Peak-Hour Traffic Signal Warrant (Alder Creek Pkwy/Westwood Dr)

We completed a planning level assessment of the need for traffic signalization at the Alder Creek Parkway intersection with Westwood Drive (Intersection #2) based on the peak-hour warrant methodologies noted in the current, published version of the *California Manual on Uniform Traffic Control Devices (CMUTCD)*. The peak-hour traffic signal warrant analysis was performed for the subject intersection under Near-Term (2023) plus Proposed Project conditions. The evaluation indicated that the addition of the project does not trigger the need for signalization. Peak-hour signal warrant worksheets are shown in Appendix C.

As previously noted, this intersection is understood to be signalized by Build-Out (2040) conditions. The timing and responsibility for this traffic control modification will need to be determined by the City at a later time. It is important to note that the adjacent Mangini Ranch Phase 2 project⁵ also does not include a specific development trigger for the signalization of this intersection.

Evaluation of Eastbound Left-Turn (Alder Creek Pkwy/Westwood Dr)

As previously discussed, the Near-Term (2023) conditions at this intersection are comprised of AWSC with a single eastbound left-turn lane. It isn't until Build-Out (2040) conditions when the rerouted McCarthy Way trips result in the need for dual eastbound left-turn lanes at this location. As requested, we have evaluated the length of the single eastbound left-turn lane that has already been constructed to assess if the addition of the Proposed Project under Near-Term (2023) conditions requires any storage length modifications. As shown in Table 3, the addition of the Proposed Project results in queuing that is contained by the available storage.

Evaluation of Need for Westbound Right-Turn Lane (Alder Creek Pkwy/McCarthy Wy)

As requested, we have evaluated the Build-Out (2040) conditions' anticipated volumes at this intersection to determine if an exclusive, westbound right-turn is required. The subject volumes are reflected in Exhibit 3. Review of the prior studies^{3,5} and the volumes documented herein contribute to the following findings:

- Under Build-Out (2040) AM peak-hour conditions, there are approximate 1,100 vehicles traveling westbound on Alder Creek Parkway approaching McCarthy Way. The split of these vehicles is approximately 80/20 with 20-percent turning right onto northbound McCarthy Way.
- These Build-Out (2040) AM peak-hour volumes are shown to be under the 1,900-vehicles per hour per lane (vphpl) operating capacity widely used as an industry-accepted saturation flowrate.
- Based on the volume split, and the fact that the total thru volume is well below 1,900-vphpl capacity, the intersection and roadway are anticipated to operate well without the need for a dedicated right-turn lane. As a result it is reasonable to anticipate that the #2 westbound through lane would essentially operate as a de facto right-turn lane and would not result in unnecessary delay to the westbound traffic stream.

Consideration of Future Bus Rapid Transit (BRT)

We understand that Bus Rapid Transit (BRT) is planned for the Alder Creek Parkway corridor along the project's frontage. The future BRT is specifically noted in the *Specific Plan*⁷ and was comprehensively evaluated as part of the Dignity Hospital project³. According to these prior efforts, a future BRT stop/station has been envisioned in the vicinity of the Alder Creek Parkway intersection with McCarthy Way (Intersection #1). The consideration of BRT resulted in the following conclusions:

- The addition of the Proposed Project does not preclude the future implementation of BRT service or the construction of the BRT stop/station at this location. While the BRT ridership is reasonably anticipated to be primarily comprised of Dignity Health employees and visitors, access to a

median-running BRT service in the vicinity of this intersection will require thoughtful and strategic planning in the future.

- The Proposed Project's consistency with the underlying land use assumptions per the *Specific Plan* provides confidence that the addition of the project will not, itself, result in conditions that preclude said BRT facilities.

US-50 Safety Evaluation

As requested by Caltrans⁴, we completed a safety evaluation to review existing deficiencies (i.e. geometric features, crash rates), as well as the effect the Project may have that would substantially increase exposure or hazards. Using data obtained from the Transportation Injury Mapping System (TIMS) (January 2016 to December 2022), and in a manner consistent with Caltrans' *Local Development Intergovernmental Review (LDIGR) Safety Review Practitioners Guidance* (July 2020), the safety evaluation was completed for the following existing freeway study facilities:

- US-50 mainline, west of East Bidwell Street
- US-50 mainline, east of East Bidwell Street

As no geometric modifications to Caltrans' facilities are anticipated to be necessitated by the Project, this safety evaluation therefore focused on the incremental increase in volumes on these Caltrans' facilities attributed to the project. Per the TIMS data obtained, there were 22 mainline incidents on US-50 west of East Bidwell Street, and 38 mainline incidents east of East Bidwell Street during the seven (7) year study period. Because the project is shown to contribute less than 1.5-percent to the peak-hour volumes along these segments (at most only 133 trips to a segment with a total peak-hour volume of 9,300 in 2016), the project's effect is anticipated to be nominal.

Bicycle/Pedestrian Safety Considerations

Bicycle and pedestrian safety were evaluated using the collision data contained in the City of Folsom's *Local Roadway Safety Plan (LRSP)*. This data reveal that there were not any bicycle or pedestrian collisions at project intersections during the 5-year study period (2015-2019). There was, however, one automobile collision adjacent to the project site at the intersection of East Bidwell Street and Alder Creek Parkway in 2019 which resulted in a "complaint of pain", according to the KABCO scale used by the FHWA. However, this collision did not involve bicycles or pedestrians and was due to a right-of-way infraction involving a vehicle making a left-turn in a construction zone.

The *Folsom Plan Area Specific Plan (FPASP)* requires Class II Bike Lanes to be constructed along Alder Creek Parkway, providing residents with access to the bike lanes on East Bidwell Street and thus to central Folsom. Likewise, pedestrian facilities will be constructed on the north side of Alder Creek Parkway in accordance with the FPASP. The absence of bicycle/pedestrian collisions, plus the associated improvements required by the project are not expected to worsen bicycle or pedestrian safety at the project intersections. Furthermore, because the project is shown to contribute nominal traffic to the freeway facilities and, therefore the US-50 interchange area with East Bidwell Street, its addition is not anticipated to worsen bicycle or pedestrian facilities at or in the vicinity of the freeway ramp intersections.

Summary of Findings

Based on the analyses documented above, we offer the following summary of our findings:

- As shown in **Table 1**, the Proposed Project is estimated to generate 1,686 daily trips, with 113 occurring in the AM peak-hour and 133 occurring in the PM peak-hour.
- The specified geometrics studied are the assumed near-term and build-out roadway conditions. Under these conditions the study intersections are shown in **Table 2** to operate acceptably based on the City of Folsom’s LOS threshold (LOS D).
- Based on the results of the LOS and queuing analysis, the assumed lane geometry and volumes can accommodate full-access driveways for both Proposed Project parcel access points.
- The addition of the Proposed Project does not trigger the peak-hour traffic signal warrant under Near-Term (2023) conditions.
- The existing eastbound Alder Creek Parkway left-turn lane is of sufficient length to accommodate the addition of the Proposed Project under Near-Term (2023) conditions.
- There is no need for a westbound right-turn lane at the Alder Creek Parkway intersection with McCarthy Way. The currently proposed configuration (1 through lane, 1 shared through/right lane) was evaluated and determined to adequately accommodate the anticipate turning movements under Build-Out (2040) conditions.
- The addition of the Proposed Project does not preclude the future construction of Bus Rapid Transit (BRT) service along Alder Creek Parkway in the vicinity of the project site.
- The addition of the Proposed Project is not anticipated to noticeably increase traffic volumes or worsen bicycle or pedestrian facilities in and around the US-50 interchange with East Bidwell Street.

Attachments

Exhibit 1 – Proposed Project Site Plan

Exhibit 2 – Near-Term (2023) plus Proposed Project Study Facilities, Traffic Control, Lane Configuration, and Volumes

Exhibit 3 – Build-Out (2040) plus Proposed Project Study Facilities, Traffic Control, Lane Configuration, and Volumes

Exhibit 4 – Westwood Drive Striping Plan

Exhibit 5 – Ultimate Striping Plan (City’s Preferred Alternative)

Appendix A – Analysis Worksheets for Near-Term (2023) plus Proposed Project Conditions

Appendix B – Analysis Worksheets for Build-Out (2040) plus Proposed Project Conditions

Appendix C – Westwood Drive @ Alder Creek Parkway Peak-Hour Traffic Signal Warrant Worksheets

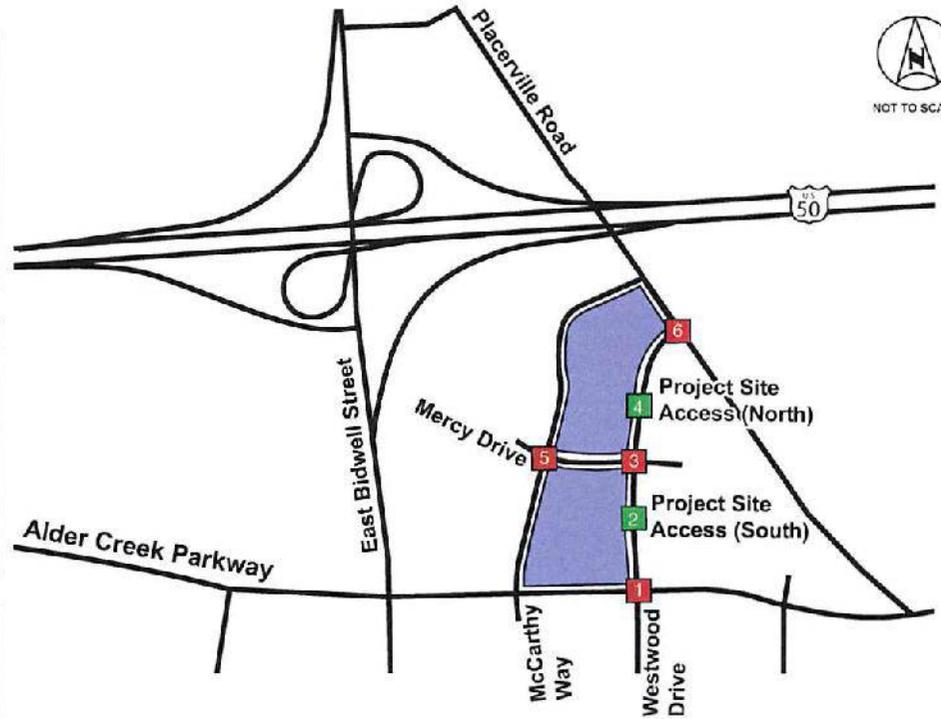
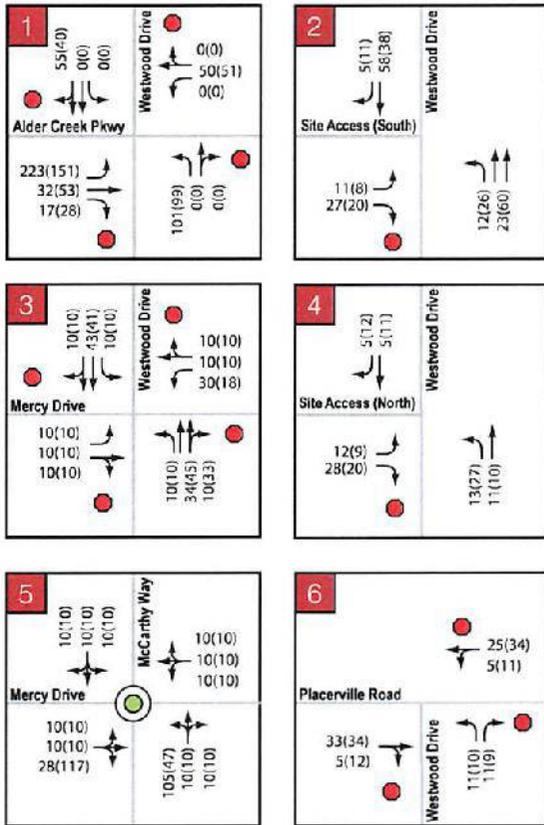
Folsom Ranch Rental Neighborhood - Traffic, Access, and Circulation Study



<p>Angeleno Associates, Inc. 1410 City Center Drive, Suite 400, San Jose, CA 95128 www.angelenoassociates.com 415.774.3535 FAX 2004 2012 © Angeleno Associates, Inc.</p>	<p>LEWIS MANAGEMENT CORP. EAGLE COMMERCIAL PARTNERS</p>	<p>FOLSOM RANCH BACKYARD DUPLEXES FOLSOM, CA</p>	<p>SITE PLAN</p>	<p>A.1.0 06.17.22</p>
	<p>Kimley»Horn</p>			

Exhibit 1
Proposed Project Site Plan

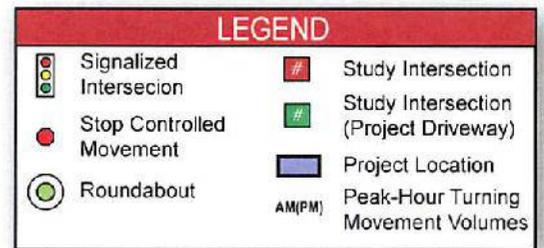
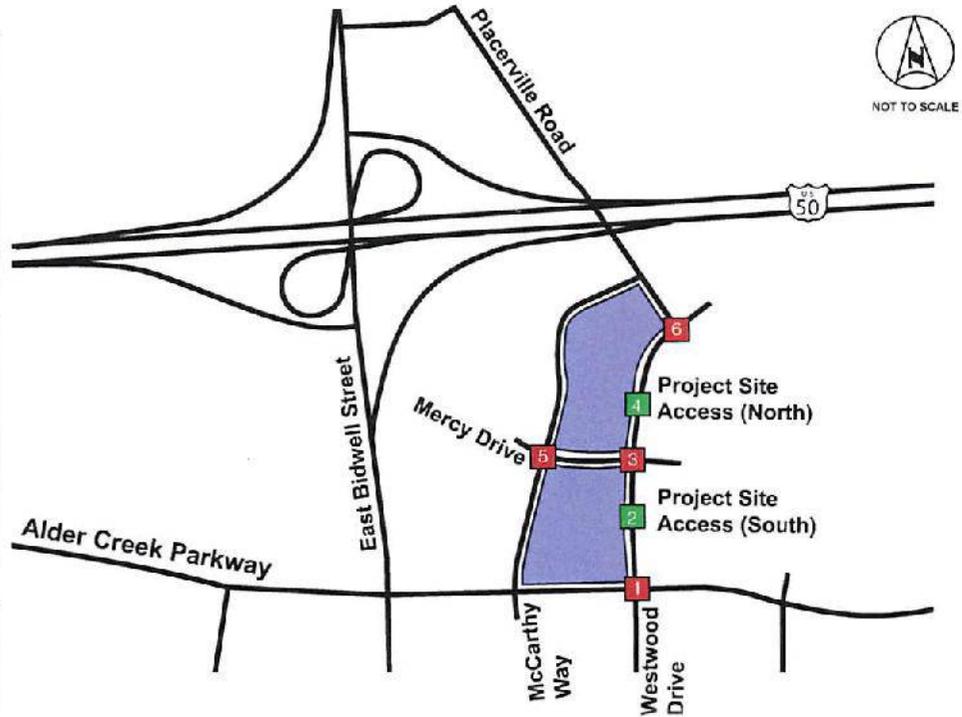
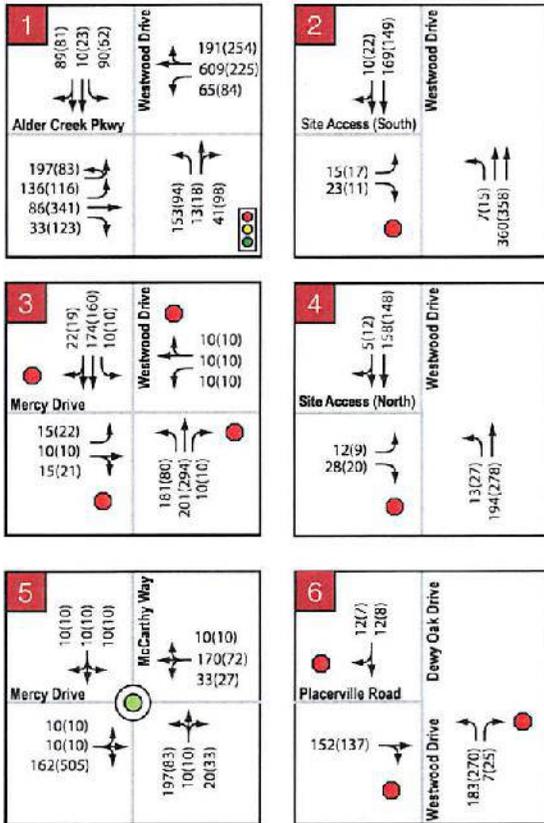
Study Facilities with Lane Geometry



LEGEND	
	Signalized Intersection
	Stop Controlled Movement
	Roundabout
	Study Intersection
	Study Intersection (Project Driveway)
	Project Location
	Peak-Hour Turning Movement Volumes AM(PM)

Folsom Ranch Rental Neighborhood - Traffic, Access, and Circulation Study

Study Facilities with Lane Geometry



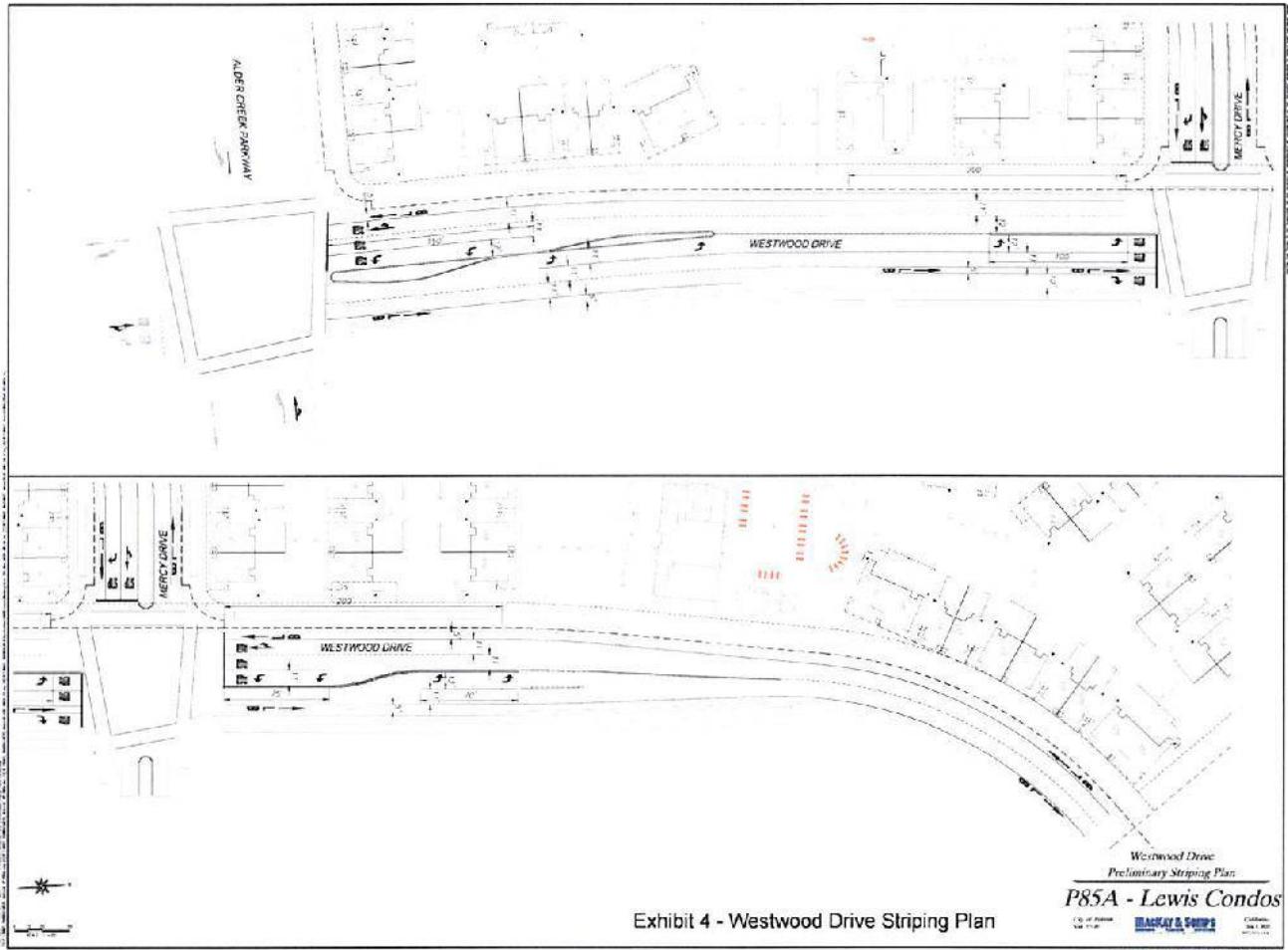


Exhibit 4 - Westwood Drive Striping Plan

Westwood Drive
 Preliminary Striping Plan
P85A - Lewis Condos
 City of Irvine
 HASKAY & SHARP
 Irvine, CA 92614
 MAY 2010

PRELIMINARY - Subject to Review

Attachment 20

CEQA Exemption and Streamlining Analysis and Checklist for Folsom Ranch Apartments Project Dated October, 2022

CITY OF FOLSOM

**CEQA Exemption and Streamlining Analysis for Folsom Ranch
Rental Neighborhood (Folsom Plan Area Specific Plan Parcel Nos.
85A-3 & 85A-4)**

1. Application No: PN 22-218
2. Project Title: Folsom Ranch Rental Neighborhood (Folsom Plan Area Specific Plan [FPASP] Parcel No. 85A, Lot #3 (85A-3) and Parcel No. 85A, Lot #4 (85A-4))
3. Lead Agency Name and Address:
City of Folsom
50 Natoma Street
Folsom, CA 95630
4. Contact Person and Phone Number:
Steve Banks, Principal Planner
Community Development Department
(916) 461-6207
5. Project Location:
FPASP Parcel Nos. 85A-3 and 85A-4. 15.36 net acres (19.9 gross acres) located south of U.S. Highway 50 and bound to the north by Placerville Road, to the east by Westwood Drive, to the south by Alder Creek Parkway, and to the west by McCarthy Way.
6. Project Applicant's/Sponsor's Name and Address:
Lewis Management Corporation and Eagle Commercial Partners
1156 North Mountain Avenue
Upland, CA 91786
7. General Plan Designation:
Parcel No. 85A-3—GC-MMD; GC-P
Parcel No. 85A-4—GC-MHD
8. Zoning:
Parcel No. 85A-3—SP-GC-PD
Parcel No. 85A-4—SP-GC-PD
9. Other public agencies whose approval may be required or agencies that may rely on this document for implementing project:

California Department of Fish and Wildlife (for Section 1602 agreement)
Capital Southeast Connector Joint Powers Authority
Central Valley Regional Water Quality Control Board
Folsom-Cordova Unified School District
Sacramento Metropolitan Air Quality Management District

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LIST OF ACRONYMS

CEQA	California Environmental Quality Act
DB	Detention Basin
DEIR	Draft EIR/EI
EIR/EIS or EIR	Environmental Impact Report/Environmental Impact Statement
FEIR	Final EIR/EIS
FPASP	Folsom Plan Area Specific Plan
GC-MHD	General Commercial- Multi-family High Density
GC-MMD	General Commercial-Multi-family Medium Density
GC-P	General Commercial-Park
HMB	Hydro-modification Basin
MAM	Minor Administrative Amendment
MM	Mitigation Measure
MND	Mitigated Negative Declaration
ROD	Record of Decision
SP-GC-PD	Specific Plan-General Commercial-Planned Development

I. INTRODUCTION

The Folsom Ranch Rental Neighborhood proposal (Project) is located in the Folsom Plan Area Specific Plan (FPASP), Parcel Nos. 85A-3 & 85A-4 (APN Nos. 072-4110-001 and -002). The FPASP is a 3,513.4-acre comprehensively planned community that creates new development patterns based on the principles of smart growth and transit-oriented development.

As discussed later in this document, the Project is consistent with the FPASP. Being consistent with an existing Specific Plan, the Project is eligible for the exemption from review under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.) provided in Government Code section 65457 and CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.) section 15182, subdivision (c), as well as the streamlining provisions in Public Resources Code section 21083.3 and CEQA Guidelines section 15183.

Because the Project is exempt from CEQA, the City is not required to provide the following CEQA analysis. Nonetheless, the City provides the following checklist exploring considerations raised by sections 15182 and 15183 to disclose the City's evidence and reasoning for determining the Project's consistency with the FPASP and eligibility for the claimed CEQA exemption.

II. PROJECT DESCRIPTION

A. PROJECT LOCATION AND OVERVIEW

The Project is located on FPASP Parcel Nos. 85A-3 and 85A-4, south of U.S. Highway 50 and bound to the north by Placerville Road, to the east by Westwood Drive, to the south by Alder Creek Parkway, and to the west by McCarthy Way. For aerial photographs and mapping of the Project site, refer to the Folsom Ranch Rental Neighborhood Project Background and Narrative, included as **Exhibit 1** (see also FPASP, p. 1-3).

The Applicant proposes development of 238 attached multi-family residential units within the FPASP, consisting of 119 two-story duplex buildings, to be used as rental properties. The northern parcel, No. 85A-3 (8.5 net acres), will be developed with 124 two- and three-bedroom townhome units, and the southern parcel, No. 85A-4 (7.3 net acres), will be developed with 114 two- and three-bedroom townhome units, plus garages.

The Project will include a recreation area on the northern parcel with office and various shared community facilities (pool and spa with sun deck, clubroom, fitness center, outdoor kitchen, etc.), as well as an open turf play area with a shade structure. A dog park and pet bathing station will be located on the southern parcel. Both parcels will contain shared trash collection areas, maintenance

facilities, and shared barbeque areas. The Project will have a combined total of 594 parking spaces, consisting of garage stalls and guest parking. For additional information and the site plan, refer to Exhibit 1. The Project will include interior roadways and walkways. Exterior roadway improvements, including public sidewalks, are currently being constructed as part of a larger approved development. Access to the Project will occur via Westwood Drive, adjacent and west of the parcels, with additional emergency access on surrounding roadways.

The requested land use entitlements for the Project include:

- (1) Conditional Use Permit;
- (2) Planned Development Modification; and
- (3) Minor Administrative Amendment (MAM)/Transfer of Development Rights for the transfer of 95 Multi-family High Density (MHD) housing units and 3.3 acres of parkland¹ from Parcel No. 85A to Parcel No. 61 within the FPASP, as well as the transfer of 95 Multi-family Medium Density (MMD) housing units from Parcel No. 61 to Parcel No. 85A.

The Project is located within the Folsom Ranch Central District and is designed to comply with the Folsom Ranch Central District Design Guidelines (approved 2015, amended 2018), included as **Exhibit 2** (see also FPASP, p. 4-1). No substantive deviations from the FPASP Appendix A: Development Standards are sought with this application.² Infrastructure to serve the Project is proximate and available to the site.

B. EXISTING SITE CONDITIONS

Currently, the 19.94-acre Project site is undeveloped but graded, and infrastructure improvements are currently being installed as part of a larger approved development. There are no trees located within the bounds of the Project site, therefore no trees are proposed for removal with this application. Pursuant to a FPASP MAM approved in 2020 (2020 FPASP MAM), and included here as **Exhibit 3**, Parcel 85A-3 is currently designated as General Commercial- Multi-family Medium Density (GC-MMD) and General Commercial-Park (GC-P), and Parcel 85A-4 is designated as General Commercial- Multi-family High Density (GC-MHD). Both parcels are zoned Specific Plan-General Commercial-Planned Development (SP-GC-PD).

¹ Within the FPASP, parkland acreage is determined by a parcel's total provided dwelling units; thus the 3.3 acres of parkland on Parcel No. 85A transfers as 5.6 acres of parkland on Parcel No. 61 because it contains more dwelling units overall.

² The Planned Development Modification will clarify measurement reference points for certain setbacks and encroachments for this type of development that were not addressed in the original standards and will allow one of the two required parking spaces to be uncovered for the two-bedroom units (see Exh. 1, Project Narrative: Entitlements).

III. FOLSOM PLAN AREA SPECIFIC PLAN AND PRIOR ENVIRONMENTAL REVIEW

A. FOLSOM PLAN AREA SPECIFIC PLAN

The City adopted the original FPASP on June 28, 2011 (Resolution No. 8863). The City and the U.S. Army Corps of Engineers prepared a joint environmental impact report/environmental impact statement (EIR/EIS or EIR) for the Folsom South of U.S. Highway 50 Specific Plan Project (see FPASP EIR/EIS, SCH #2008092051). The Draft EIR/EIS (DEIR) was released on June 28, 2010. The City certified the Final EIR/EIS (FEIR) on June 14, 2011 (Resolution No. 8860). For each impact category requiring environmental analysis, the EIR provided two separate analyses: one for the “Land” component of the FPASP, and a second for the “Water” component (FPASP DEIR, pp. 1-1 to 1-2). The analysis in this document is largely focused on and cites to the “Land” sections of the FPASP EIR.

On December 7, 2012, the City certified an Addendum to the EIR for the FPASP for purposes of analyzing an alternative water supply for the place area (Water Addendum). The revisions to the “Water” component of the FPASP project included: (1) Leak Fixes, (2) Implementation of Metered Rates, (3) Exchange of Water Supplies, (4) New Water Conveyance Facilities (Water Addendum, pp. 3-1 to 3-4). The City concluded that, with implementation of certain mitigation measures from the FPASP EIR’s “Water” sections, the water supply and infrastructure changes would not result in any new significant impacts, substantially increase the severity of previously disclosed impacts or involve any of the other conditions related to changed circumstances or new information that can require a subsequent or supplemental EIR (see Pub. Resources Code, § 21166; Guidelines, § 15162). The analysis in portions of the FPASP EIR’s “Water” sections that have not been superseded by the Water Addendum are still applicable.

