

CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**PLANNING COMMISSION AGENDA**  
**July 19, 2023**  
**CITY COUNCIL CHAMBERS**  
**6:30 p.m.**  
**50 Natoma Street**  
**Folsom, California 95630**

**CALL TO ORDER PLANNING COMMISSION:** Bill Romanelli, James Ortega, Mathew Herrera, Daniel West, Bill Miklos, Ralph Peña, Eileen Reynolds

The Planning Commission has a policy that no new item will begin after 10:30 p.m. Therefore, if you are here for an item that has not been heard by 10:30 p.m., you may leave, as the item will be continued to a future Planning Commission Meeting.

*Any documents produced by the City and distributed to the Planning Commission regarding any item on this agenda will be made available upon request at the Community Development Counter at City Hall located at 50 Natoma Street, Folsom, California. The meeting is available to view via webcast on the City's website the day after the meeting.*

**PLEDGE OF ALLEGIANCE**

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

**MINUTES**

The minutes of the April 19, 2023 meeting will be presented for approval.

**NEW BUSINESS**

**1. USPT23-00038, 1227 School Street Accessory Structure Conditional Use Permit and Determination that the Project is Exempt from CEQA**

A Public Hearing to consider a request from John MacLachlan for approval of a Conditional Use Permit for a 796-square-foot accessory structure at 1227 School Street. The project site is zoned Single Family Small Lot District (R-1-M). The General Plan designation of Single Family (SF). The project is exempt from the California Environmental Quality Act in accordance with Section 15303 of the CEQA Guidelines. **(Project Planner: Josh Kinkade/Applicant: John MacLachlan)**

**2. PDEV 23-057: Broadstone Crossing Sign Criteria and Determination that the Project is Exempt from CEQA**

A Public Hearing to consider a request from Broadstone Crossing, LLC for approval of a Planned Development Permit Modification to establish a Sign Criteria for the previously approved 257-unit Broadstone Villas apartment project located at 1565 Cavitt Drive within the Broadstone Unit No. 3 Specific Plan Area. The General Plan land use designation for the project site is Community Commercial (CC), while the Specific Plan land use designation is Broadstone No. 3 Specific Plan (SP 95-1). The project is categorically exempt under Section 15301 (Existing Facilities) of the California Environmental Quality Act (CEQA) Guidelines. **(Project Planner: Steve Banks/Applicant: Broadstone Crossing LLC)**

**3. PN 22-153: Southpointe at Folsom Ranch Commercial Center and Determination that the Project is Exempt from CEQA**

A Public Hearing to consider a request from APRR Management, LLC for approval of a Tentative Parcel Map, Tentative Condominium Map, and Planned Development Permit for development of a 90,460-square-foot commercial center (Southpointe at Folsom Ranch) on a 11.71-acre site located at the northeast corner of the intersection of East Bidwell Street and White Rock Road in the Folsom Plan Area. The General Plan land use designation for the project site is Community Commercial (CC), while the Specific Plan land use designation is Specific Plan Community Commercial with a Planned Development overlay (SP-CC-PD). The project is exempt from the California Environmental Quality Act as provided by Public Resources Code section 21083.3 and CEQA Guidelines section 15183. **(Project Planner: Steve Banks/Applicant: APRR Management, LLC)**

**PLANNING COMMISSION / PLANNING MANAGER REPORT**

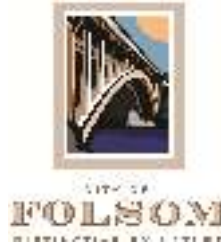
The next Planning Commission meeting is scheduled for **August 16, 2023**. Additional non-public hearing items may be added to the agenda; any such additions will be posted on the bulletin board in the foyer at City Hall at least 72 hours prior to the meeting.

Persons having questions on any of these items can visit the Community Development Department during normal business hours (8:00 a.m. to 5:00 p.m.) at City Hall, 2<sup>nd</sup> Floor, 50 Natoma Street, Folsom, California, prior to the meeting. The phone number is (916) 461-6200 and FAX number is (916) 355-7274.

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in the meeting, please contact the Community Development Department at (916) 461-6200, (916) 355-7274 (fax) or [ckelley@folsom.ca.us](mailto:ckelley@folsom.ca.us). Requests must be made as early as possible and at least two full business days before the start of the meeting.

**NOTICE REGARDING CHALLENGES TO DECISIONS**

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



**PLANNING COMMISSION MINUTES  
APRIL 19, 2023  
CITY COUNCIL CHAMBERS  
6:30 P.M.  
50 Natoma Street  
Folsom, CA 95630**

**CALL TO ORDER PLANNING COMMISSION:**

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

**PLEDGE OF ALLEGIANCE:** The Pledge of Allegiance was recited.

**ROLL CALL:**

Commissioners Present:           Ralph Peña, Commissioner  
                                          Bill Romanelli, Commissioner  
                                          James Ortega, Commissioner  
                                          Mathew Herrera, Commissioner  
                                          Daniel West, Vice Chair

Commissioners Absent:           Bill Miklos, Commissioner  
                                          Eileen Reynolds, Chair

**CITIZEN COMMUNICATION:** NONE

**MINUTES:** The minutes of the March 15, 2023 Regular Meeting were approved as submitted.

**PRESENTATION**

**1. California Housing Law Update**

Attorney Barbara Kautz presented an update on California's major housing laws and how they affect Folsom.

**NEW BUSINESS**

**2. PDEV 23-026: Alder Creek Apartments Planned Development Permit Extension**

A Public Hearing to consider a request from The Spanos Corporation for approval of a Planned Development Permit Extension for development of the 265-unit Alder Creek Apartments project on a 10.8-acre site located at the southeast corner of the intersection of Alder Creek Parkway and Westwood Drive. The General Plan land use designation for the project site is MHD, while the Specific Plan designation is SP-MHD-PD. An Environmental Checklist and Addendum to the Folsom Plan Area Specific Plan EIR/EIS was previously approved by the City Council for the Alder Creek Apartments project (PN 18-222) on February 23, 2021 in accordance with the California Environmental Quality Act (CEQA). **(Project Planner: Steve Banks/Applicant: The Spanos Corporation)**

COMMISSIONER PEÑA MOVED TO APPROVE THE PLANNED DEVELOPMENT PERMIT EXTENSION FOR A PERIOD OF ONE-YEAR (UNTIL FEBRUARY 23, 2024) FOR DEVELOPMENT OF THE ALDER CREEK APARTMENTS PROJECT (PDEV 23-026), BASED ON THE FINDINGS (FINDINGS A-O) AND SUBJECT TO THE CONDITIONS OF APPROVAL (CONDITIONS 1-43) ATTACHED TO THIS REPORT.

COMMISSIONER ORTEGA SECONDED THE MOTION.

AYES: PEÑA, ROMANELLI, ORTEGA, HERRERA, WEST  
NOES: NONE  
RECUSED: NONE  
ABSENT: MIKLOS, REYNOLDS

MOTION PASSED

### **3. DRCL 23-00004: Toll Brothers Phase 3 Subdivision Design Review Modification**

A Public Meeting to consider a request from Toll West Coast LLC for Design Review approval for the addition of two (2) new individual master plans within the previously approved 211-unit Toll Brothers Phase 3 Subdivision project. The General Plan land use designation for the project site is SFHD, while the Specific Plan designation is SP-SFHD-PD. An Environmental Checklist and Addendum to the Folsom Plan Area Specific Plan EIR/EIS was previously approved by the City Council for the Toll Brothers at Folsom Ranch Subdivision project on March 10, 2020 in accordance with the California Environmental Quality Act (CEQA). **(Project Planner: Steve Banks/Applicant: Toll West Coast LLC)**

COMMISSIONER ROMANELLI MOVED TO APPROVE THE TOLL BROTHERS PHASE 3 SUBDIVISION DESIGN REVIEW APPLICATION FOR THE INTRODUCTION OF TWO NEW INDIVIDUAL MASTER PLANS WITHIN THE 211-UNIT TOLL BROTHERS PHASE 3 SUBDIVISION AS ILLUSTRATED ON ATTACHMENTS 8 THROUGH 12. THIS APPROVAL IS BASED ON THE FINDINGS (FINDINGS A-K) AND SUBJECT TO THE CONDITIONS OF APPROVAL (CONDITIONS 1-14) ATTACHED TO THIS REPORT.

COMMISSIONER PEÑA SECONDED THE MOTION.

AYES: PEÑA, ROMANELLI, ORTEGA, HERRERA, WEST  
NOES: NONE  
RECUSED: NONE  
ABSENT: MIKLOS, REYNOLDS

MOTION PASSED

### **4. DRCL22-00321, Mangini Ranch Phase 2 Villages 5-6 Residential Design Review and Determination that the Project is Exempt from CEQA**

A Public Meeting to consider a request from KB Home Sacramento Inc. for approval of Design Review for 53 single-family residential homes for the Mangini Ranch Phase 2 Villages 5-6 project. The zoning classification for the site is SP-SFHD, while the General Plan land-use designation is SFHD. The project is exempt from the California Environmental Quality Act in accordance with Government Code section 65457 and section 15182 of the CEQA Guidelines. **(Project Planner: Josh Kinkade/Applicant: KB Home Sacramento Inc.)**

COMMISSIONER PEÑA MOVED TO APPROVE A RESIDENTIAL DESIGN REVIEW APPLICATION FOR 153 SINGLE-FAMILY RESIDENTIAL HOMES FOR THE MANGINI RANCH PHASE 2 VILLAGES 5-6 PROJECT AS ILLUSTRATED ON ATTACHMENTS 6-8 FOR THE MANGINI RANCH PHASE 2 VILLAGES 5-6 PROJECT (DRCL22-00321) BASED ON THE FINDINGS (FINDINGS A-J) AND SUBJECT TO THE CONDITIONS OF APPROVAL (CONDITIONS 1-16) ATTACHED TO THIS REPORT, WITH THE FOLLOWING MODIFICATION:

#### **Condition No. 12:**

1. This approval is for six, two-story master plans (four building elevations with ~~nine~~ **twelve** color and material options) for Villages 5-6 of the Mangini Ranch Phase 2 Subdivision.

COMMISSIONER HERRERA SECONDED THE MOTION.

AYES: PEÑA, ROMANELLI, ORTEGA, HERRERA, WEST  
NOES: NONE  
RECUSED: NONE  
ABSENT: MIKLOS, REYNOLDS

MOTION PASSED

**5. DRCL23-00020, Mangini Ranch Phase 2 Village 2 Design Review Modification**

A Public Meeting to consider a request from Tri-Pointe Homes for approval of Design Review for two additional single-family residential master plans for the Mangini Ranch Phase 2 Village 2 project. The zoning classification for the site is SP-SFHD, while the General Plan land-use designation is SFHD. The project was previously determined to be exempt from the California Environmental Quality Act in accordance with Government Code section 65457 and section 15182 of the CEQA Guidelines. **(Project Planner: Josh Kinkade/Applicant: Tri-Pointe Homes)**

COMMISSIONER ORTEGA MOVED TO APPROVE A RESIDENTIAL DESIGN REVIEW MODIFICATION APPLICATION FOR TWO ADDITIONAL SINGLE-FAMILY RESIDENTAIL MODELS FOR THE MANGINI RANCH PHASE 2 VILLAGE 2 PROJECT, AS ILLUSTRATED ON ATTACHMENTS 6-7 FOR THE MANGINI RANCH PHASE 2 VILLAGE 2 RESIDENTIAL DESIGN REVIEW MODIFICATION PROJECT (DRCL23-00020) BASED ON THE FINDINGS (FINDINGS A-J) AND SUBJECT TO THE CONDITIONS OF APPROVAL (CONDITIONS 1-12) ATTACHED TO THIS REPORT.