Several MAMs have been made to the FPASP since 2011, including the 2020 FPASP MAM (see Exh. 3). Each FPASP modification has been assessed through the lens of CEQA, as occurs here.

B. ADDITIONAL ENVIRONMENTAL REVIEW DOCUMENTS INCORPORATED BY REFERENCE

The analysis in this document incorporates by reference the following environmental documents associated with the FPASP that have been certified by the Folsom City Council. Copies of these documents are available for viewing at the City of Folsom Planning Public Counter located on the 2nd floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday) and some are available online at <https://www.folsom.ca.us/government/community-development/planning-services/folsom-plan-area/maps-and-documents>.

- i. Folsom South of U.S. Highway 50 Specific Plan Project EIR/EIS and Findings of Fact and

Statement of Overriding Considerations, certified by the Folsom City Council on June 14, 2011;

- ii. CEQA Addendum for the Folsom South of U.S. 50 Specific Plan Project- Revised Proposed Off-site Water Facility Alternative prepared November, 2012, certified by the Folsom City Council on December 11, 2012; and
- iii. South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration (Backbone Infrastructure MND), dated December 9, 2014, adopted by the City Council on February 24, 2015.

Each of the environmental documents listed above includes mitigation measures imposed on the FPASP and activities authorized therein and in subsequent projects to mitigate plan-level environmental impacts, which are, therefore, applicable to the Project. The applicable mitigation measures are referenced specifically throughout this document and are incorporated by reference in the environmental analysis. The Applicant will be required to agree, as part of the conditions of approval for the Project, to comply with each of those mitigation measures.

Pursuant to Public Resources Code section 21083.3, subdivision (c), the City will make a finding at a public hearing that the feasible and applicable mitigation measures specified in the FPASP EIR will be undertaken. Moreover, for those mitigation measures with a financial component that apply plan-wide, the approved Public Facilities Financing Plan and Amended and Restated Development Agreement bind the Applicant to a fair share contribution for funding those applicable mitigation measures.

The May 22, 2014, Record of Decision (ROD) for the Folsom South of U.S. Highway 50 Specific Plan Project—City of Folsom Backbone Infrastructure by the U.S. Army Corps of Engineers, included as **Exhibit 4**, is also incorporated by reference.

All impacts from both onsite and offsite features of the Project have been analyzed and addressed in the CEQA analysis and other regulatory permits required for the FPASP and/or the Backbone Infrastructure project.

IV . PROJECT CONSISTENCY WITH THE FOLSOM PLAN AREA SPECIFIC PLAN

A. POLICIES AND OBJECTIVES

The Project is consistent with and aims to fulfill the specific policies and objectives in the FPASP. An analysis of the Project's consistency with FPASP policies is provided as **Exhibit 5**.

B. LAND USE DESIGNATION AND UNIT TYPES/DENSITY

The Applicant intends to develop the Project site with attached townhomes on a site designated as both GC-MMD and CG-MHD, consistent with the current FPASP. The FPASP describes the MMD designation as “embody[ing] the FPASP planning principles of compact growth, housing choices, mixed land uses and transportation choices” to provide “maximum residential flexibility by allowing a wide variety of multi-family dwellings including, but not limited to, *townhomes*” to include “diversified *rental...opportunities*” (FPASP, p. 4-15, italics added). The FPASP describes the MHD designation similarly. Design and architectural review is sought with this application to further ensure consistency.

The housing density range for MMD is 12 to 20 units per gross acres, and the density for MHD is 20 to 30 units per gross acres (FPASP, p. 4-15). Thus, the FPASP currently requires Parcel No. 85A to be developed with a minimum of 343 units (122 units on Parcel 85A-3 and 221 housing units on Parcel No. 85A-4) (Exh. 2, p. 8). The Project, however, consists of only 238 units. Therefore, to ensure that the total required number of housing units in the FPASP area remains the same, a MAM to the FPASP is proposed to transfer the residual 105 housing units to Parcel No. 61, located just east of Parcel 85A and across East Bidwell Street. Similarly, the 3.3-acre portion of Parcel No. 85A-3 designated as GC-P will be transferred to Parcel No. 61 under the MAM,³ as the Project will offer private recreational and community amenities better suited to the style of development being proposed. All parcels at issue are owned by Eagle Commercial Partners.

As discussed in the checklist below, this transfer of units and public park land will not result in any new or additional environmental impacts. The townhome units proposed as part of the Project are permitted uses as within the FPASP, as shown on the approved Tentative Parcel Map included as part of the 2020 FPASP MAM (Exh. 2, p. 8).

In summary, the Project as proposed ensures that the land use on the Project site remains consistent with the FPASP and the overall housing density within the FPASP area remains unchanged.

C. CIRCULATION

The Project is consistent with roadway and transit master plans for the FPASP.

Vehicular access to the Project will be via gated entry points on Westwood Drive, adjacent and west of the parcels, with additional emergency access on surrounding roadways. Mercy Drive, which will run east-west and connect with McCarthy Way and Westwood Drive, will be constructed as part of the Project. McCarthy Way to the west of the Project Site and Westwood Drive to the east are currently

³ See footnote 1.

being extended and/or improved as part of a larger approved development. Frontage improvements on Alder Creek Road to the south of the Project site and Placerville Road improvements to the northeast of the Project site will be constructed in accordance with a larger approved development.

The Project includes internal roadways that will connect residents and their guests with garages and other onsite parking. See Exhibit 1 for a site plan depicting the roadways. See also Exhibit 6, the October 2022 Folsom Ranch Rental Neighborhood Traffic, Access, and Circulation Study by Kimley-Horn, for exhibits depicting Project roadways. The Project also will include interior walkways. Access to the Project will occur via Westwood Drive, adjacent and west of the parcels, with additional emergency access on surrounding roadways.

Class II bike lanes will be provided on the roadways surrounding the Project site (e.g., Alder Creek Road, McCarthy Way, Westwood Drive) as required in the FPASP and as part of a larger approved development. As well, the Project will include “borrow-a-bike” stations as part of the Lewis Apartment Communities signature program offering free loaner bikes to residents. Onsite sidewalks and interior pedestrian pathways included as part of the Project will provide walkable connectivity between the townhouses, leasing office, recreational area, and trash facilities. Offsite pedestrian access to the Project site will be provided at three locations on Alder Creek Parkway and Westwood Drive. See Exhibit 1 for more details.

D. INFRASTRUCTURE (WATER, SEWER, AND STORM DRAINAGE)

The Project is consistent with planned infrastructure for the FPASP.

1. Water

The Project site is located within the potable water FPASP Zone 6 pressure zone and will be served by Zone 6 potable water from the west via McCarthy Way/Alder Creek Parkway (see FPASP, p. 12-5 [Figure 12.1, Potable Water Plan]). For non-potable water, the Project site is located in FPASP Zone 4 and will be served by Zone 4 in the same manner as with potable water (see FPASP, p. 12-7 [Figure 12.2, Non-Potable Water Plan]). Water mains are provided within the perimeter streets: Alder Creek Parkway and Westwood Drive.

2. Sewer

The Project will be served by the sewer infrastructure within either or both Alder Creek Parkway and Westwood Drive (FPASP, p. 12-9 [Figure 12.3, Wastewater Plan]).

3. Storm Drainage

The Project site stormwater system will connect to storm drain pipelines on either or both Alder Creek Parkway and Westwood Drive, which will ultimately connect with planned Hydro-modification Basin (HMB) #8 and Detention Basin (DB) # 6 (FPASP, p. 12-13 [Figure 12.4, Stormwater Plan]).

V. EXEMPTION AND STREAMLINING ANALYSIS

A. CEQA EXEMPTION AND STREAMLINING PROVISIONS

The City finds that the proposed Project is consistent with the FPASP and therefore exempt from CEQA under Government Code section 65457 and CEQA Guidelines section 15182, subdivision (c), as a residential project undertaken pursuant to and in conformity with a specific plan. The City also finds that the Project is eligible for streamlined CEQA review provided in Public Resources Code section 21083.3, and CEQA Guidelines section 15183 for projects consistent with a community plan, general plan, or zoning. These regulatory and stator provisions are discussed in more detail below.

Because the Project is exempt from CEQA, the City is not required to provide this streamlined CEQA analysis. Nonetheless, the City provides the checklist contained in this document to explore considerations raised by sections 15182 and 15183 because the checklist provides a convenient vehicle for disclosing the City's substantial evidence and reasoning underlying its consistency determination. Furthermore, the City has prepared site-specific studies pursuant to the requirements set forth in the mitigation measures and conditions of approval adopted for the FPASP under the FPASP EIR and Water Addendum for subsequent development projects (see Exhibit 6 [traffic study] and Exhibit 7, August 2020 Folsom Ranch Exterior Noise and Exterior Façade Acoustical Analysis, prepared by Veneklasen Associates). These studies support the conclusion that the Project would not have any new significant or substantially more severe impacts (CEQA Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (CEQA Guidelines, § 15183), discussed in more detail in the checklist.

As mentioned above, the City prepared an addendum to the FPASP EIR in December 2012 for purposes of analyzing an alternative water supply for the FPASP. Although this Water Addendum was prepared and adopted by the City after the certification of the FPASP EIR, it does not change any analysis under Public Resources Code section 21083.3 and CEQA Guidelines section 15183 as its primary purposed was to give the Plan Area a more feasible and reliable water supply.

1. Exemption provided by Government Code, § 65457, and CEQA Guidelines, § 15182, subdivision (c)

Government Code section 65457, and CEQA Guidelines section 15182, subdivision (c), exempt residential projects that are undertaken pursuant to a specific plan for which an EIR was previously prepared if the projects are consistent with that specific plan and the conditions described in CEQA Guidelines section 15162 (relating to the preparation of a supplemental EIR) are not present (Gov. Code, § 65457, subd. (a); CEQA Guidelines, §§ 15182, subd. (c), 15162, subd. (a); see also Pub. Res. Code, § 21166). The analysis presented in Section IV above, and Applicant’s FPASP Policy Consistency Analysis attached as Exhibit 5, supports the determination that the Project is undertaken pursuant to and in conformity with the FPASP.

2. Streamlining provided by Public Resources Code, § 21083.3 and CEQA Guidelines, § 15183

Public Resources Code section 21083.3 provides a streamlined CEQA process where a project application is made for a parcel for which prior environmental review of a zoning or planning approval was adopted. If the proposed development is consistent with that zoning or plan, any further environmental review of the development shall be limited to effects upon the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior EIR or which substantial new information shows will be more significant than described in the prior EIR. Effects are not to be considered peculiar to the parcel or the project if uniformly applied development policies or standards that have been previously adopted by the City were found to substantially mitigate that effect when applied to future projects. CEQA Guidelines section 15183 provides further detail and guidance for the implementation of the exemption set forth in Public Resources Code section 21083.3.

B. EXPLANATION OF ENVIRONMENTAL CHECKLIST

The row titles of the following environmental checklist include the full range of environmental topics, as presented in the current Appendix G of the CEQA Guidelines.⁴ The column titles of the checklist have been modified from the Appendix G presentation to assess the Project’s qualifications for streamlining provided by Public Resources Code section 21083.3 and CEQA Guidelines sections 15183, as well as to evaluate whether the conditions described in Guidelines section 15162 are present.

Pursuant to Guidelines section 15162, one of the purposes of this checklist is to evaluate the categories in terms of any “changed condition” (i.e. changed circumstances, project changes, or new information

⁴ Since certification of the prior EIR, the Appendix G Checklist has been updated (effective early 2019) to include new and revised questions specific to individual issue areas. The updated checklist is used here, although the City is not required to do so and could rely on the checklist in effect when the EIR was certified.

of substantial importance) that may result in a different environmental impact significance conclusion. If the situations described in Guidelines section 15162 are not present, then the exemption provided by Government Code section 65457 and Guidelines section 15182 can be applied to the Project. Therefore, the checklist does the following: a) identifies the earlier analyses and states where they are available for review; b) discusses whether proposed changes to the previously-analyzed program, including new site specific operations, would involve new or substantially more severe significant impacts; c) discusses whether new circumstances surrounding the previously-analyzed program would involve new or substantially more severe significant impacts; d) discusses any substantially important new information requiring new analysis; and e) 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 (Guidelines, § 15162, subd. (a)).

The checklist serves a second purpose. Public Resources Code section 21083.3 and its parallel Guidelines provision, section 15183, provide for streamlined environmental review for projects consistent with the development densities established by existing zoning, general plan, or community plan policies for which an EIR was certified. Such projects require no further environmental review except as might be necessary to address effects that (a) are peculiar to the Project or the parcel on which the Project would be located; (b) were not analyzed as significant effects in the prior EIR; (c) are potentially significant off-site impacts or cumulative impacts not discussed in the prior EIR; or (d) were previously identified significant effects but are more severe than previously assumed in light of substantial new information not known when the prior EIR was certified. If an impact is not peculiar to the parcel or to the Project, has been addressed as a significant impact in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, then an additional EIR need not be prepared for the project solely on the basis of that impact.

A “no” answer here does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed with mitigation measures in the prior environmental documents approved for the zoning action, general plan, or community plan. The environmental categories might be answered with a “no” in the checklist since the Project does not introduce changes that would result in a modification to the conclusion of the FPASP EIR.

The purpose of each column of the checklist is described below.

1. Where Impact Was Analyzed

This column provides a cross-reference to the pages of the environmental documents for the zoning action, general plan, or community plan where information and analysis may be found relative to the environmental issue listed under each topic.

2. Do Proposed Changes Involve New or More Severe Impacts?

Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the Project will result in new significant impacts not disclosed in the prior EIR or negative declaration or that the Project will result in substantial increases the severity of a previously identified significant impact. A yes answer is only required if such new or worsened significant impacts will require “major revisions of the previous EIR or negative declaration.” If a “yes” answer here is given, additional mitigation measures or alternatives may be needed.

3. Any New Circumstances Involving New or More Severe Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether changed circumstances affecting the Project will result in new significant impacts not disclosed in the prior EIR or negative declaration or will result in substantial increases the severity of a previously identified significant impact. A yes answer is only required if such new or worsened significant impacts will require “major revisions of the previous EIR or negative declaration.” If a “yes” answer is given here, additional mitigation measures or alternatives may be needed.

4. Any New Information of Substantial Importance Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether new information “of substantial importance” is available requiring an update to the analysis of a previous EIR to verify that the environmental conclusions and mitigations remain valid. Any such information is only relevant if it “was not known and could not have been known with reasonable diligence at the time of the previous EIR.” To be relevant in this context, such new information must show one or more of the following:

- (A) The Project will have one or more significant effects not discussed in the previous EIR or negative declaration;
- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, but the Project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the Project proponents decline to adopt the mitigation measure or alternative.

This category of new information may apply to any new regulations, enacted after certification of the prior EIR or adoption of the prior negative declaration, which might change the nature of analysis of

impacts or the specifications of a mitigation measure.⁵ If the new information shows the existence of new significant effects or significant effects that are substantially more severe than were previously disclosed, then new mitigation measures should be considered. If the new information shows that previously rejected mitigation measures or alternatives are now feasible, such measures or alternatives should be considered anew. If the new information shows the existence of mitigation measures or alternatives that are (a) considerably different from those included in the prior EIR; (b) able to substantially reduce one or more significant effects; and (c) unacceptable to the Project proponents, then such mitigation measures or alternatives should also be considered.

5. Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?

Pursuant to Section 15183, subdivision (b)(1), of the CEQA Guidelines, this column indicates whether there are Project-specific significant effects that are peculiar to the Project or its site. Although neither section 21083.3 nor section 15183 defines the term “effects on the environment which are peculiar to the parcel or to the project,” the court in *Wal-Mart Stores, Inc. v. City of Turlock* (2006) 138 Cal.App.4th 273, clarified that “a physical change in the environment will be peculiar to [a project] if that physical change belongs exclusively and especially to the [project] or it is characteristic of only the [project]” (*id.* at p. 294). As noted by the court, this definition “illustrate[s] how difficult it will be for a zoning amendment or other land use regulation that does not have a physical component to have a sufficiently close connection to a physical change to allow the physical change to be regarded as ‘peculiar to’ the zoning amendment or other land use regulation” (*ibid.*).

A “yes” answer here indicates that the Project has effects peculiar to the Project, as relative to the environmental category, which were not discussed in the prior environmental documentation for the zoning action, general plan or community plan. A “yes” answer here will be followed by an indication of whether the impact is “potentially significant,” “less than significant with mitigation incorporated,” or “less than significant.” An analysis of the determination will appear in the Discussion section following the checklist.

6. Are There Effects Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?

Sections 21083.3 and 15183 include a separate, though complementary, means of defining the term

⁵ The updated the Appendix G Checklist material, discussed in footnote 1, is not considered “new information” as defined in CEQA Guidelines Section 15162, subdivision (a)(3), as it does not constitute any change in governing law or any new facts showing the existence of new significant effects or substantially more severe significant effects. Moreover, as demonstrated below, none of the updates to the Appendix G Checklist require new analysis related to impacts that were not known or that could not have been known at the time the EIR was prepared.

“effects on the environment which are peculiar to the parcel or to the project.” Subdivision (f) of section 15183 provides as follows:

An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. The finding shall be based on substantial evidence which need not include an EIR.

This language explains that an agency can dispense with CEQA compliance for environmental impacts that will be “substantially mitigated” by the uniform application of “development policies or standards” adopted as part of, or in connection with, previous plan-level or zoning-level decisions, or otherwise – unless “substantial new information” shows that the standards or policies will not be effective in “substantially mitigating” the effects in question. Section 15183, subdivision (f), goes on to add the following considerations regarding the kinds of policies and standards at issue:

Such development policies or standards need not apply throughout the entire city or county but can apply only within the zoning district in which the project is located, or within the area subject to the community plan on which the lead agency is relying. Moreover, such policies or standards need not be part of the general plan or any community plan but can be found within another pertinent planning document such as a zoning ordinance. Where a city or county, in previously adopting uniformly applied development policies or standards for imposition on future projects, failed to make a finding as to whether such policies or standards would substantially mitigate the effects of future projects, the decision-making body of the city or county, prior to approving such a future project pursuant to this section, may hold a public hearing for the purpose of considering whether, as applied to the project, such standards or policies would substantially mitigate the effects of the project. Such a public hearing need only be held if the city or county decides to apply the standards or policies as permitted in this section.

Subdivision (g) provides concrete examples of “uniformly applied development policies or standards”: (1) parking ordinances; (2) public access requirements; (3) grading ordinances; (4) hillside development ordinances; (5) flood plain ordinances; (6) habitat protection or conservation ordinances; (7) view protection ordinances.

A “yes” answer here indicates that the Project has effects peculiar to the Project, as relative to the environmental category, which were not discussed in the prior environmental documentation for the zoning action, general plan or community plan and that cannot be mitigated through application of uniformly applied development policies or standards that have been previously adopted by the agency. A “yes” answer here will be followed by an indication of whether the impact is “potentially significant,” “less than significant with mitigation incorporated,” or “less than significant.” An analysis

of the determination will appear in the Discussion section following the checklist.

7. Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?

Pursuant to Section 15183, subdivision (b)(2) of the CEQA Guidelines, this column indicates whether there are any effects that were not analyzed as significant effects in the prior EIR for the zoning action, general plan, or community plan with which the Project is consistent.

This provision indicates that, if the prior EIR for a general plan, community plan, or zoning action failed to analyze a potentially significant effect then such effects must be addressed in the site-specific CEQA analysis.

A “yes” answer here indicates that the Project has effects relative to the environmental category that were not analyzed as significant effects in the prior environmental documentation for the zoning action, general plan or community plan. A “yes” answer here will be followed by an indication of whether the impact is “potentially significant,” “less than significant with mitigation incorporated,” or “less than significant.” An analysis of the determination will appear in the Discussion section following the checklist.

8. Are There Potentially Significant Off-Site Impacts and Cumulative Impacts That Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan, Or Zoning Action?

Pursuant to Section 15183, subdivision (b)(3), of the CEQA Guidelines, this column indicates whether there are any potentially significant off-site impacts and cumulative impacts that were not discussed in the prior EIR prepared for the general plan, community plan or zoning action with which the Project is consistent.

Subdivision (j) of CEQA Guidelines section 15183 makes it clear that, where the prior EIR has adequately discussed potentially significant offsite or cumulative impacts, the Project-specific analysis need not revisit such impacts:

This section does not affect any requirement to analyze potentially significant offsite or cumulative impacts if those impacts were not adequately discussed in the prior EIR. If a significant offsite or cumulative impact was adequately discussed in the prior EIR, then this section may be used as a basis for excluding further analysis of that offsite or cumulative impact.

This provision indicates that, if the prior EIR for a general plan, community plan, or zoning action failed to analyze the “potentially significant offsite impacts and cumulative impacts of the [new site-specific] project,” then such effects must be addressed in the site-specific CEQA analysis (Pub. Resources Code, § 21083.3, subd. (c); see also CEQA Guidelines, § 15183, subd. (j)).

A “yes” answer here indicates that the project has potentially significant offsite impacts or cumulative impacts relative to the environmental category that were not discussed in the prior environmental

documentation for the zoning action, general plan or community plan. A “yes” answer here will be followed by an indication of whether the impact is “potentially significant,” “less than significant with mitigation incorporated,” or “less than significant.” An analysis of the determination will appear in the Discussion section following the checklist.

9. Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?

Pursuant to Section 15183, subdivision (b)(4), of the CEQA Guidelines, this column indicates whether there are previously identified significant effects that are now determined to be more severe than previously assumed based on substantial information not known at the time the EIR for the zoning action, general plan or community plan was certified.

This provision indicates that, if substantial new information has arisen since preparation of the prior EIR for a general plan, community plan, or zoning action with respect to an effect that the prior EIR identified as significant, and the new information indicates that the adverse impact will be more severe, then such effects must be addressed in the site-specific CEQA analysis.

A “yes” answer here indicates that the Project has significant impacts relative to the environmental category that were previously identified in the prior environmental documentation for the zoning action, general plan or community plan but, as a result of new information not previously known, are now determined to be more severe than previously assumed. A “yes” answer here will be followed by an indication of whether the impact is “potentially significant,” “less than significant with mitigation incorporated,” or “less than significant.” An analysis of the determination will appear in the Discussion section following the checklist.

10. Mitigation Measures Addressing Impacts.

Pursuant to Public Resources Code section 21083.3, this column indicates whether the prior environmental document and/or the findings adopted by the lead agency decision-making body provides mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A “yes” answer here will be provided in either instance. If “NA” is indicated, then it is concluded that the impact does not occur with this Project and therefore no mitigation is needed. Each relevant and feasible mitigation measure listed on the below Checklist has been previously adopted by the City and is fully enforceable.

Subdivision (c) of Public Resources Code section 21083.3 further limits the partial exemption for projects consistent with general plans, community plans, and zoning by providing that:

“[A]ll public agencies with authority to mitigate the significant effects shall undertake or require the undertaking of any feasible mitigation measures specified in the prior [EIR] relevant to a significant effect which the project will have on the environment or, if not, then the provisions of this section shall have no application to that effect. The lead agency shall make a finding, at a public hearing, as to whether those mitigation measures will be

undertaken” (Pub. Resources Code, § 21083.3, subd. (c)).

Accordingly, to avoid having to address a previously identified significant effect in a site-specific CEQA document, a lead agency must “undertake or require the undertaking of any feasible mitigation measures specified in the prior [EIR] relevant to a significant effect which the project will have on the environment” (Pub. Resources Code, § 21083.3, subd. (c)). Thus, the mere fact that a prior EIR has analyzed certain significant cumulative or offsite effects does not mean that site-specific CEQA analysis can proceed as though such effects do not exist. Rather, to take advantage of the streamlining provisions of section 21083.3, a lead agency must commit itself to carry out all relevant feasible mitigation measures adopted in connection with the general plan, community plan, or zoning action for which the prior EIR was prepared. This commitment must be expressed as a finding adopted at a public hearing (see *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1408 [court rejected respondent city’s argument that it had complied with this requirement because it made a finding at the time of project approval “that the Project complied with all ‘applicable’ laws;” such a finding “was not the equivalent of a finding that the mitigation measures in the [pertinent] Plan EIR were actually being undertaken”]).

C. CHECKLIST AND DISCUSSION

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
1. AESTHETICS. Would the Project:	DEIR, pp. 3A.1-1 to -34									
a. Have a substantial adverse effect on a scenic vista?	DEIR, pp. 3A.1-24 to -25	No	No	No	No	No	No	No	No	EIR MM 3A.1-1
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	DEIR, pp. 3A.1-26 to -27	No	No	No	No	No	No	No	No	No feasible MM
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	DEIR, pp. 3A.1-27 to -30	No	No	No	No	No	No	No	No	EIR MMs 3A.1-1, 3A.7-4, 3A.1-4

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
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?	DEIR, pp. 3A.1-31 to -33	No	No	No	No	No	No	No	No	EIR MM 3A.1-5
<p>Discussion: The EIR concluded that implementation of the MMs in the EIR would reduce all except the following aesthetic impacts to less-than-significant levels: Impact 3A.1-1 (Substantial Adverse Effect on a Scenic Vista); Impact 3A.1-2 (Damage to Scenic Resources Within a Designated Scenic Corridor); Impact 3A.1-4 (Temporary, Short-Term Degradation of Visual Character for Developed Project Land Uses During Construction); Impact 3A.1-6 (New Skyglow Effects); and impacts from the off-site improvements constructed in areas under the jurisdiction of El Dorado and Sacramento Counties (Impacts 3A.1-4 and 3A.1-5) (FEIR, pp. 1-15 to 1-19; DEIR, p. 3A.1-34). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP would have the same or less impacts to aesthetic resources when compared to the FPASP as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.1-2a, MM 3B.1-2b, MM 3B.1-3a, and MM 3B.1-3b (Water Addendum, p. 3-5).</p> <p>The Project's proposed housing development comports with overall approved planning for the FPASP area and does not involve any element that might result in a new significant or substantially more severe impact to aesthetic resources. It does not induce any effect (direct or cumulative) peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcels for full buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. Any unanticipated impacts to aesthetic resources that might occur as a result of the transfer of housing units to Lot 61, which are unlikely as this component of the Project is solely a planning action, would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FPASP consistency analysis and/or CEQA review. See Exhibit 2 (Folsom Ranch Central District Design Guidelines) for discussion of the architectural design guidelines and landscape design guidelines that apply to the Project (Exh. 2, chapters 2 and 3). See also Exhibit 5 for discussion of the Project's consistency with landscaping policies in the FPASP that may be relevant to aesthetic and visual impacts (Exh. 5, pp. 32-33).</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • EIR MM 3A.1-1 • EIR MM 3A.1-4 • EIR MM 3A.1-5 • EIR MM 3A.7-4 • EIR MM 3B.1-2a • EIR MM 3B.1-2b • EIR MM 3B.1-3a • EIR MM 3B.1-3b <p>Conclusion: With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts to aesthetic resources (Guidelines, § 15162), nor would it result in any new significant</p>										

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
impacts that are peculiar to the Project or its site (Guidelines, § 15183).										
2. AGRICULTURE AND FOREST RESOURCES. Would the project:	DEIR, pp. 3A.10-1 to -49									
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?	DEIR, p. 3A.10-29	No	No	No	No	No	No	No	No	None required
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	DEIR, pp. 3A.10-41 to -43	No	No	No	No	No	No	No	No	No feasible MM
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	DEIR, pp. 3A.10-16 to -19	No	No	No	No	No	No	No	No	n/a

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
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?	DEIR, pp. 3A.10-16 to -19	No	No	No	No	No	No	No	No	n/a
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?	DEIR, p. 3A.10-29	No	No	No	No	No	No	No	No	None required
<p>Discussion: The EIR established that there are no forest resources on or near the Project site and concluded that there were no feasible MMs that would reduce the two agriculture impacts to less-than-significant levels: Impacts 3A.10-3 (Cancellation of Existing On-Site Williamson Act Contracts) and 3.10-4 (Potential Conflict with Existing Off-Site Williamson Act Contracts) remain significant and unavoidable (FEIR, pp. 1-123 to 1-124; DEIR, pp. 3A.10-41 to -43). Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to agricultural resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MM: MM 3B.10-5 (Water Addendum, p. 3-12).</p> <p>The Project's proposed housing development comports with overall approved planning for the FPASP area and does not involve any element that might result in a new significant or substantially more severe impact to agricultural resources. The Project does not induce any effect (direct or cumulative) peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcels for full buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. Any unanticipated impacts to agricultural resources that might occur as a result of the transfer of housing units to Lot 61, which are unlikely as this component of the Project is solely a planning action, would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 5 for discussion of the Project's consistency with open space policies in the FPASP that may be relevant to agriculture and forest resources impacts (Exh. 5, pp. 15-17).</p> <p>Mitigation Measure:</p> <ul style="list-style-type: none"> EIR MM 3B.10-5 <p>Conclusion: With implementation of the above MM, the Project would not have any new significant or substantially more severe impacts to agriculture and forest resources (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the Project or its site (Guidelines, § 15183).</p>										