COMMISSIONER ROMANELLI SECONDED THE MOTION.

AYES: PEÑA, ROMANELLI, ORTEGA, HERRERA, WEST  
NOES: NONE  
RECUSED: NONE  
ABSENT: MIKLOS, REYNOLDS

MOTION PASSED

**PLANNING COMMISSION / PLANNING MANAGER REPORT**

The next Planning Commission meeting is scheduled for May 17, 2023.

**ADJOURNMENT**

There being no further business to come before the Folsom Planning Commission, Vice Chair Daniel West adjourned the meeting at 8:25 p.m.

RESPECTFULLY SUBMITTED,

\_\_\_\_\_  
Christina Kelley, ADMINISTRATIVE ASSISTANT

**APPROVED:**

\_\_\_\_\_  
Eileen Reynolds, CHAIR



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**AGENDA ITEM NO. 1**  
**Type: Public Hearing**  
**Date: July 19, 2023**

## **Planning Commission Staff Report**

50 Natoma Street, Council Chambers  
Folsom, CA 95630

**Project:** 1227 School Street Accessory Structure  
**File #:** USPT23-00038  
**Request:** Conditional Use Permit  
**Location:** 1227 School Street  
**Parcel(s):** 071-0163-028  
**Staff Contact:** Josh Kinkade, Associate Planner, 916-461-6209  
[jkinkade@folsom.ca.us](mailto:jkinkade@folsom.ca.us)

### **Property Owner/Applicant**

Name: John MacLachlan  
Address: 1227 School Street  
Folsom CA 95630

**Recommendation:** Conduct a public hearing and upon conclusion approve a Conditional Use Permit application for construction of a 796-square-foot accessory structure at 1227 School Street (USPT23-00038) based on the findings included in this report (Findings A-F) and subject to the attached conditions of approval (Conditions 1-11).

**Project Summary:** The proposed project includes construction of a 796-square-foot accessory structure consisting of a garage, storage space and bathroom, located on a residential lot at 1227 School Street.

### **Table of Contents:**

- 1 - Description/Analysis
- 2 - Background
- 3 - Conditions of Approval
- 4 - Vicinity Map
- 5 - Project Plans, dated 11-15-2022
- 6 - Applicant's Narrative
- 7 - Photographs of the Project Site



CITY OF  
**FOLSOM**  
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**AGENDA ITEM NO. 1**  
**Type: Public Hearing**  
**Date: July 19, 2023**

Submitted,

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PAM JOHNS  
Community Development Director

## ATTACHMENT 1 DESCRIPTION/ANALYSIS

### APPLICANT'S PROPOSAL

The applicant, John MacLachlan, is requesting approval of a Conditional Use Permit (USPT23-00038) for construction of a 796-square-foot accessory structure consisting of a garage, storage space and bathroom, located on a residential lot at 1227 School Street. A single-family home already exists on the lot. According to the attached project narrative (Attachment 6), the applicant would utilize the structure for storage and to house cars. The applicant proposes to match the exterior colors, materials, and window trim of the existing residence on the project site. The existing residence is 1,058 square feet in size and includes a 462-square-foot attached garage.

### POLICY/RULE

Section 17.60.010 of the Folsom Municipal Code (FMC) states that the Planning Commission shall have final authority relating to the issuance of Conditional Use Permits (CUPs) for any of the uses or purposes for which such permits are required or permitted by the terms of this title. FMC Section 17.58.060 states that a CUP is required for any accessory structure larger than 50 percent of of the habitable floor area of the primary residence. As such, the proposed 796-square-foot accessory structure would require a CUP from the Planning Commission since the primary residence is 1,058 square feet in size (75% of the habitable floor area of the primary residence).

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

Is design review a part of this application? If yes, please include a reference to 17.06 and a brief summary of the applicable requirements/findings. If not, please explain why. It sounds like you did take design into account (even if just as a part of the CUP) so if that is the case, include a sentence explaining the situation.

### GENERAL PLAN AND ZONING CONSISTENCY

The General Plan land use designation for the project site is SF (Single Family) and the zoning designation for the project site is R-1-M (Single Family Small Lot District). Section 17.13.020 of the FMC states that single-family residences, including private garages and



accessory buildings and uses, are permitted uses within the R-1-M district.

FMC Section 17.58.060 (B) institutes setback, separation, and height requirements for accessory structures in the residential zoning districts. The following table shows how the proposed project relates to the FMC zoning requirements:

	<b>REQUIRED</b>	<b>PROPOSED</b>
<b>Front Setback</b>	To the side or rear of the primary residence	Behind the primary residence
<b>Side Setbacks</b>	5 feet	5.5 feet
<b>Rear Setback</b>	5 feet	7 feet
<b>Lot Coverage Maximum</b>	50% of required rear yard	33% of required rear yard
<b>Maximum Accessory Structure Height</b>	15 feet	14 feet
<b>Separation from Primary Residence</b>	8 feet	15.3 feet
<b>Size Maximum Without CUP</b>	50% of habitable floor area of the primary dwelling	75% of habitable floor area of the primary dwelling (CUP proposed)

As shown in the above table, the proposed project will meet all applicable development standards except for the size maximum in relation to the size of the primary dwelling. Per FMC Section 17.58.060 (B), the total floor area of all accessory structures on a single parcel (except for residential accessory dwellings), may only exceed 50 percent of the habitable floor area of the primary residential dwelling on the same parcel upon issuance of a CUP by the Planning Commission. Therefore, staff has determined that the proposed structure requires a CUP based on its size.

## **ANALYSIS**

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

In reviewing this request for a Conditional Use Permit, staff took into consideration the proposed structure and its compatibility with surrounding land uses. The subject property is surrounded by single-family residences ranging from 1,000 to 1,750 square feet in habitable space. These lots would be able to accommodate accessory structures between 500 and 875 square feet in area by right without a Conditional Use Permit, depending on the size of the primary residence. As such, the proposed 796-square-foot

accessory structure will be within the range of allowed accessory structures in the direct vicinity of the subject property and will not be out of character with the allowable massing of nearby accessory structures.

In terms of the design, the applicant is proposing a single-story, 14-foot-tall structure. The primary residence is 14' 10" tall. The elevations show that the structure is designed to match the architecture of the primary residence in terms of building materials, roof forms and window and door trim. Staff has provided Condition No. 8 which requires that the exterior colors substantially match those of the primary residence. Furthermore, an existing fence and proposed gate partially block the view of the proposed structure from the street.

Staff has determined that the proposed structure is compatible with the surrounding land uses and would not produce any additional impacts to nearby uses beyond an accessory structure otherwise allowed by right on the property. Staff has therefore determined that the overall design, colors, materials, layout, and size of the proposed accessory structure are consistent with surrounding development and with the general design theme of the neighborhood.

### **ENVIRONMENTAL REVIEW**

The project is categorically exempt from environmental review under Section 15303, New Construction or Conversion of Small Structures, of the California Environmental Quality Act (CEQA) Guidelines. Based on staff's analysis of this project, none of the exceptions in Section 15300.2 of the CEQA Guidelines apply to the use of the categorical exemption in this case.

### **RECOMMENDATION**

Staff recommends approval of the proposed project, based on the following findings and subject to the conditions of approval attached to this report.

### **PLANNING COMMISSION ACTION**

Move to approve the 1227 School Street Accessory Structure Conditional Use Permit (USPT23-00038), based on the findings included in this report (Findings A-F) and subject to the attached conditions of approval (Conditions 1-11).

### **GENERAL FINDINGS**

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
  
- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN AND THE ZONING CODE OF THE CITY.

**CEQA FINDINGS**

- C. THE PROJECT IS CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW UNDER SECTION 15303 (NEW CONSTRUCTION OR CONVERSION OF SMALL STRUCTURES) OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES.
- D. THE CUMULATIVE IMPACT OF SUCCESSIVE PROJECTS OF THE SAME TYPE IN THE SAME PLACE, OVER TIME IS NOT SIGNIFICANT IN THIS CASE.
- E. NO UNUSUAL CIRCUMSTANCES EXIST TO DISTINGUISH THE PROPOSED PROJECT FROM OTHERS IN THE EXEMPT CLASS.

**CONDITIONAL USE PERMIT FINDING**

- F. AS CONDITIONED, THE ESTABLISHMENT, MAINTENANCE OR OPERATION OF THE PROPOSED BUILDING 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 STRUCTURE WILL NOT HAVE NEGATIVE IMPACTS TO NEARBY USES THAT HAVE NOT BEEN MITIGATED.

## **ATTACHMENT 2 BACKGROUND**

### **BACKGROUND**

The existing primary residence on the project site was first constructed in 1959. A shed was previously located on the project site but has since been demolished in 2022.

<b>GENERAL PLAN DESIGNATION</b>	SF, Single Family
<b>ZONING</b>	R-1-M (Single Family Small Lot District)
<b>ADJACENT LAND USES/ZONING</b>	North: Existing Single-Family Development (R-1-M) South: School St. and Existing Single-Family Development (R-1-M) East: Existing Single-Family Development (R-1-M) West: Existing Single-Family Development (R-1-M)
<b>SITE CHARACTERISTICS</b>	The parcel consists of a single-family residence, driveway and landscaping.
<b>APPLICABLE CODES</b>	<u>FMC</u> Chapter 17.06; Design Review <u>FMC</u> Chapter 17.13; Residential, Single-Family Dwelling, Small Lot District <u>FMC</u> Chapter 17.58; General Provisions and Exceptions <u>FMC</u> Chapter 17.60; Use Permits

## **ATTACHMENT 3**

# **Conditions of Approval**

**CONDITIONS OF APPROVAL FOR  
 1227 SCHOOL STREET ACCESSORY STRUCTURE  
 (USPT23-00038)**

<b>CONDITIONS OF APPROVAL FOR 1227 SCHOOL STREET ACCESSORY STRUCTURE (USPT23-00038)</b>				
<b>Cond. No.</b>	<b>Mitigation Measure</b>	<b>GENERAL REQUIREMENTS</b>	<b>When Required</b>	<b>Responsible Department</b>
1.		<p>This Conditional Use Permit is approved for a 796-square-foot accessory structure at 1227 School Street. The structure shall substantially conform to the exhibit referenced below:</p> <ul style="list-style-type: none"> <li>• Project Plans, dated 11-15-2022 (provided in Attachment 5)</li> </ul> <p>Any expansion or change of use of the structure shall be subject to review and approval by the Planning Commission through a Conditional Use Permit Modification.</p>	OG	CD (P)
2.		<p>If the Community Development Director finds evidence that conditions of approval for the 1227 School Street accessory structure have not been complied with or that the use has resulted in a substantial adverse effect on the health, and/or general welfare of users of adjacent or proximate property, or has a substantial adverse impact on public facilities or services, the Director will refer the use permit to the Planning Commission for review. If, upon such review, the Planning Commission finds that any of the above-stated results have occurred, the Commission may modify or revoke the Conditional Use Permit.</p>	OG	CD (P)
3.		<p>The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> <li>• The City bears its own attorney’s fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith</li> </ul> <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD