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
3. AIR QUALITY. Would the project:	DEIR, pp. 3A.2-1 to -63									
a. Conflict with or obstruct implementation of the applicable air quality plan?	DEIR, pp. 3A.2-23 to -59	No	No	No	No	No	No	No	No	EIR MMs 3A.2-1a, 3A.2-1b, 3A.2-1c, 3A.2-1d, 3A.2-1e, 3A.2-1f, 3A.2-1g, 3A.2-1h, 3A.2-2, 3A.2-4a, 3A.2-4b, 3A.2-5
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?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
c. Expose sensitive receptors to substantial pollutant concentrations?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
d. Result in other emissions (such as those leading to odors adversely affecting a	DEIR, pp. 3A.2-59 to -63	No	No	No	No	No	No	No	No	EIR MM 3A.2-6

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
substantial number of people?										
<p>Discussion: The FPASP EIR concluded that implementation of the MMs in the EIR would reduce all except the following air quality impacts to less-than-significant levels: temporary short-term construction-related emissions of criteria air pollutants and precursors (Impact 3A.2-1, for PM₁₀ concentrations); long-term operation-related, regional emissions of criteria air pollutants and precursors (Impact 3A.2-2); exposure to TACs (Impact 3A.2-4); and exposure to odor emissions from construction activity (Impact 3A.2-6, for construction diesel odors and for corporation yard odors); and exposure to odorless emissions from operation of the proposed corporation yard (Impact 3A.2-6) (FEIR, pp. 1-22 to 1-34; DEIR, p. 3A.2-63). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to air quality when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.2-1a, MM 3B.2-1b, MM 3B.2-1c, MM 3B.2-3a, MM 3B.2-3b. (Water Addendum, pp. 3-5 to 3-6.)</p> <p>The Project's proposed housing development comports with overall approved planning for the FPASP area and does not involve any element that might result in a new significant or substantially more severe impact to air quality. The Project does not induce any effect (direct or cumulative) peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcels for full buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. Any unanticipated impacts to air quality that might occur as a result of the transfer of housing units to Lot 61, which are unlikely as this component of the Project is solely a planning action, would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 5 for discussion of the Project's consistency with energy efficiency quality policies in the FPASP that may be relevant to air quality impacts (Exh. 5, pp. 29-30).</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • EIR MM 3A.2-1a • EIR MM 3A.2-1b • EIR MM 3A.2-1c • EIR MM 3A.2-1d • EIR MM 3A.2-1e • EIR MM 3A.2-1f • EIR MM 3A.2-1g • EIR MM 3A.2-1h • EIR MM 3A.2-2 • EIR MM 3A.2-4a • EIR MM 3A.2-4b • EIR MM 3A.2-5 • EIR MM 3A.2-6 • EIR MM 3B.2-1a • EIR MM 3B.2-1b • EIR MM 3B.2-1c • EIR MM 3B.2-3a • EIR MM 3B.2-3b <p>Conclusion: With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts to air quality (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the Project or its site (Guidelines, § 15183).</p>										

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project Is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
4. BIOLOGICAL RESOURCES. Would the project:	DEIR, pp. 3A.3-1 to -94									
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 Game or U.S. Fish and Wildlife Service?	DEIR, pp. 3A.3-50 to -72	No	No	No	No	No	No	No	No	EIR MMs 3A.3-1a, 3A.3-1b, 3A.3-2a, 3A.3-2b, 3A.3-2c, 3A.3-2d, 3A.3-2g, 3A.3-2h, 3A.3-3
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 Game or US Fish and Wildlife Service?	DEIR, pp. 3A.3-72 to -75	No	No	No	No	No	No	No	No	EIR MMs 3A.3-1a, 3A.3-1b, 3A.3-4a, 3A.3-4b
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to,	DEIR, pp. 3A.3-28 to -50	No	No	No	No	No	No	No	No	EIR MM 3A.3-1a, 3A.3-1b

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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 and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	DEIR, pp. 3A.3-88 to -93	No	No	No	No	No	No	No	No	None required
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	DEIR, pp. 3A.3-75 to -88 (oak woodland and trees)	No	No	No	No	No	No	No	No	EIR MM 3A.3-5
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?	DEIR, pp. 3A.3-93 to -94 MND, p. 93	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan, Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
<p>Discussion: The EIR concluded that implementation of the MMs in the EIR would reduce all except the following biological resources impacts to less-than-significant levels: impacts on jurisdictional waters of the United States, including wetlands (Impact 3A.3-1); cumulative impacts on aquatic resources, oak woodlands, nesting and foraging habitat for raptors, including Swainson's hawk, and potential habitat for special-status plant species (Impact 3A.3-2); impacts on blue oak woodlands and on trees protected under Folsom Municipal Code and County Tree Preservation Ordinance (Impact 3A.3-5); as well as the impacts of off-site improvements which would be located in the jurisdiction of El Dorado County, Sacramento County, or Caltrans (FEIR, pp. 1-38 to 1-63; DEIR, p. 3A.3-94). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to biological resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.3-1a, MM 3B.3-1b, MM 3B.3-1c, MM 3A.3-1a, and MM 3B.3-2 (Water Addendum, p. 3-7).</p> <p>The Project's proposed housing development comports with overall approved planning for the FPASP area and does not involve any element that might result in a new significant or substantially more severe impact to biological resources. The Project does not induce any effect (direct or cumulative) peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcels for full buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. Moreover, the subject parcels, although currently undeveloped, have been graded in anticipation of development and present no habitat or species not already analyzed in prior CEQA documents (see Section II.B). Any unanticipated impacts to biological resources that might occur as a result of the transfer of housing units to Lot 61, which are unlikely as this component of the Project is solely a planning action, would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FPASP consistency analysis and/or CEQA review. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 5 for discussion of the Project's consistency with wetlands and wildlife policies in the FPASP that may be relevant to biological resources impacts (Exh. 5, pp. 20-25).</p> <p>Note that the South Sacramento Habitat Conservation Plan (HCP), which is referenced in the EIR, was adopted in October 2018. The South Sacramento HCP, however, is not relevant to the Project because the City did not choose to participate in the HCP and the Project site is outside of the boundaries of the proposed HCP plan area (See South Sacramento HCP, available at https://planning.saccounty.net/PlansandProjectsIn-Progress/Pages/SSHCPPlan.aspx (last visited July 2022)).</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • EIR MM 3A.3-1a • EIR MM 3A.3-1b • EIR MM 3A.3-2a • EIR MM 3A.3-2b • EIR MM 3A.3-2c • EIR MM 3A.3-2d • EIR MM 3A.3-2e • EIR MM 3A.3-2f • EIR MM 3A.3-2g • EIR MM 3A.3-2h • EIR MM 3A.3-3 • EIR MM 3A.3-4a • EIR MM 3A.3-4b • EIR MM 3A.3-5 • EIR MM 3B.3-1a • EIR MM 3B.3-1b • EIR MM 3B.3-1c • EIR MM 3A.3-1a • EIR MM 3B.3-2 • EIR MM 4.4-1 • EIR MM 4.4-2 • EIR MM 4.4-3 • EIR MM 4.4-4 • EIR MM 4.4-5 • EIR MM 4.4-6 • EIR MM 4.4-7 <p>Conclusion: With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts to biological resources (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the Project or its site (Guidelines, § 15183).</p>										

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
5. CULTURAL RESOURCES. Would the project:	DEIR, pp. 3A.5-1 to -25									
a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	DEIR, pp. 3A.5-17 to -23	No	No	No	No	No	No	No	No	EIR MMs 3A.5-1a, 3A.5-1b, 3A.5-2
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
c. Disturb any human remains, including those interred outside the formal cemeteries?	DEIR, pp. 3A.5-23 to -24	No	No	No	No	No	No	No	No	EIR MM 3A.5-3
<p>Discussion: The EIR concluded that implementation of the MMs in the EIR would reduce all except the following cultural resources impacts to less-than-significant levels: impacts on identified and previously undiscovered cultural resources (Impacts 3A.5-1 and 3A.5-2); and impacts from off-site improvements constructed in areas under the jurisdiction of El Dorado County, Sacramento County, or Caltrans (Impacts 3A.5-1 through 3A.5-3) (FEIR, pp. 1-81 to 1- 86; DEIR, p. 3A.5-2). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to cultural resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3A.5-1a, MM 3A.5-1b, MM 3A.5-2, MM 3A.5-3 (Water Addendum, pp. 3-8 to 3-9).</p> <p>The Project's proposed housing development comports with overall approved planning for the FPASP area and does not involve any element that might result in a new significant or substantially more severe impact to cultural resources. The Project does not induce any effect (direct or cumulative) peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcels for full buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. Notably, the Project site has already been graded and no cultural resources have been identified in that process. Any unanticipated impacts to cultural resources that might occur as a result of the transfer of housing units to Lot 61, which are unlikely as this component of the Project is solely a planning action, would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FPASP consistency analysis and/or CEQA review. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 5 for discussion of the Project's consistency with cultural resources policies in the FPASP that may be relevant to cultural resources impacts (Exh. 5, p. 26).</p>										

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
<p>Mitigation Measures:</p> <ul style="list-style-type: none"> EIR MM 3A.5-1a EIR MM 3A.5-1b EIR MM 3A.5-2 EIR MM 3A.5-3 <p>Conclusion: With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts to cultural resources (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the Project or its site (Guidelines, § 15183).</p>										
6. ENERGY. Would the project:	DEIR, pp. 3A.1-25, -31, 3A.2-43 to -44, 3A.4-4 to -9, -14, -16 to -19, -23 to -29, 3A.16-5 to -7, -33 to -34, -37									
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	EIR, pp. 3A.1-31, 3A.2-43 to -44, 3A.4-4 to -9, -14, -16 to -19, -23 to -29, 3A.16-33 to -34, -37	No	No	No	No	No	No	No	No	EIR MMs 3A.1-1, 3A.1-5, 3A.2-2, 3A.4-1, 3A.4-2a
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	EIR, pp. 3A.4-4 to -9, -14, -16 to -19, -23 to -29	No	No	No	No	No	No	No	No	EIR MMs 3A.1-1, 3A.1-5, 3A.2-2, 3A.4-1, 3A.4-2a

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
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Discussion: As a part of the 2018 CEQA Guidelines update, the Appendix G checklist was revised to include Energy as a category of analysis. At the time the EIR was prepared and certified, energy was included in Appendix F of the CEQA Guidelines and increased energy demand was addressed under Greenhouse Gas Emissions and Utilities and Service Systems in the EIR. This analysis has been compiled from those sections and presented here to accommodate the revised checklist.

The EIR concluded that implementation of the MMs in the EIR would reduce all energy resource impacts to less-than-significant levels. The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to energy resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.4-1a and MM 3B.4-1b (Water Addendum, p. 3-8).

The Project's proposed housing development comports with overall approved planning for the FPASP area and does not involve any element that might result in a new significant or substantially more severe impact to energy. The Project does not induce any effect (direct or cumulative) peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcels for full buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. Moreover, the Project must adhere to California's energy efficiency standards for residential buildings, including the requirement for solar panels on all residential construction starting in 2020, inclusive of multi-family units up to three stories (see Building Energy Efficient Standards [Title 24, Parts 6 and 11]; Public Resources Code, § 25000 et seq.). Any unanticipated impacts to energy that might occur as a result of the transfer of housing units to Lot 61, which are unlikely as this component of the Project is solely a planning action, would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FPASP consistency analysis and/or CEQA review. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 5 for discussion of the Project's consistency with energy policies in the FPASP that may be relevant to energy impacts (Exh. 5, pp. 34-36).

Mitigation Measures:

- EIR MM 3A.1-1
- EIR MM 3A.1-5
- EIR MM 3A.2-2
- EIR MM 3A.4-1
- EIR MM 3A.4-2a
- EIR MM 3B.4-1a
- EIR MM 3B.4-1b

Conclusion: With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts to energy (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the Project or its site (Guidelines, § 15183).

7. GEOLOGY AND SOILS. Would the project:	DEIR, pp. 3A.7-1 to -40									
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or	DEIR, pp. 3A.7-24 to -28	No	EIR MMs 3A.7-1a, 3A.7-1b							

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
death involving: 1. 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. 2. Strong seismic ground shaking? 3. Seismic-related ground failure, including liquefaction? 4. Landslides?										
b. Result in substantial soil erosion or the loss of topsoil?	DEIR, pp. 3A.7-28 to -31	No	No	No	No	No	No	No	No	EIR MM 3A.7-3
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,	DEIR, pp. 3A.7-31 to -34	No	No	No	No	No	No	No	No	EIR MMs 3A.7-1a, 3A.7-4, 3A.7-5

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
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 risks to life or property?	DEIR, pp. 3A.7-34 to -35	No	No	No	No	No	No	No	No	EIR MMs 3A.7-1a, 3A.7-1b
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?	DEIR, pp. 3A.7-35 to -36	No	No	No	No	No	No	No	No	None required
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	DEIR, pp. 3A.5-17 to -23	No	No	No	No	No	No	No	No	EIR MMs 3A.5-1a, 3A.5-1b, 3A.5-2
<p>Discussion: The EIR concluded that implementation of the MMs in the EIR would reduce all except the following geological and soils impacts to less-than-significant levels: impacts from off-site elements under the jurisdiction of El Dorado and Sacramento Counties and Caltrans (FEIR, pp. 1-89 to 1-95; DEIR, p. 3A.7-40). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to geological and soils resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.7-1a, MM 3B.7-1b, MM 3B.7-4, MM 3B.7-5 (Water Addendum, p. 3-10).</p> <p>The Project's proposed housing development comports with overall approved planning for the FPASP area and does not involve any element that might result in a new significant or substantially more severe impact to geology and soils. The Project does not induce any effect (direct or cumulative) peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject</p>										

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
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parcels for full buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. Notably, the Project site has already been graded and no unique paleontological resources or unique geologic features have been identified in that process. Any unanticipated impacts to geology and soils that might occur as a result of the transfer of housing units to Lot 61, which are unlikely as this component of the Project is solely a planning action, would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 5 for discussion of the Project's consistency with geology and soils policies in the FPASP that may be relevant to geology and soils impacts (Exh. 5, pp. 26-29).

Mitigation Measures:

- EIR MM 3A.7-1a
- EIR MM 3A.7-1b
- EIR MM 3A.7-3
- EIR MM 3A.7-4
- EIR MM 3A.7-5
- EIR MM 3B.7-1a
- EIR MM 3B.7-1b
- EIR MM 3B.7-4
- EIR MM 3B.7-5

Conclusion: With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts to geology and soils (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the Project or its site (Guidelines, § 15183).

8. GREENHOUSE GAS EMISSIONS. Would the project:	DEIR, pp. 3A.4-1 to -49									
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	DEIR, pp. 3A.4-13 to -30	No	EIR MMs 3A.2-1a, 3A.2-1b, 3A.4-1, 3A.2-2, 3A.4-2a, 3A.4-2b							
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	DEIR, pp. 3A.4-10 to -13	No	None required							

Discussion: The EIR concluded that FPASP project's incremental contributions to greenhouse gas (GHG) emissions from project-related construction (Impact 3A.4-1) and from long-term operation (Impact 3A.4-2) are

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
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cumulatively considerable and significant and unavoidable (FEIR, pp. 1-70 to 1-79; DEIR, pp. 3A.4-23, 3A.4-30). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to GHG emissions and climate change when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.4-1a, MM 3B.4-1b (Water Addendum, p. 3-8).

The Project's proposed housing development comports with overall approved planning for the FPASP area and does not involve any element that might result in a new significant or substantially more severe impact to greenhouse gas (GHG) emissions. The Project does not induce any effect (direct or cumulative) peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcels for full buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. Moreover, the Project will include several components that will promote a reduction in GHG emissions, such as electric car charging access in garages and shared community bicycles (see Exh. 1), along with all other applicable statutory and regulatory requirements aimed at reducing GHG emissions in residential developments. Any unanticipated impacts from GHG emissions that might occur as a result of the transfer of housing units to Lot 61, which are unlikely as this component of the Project is solely a planning action, would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 5 for discussion of the Project's consistency with GHG policies in the FPASP that may be relevant to GHG emissions impacts (Exh. 5, pp. 29-30, 34-39).

Mitigation Measures:

- EIR MM 3A.2-1a
- EIR MM 3A.2-1b
- EIR MM 3A.4-1
- EIR MM 3A.2-2
- EIR MM 3A.4-2b
- EIR MM 3B.4-1a
- EIR MM 3B.4-1b

Conclusion: With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts resulting from GHG emissions (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the Project or its site (Guidelines, § 15183).

9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:	DEIR, pp. 3A.8-1 to -36									
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	DEIR, pp. 3A.8-19 to -20	No	None required							
b. Create a significant	DEIR, pp. 3A.8-20 to	No	EIR MMs							

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	-22									3A.8-2, 3A.9-1
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	DEIR, pp. 3A.8-31 to -33	No	No	No	No	No	No	No	No	EIR MM 3A.8-6
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?	DEIR, pp. 3A.8-22 to -28	No	No	No	No	No	No	No	No	EIR MMs 3A.8-3a, 3A.8-3b, 3A.8-3c
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	DEIR, pp. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
airport, would the project result in a safety hazard for people residing or working in the project area?										
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area?	DEIR, pp. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None required
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	DEIR, p. 3A.8-29	No	No	No	No	No	No	No	No	None required
h. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	DEIR, pp. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None require
<p>Discussion: The FPASP EIR concluded that implementation of the MMs in the EIR would reduce all hazards and hazardous materials impacts to less-than-significant levels, except for the impacts from off-site elements that fall under the jurisdiction of El Dorado and Sacramento Counties (Impacts 3A.8-2, 3A.8-3, 3A.8-5, 3A.8-7) (FEIR, pp. 1-99 to 1-108; DEIR, pp. 3A.8-35 to -36). The pages indicated in the table above contain the relevant analysis of the potential impacts. The DEIR also analyzes Impact 3A.8-7 related to mosquito and vector control (See pp. 3A.8-33 to -35; MM 3A.8-7). Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less hazards and hazardous materials impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.8-1a, MM 3B.8-1b, MM 3B.16-3a, MM 3B.16-3b, MM 3B.8-5a, MM 3B.8-5b (Water Addendum, pp. 3-10 to 3-11).</p> <p>The Project's proposed housing development comports with overall approved planning for the FPASP area and does not involve any element that might result in a new significant or substantially more severe impact to</p>										

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project Is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
<p>hazards and hazardous materials. The Project does not induce any effect (direct or cumulative) peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcels for full buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. Any unanticipated impacts from hazards and hazardous materials that might occur as a result of the transfer of housing units to Lot 61, which are unlikely as this component of the Project is solely a planning action, would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 5 for discussion of the Project's consistency with hazards and hazardous materials policies in the FPASP that may be relevant to hazards and hazardous materials impacts (Exh. 5, p. 39).</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • EIR MM 3A.8-2 • EIR MM 3A.8-3c • EIR MM 3B.16-3b • EIR MM 3A.9-1 • EIR MM 3A.8-7 • EIR MM 3B.8-5a • EIR MM 3A.8-6 • EIR MM 3B.8-1a • MM 3B.8-5b • EIR MM 3A.8-3a • EIR MM 3B.8-1b • EIR MM 3A.8-3b • EIR MM 3B.16-3a <p>Conclusion: With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts related to hazards and hazardous materials (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the Project or its site (Guidelines, § 15183).</p>										
10. HYDROLOGY AND WATER QUALITY. Would the Project:	DEIR, pp. 3A.9-1 to -51									
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	DEIR, pp. 3A.9-24 to -28	No	No	No	No	No	No	No	No	EIR MM 3A.9-1
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable	DEIR, pp. 3A.9-45 to -50	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
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:	DEIR, pp. 3A.9-24 to -28	No	No	No	No	No	No	No	No	EIR MM 3A.9-1
i. would result in substantial erosion or siltation on- or off-site;	See generally DEIR, pp. 3A.9-1 to -51	No	No	No	No	No	No	No	No	None required
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	DEIR, pp. 3A.9-28 to -37	No	No	No	No	No	No	No	No	EIR MM 3A.9-2
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	DEIR, pp. 3A.9-28-42	No	No	No	No	No	No	No	No	EIR MMs 3A.9-1,3A.9-2
iv. impede or redirect flood flows?	DEIR, pp. 3A.9-43 to -44	No	No	No	No	No	No	No	No	MM 3A.9-4

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Not relevant	No	No	No	No	No	No	No	No	None required
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	DEIR, pp. 3A.9-5 to -9, -24, -26, -37, -39 to -42, -45 to -46 Also see generally Backbone Infrastructure MND	No	No	No	No	No	No	No	No	EIR MMs 3A.9-1, 3A.9-3

Discussion: The FPASP EIR concluded that implementation of the MMs in the EIR would reduce all hydrology and water quality impacts to less-than-significant levels, except for the impacts from off-site elements that fall under the jurisdiction of El Dorado and Sacramento Counties and Caltrans (Impacts 3.10-1, 3.10-2, 3.10-3, 3.10-5) (FEIR, pp. 1-113 to 1-118; DEIR, p. 3A.9-51). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to hydrology and water quality when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.9-1a, MM 3B.9-1b, MM 3A.3-1a, MM 3A.3-1b, MM 3B.9-3a, MM 3B.9-3b (Water Addendum, pp. 3-11 to 3-12).

The Project's proposed housing development comports with overall approved planning for the FPASP area and does not involve any element that might result in a new significant or substantially more severe impact to hydrology and water quality. The Project does not induce any effect (direct or cumulative) peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcels for full buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. Any unanticipated impacts to hydrology and water quality that might occur as a result of the transfer of housing units to Lot 61, which are unlikely as this component of the Project is solely a planning action, would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FPASP consistency analysis and/or CEQA review. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 5 for discussion of the Project's consistency with hydrology and water quality policies in the FPASP that may be relevant to hydrology and water quality impacts (Exh. 5, pp. 26-29, 37-38, 40-41).

Mitigation Measures:

- EIR MM 3A.9-1
- EIR MM 3A.9-2
- EIR MM 3A.9-4
- EIR MM 3B.9-1a
- EIR MM 3B.9-1b
- EIR MM 3A.3-1a
- EIR MM 3A.3-1b
- EIR MM 3A.9-3
- EIR MM 3B.9-3a
- EIR MM 3B.9-3b

Conclusion: With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts to hydrology and water quality (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the Project or its site (Guidelines, § 15163).

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
11. LAND USE AND PLANNING. Would the project:	DEIR, pp. 3A.10-1 to -49									
a. Physically divide an established community?	DEIR, p. 3A.10-29	No	No	No	No	No	No	No	No	None required
b. Cause a 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?	DEIR, pp. 3A.10-34 to -41	No	No	No	No	No	No	No	No	None required
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	DFIR, pp. 3A.3-93 to -94	No	No	No	No	No	No	No	No	None required
<p>Discussion: The EIR concluded that the following land use and planning impacts were less than significant and no mitigation was required: Impacts 3A.10-1 (Consistency with Sacramento LAFCo Guidelines) and 3.10-2 (Consistency with the SACOG Sacramento Region Blueprint) (FEIR, pp. 1-123 to 1-124; DEIR, pp. 3A.10-36, 3A.10-39). But impacts from off-site elements that fall under the jurisdiction of El Dorado and Sacramento Counties and Caltrans would be potentially significant and unavoidable. The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to land use when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.10-5 (Water Addendum, p. 3-12).</p> <p>The Project's proposed housing development comports with overall approved planning for the FPASP area and does not involve any element that might result in a new significant or substantially more severe impact to land use and planning. The Project does not induce any effect (direct or cumulative) peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcels for full buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. The transfer of housing units to Lot 61, which is solely a planning action, would not conflict with the FSASP, as explained above, but nevertheless, the FPSASP is not a plan adopted for the "purpose of avoiding or mitigating an environmental effect." The amount of residential units at ultimate buildout of the FPASP would remain the same as anticipated in the EIR. Any unanticipated impacts to land use and planning that might occur as a result of the transfer of housing units to Lot 61 would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 5 for discussion of the Project's consistency with land use and planning policies in the FPASP that may be relevant to land use and planning impacts (Exh. 5, pp. 1-7).</p>										

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
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Note that the South Sacramento HCP, which is referenced in the EIR, was adopted in October 2018. But the South Sacramento HCP is not relevant to the Project because the City did not choose to participate in the HCP and the project site is outside of the boundaries of the proposed HCP plan area (See South Sacramento HCP, available at <https://planning.saccounty.net/PlansandProjectsIn-Progress/Pages/SSHCPPlan.aspx> (last visited July 2022)).

Mitigation Measure:

- EIR MM 3B.10-5

Conclusion: With implementation of the above MM, the Project would not have any new significant or substantially more severe impacts related to land use and planning (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the Project or its site (Guidelines, § 15183).

12. MINERAL RESOURCES. Would the Project:	DEIR, pp. 3A.7-1 to -40									
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?	DEIR, pp. 3A.7-36 to -38	No	MM 3A.7-9							
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?	Same as (a) above	No	Same as (a) above							

Discussion: The EIR concluded that implementation of the MMs in the EIR would reduce all except one of the impacts to mineral resources to less-than-significant levels. Impact 3A.7-9 (Possible Loss of Mineral Resources-Kaolin Clay) remains significant and unavoidable (FEIR, pp. 1-89 to 1-95; DEIR, pp. 3A.7-37 to -38). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to mineral resources when compared to the FPASP project as analyzed in the 2011 EIR and that no MMs were necessary to address the water supply and water facilities aspect of the FPASP project (Water Addendum, p. 3-13).

The Project's proposed housing development comports with overall approved planning for the FPASP area and does not involve any element that might result in a new significant or substantially more severe impact to mineral resources. The Project does not induce any effect (direct or cumulative) peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcels for full buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. Any unanticipated impacts to mineral resources that might occur as a result of the transfer of housing units to Lot 61, which are unlikely as this component of the Project is solely a planning action, would be well within the scope of those discussed in the EIR, and any future

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
development must undergo a separate FSASP consistency analysis and/or CEQA review. Accordingly, there is no substantial new information or circumstances that require new analysis or verification.										
Mitigation Measures:										
<ul style="list-style-type: none"> None required 										
Conclusion: The Project would not have any new significant or substantially more severe impacts related to mineral resources (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the Project or its site (Guidelines, § 15183).										
13. NOISE. Would the project result in:	DEIR, pp. 3A.11-1 to -52									
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?	DEIR, pp. 3A.11-27 to -35, 3A.11-36 to -48, 3A.11-50 to -51	No	No	No	No	No	No	No	No	EIR MMs 3A.11-1, 3A.11-3, 3A.11-4, 3A.11-5
b. Generation of excessive groundborne vibration or groundborne noise levels?	DEIR, pp. 3A.11-33 to -35	No	No	No	No	No	No	No	No	EIR MM 3A.11-3
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	DEIR, pp. 3A.11-27 and 3A.11-49	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
use airport, would the project expose people residing or working in the project area to excessive noise levels?										
<p>Discussion: The EIR concluded that implementation of the MMs in the EIR would reduce all except the following noise impacts to less-than-significant levels: temporary, short-term exposure of sensitive receptors to increased equipment noise and groundborne noise and vibration from project construction (Impacts 3A.11-1, 3A.11-3); long-term exposure of sensitive receptors to increased operational traffic noise levels from project operation (Impact 3A.11-4); and impacts from off-site elements that are under the jurisdiction of El Dorado County, Sacramento County, or Caltrans (FEIR, pp. 1-127 to 1-132; DEIR, pp. 3A.11-51 to -52). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less noise impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.11-1a, MM 3B.11-1b, MM 3B.11-1c, MM 3B.11-1d, MM 3B.11-1e, and MM 3B.11-3 (Water Addendum, p. 3-14).</p> <p>The Project's proposed housing development comports with overall approved planning for the FPASP area and does not involve any element that might result in a new significant or substantially more severe noise impact. The Project does not induce any effect (direct or cumulative) peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcels for full buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. Any unanticipated noise impacts that might occur as a result of the transfer of housing units to Lot 61, which are unlikely as this component of the Project is solely a planning action, would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 5 for discussion of the Project's consistency with noise policies in the FPASP that may be relevant to noise impacts (Exh. 5, p. 31).</p> <p>The August 2022 acoustical study completed by Veneklasen Associates (attached as Exhibit 7) found that, consistent with the noise impact analysis in the FPASP EIR, a portion of the Project site will be exposed to noise levels in excess of the City of Folsom's 45 dB Ldn interior noise level standard during single-event noise sources, such as when heavy trucks pass by. The impacts analyzed in the acoustical study are of the same type, scope, and scale as those impacts addressed in the EIR, i.e., the acoustical study did not find any new impacts, any effects that are peculiar to the project or project site, or any substantially more severe impacts than those analyzed in the EIR. The acoustical study concludes no additional mitigation beyond the EIR's mitigation measures to achieve compliance with the City's exterior and interior noise standards for non-residential and exterior components of the Project. For residential components, the study recommends the following specific details about noise barriers (e.g., required height and materials) that complement the EIR mitigation measures.</p> <ul style="list-style-type: none"> • Exterior walls with 3-coat stucco over sheathing on wood studs with a single layer of gypsum board on the interior and batt insulation in the cavity, or equivalent; • Windows and glass doors with minimum STC 28 rating. <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • EIR MM 3A.11-1 • EIR MM 3A.11-3 • EIR MM 3A.11-4 • EIR MM 3A.11-5 • EIR MM 3B.11-1a • EIR MM 3B.11-1b • EIR MM 3B.11-1c • EIR MM 3B.11-1d • EIR MM 3B.11-1e • EIR MM 3B.11-3 • EIR MM 4.12-1 <p>Conclusion: With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts from noise (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the Project or its site (Guidelines, § 15183).</p>										

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project Is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
14. POPULATION AND HOUSING. Would the Project:	DEIR, pp. 3A.13-1 to -16									
a. Induce substantial 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)?	DEIR, pp. 3A.13-11 to -15	No	No	No	No	No	No	No	No	None required
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	EIR, p. 3A.13-16	No	No	No	No	No	No	No	No	None required
<p>Discussion: The EIR concluded that all population and housing impacts are less than significant and do not require mitigation (FEIR, pp. 1-137 to 1- 138; DEIR, p. 3A.13-16). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to population and housing when compared to the FPASP project as analyzed in the 2011 EIR and, thus, no new mitigation was required (Water Addendum, p. 3-15).</p> <p>The Project's proposed housing development comports with overall approved planning for the FPASP area and does not involve any element that might result in a new significant or substantially more severe impact to population and housing. The Project does not induce any effect (direct or cumulative) peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcels for full buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. Moreover, the total number of residential units allotted in the FSASP area does not change with this action; therefore accordingly, there will be no increase in impacts to population and housing. Any unanticipated impacts to population and housing that might occur as a result of the transfer of housing units to Lot 61, which are unlikely as this component of the Project is solely a planning action, would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 5 for discussion of the Project's consistency with population and housing policies in the FPASP that may be relevant to population and housing impacts (Exh. 5, pp. 7-11).</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • None required 										

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
<p>Conclusion: The Project would not have any new significant or substantially more severe impacts to population and housing (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the Project or its site (Guidelines, § 15183).</p>										
15. PUBLIC SERVICES.	DEIR, pp. 3A.14-1 to -30									
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 the public services:	DEIR, pp. 3A.14-12 to -13	No	No	No	No	No	No	No	No	EIR MM 3A.14-1
Fire protection?	DEIR, pp. 3A.14-13 to -20	No	No	No	No	No	No	No	No	EIR MMs 3A.14-2, 3A.14-3
Police protection?	DEIR, pp. 3A.14-20 to -23	No	No	No	No	No	No	No	No	None required
Schools?	DEIR, pp. 3A.14-24 to -30	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
Parks?	DEIR, pp. 3A.12-14 to -17 (in Parks and Recreation chapter)	No	No	No	No	No	No	No	No	None required
Other public facilities?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Discussion: The EIR concluded that implementation of the MMs in the EIR would reduce all public services impacts to less-than-significant levels, except for impacts from off-site elements constructed in areas under the jurisdiction of El Dorado and Sacramento Counties, or Caltrans (Impact 3A.14-1) (FEIR, pp. 1-138 to 1-141; DEIR, p. 3A.14-30). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to public services when compared to the FPASP project as analyzed in the 2011 EIR and, thus, no new mitigation was required (Water Addendum, p. 3-16).

The Project's proposed housing development comports with overall approved planning for the FPASP area and does not involve any element that might result in a new significant or substantially more severe impact to public services. The Project does not induce any effect (direct or cumulative) peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcels for full buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. Moreover, the total number of residential units allotted in the FSASP area does not change with this action; therefore, accordingly, there will be no increase in impacts to public services. Similarly, the redistribution of housing units will not increase impacts to public services. Any unanticipated impacts to public services that might occur as a result of the transfer of housing units to Lot 61, which are unlikely as this component of the Project is solely a planning action, would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 5 for discussion of the Project's consistency with public services policies in the FPASP that may be relevant to public services impacts (Exh. 5, pp. 18-19, 39-40).

Mitigation Measures:

- EIR MM 3A.14-1
- EIR MM 3A.14-2
- EIR MM 3A.14-3

Conclusion: With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts to public services (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the Project or its site (Guidelines, § 15183).

16. RECREATION.	DEIR, pp. 3A.12-1 to -17									
a. Would the project increase the use of existing neighborhood and regional parks or other recreational	DEIR, pp. 3A.12-12 to -17	No	None required							

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
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?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Discussion: The EIR concluded that all recreation impacts are less than significant and, thus, no mitigation was necessary (FEIR, p. 1-136; DEIR, p. 3A.12-17). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to recreation when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measure: MM 3B.12-1 (Water Addendum, p. 3-15).

The Project's proposed housing development comports with overall approved planning for the FPASP area and does not involve any element that might result in a new significant or substantially more severe impact to recreation. The Project does not induce any effect (direct or cumulative) peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcels for full buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. Moreover, the total amount of public park acreage will increase from 3.3 acres on Parcel 85A to 5.6 acres upon transfer to Parcel 61; therefore, providing a benefit to recreational resources (see footnote 1 for more detail). Any unanticipated impacts to recreation that might occur as a result of the transfer of housing units to Lot 61, which are unlikely as this component of the Project is solely a planning action, would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 5 for discussion of the Project's consistency with recreation policies in the FPASP that may be relevant to recreation impacts (Exh. 5, pp. 15-20).

Mitigation Measure:

- EIR MM 3B.12-1

Conclusion: With implementation of the above MM, the Project would not have any new significant or substantially more severe impacts to recreation (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the Project or its site (Guidelines, § 15183).

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
17. TRANSPORTATION. Would the project:	DEIR, pp. 3A.15-1 to -157									
a. Conflict with a program plan, ordinance or policy establishing the circulation system, including transit, roadway, bicycle and pedestrian facilities	DEIR, p. 3A.15-27	No	No	No	No	No	No	No	No	None required
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	DEIR, pp. 3A.15-25 to - 157	No	No	No	No	No	No	No	No	EIR MMs 3A.15-1a, 3A.15-1b, 3A.15-1c, 3A.15-1f, 3A.15-1i, 3A.15-1j, 3A.15-1l, 3A.15-1o, 3A.15-1p, 3A.15-1q, 3A.15-1r, 3A.15-1s, 3A.15-1u, 3A.15-1v, 3A.15-1w, 3A.15-1x, 3A.15-1y, 3A.15-1z, 3A.15 1aa, 3A.15-1dd,

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
										3A.15-1ee, 3A.15-1ff, 3A.15-1gg, 3A.15-1hh, 3A.15-1ii, 3A.15-2a, 3A.15-2b, 3A.15-3, 3A.15-4a, 3A.15-4b, 3A.15-4c, 3A.15-4d, 3A.15-4f, 3A.15-4g, 3A.15-4i, 3A.15-4j, 3A.15-4k, 3A.15-4l, 3A.15-4m, 3A.15-4n, 3A.15-4o, 3A.15-4p, 3A.15-4q, 3A.15-4r, 3A.15-4s, 3A.15-4t, 3A.15-4u, 3A.15-4v, 3A.15-4w, 3A.15-4x, 3A.15-4y
c. Substantially	No significant traffic	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)??	hazards were identified in the EIR									
d. Result in inadequate emergency access?	DEIR, pp. 3A.14-12 to -13 (in Public Services chapter)	No	No	No	No	No	No	No	No	EIR MM 3A.14-1

Discussion: The EIR, certified in 2011, used automobile delay or level of service (LOS) as the primary metric to evaluate the project's CEQA transportation impacts, consistent with industry standards and the City General Plan goals and policies at the time. However, in 2018, legislation (Senate Bill (SB) 743, signed into law in 2013) and regulatory updates (CEQA Guidelines section 15064.3, added in December 2018) were passed that direct agencies to utilize vehicle miles traveled (VMT) for assessing potential traffic impacts for projects requiring new CEQA review. Although lead agencies may choose to conduct additional traffic analysis using VMT for subsequent CEQA review of documents prepared prior to 2018, they are not required to do so (see CEQA Guidelines §§ 15064.3(c), 15007(b), 15008(b); see also Governor's Office of Planning and Research SB 743 Frequent Asked Questions, "What about draft documents that still use LOS? Do they need to be redone with VMT analysis?," available at <https://opr.ca.gov/ceqa/updates/sb-743/faq.html#draft-docs> (last visited April 19, 2021)). This section does not provide additional VMT analysis as the City believes it is unwarranted.

The EIR concluded that implementation of the MMs in the EIR would reduce all except the following traffic and transportation impacts to less-than-significant levels: Impacts 3A.15-1i, 3A.15-1j, 3A.15-1l, 3A.15-1o, 3A.15-1p, 3A.15-1q, 3A.15-1r, 3A.15-1s, 3A.15-1u, 3A.15-1v, 3A.15-1w, 3A.15-1x, 3A.15-1y, 3A.15-1z, 3A.15-1aa, 3A.15-1dd, 3A.15-1ee, 3A.15-1ff, 3A.15-1gg, 3A.15-1hh, 3A.15-1ii, 3A.15-2, 3A.15-4b, 3A.15-4d, 3A.15-4i, 3A.15-4j, 3A.15-4m, 3A.15-4n, 3A.15-4o, 3A.15-4p, 3A.15-4r, 3A.15-4s, 3A.15-4t, 3A.15-4u, 3A.15-4v, 3A.15-4w, 3A.15-4x, 3A.15-4y (FEIR, pp. 1-142 to 1-175). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less transportation and traffic impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.15-1a, MM 3B.15-1b (Water Addendum, p. 3-16).

Although LOS is no longer a CEQA transportation issue as of 2018, the traffic study prepared for the Project by Kimley Horne, included as Exhibit 6, analyzed the Project in terms LOS to determine if it would comport with City General Plan policies related to LOS. After looking at modeled traffic numbers for the proposed Project, Kimley Horne concluded that the six study intersections would "operate acceptably based on the City of Folsom's LOS threshold;" no new traffic signals would be required than those already planned; existing left and right turn lanes on east and westbound Alter Creek Parkway, respectively, can accommodate Project traffic; the Project would "not preclude the future construction of Bus Rapid Transit (BRT) service on Alder Creek Parkways; and the Project would not "noticeably increase traffic volumes or worsen bicycle or pedestrian facilities in and around the US-50 interchange with East Bidwell Street." (Exh. 6, p. 7). Accordingly, the Project's proposed housing development comports with overall approved planning for the FPASP area and does not involve any element that might result in a new significant or substantially more severe impact to transportation. The Project does not induce any effect (direct or cumulative) peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcels for full buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. Any unanticipated impacts to transportation that might occur as a result of the transfer of housing units to Lot 61, which are unlikely as this component of the Project is solely a planning action, would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FPASP consistency analysis and/or CEQA review. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 5 for discussion of the Project's consistency with transportation policies in the FPASP that may be relevant to transportation impacts (Exh. 5, pp. 11-15).

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
<p>Mitigation Measures:</p> <ul style="list-style-type: none"> EIR MM 3A.14-1 EIR MM 3A.15-1a through MM 3A.15-1c EIR MM 3A.15-1f EIR MM 3A.15-1i through MM 3A.15-1j EIR MM 3A.15-1l EIR MM 3A.15-1o through MM 3A.15-1s EIR MM 3A.15-1u through MM 3A.15-1z EIR MM 3A.15-1aa EIR MM 3A.15-1dd through MM 3A.15-1ii EIR MM 3A.15-2a through MM 3A.15-2b EIR MM 3A.15-3 EIR MM 3A.15-4a through MM 3A.15-4d EIR MM 3A.15-4f through MM 3A.15-4g EIR MM 3A.15-4i through MM 3A.15-4y EIR MM 3B.15-1a EIR MM 3B.15-1b EIR MM 4.16-1 EIR MM 4.16-2 <p>Conclusion: With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts to transportation (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the Project or its site (Guidelines, § 15183).</p>										
18. TRIBAL CULTURAL RESOURCES. Would the project:	DEIR, pp. 3A.5-1 to -25									
a. Would the project 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	DEIR, pp. 3A.5-17 to -25	No	No	No	No	No	No	No	No	EIR MMs 3A.5-1a, 3A.5-1b, 3A.5-2, 3A.5-3

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
<p>that is:</p> <ul style="list-style-type: none"> 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the 										

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
resource to a California Native American tribe.										
<p>Discussion: As a part of the 2018 CEQA Guidelines update, the Appendix G checklist was revised to include Tribal Cultural Resources as a category of analysis. At the time the EIR was prepared and certified, tribal cultural resources was addressed under Cultural Resources in the EIR. This analysis has been taken from that section and presented here to accommodate the revised checklist.</p> <p>The EIR concluded that implementation of the MMs in the EIR would reduce all except the following cultural resources, inclusive of tribal cultural resources, impacts to less-than-significant levels: impacts on identified and previously undiscovered cultural resources (Impacts 3A.5-1 and 3A.5-2); and impacts from off-site improvements constructed in areas under the jurisdiction of El Dorado County, Sacramento County, or Caltrans (Impacts 3A.5-1 through 3A.5-3) (FEIR, pp. 1-81 to 1-86; DEIR, p. 3A.5-2). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to cultural resources, inclusive of tribal cultural resources, when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3A.5-1a, MM 3A.5-1b, MM 3A.5-2, MM 3A.5-3 (Water Addendum, pp. 3-8 to 3-9).</p> <p>The Project's proposed housing development comports with overall approved planning for the FPASP area and does not involve any element that might result in a new significant or substantially more severe impact to tribal cultural resources. The Project does not induce any effect (direct or cumulative) peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcels for full buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. Notably, the Project site has already been graded and no tribal cultural resources have been identified in that process. Any unanticipated impacts to tribal cultural resources that might occur as a result of the transfer of housing units to Lot 61, which are unlikely as this component of the Project is solely a planning action, would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FPASP consistency analysis and/or CEQA review. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 5 for discussion of the Project's consistency with tribal cultural resources policies in the FPASP that may be relevant to tribal cultural resources impacts (Exh. 5, p. 26).</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • EIR MM 3A.5-1a • EIR MM 3A.5-1b • EIR MM 3A.5-2 • EIR MM 3A.5-3 <p>Conclusion: With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts to tribal cultural resources (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the Project or its site (Guidelines, § 15183).</p>										
19. UTILITIES AND SERVICE SYSTEMS. Would the Project:	DEIR, pp. 3A.16-1 to -43									
a. Require or result in the relocation or construction of new or	DEIR, pp. 3A.16-13 to -43	No	No	No	No	No	No	No	No	EIR MMs 3A.16-1,

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Also see generally Backbone Infrastructure MND									3A.16-3, 3A.16-4, 3A.16-5
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	See generally DEIR, pp. 3A.18-7 to -53 and Water Addendum, pp. 2-1 to 4-1.	No	No	No	No	No	No	No	No	
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?	DEIR, pp. 3A.16-13 to -28	No	No	No	No	No	No	No	No	EIR MMs 3A.16-1, 3A.16-3, 3A.16-4, 3A.16-5
d. Generate solid waste in excess of State or local standards, or in excess of the capacity	DEIR, pp. 3A.16-28 to -32	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?										
e. Comply with federal, state, and local statutes and regulations related to solid waste?	DEIR, pp. 3A.16-28 to -32	No	No	No	No	No	No	No	No	None required
<p>Discussion: The EIR concluded that implementation of the MMs in the EIR would reduce all except the following utilities and service system impacts to less-than-significant levels: impacts that result from increased demand for Sacramento Regional Wastewater Treatment Plant (SRWTP) facilities and that are related to air quality impacts identified in the 2020 Master Plan EIR (Impact 3A.16-3); and impacts associated with improvements to treatment plant facilities for which feasible mitigation may not be available to reduce impacts to a less-than-significant level (Impacts 3A.16-4, 3A.16-5) (FEIR, pp. 1-177 to 1-182; DEIR, p. 3A.16-43). The pages indicated in the table above contain the relevant analysis. In the Utilities and Service Systems chapter, the DEIR also addresses energy impacts, citing Appendix F of the CEQA Guidelines. See Impact 3A.16-8 (Electricity Demand and Infrastructure, pp. 3A.16-33 to -36); Impact 3A.16-9 (Natural Gas, pp. 3A.16-36 to -39); Impact 3A.16-10 (Telecommunications, pp. 3A.16-39 to -40); Impact 3A.16-11 (Cable TV, pp. 3A.16-40 to -41); Impact 3A.16-12 (Increased Energy Demand, pp. 3A.16-41 to -43). Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to utilities and service systems when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.16-3a, MM 3B.16-3b (Water Addendum, p. 3-17).</p> <p>The Project's proposed housing development comports with overall approved planning for the FPASP area and does not involve any element that might result in a new significant or substantially more severe impact to utilities and service systems. The Project does not induce any effect (direct or cumulative) peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcels for full buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. Moreover, the total number of residential units allotted in the FPASP area does not change with this action; therefore, accordingly, there will be no increase in impacts to utilities and service systems. Similarly, the redistribution of housing units will not increase impacts to utilities and service systems. Any unanticipated impacts to utilities and service systems that might occur as a result of the transfer of housing units to Lot 61, which are unlikely as this component of the Project is solely a planning action, would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FPASP consistency analysis and/or CEQA review. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 5 for discussion of the Project's consistency with utilities and service systems policies in the FPASP that may be relevant to utilities and service systems impacts (Exh. 5, pp. 26-27, 31-32, 37-38, 40-41).</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • EIR MM 3A.16-1 • EIR MM 3A.16-3 • EIR MM 3A.16-4 • EIR MM 3A.16-5 • EIR MM 3B.16-3a • EIR MM 3B.16-3b <p>Conclusion: With implementation of the above MMs, the Project would not have any new significant or substantially more severe impacts to utilities and service systems (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the Project or its site (Guidelines, § 15183).</p>										

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	DEIR, pp. 3A.13-1 to -16									
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	DEIR, pp. 3A.8-14, -29	No	No	No	No	No	No	No	No	None required
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?	DEIR, p. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None required
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	Same as (a) above	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
in temporary or ongoing impacts to the environment?										
<p>Discussion: As a part of the 2018 CEQA Guidelines update, the Appendix G checklist was revised to include Wildfire as a category of analysis. At the time the EIR was prepared and certified, wildfire was addressed under Hazards and Hazardous Materials in the EIR. This analysis has been taken from that section and presented here to accommodate the revised checklist.</p> <p>The EIR concluded that all wildfire impacts are less than significant and, thus, no mitigation was necessary (Impact 3A.8-14; DEIR, p. 3.A-29). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less hazards and hazardous materials, inclusive of wildfire, impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.8-1a, MM 3B.8-1b, MM 3B.16-3a, MM 3B.16-3b, MM 3B.8-5a, MM 3B.8-5b (Water Addendum, pp. 3-10 to 3-11).</p> <p>The Project's proposed housing development comports with overall approved planning for the FPASP area and does not involve any element that might result in a new significant or substantially more severe impact associated with wildfire. The Project does not induce any effect (direct or cumulative) peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcels for full buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. Moreover, the total number of residential units allotted in the FSASP area does not change with this action; therefore, accordingly, there will be no increase in wildfire risk that might accompany an increase in residential units. Similarly, the redistribution of housing units will not increase wildfire risk. Any unanticipated impacts associated with wildfire that might occur as a result of the transfer of housing units to Lot 61, which are unlikely as this component of the Project is solely a planning action, would be well within the scope of those discussed in the EIR, and any future development must undergo a separate FSASP consistency analysis and/or CEQA review. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 5 for discussion of the Project's consistency with wildfire policies in the FPASP that may be relevant to impacts associated with Wildfire (Exh. 5, pp. 33, 41).</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • None required <p>Conclusion: The Project would not have any new significant or substantially more severe wildfire impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the Project or its site (Guidelines, § 15183).</p>										
21. MANDATORY FINDINGS OF SIGNIFICANCE										
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause	See FPASP CEQA Findings of Fact and Statement of Overriding Considerations, pp. 45 to 316	No	No	No	No	No	No	No	No	n/a

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
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 an endangered, rare or threatened species, 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 considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	FPASP CEQA Findings of Fact and Statement of Overriding Considerations, pp. 316 to 345	No	No	No	No	No	No	No	No	n/a
c. Does the project have environmental effects which will cause substantial	FPASP CEQA Findings of Fact and Statement of Overriding	No	No	No	No	No	No	No	No	n/a

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	What Prior Environmental Document's MMs Address Impacts?
adverse effects on human beings, either directly or indirectly?	Considerations, pp. 45 to 316									
<p>Discussion: The City finds that:</p> <p>(a) impacts on the environment under a wide range of topics, including extensive detail regarding on-site biological resources and their habitats, were adequately analyzed and disclosed in the FPASP EIR, and the proposed Project falls within the scope of that analysis;</p> <p>(b) cumulative impacts were adequately analyzed for each impact topic throughout the FPASP EIR, and the proposed Project falls within the scope of that analysis; and</p> <p>(c) adverse impacts on humans were included and adequately analyzed where relevant as part of the environmental impact analysis of all required topics under CEQA in the FPASP EIR (e.g., air quality, hazards, noise, etc.), and the proposed Project falls within the scope of that analysis.</p> <p>Mitigation Measures: See those listed in Sections V.C.1 (Aesthetics) to V.C.20 (Wildfire) above.</p>										

D. CONCLUSION

As demonstrated in the above checklist, the City finds that the Project is exempt from CEQA under Government Code section 65457 and Guidelines section 15182, subdivision (c).

Though not required to do so, the City also makes the following additional findings to facilitate informed decision-making:

- Based on the preceding review, the City's FPASP EIR and Water Addendum have adequately addressed the following issues, and no further site-specific environmental review is required pursuant to CEQA Guidelines section 15183: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services, and Recreation.
- The following potential site-specific impacts have been analyzed in the above Checklist and determined to be within the scope of issues and impacts analyzed in the FPASP EIR: Land Use and Planning, Noise, and Transportation. Thus, pursuant to CEQA Guidelines section 15183, subdivision (c), no further environmental analysis is required.

VI. REFERENCES

City of Folsom. City of Folsom General Plan (January 1993).
City of Folsom. Folsom Plan Area Specific Plan (June 28, 2011).
City of Folsom. Folsom South of U.S. Highway 50 Specific Plan Project Public Draft EIR/EIS (June 2010) and Final EIR/EIS (May 2011).
City of Folsom. Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations (May 2011).
City of Folsom. CEQA Addendum for the Folsom South of U.S. 50 Specific Plan Project- Revised Proposed Off-site Water Facility Alternative (November 2012).
City of Folsom. South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration (December 9, 2014).

VII . LIST OF EXHIBITS

Exhibit 1: Folsom Ranch Rental Neighborhood Project Background and Narrative (August 2022)
Exhibit 2: Folsom Ranch Central District Design Guidelines (Amended 2018)
Exhibit 3: FPASP Minor Administrative Modification associated with Parcels 61, 77, 78, and 85A (PN 20-003) (March 2020)
Exhibit 4: ROD for the Folsom South of U.S. Highway 50 Specific Plan Project—City of Folsom Backbone Infrastructure, by the U.S. Army Corps of Engineers (May 2014)
Exhibit 5: Applicant's FPASP Policy Consistency Analysis (August 2022)
Exhibit 6: Folsom Ranch Rental Neighborhood Traffic, Access, and Circulation Study, by Kimley-Horn (October 2022)
Exhibit 7: Folsom Ranch Exterior Noise and Exterior Façade Acoustical Analysis, by Veneklasen Associates (August 2022)

Attachment 21

Folsom Ranch Plan Area Specific Plan Consistency Analysis for the Folsom Ranch Apartments Project