4.		If a lawsuit is filed against the City which seeks to invalidate the approval or the permit required in connection with the approval, or to challenge the issuance by any governmental agency of any environmental document or exemption determination, the project approval shall be tolled during the time that any litigation is pending, including any appeals.	OG	CD (P)
<b>DEVELOPMENT COSTS AND FEE REQUIREMENTS</b>				
5.		The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	B	CD (P)(E)
6.		The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	B	CD (P)(E)
7.		This project approval shall remain in effect for one year until July 19, 2024. If a Conditional Use Permit is not vested within the identified time frame prior to the expiration date and the applicant has not demonstrated substantial progress towards the development of the project, this approval shall be considered null and void. The owner/applicant may file an application with the Community Development Department for an extension not less than 30 days prior to the expiration date of the permit, along with appropriate fees and necessary submittal materials pursuant to Chapter 17.60 of the <u>Folsom Municipal Code</u> .	B	CD (P, B)

**ARCHITECTURAL REQUIREMENTS**

8.		The plans submitted for a building permit shall state that the exterior colors and materials of the accessory structure will substantially match those of the primary structure. Staff will verify that this condition has been implemented on the project site prior to issuance of a Certificate of Occupancy.	B, O	CD (P)
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**TREE REQUIREMENTS**

9.		The owner/project proponent shall plant a street tree with corresponding automatic irrigation if none exists in the front yard of the 1227 School Street property prior to the final building inspection for the certificate of occupancy for this project. Said street tree shall be a species listed on the Folsom Master Tree List from a minimum 15-gallon container size and be planted within 12.5' from the back edge of the sidewalk along the frontage of the property. The City Arborist shall inspect and approve the size, species, and location of the planted tree prior to the final inspection for the project.	O	CD (E)
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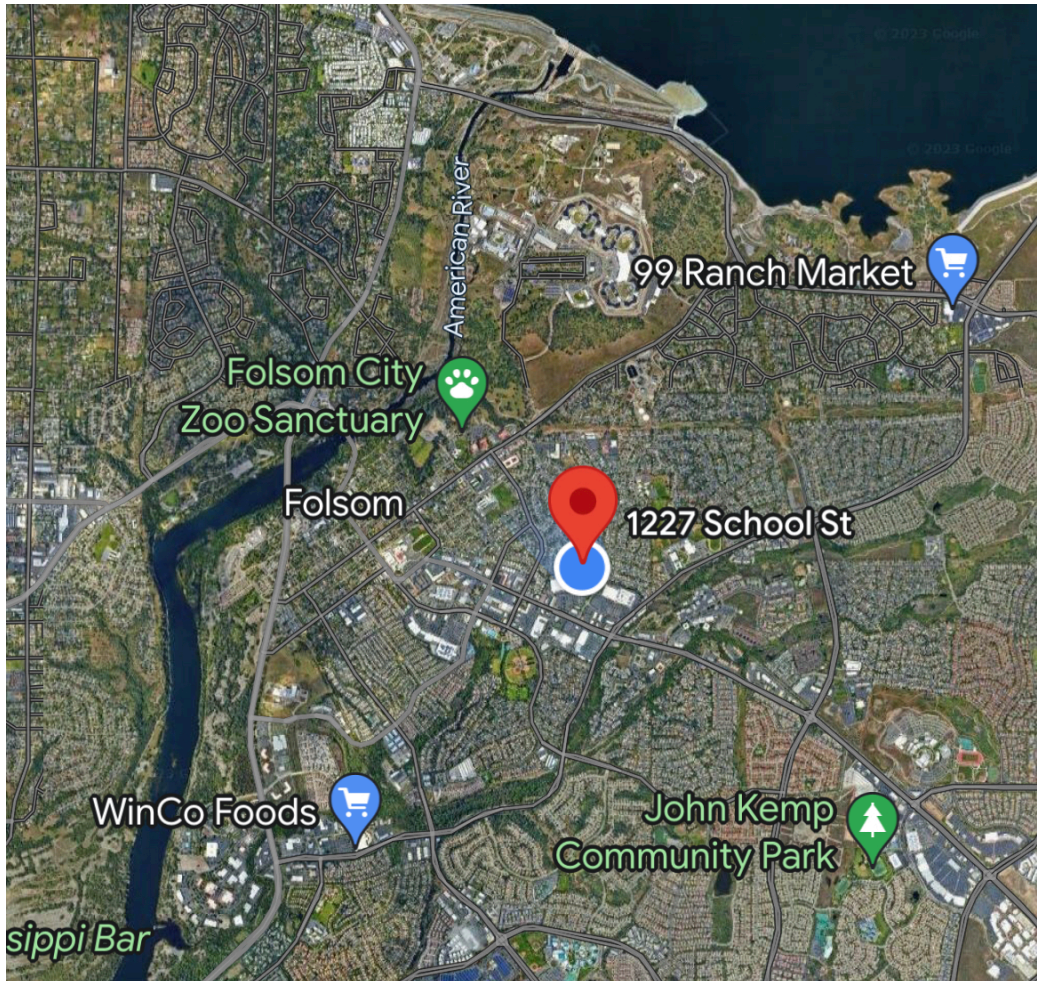
**CONDITIONAL USE PERMIT REQUIREMENTS**

10.		Any intensification or expansion of the use approved and conditioned herein will require a Use Permit modification approval by the Planning Commission.	B, OG	FD NS (B)
11.		The applicant shall provide staff with a letter from a licensed surveyor showing that the corners of the lot are established prior to issuance of the building permit.	B	CD (E)

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



## **Attachment 4 Vicinity Map**



**Attachment 5**  
**Project Plans, dated 11-15-2022**

REVISIONS	
1	PLAN CHECK 1/28/2023 GM
2	PLANNING 5/11/2023 GM

**GORDON MALM**  
DRAFTSMAN

5424 SHIRE COURT  
FAIR OAKS, CA 95628  
(916) 791-1414

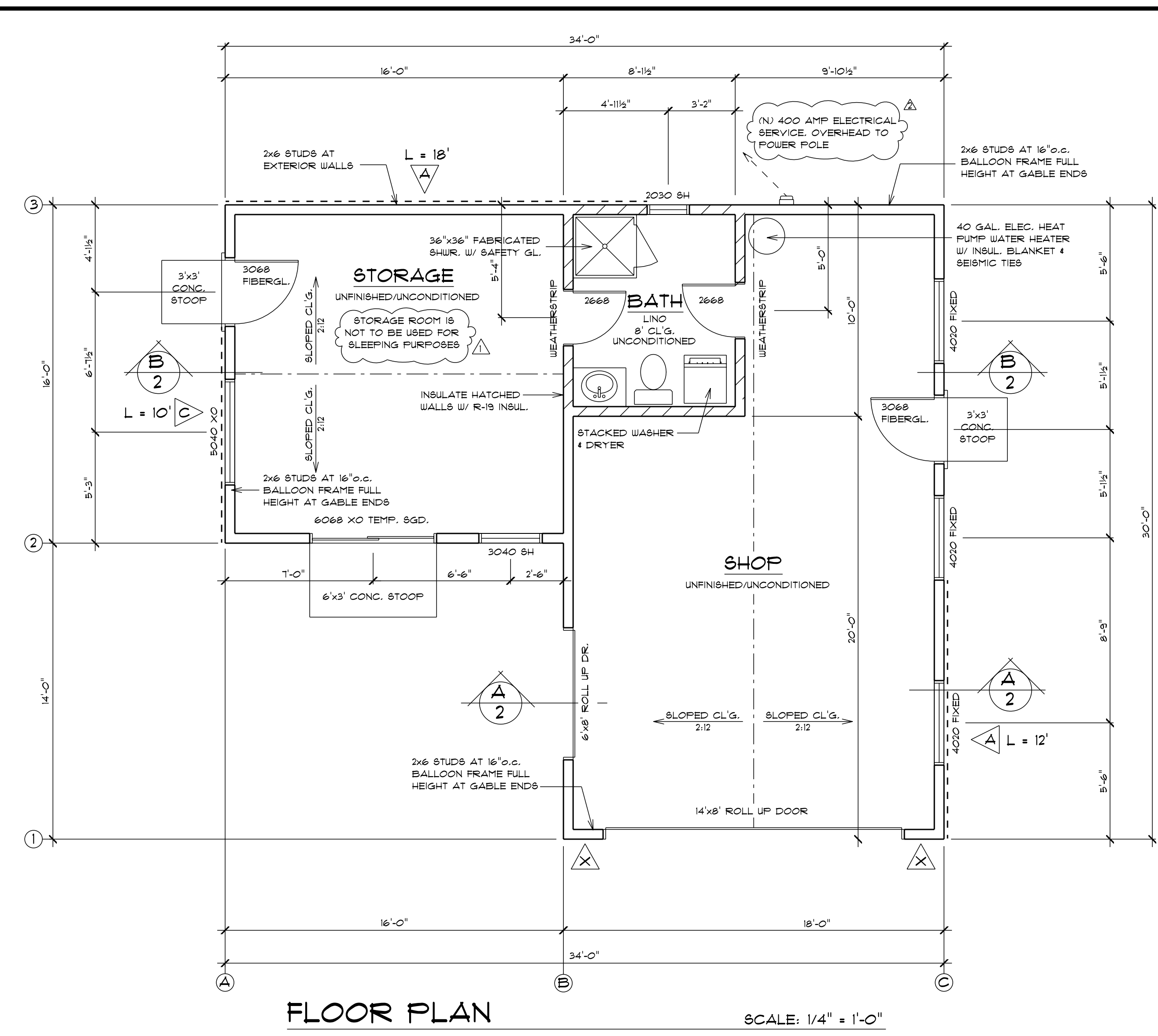
ALL ERRORS, OMISSIONS OR CONFLICTS BETWEEN THIS PLAN AND ANY OTHER PLAN SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF GORDON MALM FOR CLARIFICATION OR CORRECTION. IF NOTIFICATION IS NOT MADE AND WORK IS CONTINUED, RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS WILL BE BORNE BY THE CONTRACTOR OR SUBCONTRACTOR INVOLVED.

**PLOT PLAN, FLOOR PLAN AND PROJECT INFORMATION**

**JOHN & SERENNA MACLACHLAN**

1221 SCHOOL STREET  
FOLSOM, CA 95630

DATE: 11-18-2022  
SCALE: NOTED  
DRAWN: GM  
JOB:  
SHEET  
**1**  
OF SHEETS



**FLOOR PLAN** SCALE: 1/4" = 1'-0"

**TUB/SHOWER NOTES**

1. SHOWER COMPARTMENTS TO HAVE A MINIMUM FLOOR AREA OF 1.024 SQ. IN. AND CAPABLE OF ENCOMPASSING A 30" DIA. CIRCLE.
2. THE FINISHED FLOOR OF THE SHOWER SHALL SLOPE UNIFORMLY FROM THE SIDES TOWARD THE DRAIN NOT LESS THAN 1/4" PER FOOT AND NOT MORE THAN 1/2" PER FOOT.
3. SHOWER DOORS SHALL BE SIZED AND OPEN SO AS TO MAINTAIN NOT LESS THAN A 2" UNOBSTRUCTED OPENING, DOORS AND PANELS OF SHOWER AND A BATHTUB ENCLOSURES SHALL BE FULLY TEMPERED, LAMINATED SAFETY GLASS OR APPROVED PLASTIC.
4. SHOWER AND TUB/SHOWERS ARE TO BE PROVIDED WITH PRESSURE BALANCE OR THERMOSTATIC MIXING VALVE CONTROLS.
5. SHOWER AND TUB/SHOWER WALLS TO HAVE A SMOOTH, HARD, NONABSORBENT SURFACE OVER AN APPROVED MOISTURE RESISTANT UNDERLAYMENT TO A MIN. HEIGHT OF 12" ABOVE THE DRAIN INLET.
6. SHOWER VALVE TO BE POSITIONED SO THAT IT CAN BE ADJUSTED AND THE SHOWERHEAD TO NOT SPRAY DIRECTLY AT THE ENTRANCE TO THE COMPARTMENT TO ALLOW THE BATHER TO ADJUST THE VALVES PRIOR TO STEPPING IN.