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
Section 4 - Land Use			
<i>Residential Policies</i>			
4.1	Create pedestrian-oriented neighborhoods through the use of a grid system of streets where feasible, sidewalks, bike paths and trails. Residential neighborhoods shall be linked, where appropriate, to encourage pedestrian and bicycle travel.	Yes	The Project includes sidewalks around the perimeter and interior walkways that connect to the interior roadways and surrounding streets, which connect the Project with nearby sidewalks, bicycle lanes, parks, schools, and open space and trail areas. The Project also will include "borrow-a-bike" stations as part of the Lewis Apartment Communities signature program offering free loaner bikes to residents.
4.2	Residential neighborhoods shall include neighborhood focal points such as schools, parks, and trails. Neighborhood parks shall be centrally located and easily accessible, where appropriate.	Yes	The Project is a residential neighborhood with a shared recreation/community area on one side and an open turf play area on the other side for residents. The neighborhood will connect to schools, trails, and parks via the surrounding roadways, sidewalks, and bicycle lanes.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
4.3	Residential neighborhoods that are directly adjacent to open space shall provide at least two defined points of pedestrian access into the open space area.	n/a	The Project will offer several defined points of access, although it is adjacent to parcels approved for full development, not open space.
4.4	Provide a variety of housing opportunities for residents to participate in the home-ownership market.	n/a	The Project will provide a variety of multi-family residential units to rent for Roseville residents who are renters by choice.
4.5	All multi-family high density residential sites shall provide on-site recreational amenities for its residents, unless directly adjacent to a park site.	Yes	The Project will include a shared onsite recreation/community area with a pool and spa with sun deck, clubroom, fitness center, outdoor kitchen, and pet bathing station and park and an open turf play area. The Project will also include shared barbeque areas throughout the development.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
4.6	As established by the FPASP, the total number of dwelling units for the Plan Area is 11,461 and the total commercial square footage is 2,788,8441. The number of units within individual residential land use parcels may vary, so long as the number of dwelling units falls within the allowable density range for a particular land use designation. For purposes of CEQA compliance for discretionary projects, the combination of the total maximum number of residential units and commercial square footage analyzed in the Folsom Plan Area Specific Plan Environmental Report/Environmental Impact Statement (SCH#200092051) shall not be exceeded without requiring further CEQA compliance.	Yes	The Project proposes fewer residential units than the FPASP allocates to these parcels. However, the Project includes a Minor Administrative Amendment (MAM) for a transfer of these residential units to a nearby parcel, owned by the same entity, so that the Project does not subceed the total number of dwelling units for the Plan Area.
4.6A	A maximum of 937 low, medium and high density residential dwelling units are allowed only in the three General Commercial (SP-GC) parcels and the Regional Commercial (SP-RC) parcel located at the intersection of East Bidwell Street and Alder Creek Parkway. No more and no less than 377 high density residential dwelling units on a minimum of 15.7 acres shall be provided on these parcels. Other than the SP-RC and three SP-GC parcels specifically identified herein, this policy 4.6A shall not apply to any other Plan Area SP-RC or SP-GC parcels.	n/a	The Project is not located at the intersection of East Bidwell Street and Alder Creek Parkway.
4.7	Transfer of dwelling units is permitted between residential parcels, or the residential component of SP-RC and SP-GC parcels, as long as 1) the maximum density within each land use designation is not exceeded, unless the land use designation is revised by a specific plan amendment, and 2) the total number of Plan Area dwelling units does not exceed 11,461.	Yes	The Project proposes a transfer of several dwelling units to a nearby parcel, owned by the same entity. The proposed transfer would not cause the density of the subject parcels or transfer parcels to exceed the maximum density within a land use designation or within the Plan Area.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
4.8	Each new residential development shall be designed with a system of local streets, collector streets, and access to an arterial road that protects the residents from through traffic.	Yes	The Project is a residential neighborhood with an interior roadway layout that provides an efficient circulation system that connects to an arterial road but that prevents non-residential through traffic, consistent with the Specific Plan.
4.9	Subdivisions of 200 dwellings units or more not immediately adjacent to a neighborhood or community park are encouraged to develop one or more local parks as needed to provide convenient resident access to children's play areas, picnic areas and unprogrammed open turf area. If provided, these local parks shall be maintained by a landscape and lighting district or homeowner's association and shall not receive or provide substitute park land dedication credit for parks required by the FPASP.	Yes	The Project will provide a central open-turf play area for children as well as a shared recreation/community area and several shared barbeque areas. These community areas will be maintained by the property owner. Additionally, the Project site is situated within walkable distance to other planned public community parks.
Commercial Policies			
4.10	The mixed-use town center should contain unique retail, entertainment and service-based establishments, as well as public gathering spaces.	n/a	The Project is not located in the mixed-use town center.
4.11	The mixed-use neighborhood center should contain retail and service-based establishments that are intended to serve the immediate area in which it is located.	n/a	The Project is not located in the mixed-use neighborhood center.
4.12	Commercial and office areas should be accessible via public transit routes, where feasible.	n/a	The Project does not propose any commercial development.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
4.13	The Plan Area land use plan should include commercial, light industrial/office park and public/quasipublic land uses in order to create employment.	n/a	The Project does not propose any commercial development.
4.14	The transfer of commercial intensity is permitted as provided in Section 13.3 - Administrative Procedures.	n/a	The Project does not propose any transfer of commercial development.
<i>Open Space Policies</i>			
4.15	Thirty percent (30%) of the Plan Area shall be preserved and maintained as natural open space, consistent with Article 7.08.C of the Folsom City Charter.	Yes	The Project will not reduce the amount of preserved natural open space.
4.16	The open space land use designation shall provide for the permanent protection of preserved wetlands.	n/a	The Project does not include open space land uses.
<i>Parks Policies</i>			
4.17	Land shall be reserved for parks as shown in Figure 4.3 – Specific Plan Land Use Designations and Table 4.2 – Land Use Summary. On future tentative subdivision maps or planned development applications, park sites shall be within 1/8 of a mile of the locations shown in Figure 4.3 – Specific Plan Land Use Designations. Park sites adjacent to school sites should remain adjacent to schools to provide for joint use opportunities with the Folsom-Cordova Unified School District. Park sites adjacent to open space shall remain adjacent to open space to provide staging areas and access points to the open space for the public.	Yes	The Project does not include park sites but does include a transfer of park acreage from the subject parcels to a nearby parcel, owned by the same entity, through a MAM. This transfer will ensure that the amount of land currently reserved for parks in the Plan Area will remain unchanged.
4.18	Sufficient land shall be dedicated for parks to meet the City of Folsom requirement (General Plan Policy 35.8) of 5-acres of parks for every 1,000 residents.	Yes	The Project does not reduce the land to be dedicated for parks. See above for information on the park acreage transfer.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
4.19	Parks shall be located throughout the Plan Area and linked to residential neighborhoods via sidewalks, bike paths and trails, where appropriate. During the review of tentative maps or planned development applications, the city shall verify that parks are provided in the appropriate locations and that they are accessible to resident via sidewalks, bike paths and trails.	Yes	Nearby parks will be accessible by all residents in the Project via sidewalks and bicycle lanes.
4.20	Elementary school sites shall be co-located with parks to encourage joint-use of parks where feasible.	n/a	The Project does not propose school or park uses.
<i>Public/Quasi-Public Policies</i>			
4.21	Land shall be reserved for public services and facilities, as required by the City of Folsom. Public services and facilities sites shall be in the general locations as shown in Figure 4.3 – Specific Plan Land Use Designations.	Yes	The infrastructure needed to serve the Project site is consistent with the adopted Specific Plan and the updated infrastructure plans.
4.22	Land shall be reserved for schools as required by the City of Folsom and the Folsom Cordova Unified School District in accordance with state law. School sites shall be in the general locations shown in Figure 4.3 – Specific Plan Land Use Designations and have comparable acreages as established in Table 4.2 – Land Use Summary.	Yes	The Project would not alter the location of proposed school sites.
4.23	Elementary school sites shall be co-located with parks to encourage joint-use of parks.	n/a	The Project does not propose school or park uses.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
4.24	All Public/Quasi-Public sites shown in Figure 4.3 – Specific Plan Land Use Designations may be relocated or abandoned as a minor administrative modification of the FPASP. The land use designation of the vacated site or sites will revert to the lowest density adjacent residential land use. In no event shall the maximum number of Plan Area dwelling units exceed 11,461 and the total commercial building area exceed 2,788,884 square feet. For purposes of CEQA compliance for discretionary projects, the combination of the total maximum number of residential units and commercial square footage analyzed in the Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement (SCH#200809205) shall not be exceeded without requiring further CEQA compliance.	Yes	The Project would not alter the location of proposed public/quasi-public sites.
Section 5 - Housing Strategies			
<i>City of Folsom General Plan Housing Element Policies Incorporated in the FPASP</i>			
H-1.1	The city shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the city's regional share of housing.	n/a	This policy directs the City in its decision-making and planning processes. The Project proposes a variety of multi-family housing that will serve the rental market.
H-1.2	The city shall endeavor to designate future sites for higher density housing near transit stops, commercial services, and schools where appropriate and feasible.	n/a	This policy directs the City in its decision-making and planning processes. The Project proposes higher-density housing.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
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.	n/a	This policy directs the City in its decision-making and planning processes. The Project proposes higher density housing slightly below the density range for the subject parcels, but transfers the remaining housing units to another nearby parcel via a MAM.
H-1.4	The City shall support and facilitate the development of second units on single-family designated and zoned parcels.	n/a	This policy directs the City in its decision-making and planning processes. The Project site is not zoned or designated for single-family units and the Project, accordingly, does not include any.
H-1.6	The city shall ensure that new development pays its fair share in financing public facilities and services and pursues financial assistance techniques to reduce the cost impact on the production of affordable housing.	n/a	This policy directs the City in its decision-making and planning processes. The Project will comply with all mitigation measures in the applicable certified/adopted CEQA documents.
H-1.8	The city shall strive to create additional opportunities for mixed-use and transit oriented development.	n/a	This policy directs the City in its decision-making and planning processes.
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.	n/a	This policy directs the City in its decision-making and planning processes. The Project proposes a mix of rental unit types.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
H-3.2	The city shall continue to use federal and state subsidies, as well as inclusionary housing in-lieu fees, affordable housing impact fees on non-residential development, and other fees collected into the Housing Trust Fund in a cost-efficient manner to meet the needs of lower-income households, including extremely low-income households.	n/a	This policy directs the City in its decision-making and planning processes.
H-3.3	The city shall continue to make density bonuses available to affordable and senior housing projects, consistent with State law and Chapter 17.102 of the Folsom Municipal Code.	n/a	This policy directs the City in its decision-making and planning processes. The Project does seek a density bonus.
H-3.4	Where appropriate, the city shall use development agreements to assist housing developers in complying with city affordable housing goals.	n/a	This policy directs the City in its decision-making and planning processes.
H-3.5	The city shall make incentives available to property owners with existing development agreements to encourage the development of affordable housing.	n/a	This policy directs the City in its decision-making and planning processes.
H-5.2	The city shall encourage housing for seniors and persons with disabilities to be located near public transportation, shopping, medical, and other essential services and facilities.	Yes	This policy directs the City in its decision-making and planning processes. The Project is consistent with this policy. Seniors and those with disabilities may be residents of the Project consistent with this policy.
H-5.4	The city shall encourage private efforts to remove physical barriers and improve accessibility for housing units and residential neighborhoods to meet the needs of person with disabilities.	n/a	This policy directs the City in its decision-making and planning processes. The Project complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neighborhoods.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
H-5.7	The city shall continue to provide zoning to accommodate future need for facilities to serve city residents in need of emergency shelter.	n/a	This policy directs the City in its decision-making and planning processes.
H-5.10	The city shall encourage developers to include spaces in proposed buildings or sites on which child care facilities could be developed or leased by a child care operator.	n/a	This policy directs the City in its decision-making and planning processes.
H-6.2	The city shall assist in the enforcement of fair housing laws by providing information and referrals to organizations that can receive and investigate fair housing allegations, monitor compliance with fair housing laws, and refer possible violations to enforcing agencies.	Yes	This policy directs the City in its decision-making and planning processes.
H-7.1	The city shall continue to implement state energy-efficient standards to new residential development.	n/a	This policy directs the City in its decision-making and planning processes. The Project will comply with all required State energy-efficiency standards.
H-7.2	The city shall include energy conservation guidelines as part of the development standards for the specific plan area.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.3	The city shall reduce residential cooling needs associated with the urban heat island effect.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.4	The city shall promote an increase in the energy efficiency of new and existing housing beyond minimum state requirements.	n/a	This policy directs the City in its decision-making and planning processes.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
H-7.5	The city shall encourage the increased use of renewable energy.	n/a	This policy directs the City in its decision-making and planning processes. The Project may participate in the Sacramento Municipal Utility District's (SMUD) SolarShare program.
H-7.6	The city shall encourage "smart growth" that accommodates higher density residential uses near transit, bicycle and pedestrian friendly areas of the city that encourage and facilitate the conservation of resources by reducing the need for automobile use.	n/a	This policy directs the City in its decision-making and planning processes.
Section 7 - Circulation			
<i>Circulation Policies</i>			
7.1	The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the majority of the Plan Area in order to create neighborhoods that encourage walking, biking, public transit and other alternative modes of transportation.	Yes	The Project is a townhome residential complex that connects to existing roadways, or roadways to be constructed by other projects. The roadways connect future residents of the Project to adjacent school, park, open space, and commercial uses.
7.2	Circulation within the Plan Area shall be ADA accessible and minimize barriers to access by pedestrians, the disabled, seniors and bicyclists. Physical barriers such as walls, berms, and landscaping that separate residential and nonresidential uses and impede bicycle or pedestrian access or circulation shall be minimized.	Yes	The Project complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neighborhoods.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
7.3	The Plan Area shall apply for permanent membership in the 50 Corridor TMA. Funding to be provided by a Community Facilities District or other non-revocable funding mechanism.	n/a	The Project does not effect the Plan Area's permanent membership in the 50 Corridor TMA.
7.4	Submit a General Plan Amendment to the city to modify General Plan Policy 17.17 regarding Traffic Level of Service 'C'. This level of service may not be achieved throughout the entire Plan Area at buildout.	n/a	The applicable Level of Service under the General Plan is 'D.' The streets are designed to meet traffic requirements and are consistent with the Specific Plan.
<i>Roadway Classification Policies</i>			
7.5	A framework of arterial and collector roadways shall be developed that accommodate Plan Area traffic while accommodating through-traffic demands to adjoining city areas.	n/a	The street layout connecting to the Project is consistent with the Specific Plan.
7.6	Major and minor arterials, collectors, and minor collectors shall be provided with sidewalks that safely separate pedestrians from vehicular traffic and class II bicycle lanes that encourage transportation choices within the Plan Area.	n/a	The Project does not include arterial or collector streets.
7.7	Traffic calming measures shall be utilized, where appropriate, to minimize neighborhood cut-through traffic and excessive speeds in residential neighborhoods. Roundabouts and traffic circles shall be considered on low volume neighborhood streets as an alternative to four-way stops or where traffic signals will be required at project build-out. Traffic calming features included in the City of Folsom's Neighborhood Traffic Management Program Guidelines (NTMP) may also be utilized in the Plan Area.	n/a	The Project includes two vehicle access points on Westwood Drive. Little to no through traffic will access the project.
7.8	Roadway improvements shall be constructed to coincide with the demands of new development, as required to satisfy city minimum level of service standards.	Yes	Adjacent streets are designed to meet traffic requirements and are consistent with the Specific Plan.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
<i>Public Transit Policies</i>			
7.8A	<p>Concurrent with development of the SP-RC and SP-GC parcels located at the intersection of East Bidwell Street and Alder Creek Parkway, the following roadway improvements will be constructed:</p> <ul style="list-style-type: none"> ▪ Alder Creek Parkway from Prairie City Road to East Bidwell Street. ▪ East Bidwell Street from White Rock Road to U.S. Highway 50. ▪ Rowberry Road (including the over-crossing of U.S. Highway 50). <p>The timing, extent of improvements and interim improvements shall be predicated on the extent and type of development proposed for the above referenced parcels</p>	n/a	The Project is not located at the intersection of East Bidwell Street and Alder Creek Parkway.
7.9	Public transportation opportunities to, from, and within the Plan Area shall be coordinated with the City Public Works Transit Division and the Sacramento Regional Transit District (RT). Regional and local fixed and circulator bus routes through the Plan Area shall be an integral part of the overall circulation network to guarantee public transportation service to major destinations for employment, shopping, public institutions, multi-family housing and other land uses likely to attract public transit use.	Yes	The Project is consistent with the applicable adopted Specific Plan, which addresses public transportation opportunities.
7.10	Consistent with the most recent update of the RT master plan and the Plan Area Master Transit Plan, a transit corridor shall be provided through the Plan Area for future regional 'Hi-Bus's service (refer to Figure 7.29 and the FPASP Transit Master Plan). Sufficient right-of-way shall be dedicated for the transit corridor as described in Section 7.3 and Figures 7.2, 7.3, 7.14 & 7.15.	Yes	The Project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
7.11	Future transit bus stops and associated amenities shall be placed at key locations in the Plan Area according to the recommendation of the FPASP Transit Master Plan.	Yes	The Project is consistent with the applicable adopted Specific Plan, which addresses public transportation opportunities.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
7.12	Provide interim park-and-ride facilities for public transit use as shown in the FPASP Transit Master Plan.	Yes	The Project is consistent with the applicable adopted Specific Plan, which addresses public transportation opportunities.
7.13	The City of Folsom shall participate with the El Dorado County Transportation Commission in an update of the "Folsom El Dorado Corridor Transit Strategy Final Report dated December 2005. The update shall include the Plan Area and Sacramento County.	n/a	This policy directs the City in its decision-making and planning processes.
7.14	The City of Folsom shall participate with the Sacramento Area Council of Government in a revision of the City of Folsom Short-Range Transit Plan Update Final Report, dated September 2005. The update shall include the Plan Area.	n/a	This policy directs the City in its decision-making and planning processes.
7.15	The Sacramento Regional Transit District (RT) "A Guide to Transit Oriented Development (TOD)" shall be used as a design guideline for subsequent project level approvals for all projects along the Plan Area transit corridor.	Yes	The guideline was used in the preparation of the Specific Plan, and The Project is consistent with the Specific Plan.
Sidewalks, Trails and Bikeway Policies			
7.16	A system of sidewalks, trails, and bikeways shall internally link all land uses and connect to all existing or planned external street and trail facilities contiguous with the Plan Area to provide safe routes of travel for pedestrians and bicyclists as depicted in Figure 7.32 and as indicated on the applicable roadway sections. Pedestrian and bicycle facilities shall be designed in accordance with City design standards, including the latest version of the Bikeway Master Plan, the FPASP and the FPASP Community Design Guidelines.	Yes	The Project includes private walkways and public sidewalks that are consistent with the adopted Specific Plan and City standards.
7.17	Public accessibility to open space and scenic areas within the Plan Area shall be provided via roadway, sidewalks, trail and bikeway connections, where appropriate.	Yes	Access to nearby open space areas is provided via roadways, sidewalks, and bicycle lanes.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
7.18	Traffic calming measures and signage shall be used to enhance the safety of sidewalk, trail and bikeway crossings of arterial and collector streets.	n/a	The Project does not include crossings of any arterial or collector streets.
7.19	Class I bike path and trail crossings of Alder Creek and intermittent drainages channels shall be minimized and located and designed to cause the least amount of disturbance to the creek environment.	n/a	Alder Creek is not located on the Project site.
7.20	Per state and federal programs, safe routes to schools shall be identified and signed.	n/a	The Project does not directly connect to any identified Safe Routes to School public sidewalks.
7.21	All Plan Area land uses shall be located within approximately 1/2 mile of a Class I bike path or a Class II bike lane.	Yes	The project is adjacent to Mangini Parkway, which will be developed with class II bike lanes as part of the planned Bicycle network.
7.22	Site design and building placement shall minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping and slopes between residential and non-residential land uses that unnecessarily impede bicycle or pedestrian circulation shall be minimized. Clearly marked shaded paths shall be provided through commercial and mixed use parking lots.	n/a	The Project does not include non-residential development and complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neighborhoods.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
7.23	Adequate short and long term bicycle parking shall be provided for all Plan Area land uses (except for single-family and single-family high density residential uses) as specified in Table A.14.	n/a	Each dwelling unit in the Project comes with a garage, which will provide space for bicycle parking; therefore, pursuant to Table A.14, no bicycle parking spaces are required. Nevertheless, the Project includes parking spaces for its shared bicycle program and will provide bicycle racks at various locations on both parcels.
Section 8 - Open Space			
8.1	Open Space areas shall be created throughout the entirety of the Plan Area.	n/a	The Project does not include open space uses.
8.2	Create a preserve open space zone that will include all of the preserved wetlands and required buffers that are under the jurisdiction of the U.S. Army Corp of Engineers (USACE).	n/a	The Project does not include open space uses.
8.3	Create a passive open space zone that may contain limited recreation uses and facilities, storm water quality detention basins, water quality structures, wetland and tree mitigation areas and limited public utilities.	n/a	The Project does not include open space uses.
8.4	Where feasible, locate schools and parks adjacent or near to open space.	n/a	The Project does not include school, park, or open space uses.
8.5	Open space areas shall incorporate sensitive Plan Area natural resources, including oak woodlands, Alder Creek and its tributaries, hillside areas, cultural resources, and tributaries of Carson, Buffalo and Coyote Creeks within the boundaries of the Plan Area.	n/a	The Project does not include open space uses.
8.6	Open space improvements shall comply with City of Folsom General Plan Policy 27.1 and the Americans with Disabilities Act (ADA) standards.	n/a	The Project does not include open space uses.
	Natural easements thirty feet (30') in width or larger shall be considered part of the		

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
8.7	Natural parkways, thirty-feet (30') in width or larger, shall be considered part of the required thirty percent (30%) Plan Area natural open space provided the following minimum criteria is met: 8.7.a: They include a paved path or trail. 8.7.b: They have the ability to be utilized for tree mitigation plantings or other appropriate mitigation measures and; 8.7.c: They are planted primarily with California central valley and foothills native plants as described in the most current edition of River-Friendly Landscape Guidelines.	n/a	The Project does not include natural parkways.
8.8	Locate Class I bicycle paths and paved and unpaved trails throughout the open space.	n/a	The Project does not include open space uses.
8.9	Carefully site infrastructure, including roads, wastewater and water facilities, trailheads, equestrian trails and the like to minimize impact to the oak woodlands, Alder Creek and its tributaries, hillside areas, cultural resources and intermittent tributaries of Carson, Buffalo and Coyote Creeks within the boundaries of the Plan Area.	Yes	The Project site does not include any identified cultural resources identified to be preserved, oak woodlands/trees, or hillsides, or tributaries.
8.10	Provide the opportunity for educational programs that highlight the value of the various natural features of the Plan Area.	n/a	The Project does not include open space or natural feature uses.
8.11	All open space improvements, including erosion control planting and landscaping, within the 200-year flood plain shall be designed to withstand inundation during a 200-year flood event.	n/a	The Project does not include open space uses.
8.12	All open space improvements, including erosion control planting and landscaping adjacent to Alder Creek and its tributaries shall be consistent with Section 10.2.6 - Alder Creek & Floodplain Protection.	n/a	The Project does not include open space uses nor is it located near Alder Creek.
8.13	The FASP Open Space Management Plan shall describe the ownership, funding, and maintenance of open space areas.	n/a	The Project does not include open space uses.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
8.14	The FPASP Community Design Guidelines shall include recommendations for the design of natural parkways and other passive open space recreation facilities, storm water quality detention basins, water quality structures, wetland and tree mitigation areas, and public utilities.	n/a	Application documents submitted to the City contain this information. The Project will comply with applicable FPASP design guidelines.
8.15	All entitlements within the FPASP shall be reviewed to ensure that thirty percent (30%) of the Plan Area is maintained as natural open space to preserve oak woodlands and sensitive habitat areas.	Yes	The Project does not reduce the amount of open space in the Plan Area.
Section 9 - Parks			
9.1	To promote walking and cycling, community and neighborhood parks shall be connected to the pedestrian and bicycle network.	n/a	The Project does not include any public parks, but it does include an open-turf play area and shared recreational and community area that are accessible via interior walkways. All park acreage currently approved on the Project site will be transferred to a nearby parcel in the Plan Area via a MAM.
9.2	Park designs shall accommodate a variety of active and passive recreational facilities and activities that meet the needs of Plan Area residents of all ages, abilities and special interest groups, including the disabled.	n/a	The Project does not include any public parks, but does include an open-turf play area and shared recreational and community area that will provide recreational opportunities for residents of all ages and capabilities.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
9.3	Neighborhood parks shall feature active recreational uses as a priority and provide field lighting for nighttime sports uses and other activities as deemed appropriate by the City of Folsom Parks and Recreation Department.	n/a	The Project does not propose any public parks.
9.4	The sports facilities listed in Table 9.1 are suggested facilities for inclusion in community, neighborhood and local parks. The City may amend Table 9.1 as City needs change without amending the FPASP.	n/a	The Project does not propose any public parks.
9.5	All park master plans shall include a lighting plan and all park lighting fixtures shall be shielded and energy efficient.	n/a	The Project does not propose any public parks. The shared recreational area and open-turf play area will include shielded and energy efficient lighting.
9.6	Parks shall be designed and landscaped to provide shade, easy maintenance, water efficiency, and to accommodate a variety of recreational uses. Park improvements will comply with Folsom Municipal Code Chapter 13.26 Water Conservation and all applicable mitigations measures set forth in the FPASP EIR/EIS.	n/a	The Project does not include any public parks, but does include an open-turf play area and shared recreational and community area that will provide shaded areas, include water efficiency measures, and will be maintained by the property owner.
9.7	Park furniture and structures shall be selected based on durability, vandal resistance and long term maintenance, as approved by the City.	n/a	The Project does not propose any public parks.
9.8	Public art is encouraged in parks where appropriate and feasible in compliance with the City's Arts and Culture Master Plan.	n/a	The Project does not propose any public parks.
9.9	Easements and designated open space shall not be credited as parkland acreage. These areas may be used for park activities, but not to satisfy Quimby park land dedication requirements.	n/a	The Project does not propose any public parks or open space uses.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
9.10	Placement of stand alone cell towers or antennae in parks is strongly discouraged. Cell towers or antennae are permitted to be located on sports field lighting poles with a use permit.	n/a	The Project does not propose any public parks.
9.11	All parks shall be sited and designed with special attention to safety and visibility. Park designs shall follow the use restrictions as outlined in the Folsom Municipal Code Chapter 9.68: Use of Park Facilities. The Parks and Recreation Commission shall review all park master development plans and make recommendations to the City Council for approval.	n/a	The Project does not propose any public parks.
9.12	A Parks Master Plan shall be prepared for the Plan Area.	n/a	This policy affects the City and does not apply to individual developers.
9.13	If the existing slope of a park site shown on Figure 9.1 exceeds five percent, the site shall be rough graded by owner/developer/builder dedicating the park land in accordance with grading plans approved by the City of Folsom Parks and Recreation Department. The cost to grade sites may be credited against park impact fees subject to city approval.	n/a	The Project does not propose any public parks.
9.14	Park land dedications are net areas in acres and exclude easements, wetlands, public rights-of-way and steep slopes or structures.	n/a	The Project does not propose any park land dedication.
Section 10 - Resource Management & Sustainable Design			
Wetland Policies			
10.1	Delineated wetlands shall be preserved to the greatest extent possible within open space areas and corridors, or otherwise provided for in protected areas.	n/a	The Project site does not contain any wetlands.
10.2	Where preservation is not feasible, mitigation measures shall be carried out as specified in the FPASP EIR/EIS.	n/a	The Project site does not contain any wetlands.
10.3	Water quality certification based on Section 401 of the Clean Water Act shall be obtained before issuance of the Section 404 permit.	n/a	The Project site does not contain any wetlands.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
10.4	<p>Construction, maintenance, and monitoring of compensation wetlands shall be in accordance with requirements of the USACE, pursuant to the issuance of a Section 404 permit. Compensation wetlands may consist of one of the following:</p> <p>10.4a: Constructed wetlands within designated open space areas or corridors in the Plan Area;</p> <p>10.4b: Wetland credits purchased from a mitigation bank; and /or;</p> <p>10.4c: The purchase of land at an off-site location to preserve or construct mitigation wetlands.</p> <p>To ensure successful compensation wetlands, wetland feasibility studies shall be carried out in conjunction with request for permits from regulatory agencies prior to any construction.</p>	n/a	The Project site does not contain any wetlands.
10.5	<p>As part of the Section 404 permitting process, the project applicants shall prepare a wetland mitigation and monitoring plan (MMP). The plan shall include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment). The plan shall identify participation within mitigation banks.</p>	n/a	The Project site does not contain any wetlands.
10.6	<p>Maintenance and monitoring of all compensation wetlands, whether constructed or purchased, shall be carried out by an approved monitoring agency or organization, and shall be in accordance with all federal, state, and local regulations. Monitoring shall continue for a minimum of 5 years from completion of mitigation or until performance standards have been met, whichever is longer</p>	n/a	The Project site does not contain any wetlands.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
10.7	Special status vernal pool invertebrates shall be protected as required by State and federal regulatory agencies. Where protection is not feasible, vernal pool invertebrates shall be mitigated per the wetland mitigation and monitoring plan.	n/a	The Project site does not contain any wetlands.
<i>Wildlife Policies</i>			
10.8	Tricolored blackbird nesting colony habitat, if any, shall be protected as required by State and federal regulatory agencies.	Yes	The Project will comply with all applicable wildlife mitigation measures in the applicable CEQA documents.
10.9	A Swainson's Hawk mitigation plan shall be prepared to avoid loss of nesting areas if applicable.	Yes	The Project will comply with all applicable wildlife mitigation measures in the applicable CEQA documents.
10.10	An incidental take permit shall be obtained to avoid impacts on the Valley Elderberry Longhorn Beetle (VELB), unless delisting has occurred.	n/a	The Project will comply with all applicable wildlife mitigation measures in the applicable CEQA documents. However, the Project site does not contain any VELB habitat.
10.11	Special-status bat roosts shall be protected as required by State and federal regulatory agencies.	Yes	The Project will comply with all applicable wildlife mitigation measures in the applicable CEQA documents.
10.12	The Sacramento-Yolo Mosquito and Vector Control District will provide year-round mosquito and vector control in accordance with state regulations and its Mosquito Management Plan.	n/a	The Project will comply with all required vector control regulations.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
<i>Oak Woodlands & Isolated Oak Tree Policies</i>			
10.13	Preserve and protect in perpetuity approximately 399-acres of existing oak woodlands.	n/a	The Project site does not have any oak woodlands or oak tree canopy to be preserved.
10.14	The details of ownership, long term maintenance and monitoring of the preserved and mitigated oak woodlands and isolated oak tree canopy shall be specified in the FPASP Open Space Management Plan approved concurrently with the FPASP.	n/a	The Project site does not have any oak woodlands or oak tree canopy to be preserved.
10.15	<p>Oak trees included in residential and non-residential development parcel impacted oak woodlands are encouraged to be preserved wherever practical, provided preservation does not:</p> <ul style="list-style-type: none"> a) Cause a reduction in the number of lots or a significant reduction in the size of residential lots. b) Require mass grading that eliminates level pads or requires specialized foundations. c) Require the use of retaining wall or extended earthen slopes greater than 4 feet in height, as measured from the bottom of the footing to the top of the retaining wall. d) Require the preservation of any trees certified by an arborist to be dead or in poor or hazardous or non-correctable condition or trees the pose a safety risk to the public. e) Cost more to preserve the tree than to mitigate for its loss, based on the Isolated Oak Tree Mitigation requirements listed below. 	n/a	The Project site does not have any oak woodlands or oak tree canopy to be preserved.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes																								
10.16	<p>Isolated oak trees in residential and non-residential development parcels shall be rated according to the following national rating system developed by the American Society of Consulting Arborists (ASCA):</p> <table border="1" data-bbox="302 842 972 1087"> <thead> <tr> <th colspan="3" data-bbox="302 842 972 905">TABLE 10.1 ASCA TREE RATING SYSTEM</th> </tr> <tr> <th data-bbox="302 905 565 932">RATING</th> <th data-bbox="565 905 729 932">RATING NO.</th> <th data-bbox="729 905 972 932">RATING DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td data-bbox="302 932 565 959">Excellent</td> <td data-bbox="565 932 729 959">5</td> <td data-bbox="729 932 972 959">No problem(s)</td> </tr> <tr> <td data-bbox="302 959 565 987">Good</td> <td data-bbox="565 959 729 987">4</td> <td data-bbox="729 959 972 987">No apparent problem(s)</td> </tr> <tr> <td data-bbox="302 987 565 1014">Fair</td> <td data-bbox="565 987 729 1014">3</td> <td data-bbox="729 987 972 1014">Minor problem(s)</td> </tr> <tr> <td data-bbox="302 1014 565 1041">Poor</td> <td data-bbox="565 1014 729 1041">2</td> <td data-bbox="729 1014 972 1041">Major problem(s)</td> </tr> <tr> <td data-bbox="302 1041 565 1068">Hazardous or non-correctable</td> <td data-bbox="565 1041 729 1068">1</td> <td data-bbox="729 1041 972 1068">Extreme problem(s)</td> </tr> <tr> <td data-bbox="302 1068 565 1087">Dead</td> <td data-bbox="565 1068 729 1087">0</td> <td data-bbox="729 1068 972 1087">Dead</td> </tr> </tbody> </table>	TABLE 10.1 ASCA TREE RATING SYSTEM			RATING	RATING NO.	RATING DESCRIPTION	Excellent	5	No problem(s)	Good	4	No apparent problem(s)	Fair	3	Minor problem(s)	Poor	2	Major problem(s)	Hazardous or non-correctable	1	Extreme problem(s)	Dead	0	Dead	n/a	The Project site does not have any oak woodlands or oak tree canopy to be preserved.
TABLE 10.1 ASCA TREE RATING SYSTEM																											
RATING	RATING NO.	RATING DESCRIPTION																									
Excellent	5	No problem(s)																									
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Poor	2	Major problem(s)																									
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Dead	0	Dead																									
10.17	As part of any small lot tentative subdivision map application submittal, prepare and submit a site map, a tree preservation program and arborist's report and both a canopy survey of oak trees in the development parcel as well as a survey of individual free standing oak trees. The surveys will show trees to be preserved and trees to be removed consistent with the requirements of FMC Chapter 12.16.	n/a	The Project site does not have any oak woodlands or oak tree canopy to be preserved.																								