**TOILETS**

1. THE TOILET SHALL NOT BE INSTALLED CLOSER THAN 15" FROM THE CENTER TO ANY WALL OR OBSTRUCTION NOR CLOSER THAN 30" CENTER TO CENTER OF ANY WALL OR OBSTRUCTION WITH A MINIMUM OF 24" CLEAR FLOOR SPACE IN FRONT OF THE TOILET.

**SHEARWALL SCHEDULE**

- A 3/8" CDX OR OSB w/ 8d @ 6" o.c. EDGES, 8d @ 12" o.c. FIELD.
  - C 3/8" CDX OR OSB w/ 8d @ 3" o.c. EDGES, 8d @ 12" o.c. FIELD.
  - WSUH18 STRONG WALL WITH WSUH18 TEMPLATE & WSUH-AB1X24 ANCHORS
- SHEAR WALLS NOTED THUSLY

THE GROUND IMMEDIATELY ADJACENT TO THE FOUNDATION SHALL BE SLOPED AWAY FROM THE BUILDING AT A SLOPE OF NOT LESS THAN 6" (5% SLOPE) IN THE FIRST 10 FEET MEASURED PERPENDICULAR TO THE FACE OF THE WALL. IMPERVIOUS SURFACES WITHIN 10 FEET OF THE BUILDING SHALL BE SLOPED A MINIMUM OF 2% AWAY FROM THE BUILDING. 2019 CRC, SECTION R401.3

PROVIDE UNDERGROUND ELECTRICAL SERVICE FROM (N) 400 AMP PANEL TO (E) 200 AMP PANEL AT HOUSE PER SMUD REQUIREMENTS

**APPLICABLE CODES**

- 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE
- 2019 CALIFORNIA BUILDING STANDARDS CODE (CBC)
- 2019 CALIFORNIA RESIDENTIAL CODE (CRC)
- 2019 ENERGY EFFICIENCY STANDARDS
- 2019 CALIFORNIA ELECTRICAL CODE (CEC)
- 2019 CALIFORNIA MECHANICAL CODE (CMC)
- 2019 CALIFORNIA PLUMBING CODE (CPC)

**PROJECT SUMMARY**

1221 SCHOOL STREET  
FOLSOM, CA 95630

TYPE OF CONSTRUCTION - V B  
OCCUPANCY GROUP - U  
FIRE SPRINKLERS - NO

APPLICABLE CODE - 2019 CRC

**FOOTAGE SUMMARY**

GARAGE/STORAGE/BATHROOM = 796 S.F.