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
10.18	For small lot tentative subdivision parcels that contain oak trees, a pre-application and conceptual project review is required to ensure that every reasonable and practical effort has been made by the applicant to preserve oak trees. At a minimum, the submittal shall consist of a completed application form, the site map, the tree preservation program, the arborist's report, an aerial photograph of the project site, the oak tree surveys, and a conceptual site plan and grading plan showing road and lot layouts and oak trees to be preserved or removed.	n/a	The Project site does not have any oak woodlands or oak tree canopy to be preserved.
10.19	Minor administrative modifications to the FPASP development standards, including but not limited to reduced parking requirements, reduced landscape requirement, reduced front and rear yard building setbacks, modified drainage requirements, increased building heights; and variations in lot area, width, depth and site coverage are permitted as part of the Design Review approval process in order to preserve additional oak trees within development parcels.	n/a	The Project site does not have any oak woodlands or oak tree canopy to be preserved.
10.20	When oak trees are proposed for preservation in a development parcel, ensure their protection during and after construction as outlined in FMC Chapter 12.16 – Tree Preservation. Once an individual residence or commercial building has received an occupancy permit, preserved trees on the property are subject to the requirements of FMC Chapter 12.16 – Tree Preservation.	n/a	The Project site does not have any oak woodlands or oak tree canopy to be preserved.
<i>Cultural Resources Policies</i>			
10.21	The following shall be prepared prior to extensive grading or excavation: 10.21a: Existing archeological reports relevant to the Plan Area shall be reviewed by a qualified archaeologist. 10.21b: Areas found to contain or likely to contain archaeological resources shall be 10.21c: An Archaeological Resources Report shall be prepared, as appropriate.	n/a	The archaeological surveys and reports described here were prepared prior to grading of the Project site, which has already occurred, and they have been submitted to the California Historical

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
	10.21d: Copies of all records shall be submitted to the appropriate information center in the California Historical Resource Information System (CHRIS).		Submitted to the California Historical Resource Information System (CHRIS).
10.22	Publicly accessible trails and facilities in open space areas shall be located so as to ensure the integrity and preservation of historical and cultural resources as specified in the FPASP Community Design Guidelines and the Open Space Management Plan.	n/a	The Project does not propose open space uses.
10.23	Views toward cultural resources from publicly accessible trails and facilities shall be protected, where appropriate.	n/a	The Project does not include trails or connections to trails.
10.24	Interpretive displays near cultural resources shall be unobtrusive and compatible with the visual form of the resources.	n/a	There are no cultural resources that require displays on the Project site.
Water Quality Policies			
10.25	Natural drainage courses within the Plan Area along Alder, Carson, Coyote, and Buffalo Creeks and their tributaries shall be preserved as required by state and federal regulatory agencies and incorporated into the overall storm water drainage system.	Yes	The Project is consistent with the drainage master plan.
10.26	Trails located within open space corridors and areas shall be designed to include soil erosion control measures to minimize sedimentation of nearby creeks and maintain the natural state of drainage courses.	n/a	The Project does not propose trails.
10.27	Public recreational facilities (e.g., picnic areas and trails) located within open space corridors or areas shall be subject to urban storm water best management practices, as defined in Section 10.3 – Sustainable Design.	n/a	The Project does not propose open space uses.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
10.28	Best management practices shall be incorporated into construction practices to minimize the transfer of water borne particulates and pollutants into the storm water drainage system in conformance with FMC Chapters 8.70 – Stormwater Management & Discharge Control and 14.29 – Grading as well as current NPDES permit requirements and State Water Resources Control Board’s Construction General Permit requirements.	Yes	The described BMPs will be incorporated in the notes section for the final improvement plans for the Project.
10.29	All mitigation specified in the FPASP EIR/EIS shall be implemented.	Yes	All applicable FPASP EIR mitigation measures will be implemented.
10.30	Preference shall be given to biotechnical or non-structural alternatives, over alternatives involving revetments, bank regrading or installation of stream training structures.	n/a	The Project site does not contain any streams or stream banks.
<i>Alder Creek & Floodplain Protection Policies</i>			
10.31	Alder Creek shall be preserved in its natural state, to the extent feasible, to maintain the riparian and wetland habitat adjacent to the creek.	n/a	The Project will not impact Alder Creek.
10.32	All improvements and maintenance activity, including creek bank stabilization, adjacent to Alder Creek shall comply with the Clean Water Act Section 404 permits and the Central Valley Flood Protection Act of 2008 (SB 5).	n/a	The Project will not impact Alder Creek.
10.33	Bank stabilization and other erosion control measure shall have a natural appearance, wherever feasible. The use of biotechnical stabilization methods is required within Alder Creek where it is technically suitable can be used instead of mechanical stabilization.	n/a	The Project will not impact Alder Creek.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
10.34	New drainage outfalls within or near Alder Creek, or improvements to existing outfalls, shall be designed and constructed utilizing low impact development (LID) practices in conformance with the most current National Pollutant Discharge Elimination (NPDE) regulations. Consistent with these practices, storm water collection shall be decentralized, its quality improved and its peak flow contained in detention facilities that will slowly release it back into the creek drainage outfalls and improvements shall be unobtrusive and natural in appearance (refer to Section 12.6 - Stormwater).	n/a	The Project will not impact Alder Creek.
10.35	All Plan Area development projects shall avoid encroaching on the Alder Creek 200-year flood plain to ensure that no adverse alterations to the creek or the floodplain occur where practical. However, in the event encroachment is unavoidable, construction shall comply with the FPASP EIR/EIS mitigation measures, and all relevant provisions of the Central Valley Flood Protection Plan and FMC Chapter 14.23 – Flood Damage Prevention.	n/a	The Project will not impact Alder Creek.
10.36	Plan Area streets that cross Alder Creek may be grade-separated from the creek to allow uninterrupted passage of wildlife and trail users. Adequate vertical clearance shall be provided under all such street crossings to allow safe, visible bicycle, pedestrian and equestrian travel. Any streets that cross Alder Creek and are grade-separated shall follow the standards established in FMC Chapter 10.28 – Bridges.	n/a	The Project will not impact Alder Creek.
10.37	Emergency vehicle access along Alder Creek may be provided on Class I bike paths and/or separately designated emergency access roads (refer to Figure 7.29).	n/a	The Project will not impact Alder Creek.
10.38	All lighting adjacent to Alder Creek shall be limited to bridges, underpasses, trailheads, public facilities and for other public safety purposes. Lighting fixtures shall be fully shielded and energy efficient.	n/a	The Project will not impact Alder Creek.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
10.39	Class I bike paths and other paved and unpaved trails may be constructed near Alder Creek in the SP-OS2 passive open space zone consistent with the FPASP Community Design Guidelines.	n/a	The Project will not impact Alder Creek.
10.40	Public access points shall be located in areas where they have the least impact to the Alder Creek environment and designed to avoid sensitive plant wildlife habitat areas.	n/a	The Project will not impact Alder Creek.
10.41	Re-vegetation and new planting along Alder Creek shall use California central valley and foothills native plants as described in the most current edition of River-Friendly Landscape Guidelines.	n/a	The Project will not impact Alder Creek.
10.42	Adhere to the recommendations and policies of the Alder Creek Watershed Management Action Plan where feasible.	n/a	The Project will not impact Alder Creek.
<i>Air Quality Policies</i>			
10.43	An Operational Air Quality Mitigation Plan has been prepared and approved by the Sacramento Metropolitan Air Quality Management District based on the District's CEQA guidelines dated July 2004. As required by LAFCO Resolution 1195 (dated 6 June 2001) the plan achieves a 35% reduction in potential emissions than could occur without a mitigation program.	Yes	The Project will comply with all applicable air quality mitigation measures in the applicable certified/adopted CEQA documents.
10.44	The approved Operational Air Quality Mitigation measures shall be included as policies in the relevant sections of the FPASP.	Yes	The Project will comply with all applicable air quality mitigation measures in the applicable certified/adopted CEQA documents.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
10.45	Based on advisory recommendations included in Table 1-1 of the California Air Resources Board document entitled Air Quality and Land Use Handbook, avoid locating residential land uses within 500-feet of U.S. Highway 50.	n/a	This policy is an advisory and not mandatory. Some of the proposed residential land uses will be located within 500-feet of U.S. Highway 5; however, the Project includes air filtration systems as part of housing construction, which will effectively mitigate the air quality concerns underlying this policy. Furthermore, the change in land use for these parcels approved by the City in 2020 via a MAM to the Specific Plan allow development of residential units on the Project site at a density that requires locating at least some units within 500 feet of U.S. Highway 50, thus the City has accepted that housing can be built within such proximity to the highway. Although, notably, the majority of the units would be located more than 500 feet from the highway.
10.46	Prohibit wood burning fireplaces in all residential construction.	Yes	Consistent with the Specific Plan and the Air Quality Management Plan, Wood burning fireplaces are not included in the Project.

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FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
10.47	Provide complimentary electric lawnmowers to each residential buyer in the SF, SFHD and the MLD land uses.	n/a	The Project does not include these land uses nor does it include individual lawns as it is a multi-family residential development for renters.
<i>Noise Policies</i>			
10.48	Residential developments must be designed and/or located to reduce outdoor noise levels generated by traffic to less than 60 dB.	Yes	The Project will comply with the noise reduction mitigation measures in the applicable certified/adopted CEQA documents.
10.49	Noise from Aerojet propulsion system and routine component testing facilities affecting sensitive receptor areas shall be mitigated based on recommendations in the acoustical study.	n/a	The Project will not be impacted by the Aerojet facilities.
10.50	The Conditions, Covenants and Restrictions in the Department of Real Estate Public Report shall disclose that the Plan Area is within the Mather Airport flight path and that over flight noise may be present at various times.	Yes	Aviation easements have been recorded on the property and disclosures will be provided in CC&R's.
10.51	Landowner shall, prior to Tier 2 Development Agreement, record an easement over the property relating to noise caused by aircraft arriving or departing from Mather Airport.	Yes	Aviation easements have been recorded on the property.
<i>Low Impact Development Policies</i>			
	Site specific development projects shall incorporate LID design strategies that include: 10.52a: Minimizing and reducing the impervious surface of site development by reducing the paved area of roadways, sidewalks, driveways, parking areas, and roof tops;		

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
10.52	<p>10.2b: Breaking up large areas of impervious surface area and directing stormwater flows away from these areas to stabilized vegetated areas;</p> <p>10.52c: Minimizing the impact of development on sensitive site features such as streams, floodplains, wetlands, woodlands, and significant on-site vegetation;</p> <p>10.52d: Maintaining natural drainage courses; and</p> <p>10.52e: Provide runoff storage dispersed uniformly throughout the site, using a variety of LID detention, retention, and runoff techniques that may include:</p> <ul style="list-style-type: none"> · Bioretention facilities and swales (shallow vegetated depressions engineered to collect, store, and infiltrate runoff); and · Landscape buffers, parkways, parking medians, filter strips, vegetated curb extensions, and planter boxes (containing grass or other close-growing vegetation planted between polluting sources (such as a roadway or site development) and downstream receiving water bodies). 	Yes	The Project is consistent with the City's Backbone Infrastructure Master Plan, which includes stormwater requirements. The Project has incorporated LID design strategies as described in section 10.52 of the EIR for the FPASP.
Landscaping Policies			
10.53	The Plan Area landscape palette shall consist of California Central Valley and foothills native plant species as described in the most current edition of River-Friendly Landscape Guidelines and drought tolerant adaptive plant species except at neighborhood entry gateways and similar high visibility locations where ornamental plant species may be preferred.	Yes	The Project is designed to be consistent with the applicable design guidelines.
10.54	The use of turf is not allowed on slopes greater than 25% where the toe of the slope is adjacent to an impermeable hardscape. Consistent with CALGreen Tier 2 voluntary recommendations, all development projects within the Plan Area shall be encouraged to limit the use of turf to 25% of the total landscaped area.	n/a	The Project does not include any slopes greater than 25%.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
10.55	<p>Open space areas adjacent to buildings and development parcels shall maintain a fuel modification and vegetation management area in order to provide the minimum fuel modification fire break as required by State and local laws and ordinances.</p> <p>Additionally, development parcels adjacent to open space areas may be required to provide emergency access through the property to the open space by means of gates, access roads or other means approved by the City of Folsom Fire Department.</p> <p>Ownership and maintenance of open space areas, including fuel modification requirements and fire hazard reduction measures are outlined in the FPASP Open Space Management Plan.</p>	n/a	The Project does not propose open space uses.
10.56	<p>Trees shall be interspersed throughout parking lots so that in fifteen (15) years, forty (40) percent of the parking lot will be in shade at high noon. At planting, trees shall be equivalent to a #15 container or larger.</p>	n/a	<p>The Project does not contain any parking lots as each unit comes with a garage but does contain some scattered parking spaces for guests. Project design includes trees that will provide shade throughout the development, including near guest parking spaces.</p>

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
<i>Energy Efficiency Policies</i>			
10.57	Conservation of energy resources will be encouraged through site and building development standards.	Yes	The Project includes all electric infrastructure, benefits from SMUD energy efficiency programs, and will comply with all applicable energy conservation development standards. As well, the Project must adhere to California's energy efficiency standards for residential buildings, including the requirement for solar panels on all residential construction starting in 2020, inclusive of multi-family units up to three stories (see Building Energy Efficient Standards [Title 24, Parts 6 and 11]; Public Resources Code, § 25000 et seq.).
10.58	Buildings shall incorporate site design measures that reduce heating and cooling needs by orienting buildings on the site to reduce heat loss and gain depending on the time of day and season of the year.	Yes	Where site conditions permit, the Project incorporates site design measures that reduce heating and cooling needs through building orientation.
10.59	Solar access to homes shall be considered in the design of residential neighborhoods to optimize the opportunity for passive and active solar energy strategies.	Yes	See Policy 10.57 above.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
10.60	Multi-family and attached residential units shall be oriented toward southern exposures, where site conditions permit.	Yes	Where site conditions permit, the Project incorporates southern orientation for multi-family residential units.
10.61	Buildings shall be designed to incorporate the use of high quality, energy efficient glazing to reduce heat loss and gain.	Yes	The Project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.62	Energy efficient appliances, windows, insulation, and other available technologies to reduce energy demands will be encouraged.	Yes	The Project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.63	Office park uses shall install automatic lighting and thermostat features.	n/a	The Project does not include office uses.
10.64	Commercial and public buildings shall use energy efficient lighting with automatic controls to minimize energy use.	n/a	The Project does not include commercial or public buildings.
10.65	Energy Star certified equipment and appliances shall be installed, to include: 10.65a - Residential appliances; heating and cooling systems; and roofing; and 10.65b - Nonresidential appliances and office equipment; heating, cooling, and lighting control systems; and roofing	Yes	The Project includes all electric residential infrastructure, and is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
10.66	<p>Commercial, residential, and public projects shall be designed to allow for the possible installation of alternative energy technologies including active solar, wind, or other emerging technologies, and shall comply with the following standards: 10.66a - Installation of solar technology on buildings such as rooftop photovoltaic cell arrays shall be installed in accordance with the State Fire Marshal safety regulations and guidelines.</p> <p>10.66b - Standard rooftop mechanical equipment shall be located in such a manner so as not to preclude the installation of solar panels.</p> <p>10.66c - Alternative energy mechanical equipment and accessories installed on the roof of a building, they shall be integrated with roofing materials and/or blend with the structure's architectural form.</p>	Yes	See Policy 10.57 above.
10.67	Radiant solar heating or similar types of energy efficient technologies, shall be installed in all swimming pools.	Yes	The Project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.68	Electrical outlets shall be provided along the front and rear exterior walls of all single family homes to allow for the use of electric landscape maintenance tools.	n/a	The Project does not include, and is not zoned for, single-family homes.
10.69	The city will strive to ensure that all new publicly owned buildings within the Plan Area will be designed, constructed and certified at LEED-NC certification levels.	n/a	The Project does not propose any publicly owned buildings.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
10.70	The City of Folsom shall undertake all cost-effective operational and efficiency measures and consider the installation of onsite renewable energy technologies within appropriate portions of the Plan Area, including parks, landscape corridors and open space areas.	n/a	This is a City requirement, not a Project-specific requirement. The City of Folsom has plans in place to undertake the described cost-effective operational and efficiency measures and consider the installation of onsite renewable energy technologies within appropriate portions of the Plan Area, including parks, landscape corridors and open space areas.
<i>Water Efficiency Policies</i>			
10.71	All office, commercial, and residential land uses shall be required to install water conservation devices that are generally accepted and used in the building industry at the time of development, including low-flow plumbing fixtures and low-water-use appliances.	Yes	The Project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.72	A backbone "purple pipe" non-potable water system shall be designed and installed where feasible and practical to supply non-potable water to park sites, landscape corridors, natural parkways and other public landscaped spaces within the Plan Area.	n/a	Purple pipe has been incorporated into the Specific Plan for major collector roadway landscaping and funding is provided in the PFFP. Purple pipe infrastructure is not the applicant's responsibility.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
10.73	Water efficient irrigation systems, consistent with the requirements of the latest edition of the California Model Water Efficient Landscape Ordinance, or similar ordinance adopted by the City of Folsom, shall be mandatory for all public agency projects and all private development projects with a landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit, plan check or design review.	Yes	The Project is designed to comply with the applicable Design Guidelines. Water efficient irrigation systems will be employed for use in project-area landscaping.
<i>Material Conservation & Resource Efficiency Policies</i>			
10.74	Use "Green" certified construction products whenever feasible.	Yes	The Project will comply with all green construction requirements associated within the City Code and State Building Code, such as those included in Title 24, etc.
10.75	Prepare a construction waste management plan for individual construction projects.	Yes	Prior to construction, a construction waste management plan will be prepared for the Project.
10.76	A minimum of 50% of the non-hazardous construction waste generated at a construction site shall be recycled or salvaged for reuse.	Yes	The waste management plan described in the notes for Policy 10.75 will provide for a minimum of 50% of the non-hazardous construction waste generated at a construction site to be recycled or salvaged for reuse.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
10.77	Topsail displaced during grading and construction shall be stockpiled for reuse in the Plan Area.	Yes	The Project site has already been graded and topsoil that was displaced during grading was stockpiled for reuse in the Plan area. The same practice will continue during construction.
Environmental Quality Policies			
10.78	All HVAC and refrigeration equipment shall not contain chlorofluorocarbons (CFCs).	Yes	California outlawed the use of HFCs in 2018. The Project is designed to comply with California law.
10.79	All fire suppression systems and equipment shall not contain halons.	Yes	The Project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.80	Provide accessible screened areas that are identified for the depositing, storage and collection of non-hazardous materials for recycling for commercial, industrial/office park, mixed-use, public-use and multi-family residential projects.	Yes	Same re note on Policy 10.79.
10.81	Particleboard, medium density fiberboard (MDF) and hardwood plywood shall comply with low formaldehyde emission standards.	Yes	Same re note on Policy 10.79.
10.82	Limit the use of volatile organic compounds (VOC) in all construction materials.	Yes	Same re note on Policy 10.79.
Section 11 - Public Services and Facilities			
11.1	Public schools will be constructed in the Plan Area in accordance with the City Charter and state law.	n/a	There are no public schools included in the Project.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
11.2	All public service facilities shall participate in the City's recycling program.	n/a	There are no public service facilities included in the Project.
11.3	Energy efficient technologies shall be incorporated in all Public Service buildings	n/a	There are no public service facilities included in the Project.
11.4	Passive solar design and/or use of other types of solar technology shall be incorporated in all public service buildings.	n/a	There are no public service facilities included in the Project.
11.5	The city shall strive to ensure that all public service buildings shall be built to silver LEED NC standards.	n/a	There are no public service facilities included in the Project.
11.6	Utilize Crime Prevention Through Environmental Design (CPTED) principles in the design of all public service buildings.	n/a	There are no public service facilities included in the Project.
11.7	If the existing slope of a public facilities site shown on Figure 11.1 exceeds five percent, the site shall be rough graded by the owner/developer/builder dedicating the public facilities site in accordance with grading plans approved by the City of Folsom, subject to a credit and/or reimbursement agreement.	n/a	There are no public service facilities included in the Project.
11.8	Plan Area landowners shall, prior to approval of the annexation by LAFCo and prior to any Tier 2 Development Agreement, whichever comes first, comply with the schools provision in Measure W (Folsom Charter Provision Section 7.08D) and incorporate feasible school impact mitigation requirements as provided in LAFCo Resolution No. 1196, Section 13.	Yes	The Project will comply with school district and charter requirements with respect to Measure W.
Section 12 - Utilities			
12.1	Consistent with the provisions of City Charter Article 7.08 (A), the FPASP shall "identify and secure the source of water supply(is) to serve the Plan Area. This new water supply shall not cause a reduction in the water supplies designated to serve existing water users north of Highway 50 and the new water supply shall not be paid for by Folsom residents north of Highway 50.	n/a	This is a City requirement, not a Project-specific requirement. The Project is consistent with the FPASP and complies with the City's water supply agreement.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
12.2	Design and construct the necessary potable water, non-potable water for irrigation, wastewater and stormwater infrastructure require to serve the Plan Area. All infrastructure improvements shall follow the requirements established in the Water Master Plan, Wastewater Master Plan and the Storm Drainage Master Plan. Improvements will be based on phasing of development.	n/a	The policy affects the City and does not apply to individual developers.
12.3	Land shall be reserved for the construction of public utility facilities that are not planned within road rights-of-way, as required by the City of Folsom.	n/a	There are no public utilities included with the Project nor are the parcels zoned for public utilities.
12.4	Utilize Best Management Practices (BMPs) where feasible and appropriate.	Yes	BMPs will be utilized where feasible and appropriate.
12.5	Urban runoff will be treated prior to discharging to a water of the state (i.e. creek, wetland) in accordance with the City's most current Municipal Stormwater Permit requirements for new development.	Yes	The Project complies with permit requirements.
12.6	Employ Low Impact Development (LID) practices, as required by the City of Folsom, in conformance with the City's stormwater quality development standards.	Yes	The Project is consistent with the Specific Plan requirements and the City requirements as they are updated from time to time.
Section 13 - Implementation			
<i>Financing Policies</i>			
13.1	The Plan Area shall fund its proportional share of regional backbone infrastructure costs and the full costs for primary and secondary backbone infrastructure.	Yes	The Project is consistent with Public Facilities Financing Plan.
13.2	The Plan Area shall fund the its proportional share of the costs for Plan Area public facilities including the municipal center, police and fire department stations, the city corp yard and community, neighborhood and local parks.	Yes	The Project is consistent with Public Facilities Financing Plan.

Exhibit 5: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
13.3	The City of Folsom shall apply for Sacramento Countywide Transportation Mitigation fee funding to help fund all eligible regional road backbone infrastructure.	n/a	This is a City requirement.
13.4	A Plan Area fee will be created to fund backbone infrastructure and a proportional cost allocation system will be established for each of the Plan Area property owners.	n/a	The policy affects the City and does not apply to individual developers.
13.5	City of Folsom impact and capital improvement fees shall be used to fund Plan Area backbone infrastructure and public facilities where allowed by law.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
13.6	One or more Community Facilities Districts shall be created in the Plan Area to help finance backbone infrastructure and public facilities costs and other eligible improvements and/or fees.	n/a	The policy affects the City and does not apply to individual developers.
<i>Phasing Policies</i>			
13.7	Submit a conceptual backbone infrastructure phasing plan for the appropriate development area with the first tentative map or building permit submittal. Updating of the conceptual backbone infrastructure phasing plan shall be a requirement of subsequent tentative map or building permit applications for each development area.	n/a	The policy affects the City and does not apply to individual developers.
<i>Maintenance Policies</i>			
13.8	Create one or more Landscaping and Lighting Districts in the Plan Area for the maintenance and operation of public improvements and facilities and open space.	Yes	The policy applies to the City and does not apply to individual developers. The Project will comply with all requirements of applicable service districts.

Attachment 22

**Folsom Ranch Apartments Mitigation Monitoring
and Reporting Program**

MITIGATION MONITORING AND REPORTING PROGRAM FOLSOM RANCH APARTMENTS PROJECT

The City is responsible for overall administration of the MMRP and for verifying that City staff members and/or the construction contractor have completed the necessary actions for each measure (i.e., appropriate amendments to the proposed ordinance). The City may designate a project manager to oversee implementation of the MMRP. Duties of the project manager include the following:

- ▶ ensure routine inspections of the construction site are conducted by appropriate City staff; check plans, reports, and other documents required by the MMRP; and conduct report activities;
- ▶ serve as a liaison between the City and the contractor or project applicant regarding mitigation monitoring issues;
- ▶ complete forms and maintain reports and other records and documents generated for the MMRP; and
- ▶ coordinate and ensure that corrective actions or enforcement measures are taken, if necessary.

The responsible party for implementation of each item will identify the staff members responsible for coordinating with the City on the MMRP.

REPORTING

The City shall or may require the developer to, prepare a monitoring report upon completion of the project describing the compliance of the activity with the required mitigation measures. Information regarding inspections and other requirements shall be compiled and explained in the report. The report shall be designed to simply and clearly identify whether mitigation measures have been adequately implemented. At a minimum, each report shall identify the mitigation measures or conditions to be monitored for implementation, whether compliance with the mitigation measures or conditions has occurred, the procedures used to assess compliance, and whether further action is required. The report shall be presented to the City Council.

MITIGATION MONITORING AND REPORTING PROGRAM TABLE

The categories identified in the attached MMRP table are described below.

- ▶ Mitigation Number – This column provides the identification number of the adopted mitigation measure as well as the source for the mitigation measure.
- ▶ Mitigation Measure – This column provides the verbatim text of the adopted mitigation measure
- ▶ Implementation Responsibility – This column identifies the party responsible for implementing the mitigation measure.
- ▶ Timing – This column identifies the time frame in which the mitigation will be implemented.
- ▶ Monitoring Agency – This column identifies the party responsible for enforcing compliance with the requirements of the mitigation measure.
- ▶ Verification – This column is to be dated and signed by the person (either project manager or his/her designee) responsible for verifying compliance with the requirements of the mitigation measure.

Mitigation Monitoring and Reporting Program

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
Aesthetics					
3A.1-4 (FPASP EIR/EIS)	<p>Screen Construction Staging Areas. The project applicant(s) for any particular discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries shall be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.</p>	Project applicant	Before approval of grading plans and during construction for all project phases.	City of Folsom Neighborhood Services Department and City of Folsom Community Development Department.	
3A.1-5 (FPASP EIR/EIS)	<p>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</p> <p>To reduce impacts associated with light and glare, the City shall:</p> <ul style="list-style-type: none"> ▶ Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light. ▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated. <p>To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall:</p> <ul style="list-style-type: none"> ▶ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties. 	Project applicant	Before approval of building permits.	City of Folsom Neighborhood Services Department and City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> ▶ Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway. ▶ For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash. ▶ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways. ▶ Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design. ▶ Lighting of off-site facilities within the City of Folsom shall be consistent with the City's General Plan standards. ▶ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards. ▶ Lighting of the two local roadway connections from Folsom Heights off-site into El Dorado Hills shall be consistent with El Dorado County General Plan standards. <p>A lighting plan for all on- and off-site elements within the each agency's jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) for any particular discretionary development application shall implement the approved lighting plan.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
Air Quality					
3A.2-1a (FPASP EIR/EIS)	<p>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements. To reduce short-term construction emissions, the project applicant(s) for any particular discretionary development application shall require their contractors to implement SMAQMD's list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p> <p>Basic Construction Emission Control Practices</p> <ul style="list-style-type: none"> ▶ Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. ▶ 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 (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. ▶ Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated. 	Project applicant	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</p> <ul style="list-style-type: none"> ▶ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site. ▶ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph. ▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. <p>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</p> <ul style="list-style-type: none"> ▶ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site. ▶ Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads. ▶ Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of SMAQMD and the City contact person shall also be posted to ensure compliance. <p>Enhanced Exhaust Control Practices</p> <ul style="list-style-type: none"> ▶ The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more 				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall ensure that emissions from all off-road diesel powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of noncompliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.</p> <ul style="list-style-type: none"> ▶ If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits. 				
<p>3A.2-2 (FPASP EIR/EIS)</p>	<p>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions. To reduce operational emissions, the project applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and</p>	<p>Project applicant</p>	<p>Before issuance of subdivision maps or improvement plans.</p>	<p>City of Folsom Community Development Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.</p>				
<p>3A.2-4b (FPASP EIR/EIS)</p>	<p>Implement Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants. The following measures shall be implemented to reduce exposure of sensitive receptors to Toxic Air Contaminants.</p> <ul style="list-style-type: none"> ▶ Proposed commercial and industrial land uses that have the potential to emit TACs or host TAC-generating activity (e.g., loading docks) shall be located away from existing and proposed on-site sensitive receptors such that they do not expose sensitive receptors to TAC emissions that exceed an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0. ▶ The multi-family residences planned across from the off-site corporation yard near the southwest corner of the SPA shall be set back as far as possible from the boundary of the corporation yard and/or relocated to another area. ▶ Where necessary to reduce exposure of sensitive receptors to an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0, proposed commercial and industrial land uses that would host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off. ▶ Signs shall be posted in at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by the California Office of Administrative Law in January 2005. 	<p>Project applicant</p>	<p>Before the approval of all grading plans by the SMAQMD and throughout project construction, where applicable, for all project phases.</p>	<p>City of Folsom Community Development Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>► Implement the following additional guidelines, which are recommended in ARB's Land Use Handbook: A Community Health Perspective (ARB 2005) and are considered to be advisory and not regulatory:</p> <ul style="list-style-type: none"> ▪ Sensitive receptors, such as residential units and daycare centers, shall not be located in the same building as dry-cleaning operations that use perchloroethylene. Dry-cleaning operations that use perchloroethylene shall not be located within 300 feet of any sensitive receptor. A setback of 500 feet shall be provided for operations with two or more machines. ▪ Large gasoline stations (defined as facilities with a throughput of 3.6 million gallons per year or greater) and sensitive land uses shall not be sited within 300 feet of each other. Small gasoline-dispensing facilities (less than 3.6 million gallons of throughput per year) and sensitive land uses shall not be sited within 50 feet of each other. 				
3A.2-5 (FPASP EIR/EIS)	<p>Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan. A site investigation shall be performed to determine whether and where NOA is present in the soil and rock on the SPA. The site investigation shall include the collection of soil and rock samples by a qualified geologist. If the site investigation determines that NOA is present on the SPA then the project applicant shall prepare an Asbestos Dust Control Plan for approval by SMAQMD as required in Title 17, Section 93105 of the California Code of Regulations, "Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations." The Asbestos Dust Control Plan shall specify measures, such as periodic watering to reduce airborne dust and ceasing construction during high winds. Measures in the Asbestos Dust Control Plan may include but shall not be limited to dust control measures required by Mitigation Measure 3A.2-1a. The project applicant shall submit the plan to the Folsom Community Development Department for review and SMAQMD for review and approval before construction of the first project phase. SMAQMD approval of the plan must be received before any asbestos-containing rock (serpentine) can be disturbed. Upon approval of the Asbestos Dust Control Plan by SMAQMD, the applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period.</p>	Project applicant	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
<p>3A.2-6 (FPASP EIR/EIS)</p>	<p>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions. The project applicant(s) for any particular discretionary development application shall implement the following measures:</p> <ul style="list-style-type: none"> ▶ The odor-producing potential of land uses shall be considered when the exact type of facility that would occupy areas zoned for commercial, industrial, or mixed-use land uses is determined. Facilities that have the potential to emit objectionable odors shall be located as far away as feasible from existing and proposed sensitive receptors. ▶ The multi-family residences planned across from the off-site corporation yard near the southwest corner of the SPA shall be set back as far as possible from the boundary of the corporation yard and/or relocated to another area. (This measure is also required by Mitigation Measure 3A.2-4b to limit exposure to TAC emissions.) ▶ Before the approval of building permits, odor control devices shall be identified to mitigate the exposure of receptors to objectionable odors if a potential odor-producing source is to occupy an area zoned for commercial, industrial, or mixed-use land uses. The identified odor control devices shall be installed before the issuance of certificates of occupancy for the potentially odor-producing use. The odor producing potential of a source and control devices shall be determined in coordination with SMAQMD and based on the number of complaints associated with existing sources of the same nature. ▶ The deeds to all properties located within the plan area that are within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by a written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations, which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred. ▶ Truck loading docks and delivery areas shall be located as far away as feasible from existing and proposed sensitive receptors. ▶ Signs shall be posted at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to 	<p>Project applicant</p>	<p>Before the approval of building permits by the City and throughout project construction, where applicable, for all project phases.</p>	<p>City of Folsom Community Development Department</p>	

Mitigation Monitoring and Reporting Program

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by California's Office of Administrative Law in January 2005. (This measure is also required by Mitigation Measure 3A.2-4b to limit TAC emissions.)</p> <ul style="list-style-type: none"> ▶ Proposed commercial and industrial land uses that have the potential to host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off. (This measure is also required by Mitigation Measure 3A.2-4b to limit TAC emissions.) 				
4.3-1	<p>Implement Exhaust Emissions Reduction Measures</p> <p>The project shall be required to use a construction fleet mix utilizing 90 percent EPA certified Tier 4 engines, which will substantially mitigate diesel exhaust (i.e., PM10) emissions. The use of Tier 4 engines can reduce diesel generated PM10 emissions by up to 90 percent over Tier 1 engines.</p>	Project applicant	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	
Biological Resources					
3A.3-1a (FPASP EIR/EIS)	<p>Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.</p> <p>To minimize indirect effects on water quality and wetland hydrology, the project applicant(s) for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and</p>	Project applicant	Before approval of improvement and drainage plans, and on an ongoing basis throughout and after project construction, as required for all project phases.	City of Folsom Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>The project applicant(s) for any particular discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</p> <p>In addition to compliance with City ordinances, the project applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>Each project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The project applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a</p>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</p> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met.</p>				
<p>3A.3-2a (FPASP EIR/EIS)</p>	<p>Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests. To mitigate impacts on Swainson's hawk and other raptors (including burrowing owl), the project applicant(s) of all project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the SPA and active burrows on the SPA. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required.</p> <p>If active nests are found, impacts on nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in consultation with DFG that reducing the buffer</p>	<p>Project applicant</p>	<p>Before the approval of grading and improvement plans, before any grounddisturbing activities, and during project construction as applicable for all project phases.</p>	<p>California Department of Fish and Game and City of Folsom Community Development Department.</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities.</p> <p>The City shall consult with DFG. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrow owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG's guidelines are determined to be met.</p>				
<p>3A.3-2b (FPASP EIR/EIS)</p>	<p>Prepare and Implement a Swainson's Hawk Mitigation Plan.</p> <p>To mitigate for the loss of Swainson's hawk foraging habitat, the project applicant(s) of all project phases shall prepare and implement a Swainson's hawk mitigation plan including, but not limited to the requirements described below.</p> <p>Before the approval of grading and improvement plans or before any ground-disturbing activities, whichever occurs first, the project applicant(s) shall preserve, to the satisfaction of the City or Sacramento County, as appropriate depending on agency jurisdiction, suitable Swainson's hawk foraging habitat to ensure 1:1 mitigation of habitat value for Swainson's hawk foraging habitat lost as a result of the project, as determined by the City, or Sacramento County, after consultation with DFG and a qualified biologist.</p>	<p>Project applicant</p>	<p>Before the approval of grading, improvement, or construction plans and before any grounddisturbing activity in any project development phase that would affect Swainson's hawk foraging habitat.</p>	<p>City of Folsom Community Development Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>The 1:1 habitat value shall be based on Swainson's hawk nesting distribution and an assessment of habitat quality, availability, and use within the City's planning area, or Sacramento County jurisdiction. The mitigation ratio shall be consistent with the 1994 DFG Swainson's Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (<i>Buteo swainsoni</i>) in the Central Valley of California, which call for the following mitigation ratios for loss of foraging habitat in these categories: 1:1 if within 1 mile of an active nest site, 0.75:1 if over 1 mile but less than 5 miles, and 0.5:1 if over 5 miles but less than 10 miles from an active nest site. Such mitigation shall be accomplished through credit purchase from an established mitigation bank approved to sell Swainson's hawk foraging habitat credits to mitigate losses in the SPA, if available, or through the transfer of fee title or perpetual conservation easement. The mitigation land shall be located within the known foraging area and within Sacramento County. The City, or Sacramento County if outside City jurisdiction, after consultation with DFG, will determine the appropriateness of the mitigation land.</p> <p>Before approval of such proposed mitigation, the City, or Sacramento County for the off-site detention basin, shall consult with DFG regarding the appropriateness of the mitigation. If mitigation is accomplished through conservation easement, then such an easement shall ensure the continued management of the land to maintain Swainson's hawk foraging values, including but not limited to ongoing agricultural uses and the maintenance of all existing water rights associated with the land. The conservation easement shall be recordable and shall prohibit any activity that substantially impairs or diminishes the land's capacity as suitable Swainson's hawk habitat.</p> <p>The project applicant(s) shall transfer said Swainson's hawk mitigation land, through either conservation easement or fee title, to a third party, nonprofit conservation organization (Conservation Operator), with the City and DFG named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City or County, after consultation with DFG. The City, or County, after consultation with DFG and the Conservation Operator, shall approve the content and form of the conservation easement. The City, or County, DFG, and the Conservation Operator shall each have the power to enforce the terms of</p>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement.</p> <p>The project applicant(s), after consultation with the City, or County of jurisdiction, DFG, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City's jurisdiction or Sacramento County for the off-site detention basin to be distributed to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and DFG. Mitigation lands established or acquired for impacts incurred at the off-site detention basin shall require approval from Sacramento County prior to sale or transfer of mitigation lands or conservation easement.</p> <p>If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and DFG, or Sacramento County and DFG depending on jurisdiction of the affected habitat. The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City's planning area is properly established and is functioning as habitat by reviewing regular monitoring reports prepared by the Conservation Operator of the mitigation site(s). Monitoring of the mitigation site(s) shall continue for the first 10 years after establishment of the easement and shall be funded through the endowment, or other appropriate funding mechanism, established by the project applicant(s). Sacramento County shall review the monitoring reports for impacts on habitat at the off-site detention basin.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County and Caltrans).</p>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.3-2c (FPASP EIR/EIS)	<p>Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies. To avoid and minimize impacts to tricolored blackbird, the project applicant(s) of all project phases shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird’s nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins.</p> <p>If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the project applicant shall consult with CDFW to determine whether impacts to the colony would occur as a result of project implementation, and to establish and appropriate buffer around the colony to reduce the likelihood of disturbance. No project activity shall commence within the buffer area until a qualified biologist, in consultation with CDFW, confirms that the colony is no longer active. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances. If CDFW determines that project activity could result in adverse effects to the colony, and project activities cannot be avoided during the nesting season when the colony is active, an incidental take permit for impacts to tricolored blackbird pursuant to California Fish and Game Code Section 2081 would be required. The applicant shall implement measures required under the permit, if required, which may include compensatory mitigation for impacts to a tricolored blackbird.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries (i.e., U.S. 50 interchange improvements) must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Caltrans).</p>	Project applicant	Before the approval of any ground-disturbing activity within 500 feet of suitable nesting habitat as applicable for all project phases.	City of Folsom Community Development Department	
3A.3-2d (FPASP EIR/EIS)	<p>Avoid and Minimize Impacts to Special-Status Bat Roosts. The project applicant of all project phases containing potential bat roosting habitat shall retain a qualified biologist to conduct surveys for roosting bats. Surveys shall be conducted in the fall to determine if the mine shaft is used as a hibernaculum and in spring and/or summer to determine if it is used as a maternity or day roost. Surveys shall consist of evening emergence surveys to note the presence or absence of bats and could consist of visual surveys at the time of emergence. If evidence of bat use is observed, the number and species of bats using the roost shall be determined. Bat detectors may</p>	Project applicant	Before the approval of removal or fill of the mine shaft in the SPA.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>be used to supplement survey efforts. If no bat roosts are found, then no further study shall be required.</p> <p>If roosts of pallid bat or Townsend's big-eared bats are determined to be present and must be removed, the bats shall be excluded from the roosting site. A mitigation program addressing compensation, exclusion methods, and roost removal procedures shall be developed in consultation with DFG before implementation. Exclusion methods may include use of one-way doors at roost entrances (bats may leave but not reenter), or sealing roost entrances when the site can be confirmed to contain no bats. Exclusion efforts may be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young). The loss of each roost (if any) will be replaced in consultation with DFG and may include construction and installation of bat boxes suitable to the bat species and colony size excluded from the original roosting site. Roost replacement will be implemented before bats are excluded from the original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the mine shaft may be removed.</p>				
<p>3A.3-4b (FPASP EIR/EIS)</p>	<p>Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation. The project applicant(s) of all project phases shall retain a qualified botanist to conduct preconstruction surveys to determine if valley needlegrass grassland is present on the SPA. This could be done concurrently with any special-status plant surveys conducted on site as special-status plant surveys are floristic in nature, i.e. require that all species encountered be identified, and require preparation of a plant community map. If valley needlegrass grassland is not found on the SPA, the botanist shall document the findings in a letter report to the City of Folsom, and no further mitigation shall be required. Valley needlegrass grassland was not found in any of the off-site project elements.</p> <p>If valley needlegrass grassland is found on the SPA, the location and extent of the community shall be mapped and the acreage of this community type, if any, that would be removed by project implementation shall be calculated. The project applicant(s) for any particular discretionary development application affecting valley needlegrass grassland shall consult with DFG and the City of Folsom to determine appropriate mitigation for removal of valley needlegrass grassland resulting from project implementation. Mitigation measures shall include one or more of the following components sufficient to achieve no net loss of valley needlegrass grassland acreage:</p>	<p>Project applicant</p>	<p>Before approval of grading or improvement plans or any grounddisturbing activities, including grubbing or clearing, for any project phase.</p>	<p>California Department of Fish and Game, and City of Folsom Community Development Department</p>	

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	<p>establishment of valley needlegrass grassland within project's open space areas currently characterized by annual grassland, establishment of valley needlegrass grassland off-site, or preservation and enhancement of existing valley needlegrass grassland either on or off the SPA. The applicant(s) shall compensate for any loss of valley needlegrass grassland resulting from project implementation at a minimum 1:1 replacement ratio.</p>				
Cultural and Tribal Cultural Resources					
3A.5-1a	<p>Comply with the Programmatic Agreement. The PA for the project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.</p>	Project applicant	During all construction phases	City of Folsom Community Development Department; U.S. Army Core of Engineers;	
3A.5-1b	<p>Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided. Management of cultural resources eligible for or listed on the CRHR under CEQA mirrors management steps required under Section 106. These steps may be combined with deliverables and management steps performed for Section 106 provided that management documents prepared for the PA also clearly reference the California Register of Historical Resources (CRHR) listing criteria and significance thresholds that apply under CEQA. Prior to ground disturbing work for each individual development phase or off-site element, the applicable oversight agency (City of Folsom, El Dorado County, Sacramento County, or Caltrans), or the project applicant(s) of all project phases, with applicable oversight agency, shall perform the following actions:</p> <ul style="list-style-type: none"> ▶ Retain the services of a qualified archaeologist to perform an inventory of cultural resources within each individual development phase or off-site element subject to approval under CEQA. Identified resources shall be evaluated for listing on the CRHR. The inventory report shall also identify locations that are sensitive for undiscovered cultural resources based upon the location of known resources, geomorphology, and topography. The inventory report shall specify the location of monitoring of ground-disturbing work in these areas by a qualified 	Project applicant	Before approval of grading or improvement plans or any grounddisturbing activities, including grubbing or clearing, for any project phase.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>archaeologist and monitoring in the vicinity of identified resources that may be damaged by construction, if appropriate.</p> <ul style="list-style-type: none"> ▶ The identification of any sensitive locations subject to monitoring during construction of each individual development phase shall be performed in concert with monitoring activities performed under the PA to minimize the potential for conflicting requirements. ▶ For each resource that is determined eligible for the CRHR, the applicable agency or the applicant(s) for any particular discretionary development (under the agency's direction) shall obtain the services of a qualified archaeologist who shall determine if implementation of the individual project development would result in damage or destruction of "significant" (under CEQA) cultural resources. These findings shall be reviewed by the applicable agency for consistency with the significance thresholds and treatment measures provided in this EIR/EIS. ▶ Where possible, the project shall be configured or redesigned to avoid impacts on eligible or listed resources. Alternatively, these resources may be preserved in place if possible, as suggested under California Public Resources Code Section 21083.2. Avoidance of historic properties is required under certain circumstances under the Public Resource Code and 36 CFR Part 800. ▶ Where impacts cannot be avoided, the applicable agency or the applicant(s) of all project phases (under the applicable agency's direction) shall prepare and implement treatment measures that are determined to be necessary by a qualified archaeologist. These measures may consist of data recovery excavations for resources that are eligible for listing because of the data they contain (which may contribute to research). Alternatively, for historical architectural, engineered, or landscape features, treatment measures may consist of a preparation of interpretive, narrative, or photographic documentation. These measures shall be reviewed by the applicable oversight agency for consistency with the significance thresholds and standards provided in this EIR/EIS. ▶ To support the evaluation and treatment required under this Mitigation Measure, the archaeologist retained by either the applicable oversight agency or the applicant(s) of all project phases shall prepare an appropriate prehistoric and historic context that identifies relevant prehistoric, ethnographic, and historic themes and research questions 				

Mitigation Monitoring and Reporting Program

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>against which to determine the significance of identified resources and appropriate treatment.</p> <ul style="list-style-type: none"> ▶ These steps and documents may be combined with the phasing of management and documents prepared pursuant to the FAPA to minimize the potential for inconsistency and duplicative management efforts. <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be coordinated by the applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>				
3A.5-2	<p>Conduct Construction Personnel Education, Conduct On-Site Monitoring If Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</p> <p>To reduce potential impacts to previously undiscovered cultural resources, the applicant(s) of all project phases shall do the following:</p> <ul style="list-style-type: none"> ▶ Before the start of ground-disturbing activities, the applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the project APE, to educate them about the possibility of encountering buried cultural resources and inform them of the proper procedures should cultural resources be encountered. ▶ As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring. ▶ Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is 	Project applicant	Before approval of grading or improvement plans or any grounddisturbing activities, including grubbing or clearing, for any project phase.	City of Folsom Community Development Department; U.S. Army Core of Engineers	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses and shall implement the approved mitigation before resuming construction activities at the archaeological site.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.</p> <p>The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.</p> <p>In the event that unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (l), are made during the construction of the project, the USACE shall ensure that they will be protected by implementing the following measures:</p> <ul style="list-style-type: none"> ▶ The Construction Manager, or archaeological monitor, if given the authority to halt construction activities, shall ensure that work in that area is immediately halted within a 100-foot radius of the unanticipated discovery until the find is examined by a person meeting the professional qualifications standards specified in Section 2.2 of Attachment G of the HPMP. The Construction Manager, or 				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>archaeological monitor, if present, shall notify the USACE within 24 hours of the discovery.</p> <ul style="list-style-type: none"> ▶ The USACE shall notify the State Historic Preservation Officer (SHPO) within one working day of an unanticipated discovery and may initiate interim treatment measures in accordance with this HPTP. Once the USACE makes a formal determination of eligibility for the resource, the USACE will notify the SHPO within 48 hours of the determination and afford the SHPO an opportunity to comment on appropriate treatment. The SHPO shall respond within 72 hours of the request to consult. Failure of the SHPO to respond within 72 hours shall not prohibit the USACE from implementing the treatment measures. <p>The applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>				
3A.5-3	<p>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</p> <p>In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the Sacramento County Coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5(b)). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050(c)).</p> <p>After the coroner's findings are complete, the applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an Most Likely Descendant shall be followed.</p>	Project applicant	During all grounddisturbing activities, for any project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>The applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the applicant(s) shall comply with one or more of the following requirements:</p> <ul style="list-style-type: none"> ▶ record the site with the NAHC or the appropriate Information Center, ▶ use an open-space or conservation zoning designation or easement, or ▶ record a reinternment document with the county. <p>The applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>				

Geology and Soils

Mitigation Monitoring and Reporting Program

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.7-1a (FPASP EIR/EIS)	<p>Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any project development phase, the project applicant(s) of each project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical engineering report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> ▶ site preparation; ▶ soil bearing capacity; ▶ appropriate sources and types of fill; ▶ potential need for soil amendments; ▶ road, pavement, and parking areas; ▶ structural foundations, including retaining-wall design; ▶ grading practices; ▶ soil corrosion of concrete and steel; ▶ erosion/winterization; ▶ seismic ground shaking; ▶ liquefaction; and ▶ expansive/unstable soils. <p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant(s) of each project phase. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new project development shall be in accordance with the CBC. The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.</p>	Project applicant	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.7-1b (FPASP EIR/EIS)	<p>Monitor Earthwork during Earthmoving Activities. All earthwork shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s) of each project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>	Project applicant	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department	
3A.7-3 (FPASP EIR/EIS)	<p>Prepare and Implement the Appropriate Grading and Erosion Control Plan. Before grading permits are issued, the project applicant(s) of each project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City's Grading Ordinance, the City's Hillside Development Guidelines, and the state's NPDES permit, and shall include the site-specific grading associated with development for all project phases.</p> <p>For the two off-site roadways into El Dorado Hills, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the El Dorado County Public Works Department and the El Dorado Hills Community Service District before issuance of grading permits for roadway construction in El Dorado Hills. The plan shall be consistent with El Dorado County's Grading, Erosion, and Sediment Control Ordinance and the state's NPDES permit, and shall include the site-specific grading associated with roadway development.</p> <p>For the off-site detention basin west of Prairie City Road, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the Sacramento County Public Works Department before issuance of a grading permit. The plan shall be consistent with Sacramento County's Grading, Erosion, and Sediment Control Ordinance and the state's NPDES permit, and shall include the site-specific grading associated with construction of the detention basin.</p>	Project applicant	Before the start of construction activities.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, "Hydrology and Water Quality – Land") would also help reduce erosion-related impacts.</p>				
<p>3A.7-5 (FPASP EIR/EIS)</p>	<p>Divert Seasonal Water Flows Away from Building Foundations. The project applicant(s) of all project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.</p>	<p>Project applicant</p>	<p>Before and during earthmoving activities.</p>	<p>City of Folsom Community Development Department</p>	
<p>3A.7-10 (FPASP EIR/EIS)</p>	<p>Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.</p> <p>To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the project applicant(s) of all project phases where construction would occur in the lone and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> ▶ Before the start of any earthmoving activities for any project phase in the lone or Mehrten Formations, the project applicant(s) shall retain a 	<p>Project applicant</p>	<p>During earthmoving activities in the lone and Mehrten Formations.</p>	<p>City of Folsom Community Development Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.</p> <ul style="list-style-type: none"> ▶ If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the appropriate lead agency (identified below). The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered. <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>				

Greenhouse Gas Emissions and Climate Change

<p>3A.4-1 (FPASP EIR/EIS)</p>	<p>Implement Additional Measures to Control Construction-Generated GHG Emissions.</p> <p>To further reduce construction-generated GHG emissions, the project applicant(s) any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the project applicant(s) shall obtain the most current list of GHG reduction</p>	<p>Project applicant</p>	<p>Before approval of small-lot final maps and building permits for all discretionary development project, including all on- and off-site elements and implementation throughout project construction.</p>	<p>City of Folsom Community Development Department</p>	
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Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The project applicant(s) for any particular discretionary development application may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</p> <p>SMAQMD's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none"> ▶ Improve fuel efficiency from construction equipment: <ul style="list-style-type: none"> ▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort); ▪ perform equipment maintenance (inspections, detect failures early, corrections); ▪ train equipment operators in proper use of equipment; ▪ use the proper size of equipment for the job; and ▪ use equipment with new technologies (repowered engines, electric drive trains). ▶ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power. ▶ Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [NO_x] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2009b). ▶ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes. 				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> ▶ Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones. ▶ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight). ▶ Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials). ▶ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option. ▶ Produce concrete on-site if determined to be less emissive than transporting ready mix. ▶ Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB's Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2009c) and EPA (EPA 2009). ▶ Develop a plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of nonpotable water from a local source. <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>				
3A.4-2b (FPASP EIR/EIS)	<p>Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree Program to Off-Set Loss of On-Site Trees. The trees on the project site contain sequestered carbon and would continue to provide future carbon sequestration during their growing life. For all harvestable trees that are subject to removal, the project applicant(s) for any particular discretionary development application shall participate in and provide necessary funding for urban and community forestry program (such as the UrbanWood program managed by the Urban Forest Ecosystems Institute [Urban Forest Ecosystems Institute 2009]) to ensure that wood with an equivalent carbon sequestration value to that of all harvestable removed trees is harvested for an end-use that would retain its carbon sequestration (e.g., furniture building, cabinet making). For all nonharvestable trees that are subject to removal, the project applicant(s) shall develop and fund an off-site tree program that includes a level of tree planting that, at a</p>	Project applicant	Before approval of final maps and/or building permits for all project phases requiring discretionary approval, including all on- and off-site elements.	City of Folsom Community Development Department	

Mitigation Monitoring and Reporting Program

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>minimum, increases carbon sequestration by an amount equivalent to what would have been sequestered by the blue oak woodland during its lifetime. This program shall be funded by the project applicant(s) of each development phase and reviewed for comment by an independent Certified Arborist unaffiliated with the project applicant(s) and shall be coordinated with the requirements of Mitigation Measure 3.3-5, as stated in Section 3A.3, "Biological Resources - Land." Final approval of the program shall be provided by the City. Components of the program may include, but not be limited to, providing urban tree canopy in the City of Folsom, or reforestation in suitable areas outside the City. Reforestation in natural habitat areas outside the City of Folsom would simultaneously mitigate the loss of oak woodland habitat while planting trees within the urban forest canopy would not. The California Urban Forestry Greenhouse Gas Reporting Protocol shall be used to assess this mitigation program (CCAR 2008). All unused vegetation and tree material shall be mulched for use in landscaping on the project site, shipped to the nearest composting facility, or shipped to a landfill that is equipped with a methane collection system, or combusted in a biomass power plant. Tree and vegetative material should not be burned on- or off-site unless used as fuel in a biomass power plant.</p>				
Hazards and Hazardous Materials					
<p>3A.8-5 (FPASP EIR/EIS)</p>	<p>Prepare and Implement a Blasting Safety Plan in Consultation with a Qualified Blaster To reduce the potential for accidental injury or death related to blasting, contractors whose work in the SPA will include blasting shall prepare and implement a blasting safety plan. This plan shall be created in coordination with a qualified blaster, as defined by the Construction Safety and Health Outreach Program, Subpart U, Section 1926.901, and distributed to all appropriate members of construction teams. The plan shall apply to project applicant(s) of all project phases in which blasting would be employed. The plan shall include, but is not limited to:</p> <ul style="list-style-type: none"> ▶ storage locations that meet ATF standards contained in 27 CFR Part 55; ▶ safety requirements for workers (e.g., daily safety meetings, personal protective equipment); ▶ an accident management plan that considers misfires (i.e. explosive fails to detonate), unexpected ignition, and flyrock; and ▶ measures to protect surrounding property (e.g., netting, announcement of dates of expected blasting, barricades, and audible and visual warnings). 	<p>Project applicant and project contractor</p>	<p>At the submission of tentative map applications.</p>	<p>City of Folsom Fire Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>Upon completion of a blasting safety plan, the project applicant(s) shall secure any required permits from the City of Folsom Fire Department and the El Dorado County Sheriff's Department for blasting activities in Sacramento County and El Dorado County, respectively.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado County).</p>				
3A.8-6 (FPASP EIR/EIS)	<p>Prudent Avoidance and Notification of EMF Exposure. Potential purchasers of residential properties near the transmission lines shall be made aware of the controversy surrounding EMF exposure. The California Department of Real Estate shall be requested to insert an appropriate notification into the applicant's final Subdivision Public Report application, which shall be provided to purchasers of properties within 100 feet from the 100-115kV power line , or within 150 feet from the 220-230 kV power line . The notification would include a discussion of the scientific studies and conclusions reached to date, acknowledge that the notification distance is not based on specific biological evidence, but rather, the distance where background levels may increase, and provide that, given some uncertainty in the data, this notification is merely provided to allow purchasers to make an informed decision.</p>	Project applicant	At the submission of tentative map applications.	City of Folsom Community Development Department	
3A.8-7 (FPASP EIR/EIS)	<p>Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District. To ensure that operation and design of the stormwater system, including multiple planned detention basins, is consistent with the recommendations of the Sacramento-Yolo Mosquito and Vector Control District regarding mosquito control, the project applicant(s) of all project phases shall prepare and implement a Vector Control Plan. This plan shall be prepared in coordination with the Sacramento-Yolo Mosquito and Vector Control District and shall be submitted to the City for approval before issuance of the grading permit for the detention basins under the City's jurisdiction. For the off-site detention basin, the plan shall be submitted to Sacramento County for approval before issuance of the grading permit for the off-site detention basin. The plan shall incorporate specific measures deemed sufficient by the City to minimize public health risks from mosquitoes, and as contained within the Sacramento-Yolo Mosquito and Vector Control District BMP Manual (Sacramento-Yolo Mosquito and Vector</p>	Project applicant	Before issuance of grading permits for the project water features.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>Control District 2008). The plan shall include, but is not limited to, the following components:</p> <ul style="list-style-type: none"> ▶ Description of the project. ▶ Description of detention basins and all water features and facilities that would control on-site water levels. ▶ Goals of the plan. ▶ Description of the water management elements and features that would be implemented, including: <ul style="list-style-type: none"> ▪ BMPs that would implemented on-site; ▪ public education and awareness; ▪ sanitary methods used (e.g., disposal of garbage); ▪ mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water); and ▪ stormwater management (consistent with Stormwater Management Plan). ▶ Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association). <p>To reduce the potential for mosquitoes to reproduce in the detention basins, the project applicant(s) shall coordinate with the Sacramento-Yolo Mosquito and Vector Control District to identify and implement BMPs based on their potential effectiveness for SPA conditions. Potential BMPs could include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▶ build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth; ▶ perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area; ▶ design distribution piping and containment basins with adequate slopes to drain fully and prevent standing water. The design slope should take into consideration buildup of sediment between maintenance periods. Compaction during grading may also be needed to avoid slumping and settling; 				

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	<ul style="list-style-type: none"> ▶ coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations; ▶ enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality; ▶ if the sump, vault, or basin is sealed against mosquitoes, with the exception of the inlet and outlet, submerge the inlet and outlet completely to reduce the available surface area of water for mosquito egg-laying (female mosquitoes can fly through pipes); and ▶ design structures with the appropriate pumping, piping, valves, or other necessary equipment to allow for easy dewatering of the unit if necessary (Sacramento Yolo Mosquito and Vector Control District 2008). <p>The project applicant(s) of the project phase containing the off-site detention basin shall coordinate mitigation for the off-site with the affected oversight agency (i.e., Sacramento County).</p>				
Hydrology and Water Quality					
3A.9-1 (FPASP EIR/EIS)	<p>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. Prior to the issuance of grading permits, the project applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the SWRCB's NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify:</p> <ul style="list-style-type: none"> ▶ the use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the project area at the time of construction, that shall reduce the potential for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, 	Project applicant	Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits for all on-site project phases and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences</p> <ul style="list-style-type: none"> ▶ the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities; ▶ the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation; ▶ spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills; ▶ personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and ▶ the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP. ▶ Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include, but are not limited to, such measures as those listed below. ▶ Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation. ▶ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration. ▶ Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a 				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>grade, and avoiding flood damage along roadways and facility infrastructure.</p> <p>A copy of the approved SWPPP shall be maintained and available at all times on the construction site.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>				
<p>3A.9-2 (FPASP EIR/EIS)</p>	<p>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</p> <p>Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be appropriately conveyed through the SPA, and that project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.</p> <p>The plans shall include, but not be limited to, the following items:</p> <ul style="list-style-type: none"> ▶ an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff; ▶ runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase; ▶ a description of the proposed maintenance program for the on-site drainage system; ▶ project-specific standards for installing drainage systems; 	<p>Project applicant</p>	<p>Before approval of grading plans and building permits of all project phases.</p>	<p>City of Folsom Public Works Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>► City and El Dorado County flood control design requirements and measures designed to comply with them;</p> <p>Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ► use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater); ► enlarged detention basins to minimize flow changes and changes to flow duration characteristics; ► bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions; ► minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and ► minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses. <p>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be</p>				

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	<p>changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department).</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County.</p>				
<p>3A.9-3 (FPASP EIR/EIS)</p>	<p>Develop and Implement a BMP and Water Quality Maintenance Plan. Before approval of the grading permits for any development project requiring a subdivision map, a detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the project applicant(s) the development project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all project phases. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.</p> <ul style="list-style-type: none"> ▶ A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features. ▶ Predevelopment and postdevelopment calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the "Stormwater Quality Design Manual for Sacramento and South Placer Regions" (SSQP 2007b) per NPDES Permit No. CAS082597 WDR Order No. R5-2008-0142, page 46) and El Dorado County's NPDES SWMP (County of El Dorado 2004). ▶ Source control programs to control water quality pollutants on the SPA, which may include but are limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas. ▶ A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding. 	<p>Project applicant</p>	<p>Prepare plans before the issuance of grading permits for all project phases and off-site elements and implementation throughout project construction.</p>	<p>City of Folsom Community Development Department and Public Works Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>► LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to:</p> <ul style="list-style-type: none"> ▪ surface swales; ▪ replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); ▪ impervious surfaces disconnection; and ▪ trees planted to intercept stormwater. <p>New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4" (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.</p>				
<p>3A.9-4 (FPASP EIR/EIS)</p>	<p>Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary. Prior to submittal to the City of tentative maps or improvement plans the project applicant(s) of all project phases shall perform conduct studies to determine the extent of inundation in the case of dam failure. If the studies determine potential exposure of people or structures to a significant risk of flooding as a result of the failure of a dam, the applicants(s) shall implement of any feasible recommendations provided in that study, potentially through drainage improvements, subject to the approval of the City of Folsom Public Works Department.</p>	<p>Project applicant</p>	<p>Prior to submittal to the City of tentative maps or improvement plans.</p>	<p>City of Folsom Public Works Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
Noise and Vibration					
3A.11-1 (FPASP EIR/EIS)	<p>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors. To reduce impacts associated with noise generated during project related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:</p> <ul style="list-style-type: none"> ▶ Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 6 p.m. on Saturdays and Sundays. ▶ All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses. ▶ All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. ▶ All motorized construction equipment shall be shut down when not in use to prevent idling. ▶ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete offsite instead of on-site). ▶ Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities. ▶ Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are 	Project applicant	Before and during construction activities on the SPA and within El Dorado Hills.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification.</p> <ul style="list-style-type: none"> ▶ To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971). ▶ When future noise sensitive uses are within close proximity to prolonged construction noise, noise-attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise. ▶ The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the project applicant(s) of the applicable project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom’s jurisdictional boundaries. 				
<p>3A.11-3 (FPASP EIR/EIS)</p>	<p>Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities.</p> <ul style="list-style-type: none"> ▶ To the extent feasible, blasting activities shall not be conducted within 275 feet of existing or future sensitive receptors. ▶ To the extent feasible, bulldozing activities shall not be conducted within 50 feet of existing or future sensitive receptors. ▶ All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the State of California. 	<p>Project applicant</p>	<p>Before and during bulldozing and blasting activities on the SPA and within El Dorado Hills and the County of Sacramento</p>	<p>City of Folsom Community Development Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> ▶ A blasting plan, including estimates of vibration levels at the residence closest to the blast, shall be submitted to the enforcement agency for review and approval prior to the commencement of the first blast. ▶ Each blast shall be monitored and documented for groundbourne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency. 				
<p>3A.11-5 (FPASP EIR/EIS)</p>	<p>Implement Measures to Reduce Noise from Project-Generated Stationary Sources.</p> <p>The project applicant(s) for any particular discretionary development project shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor:</p> <ul style="list-style-type: none"> ▶ Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.). All electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications. ▶ External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise-reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors. ▶ Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses. ▶ Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour 	<p>Project applicant</p>	<p>Before submittal of improvement plans for each project phase, and during project operations for testing of emergency generators.</p>	<p>City of Folsom Community Development Department</p>	

Mitigation Monitoring and Reporting Program

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>during the night time [10 p.m. to 7 a.m.]). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.</p>				
Public Services					
<p>3A.14-1 (FPASP EIR/EIS)</p>	<p>Prepare and Implement a Construction Traffic Control Plan. The project applicant(s) of all project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all project plans or permits, for all project phases where implementation may cause impacts on traffic.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).</p>	<p>Project applicant</p>	<p>Before the approval of all relevant plans and/or permits and during construction of all project phases.</p>	<p>City of Folsom Public Works Department</p>	
<p>3A.14-2 (FPASP EIR/EIS)</p>	<p>Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval. To reduce impacts related to the provision of new fire services, the project applicant(s) of all project phases shall do the following, as described below.</p> <p>1. Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards.</p>	<p>Project applicant</p>	<p>Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.</p>	<p>City of Folsom Fire Department, City of Folsom Community Development Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>Improvement plans showing the incorporation automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 ("Vehicular Access Requirements"). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.</p> <p>2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.</p> <p>In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>3. Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.</p> <p>4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</p>				

Mitigation Monitoring and Reporting Program

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	The City shall not authorize the occupancy of any structures until the project applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.				
3A.14-3 (FPASP EIR/EIS)	Incorporate Fire Flow Requirements into Project Designs. The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.	Project applicant	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department	

Traffic and Transportation

3A.15-2a (FPASP EIR/EIS)	Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development, and Develop and Provide Options for Alternative Transportation Modes. The project applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The project applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.	Project applicant; City of Folsom; Regional Transit	Before approval of improvement plans for all project phases any particular discretionary development application that includes residential and commercial or mixed-use development. As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Public Works Department	
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Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.15-2b (FPASP EIR/EIS)	Participate in the City's Transportation System Management Fee Program. The project applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.	Project applicant; City of Folsom	Concurrent with construction for all project phases.	City of Folsom Public Works Department	
3A.15-2c (FPASP EIR/EIS)	Participate with the 50 Corridor Transportation Management Association. The project applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.	Project applicant; 50 Corridor Transportation Management Association	Concurrent with construction for all project phases.	City of Folsom Public Works Department	
3A.15-3 (FPASP EIR/EIS)	Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program. In accordance with Measure W, the project applicant(s) for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.	Project applicant; City of Folsom	As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Public Works Department	
Utilities and Service Systems					
3A.16-1 (FPASP EIR/EIS)	Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured. Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment of the City's facilities augmentation fee as described under the Folsom Municipal Code Title 3, Chapter 3.40, "Facilities Augmentation Fee – Folsom South Area Facilities Plan," or other sureties to the City's satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.	Project applicant	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department	
3A.16-3 (FPASP EIR/EIS)	Demonstrate Adequate SRWTP Wastewater Treatment Capacity. The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the project. This shall involve preparing a tentative map-level study and paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of	Project applicant	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.			Public Works Department	
3A.18-1 (FPASP EIR/EIS)	Submit Proof of Surface Water Supply Availability. a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map. b. Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.	Project applicant	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department	
3A.18-2a (FPASP EIR/EIS)	Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured. Before the approval of the final subdivision map and issuance of building permits for all project phases, the project applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.	Project applicant	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
3A.18-2b (FPASP EIR/EIS)	<p>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected). If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the project applicant(s) for any particular discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map-level study and paying connection and capacity fees as determined by the City. Approval of the final project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.</p>	Project applicant	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department	
Additional Measures					
Cumulative Mitigation Measure AIR-1-Land (FPASP EIR/EIS)	<p>Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants from Quarry Truck Traffic. The City of Folsom is a participant in the development of an East Sacramento Regional Aggregate Mining Truck Management Plan (TMP), a cooperative effort led by the County of Sacramento, with the input of the City of Folsom, the City of Rancho Cordova and other interested parties, including representatives of quarry project applicants. When the County Board of Supervisors approved entitlements for the Teichert quarry project in November 2010, it also adopted conditions of approval and a development agreement that requires Teichert's participation in, and fair share funding of, a TMP to implement roadway capacity and safety improvements required to improve the compatibility of truck traffic from the quarries with the future urban development in the Folsom Specific Plan area and other jurisdictions that will be affected by quarry truck traffic. The development agreement adopted by the County for the Teichert project imposes limits on the amounts of annual aggregate sales from Teichert's facility until a TMP is adopted. The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County. The County, as the agency with the primary authority over the quarries, has indicated that it intends to prepare an environmental analysis in accordance with CEQA prior to adoption of a TMP. The City's authority to</p>	Quarry project applicant(s) and the City of Folsom.	Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry trucks would reasonably use to access U.S. Highway 50.	City of Folsom Community Development Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>control the activities of the quarry trucks includes restrictions or other actions, such as the approval and implementation of specialized road improvements to accommodate quarry truck traffic, that would be applicable within the City's jurisdictional boundaries. For the foregoing reasons, the City of Folsom considers itself a "responsible agency" (as that term is defined at State CEQA Guidelines, CCR Section 15381), in that it has some discretionary power over some elements of a future TMP, if such TMP calls for improvements or other activities on roadways within the jurisdiction of the City. In a responsible agency role, the City would follow the process specified in the CEQA Guidelines for consideration and approval of the environmental analysis prepared by the County for a TMP after such documentation is prepared and adopted by the County. (State CEQA Guidelines, CCR Section 15096.)</p> <p>Because no final project description for a TMP has been developed as of the completion of this FEIR/FEIS, the City would have to speculate as to those portions of a TMP that might be proposed for implementation within its jurisdiction, or the impacts that could arise from the implementation of as-yet uncertain components. Accordingly, formulation of the precise means of mitigating the potential cumulative air quality impacts pursuant to the TMP is not currently feasible or practical. However, as the preferred, feasible, and intended mitigation strategy to address the cumulative impacts of quarry truck traffic through the SPA, the City shall implement, or cause to be implemented those portions of the TMP (as described above) that are within its authority to control. In implementing the TMP, the City shall ensure that the TMP or traffic measures imposed by the City within the SPA reduce the risk of cancer to sensitive receptors along routes within the SPA from toxic air contaminant emissions to no more than 296 in one million (SMAQMD 2009. March. Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways, Version 2.2:7), or such different threshold of significance mandated by SMAQMD or ARB at the time, if any. With this mitigation, the cumulative air quality impacts from truck toxic air contaminants would be less than significant.</p> <p>As an alternative (or in addition) to implementing the TMP within the SPA, the following measures could (and should) be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to help ensure exposure of sensitive receptors to TACs generated by quarry truck traffic to the 296-in-one-million threshold of</p>				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>significance identified above. The City encourages implementation of the following measures:</p> <ul style="list-style-type: none"> ▶ The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost. ▶ A site-specific, project-level screening analysis and/or Health Risk Assessment (HRA) should be conducted by the City of Folsom and funded by the truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-4 as being potentially significant under any of the analyzed scenarios. Each project-level analysis shall be performed according to the standards set forth by SMAQMD for the purpose of disclosure to the public and decision makers. The project-level analysis shall account for the location of the receptors relative to the roadway, their distance from the roadway, the projected future traffic volume for the year 2030 (including the proportion of diesel trucks), and emission rates representative of the vehicle fleet for the year when the sensitive land uses would first become operational and/or occupied. If the incremental increase in cancer risk determined by in the HRA exceeds 296 in one million (or a different threshold of significance recommended by SMAQMD or ARB at the time, if any), then project design mitigation should be employed, which may include the following: <ul style="list-style-type: none"> ▪ Increase the setback distance between the roadway and affected receptor. If this mitigation measure is determined by the City of Folsom to be necessary, based on the results of the HRA, the quarry truck applicant(s) should pay the Folsom South of U.S. 50 Specific Plan project applicant(s) and the City of Folsom a fee that shall serve as compensation for lost development profit and lost City tax revenues, all as determined by the parties. Said mitigation fee shall be determined in consultation with the quarry project applicant(s), the Folsom South of U.S. 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks shall be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid. ▪ Implement tiered tree planting of fine-needle species, such as redwood, along the near side of the roadway segments and, if feasible, along the roadway 500 feet in both directions of the initial planting (e.g., 500 feet north and south of a roadway that runs east- 				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>west) to enhance the dispersion and filtration of mobile-source TACs associated with the adjacent roadway. These trees should be planted at a density such that a solid visual buffer is achieved after the trees reach maturity, which breaks the line of sight between U.S. 50 and the proposed homes. These trees should be planted before occupation of any affected sensitive land uses. This measure encourages the planting of these trees in advance of the construction of potentially affected receptors to allow the trees to become established and progress toward maturity. The life of these trees should be maintained through the duration of the quarry projects. The planting, cost, and ongoing maintenance of these trees should be funded by the quarry project applicant(s).</p> <ul style="list-style-type: none"> ▪ To improve the indoor air quality at affected receptors, implement the following measures before the occupancy of the affected residences and schools: <ul style="list-style-type: none"> ▪ equip all affected residences and school buildings developed in the SPA with High Efficiency Particle Arresting (HEPA) filter systems at all mechanical air intake points to the interior rooms; ▪ use the heating, ventilation, and air conditioning (HVAC) systems to maintain all residential units under positive pressure at all times; ▪ locate air intake systems for HVAC as far away from roadway air pollution sources as possible; and ▪ develop and implement an ongoing education and maintenance plan about the filtration systems associated with HVAC for residences and schools. <p>To the extent this indoor air quality mitigation would not already be implemented as part of the Folsom South of U.S. 50 Specific Plan project development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA.</p>				
<p>Cumulative Mitigation Measure NOISE-1-Land</p>	<p>Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Noise from Quarry Truck Traffic. The City of Folsom is a participant in the development of an East Sacramento Regional Aggregate Mining Truck Management Plan (TMP), a cooperative effort led by the County of Sacramento, with the input of the City of Folsom, the City of Rancho Cordova and other interested parties, including representatives of</p>	<p>Quarry project applicant(s) and the City of Folsom.</p>	<p>Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry</p>	<p>City of Folsom Community Development Department</p>	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
(FPASP EIR/EIS)	<p>quarry project applicants. When the County Board of Supervisors approved entitlements for the Teichert quarry project in November 2010, it also adopted conditions of approval and a development agreement that requires Teichert's participation in, and fair share funding of, a TMP to implement roadway capacity and safety improvements required to improve the compatibility of truck traffic from the quarries with the future urban development in the SPA and other jurisdictions that will be affected by quarry truck traffic. The development agreement adopted by the County for the Teichert project imposes limits on the amounts of annual aggregate sales from Teichert's facility until a TMP is adopted. The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County. The County, as the agency with the primary authority over the quarries, has indicated that it intends to prepare an environmental analysis in accordance with CEQA prior to adoption of a TMP. The City's authority to control the activities of the quarry trucks includes restrictions or other actions, such as the approval and implementation of specialized road improvements to accommodate quarry truck traffic, that would be applicable within the City's jurisdictional boundaries. For the foregoing reasons, the City of Folsom considers itself a "responsible agency" (as that term is defined at State CEQA Guidelines, CCR Section 15381), in that it has some discretionary power over some elements of a future TMP, if such TMP calls for improvements or other activities on roadways within the jurisdiction of the City. In a responsible agency role, the City would follow the process specified in the CEQA Guidelines for consideration and approval of the environmental analysis prepared by the County for a TMP after such documentation is prepared and adopted by the County. (State CEQA Guidelines, CCR Section 15096.)</p> <p>Because no final project description for a TMP has been developed as of the completion of this FEIR/FEIS, the City would have to speculate as to those portions of a TMP that might be proposed for implementation within its jurisdiction, or the impacts that could arise from the of as yet uncertain components. Accordingly, formulation of the precise means of mitigating the potential cumulative noise impacts pursuant to the TMP is not currently feasible or practical. However, as the preferred, feasible, and intended mitigation strategy to address the cumulative impacts of quarry truck traffic through the SPA, the City shall implement, or cause to be implemented those portions of the TMP (as described above) that are within its authority</p>		trucks would reasonably use to access U.S. 50.		

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>to control. In implementing the TMP, the City shall ensure that the TMP or traffic measures imposed by the City within the SPA reduce the traffic noise exposure to sensitive receptors along routes within the SPA so as to ensure that sensitive receptors are not exposed to interior noise levels in excess of 45 dBA, or increases in interior noise levels of 3 dBA or more, whichever is more restrictive. With this mitigation, the cumulative noise impacts from truck traffic would be less than significant.</p> <p>As an alternative (or in addition) to implementing the TMP within the SPA, the following measures could (and should) be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to help ensure interior noise levels for sensitive receptors to noise generated by quarry truck traffic would not exceed 45 dBA or increase of 3 dBA over existing conditions, as identified above. The City encourages implementation of the following measures:</p> <ul style="list-style-type: none"> ▶ The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost. ▶ A site-specific, project-level screening analysis should be conducted by the City of Folsom and funded by the quarry truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-8 as being potentially significant under any of the analyzed scenarios. The analysis should be conducted using an approved three dimensional traffic noise modeling program (i.e., TNM or SoundPlan). Each project-level analysis should be performed according to the standards set forth by the City of Folsom for the purpose of disclosure to the public and decision makers. The project-level analysis should account for the location of the receptors relative to the roadway, their distance from the roadway, and the projected future traffic volume for the year 2030 (including the percentage of heavy trucks). If the incremental increase in traffic noise levels are determined to exceed the threshold of significance recommended by the City of Folsom, then design mitigation should be employed, which may include the following: ▶ Model the benefits of soundwalls (berm/wall combination) along the quarry truck hauling roadways and affected receptors not to exceed a total height of eight feet (two-foot berm and six-foot concrete mason wall). If this mitigation measure is determined by the City of Folsom to 				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>be inadequate, additional three dimensional traffic noise modeling should be conducted with the inclusion of rubberized asphalt at the expense of the quarry truck applicant(s). No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation has been agreed upon by the City of Folsom and fees for construction of said mitigation are paid by the quarry truck applicant(s).</p> <ul style="list-style-type: none"> ▶ Implement the installation of rubberized asphalt (quiet pavement) on roadway segments adjacent to sensitive receptors that carry quarry trucks if soundwalls do not provide adequate reduction of traffic noise levels. The inclusion of rubberized asphalt would provide an additional 3 to 5 dB of traffic noise reduction. The cost of construction using rubberized asphalt should be borne by the quarry truck applicant(s). Said mitigation fee should be determined in consultation with the quarry project applicant(s), the Folsom South of U.W. 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid. ▶ To improve the indoor noise levels at affected receptors, implement the following measures before the occupancy of the affected residences and schools: <ul style="list-style-type: none"> ▪ Conduct an interior noise analysis once detailed construction plans of residences adjacent to affected roadways are available to determine the required window package at second and third floor receptors to achieve the interior noise level standard of 45 dB Ldn without quarry trucks. ▪ Determine the interior quarry truck traffic noise level increases at second and third floor receptors adjacent to affected roadways compared to no quarry truck conditions. Window package upgrades are expected to be necessary due to the traffic noise level increases caused by quarry trucks along affected roadways. Quarry truck applicant(s) should pay for the cost of window package upgrades (increased sound transmission class rated windows) required to achieve the interior noise level standard of 45 dB Ldn with the inclusion of quarry truck traffic. <p>To the extent this noise mitigation would not already be implemented as part of the Folsom South of U.W. 50 Specific Plan project</p>				

Mitigation Monitoring and Reporting Program

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<p>development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA.</p>				
N/A	<p>Coordinate and Fund the Backbone Infrastructure and Off-Site Water Facility Alternative. The project applicant shall participate in the FPASP owners' group and shall fund and contribute their fair share to the backbone infrastructure and off-site water facility alternative improvements. The project applicant shall coordinate with owners' group to implement the following measures detailed in the <i>Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration</i> (December 2014):</p> <ul style="list-style-type: none"> ▶ Backbone MND Mitigation Measure I-1: Design above ground pump station and storage tank facilities to reduce visual impacts. ▶ Backbone MND Mitigation Measure I-2: Develop and implement a landscaping plan for pump station and storage tank facilities to reduce visual impacts. ▶ Backbone MND Mitigation Measure III-1: Prepare and Implement NOX Reduction Plan ▶ Backbone MND Mitigation Measure III-2: Pay Off-site Mitigation Fee to SMAQMD to off-set NOX Emissions Generated by Construction. ▶ Backbone MND Mitigation Measure III-4: Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan. ▶ Backbone MND Mitigation Measure IV-1: Conduct Special-Status Plant Surveys; Implement Avoidance and Mitigation Measures or Compensatory Mitigation ▶ Backbone MND Mitigation Measure IV-2: Implement Conditions of the Biological Opinion (BO) for Federally Listed Vernal Pool Invertebrates. ▶ Backbone MND Mitigation Measure IV-3: Implement Conditions of the Biological Opinion for Impacts on Valley Elderberry Longhorn Beetle. ▶ Backbone MND Mitigation Measure IV-4: Western Spadefoot Toad ▶ Backbone MND Mitigation Measure IV-5: Western Pond Turtle ▶ Backbone MND Mitigation Measure IV-6(a): Swainson's Hawk Nesting Habitat 	Project applicant	<p>Before approval of final maps and issuance of building permits for any project phase, the project applicant shall demonstrate to the City's satisfaction the fair share contribution towards implementation of Backbone Infrastructure and Off-Site Water Facility improvements and associated required mitigation as identified in the <i>Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration</i> (December 2014) or the <i>Revised Proposed Off-Site Water Facility Alternative Addendum to the FPASP EIR/EIS</i> (approved December 2012); as applicable.</p>	City of Folsom Community Development Department and City of Folsom Public Works Department	

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> ▶ Backbone MND Mitigation Measure IV-6(b): Swainson's Hawk Foraging Habitat ▶ Backbone MND Mitigation Measure IV-7: Tricolored Blackbird ▶ Backbone MND Mitigation Measure IV-8: Nesting Raptors ▶ Backbone MND Mitigation Measure IV-9: Nesting Special Status Birds and Migratory Birds ▶ Backbone MND Mitigation Measure IV-10: Special-Status Bats ▶ Backbone MND Mitigation Measure IV-12: Implement Section 1602 Master Streambed Alteration Agreement ▶ Backbone MND Mitigation Measure IV-13: Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation, if necessary ▶ Backbone MND Mitigation Measure IV-14: Secure Amended Clean Water Act Section 404 Permit and Section 401 Permit and Implement All Permit Conditions; Ensure No Net Loss of Functions of Wetlands, Other Waters of the U.S., and Waters of the State ▶ Backbone MND Mitigation Measure IV-15: Conduct Tree Survey, Prepare and Implement an Oak Woodland Mitigation Plan, Replace Native Oak Trees Removed, and Implement Measures to Avoid and Minimize Indirect Impacts on Oak Trees and Oak Woodland Habitat Retained On-Site. ▶ Backbone MND Mitigation Measure IV-11: American Badger ▶ Backbone MND Mitigation Measure V-1: Comply with the applicable procedures in the FAPA and implementation of applicable historic property treatment plans ▶ Backbone MND Mitigation Measure V-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required. ▶ Backbone MND Mitigation Measure V-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures. ▶ Backbone MND Mitigation Measure VI-1: Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. 				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> ▶ Backbone MND Mitigation Measure VI-3: Monitor Earthwork during Earthmoving Activities. ▶ Backbone MND Mitigation Measure VI-5(a): Prepare and Implement the Appropriate Grading and Erosion Control Plan. ▶ Backbone MND Mitigation Measure VI-5(b): Prepare and Implement the appropriate Grading and Erosion Control Plan for the detention basin West of Prairie City Road. ▶ Backbone MND Mitigation Measure IX-1: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. ▶ Backbone MND Mitigation Measure VII-1: Greenhouse Gas Emissions ▶ Backbone MND Mitigation Measure XVI-1: Prepare and Implement a Construction Traffic Control Plan. ▶ Backbone MND Mitigation Measure III-3: North of U.S. Highway 50 Water Improvements ▶ Backbone MND Mitigation Measure V-4 North of U.S. Highway 50 Water Improvements ▶ Backbone MND Mitigation Measure VI-2 North of U.S. Highway 50 Water Improvements ▶ Backbone MND Mitigation Measure VI-4 North of U.S. Highway 50 Water Improvements ▶ Backbone MND Mitigation Measure XII-1 North of U.S. Highway 50 Water Improvements <p>In addition, the project applicant shall coordinate with owners' group to implement the following measures detailed in the <i>Revised Proposed Off-Site Water Facility Alternative Addendum to the FPASP EIR/EIS</i> (approved December 11, 2012):</p> <ul style="list-style-type: none"> ▶ 3B.1-2a: Enhance Exterior Appearance of Structural Facilities. ▶ 3B.1-2b: Prepare Landscaping Plan. ▶ 3B.1-3a: Conformance to Construction Lighting Standards. ▶ 3B.1-3b: Prepare and Submit a Lighting Master Plan. ▶ 3B.2-1a: Develop and Implement a Construction NOX Reduction Plan. ▶ 3B.2-1c: Implement Fugitive Dust Control Measures and a Particulate Matter Monitoring Program during Construction. ▶ 3B.2-3a: Cite Pump Siting Buffers Away from Sensitive Receptors. 				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> ▶ 3B.2-3b: Conduct Project-Level DPM Screening and Implement Measures to Reduce Annual DPM to Acceptable Concentrations. ▶ 3B.4-1a: Implement GHG Reduction Measures during Construction. ▶ 3B.4-1b Prepare and Implement an Off-site Water Facilities Climate Action Plan. ▶ 3A.5-1a: Comply with the Programmatic Agreement. ▶ 3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided. ▶ 3A.5-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required. ▶ 3A.5-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures. ▶ 3B.7-1a: Prepare Geotechnical Report(s) for the Revised Proposed Off-site Water Facilities and Implement Required Measures. ▶ 3B.7-1b: Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design. ▶ 3B.7-4: Implement Corrosion Protection Measures. ▶ 3B.7-5: Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required. ▶ 3B.8-1a: Transport, Store, and Handle Construction-Related Hazardous Materials in Compliance with Relevant Regulations and Guidelines. ▶ 3B.8-1b: Prepare and Implement a Hazardous Materials Management Plan. ▶ 3B.8-5a: Conduct Phase 1 Environmental Site Assessment for Selected Alignment. ▶ 3B.8-5b: Develop and Implement a Remediation Plan. ▶ 3B.8-7a: Keep Construction Area Clear of Combustible Materials. ▶ 3B.8-7b: Provide Accessible Fire Suppression Equipment. 				

Mitigation Number (Source)	Mitigation Measures	Implementation Responsibility	Timing	Monitoring Agency	Verification
	<ul style="list-style-type: none"> ▶ 3B.9-1a: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. ▶ 3B.9-1b: Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board. ▶ 3B.9-3a: Prepare and Implement Drainage Plan(s) for Structural Facilities. ▶ 3B.9-3b: Ensure the Provision of Sufficient Outlet Protection and On-site Containment. ▶ 3B.11-1a: Limit Construction Hours. ▶ 3B.11-1b: Minimize Noise from Construction Equipment and Staging. ▶ 3B.11-1c: Maximize the Use of Noise Barriers. ▶ 3B.11-1d: Prohibit Non-Essential Noise Sources During Construction. ▶ 3B.11-1e: Monitor Construction Noise and Provide a Mechanism for Filing Noise Complaints. ▶ 3B.11-3: Implement Operational Noise Minimization Measures. ▶ 3B.12-1: Provide for Continued Recreational Access as Identified in Mitigation Measure 3.14-1a. ▶ 3B.15-1a: Prepare Traffic Control Plan. ▶ 3B.15-1b: Assess Pre-Off-site Water Facilities Roadway Conditions. ▶ 3B.16-3a: Minimize Utility Conflicts by Implementing an Underground Services Alert. ▶ 3B.16-3b: Coordinate with Utility Providers and Implement Appropriate Installation Methods to Minimize Potential Utility Service Disruptions. ▶ 3B.17-1a: Implement Construction Dewatering Best Management Practices. ▶ 3B.17-1b: Implement a Dewatering Discharge Monitoring Program. ▶ 3A.18-1: Submit Proof of Surface Water Supply Availability. ▶ 3A.18-2a: Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured. 				

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Attachment 23

Site Photographs

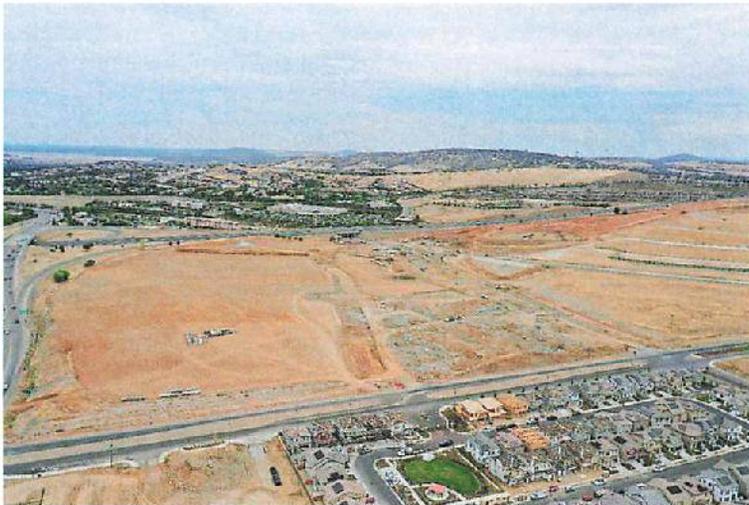
CURRENT SITE PHOTOS



View from SE to NW



View from NE to SW



View from SW to NE



View from W to E