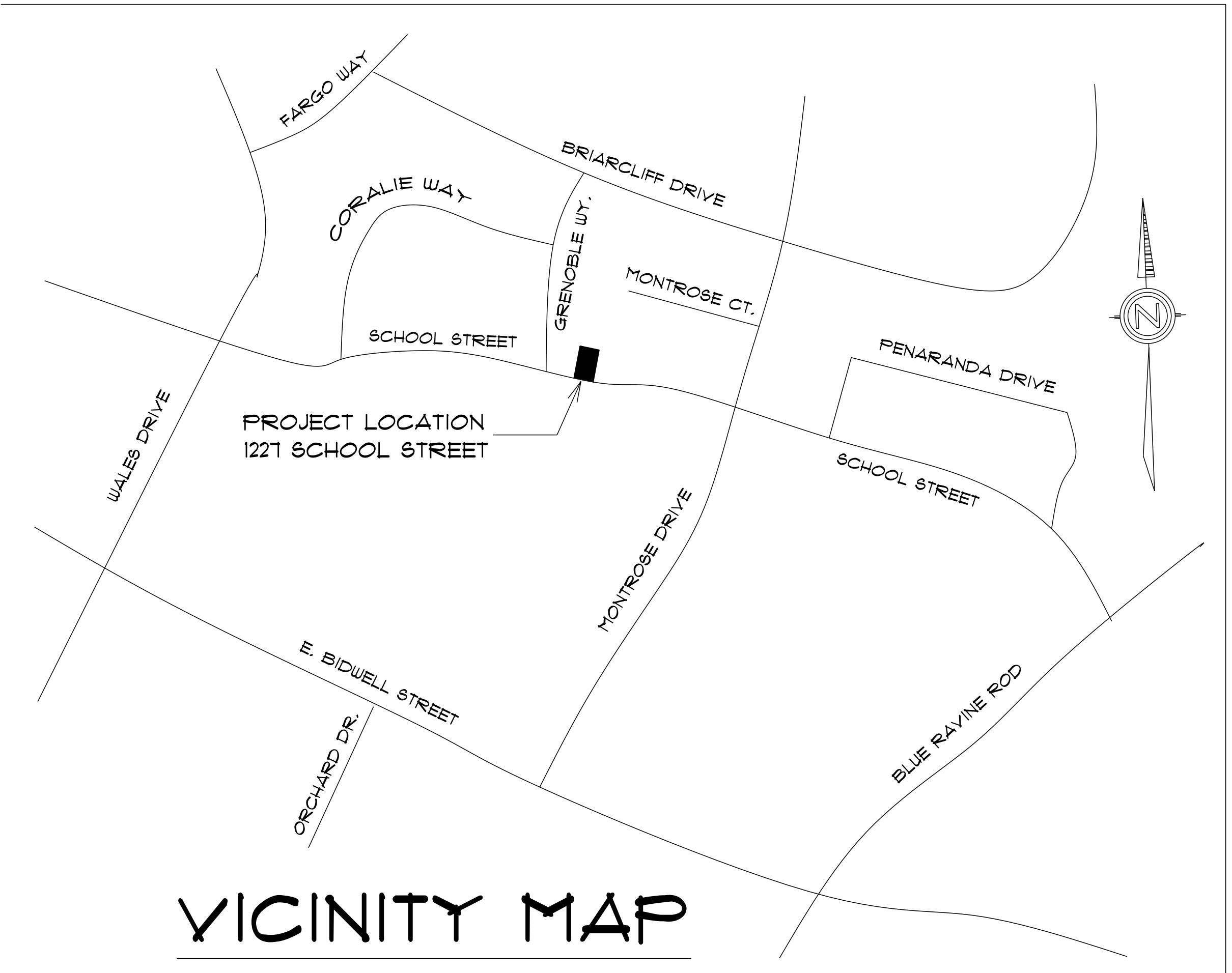
**SCOPE OF WORK**

CONSTRUCT A SHOP/STORAGE & BATHROOM INCLUDING ELECTRICAL AND PLUMBING.

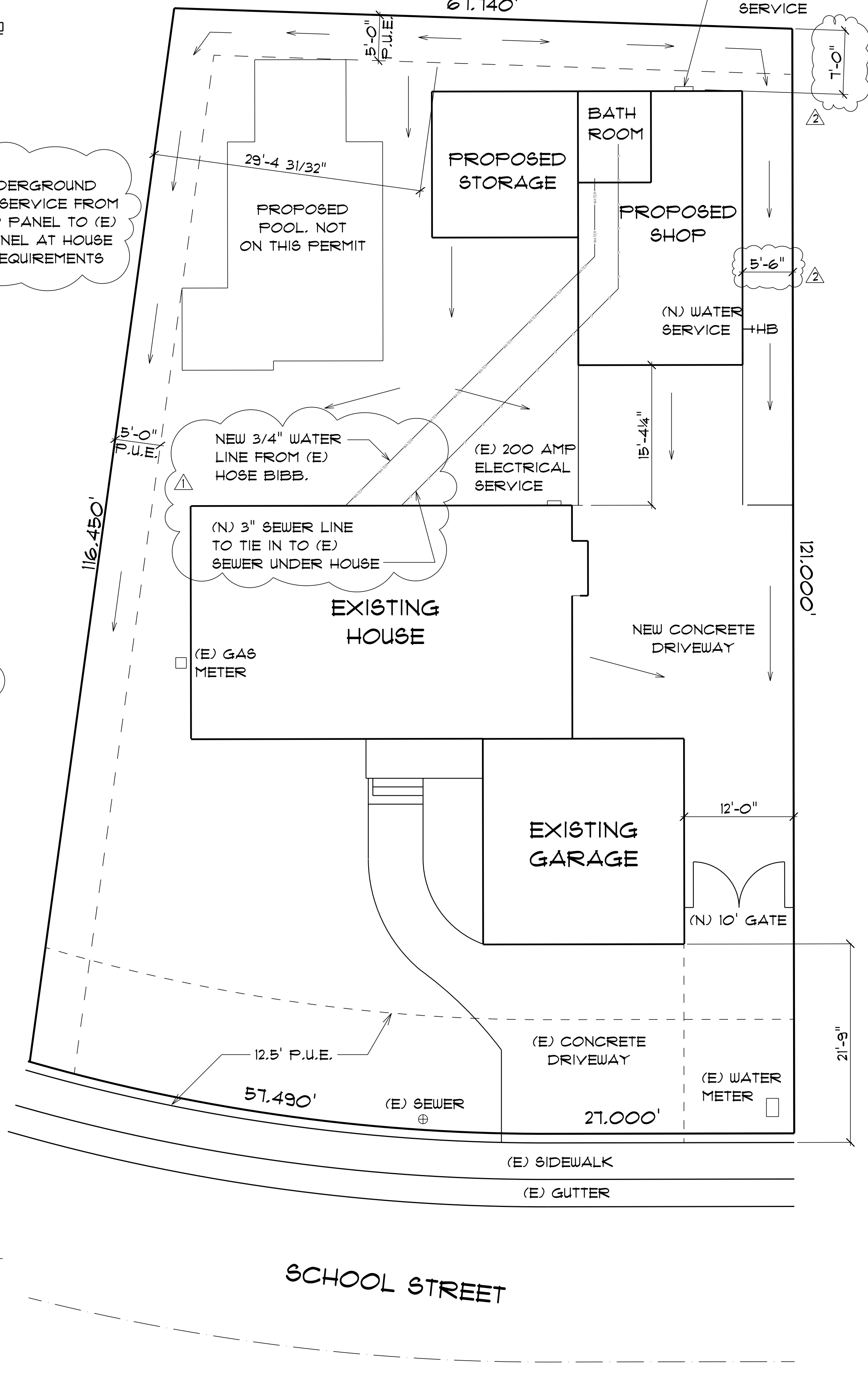
**SHEET INDEX**

- SHEET 1: PLOT PLAN AND FLOOR PLAN
- SHEET 2: ELEVATIONS, SECTIONS AND ELECTRICAL PLAN
- SHEET SC-1: DETAILS, ENGINEERING DATA AND NOTES
- SHEET SC-1a: DETAILS AND FASTENING SCHEDULE
- SHEET 81: FOUNDATION PLAN, ROOF FRAMING, HOLDOWN AND SHEARWALL SCHEDULE.
- SHEET 8D1: DETAILS
- SHEET 8D2: DETAILS

- SHEET GN3: GREEN BUILDING CODE, RESIDENTIAL MANDATORY MEASURES.
- SHEET GN4: GREEN BUILDING CODE, RESIDENTIAL MANDATORY MEASURES.
- SHEET T24-1: 2022 TITLE 24, PART 6 ENERGY CODE
- SHEET T24-2: 2022 TITLE 24, PART 6 ENERGY CODE
- SHEET T24-3: RESIDENTIAL MANDATORY MEASURES

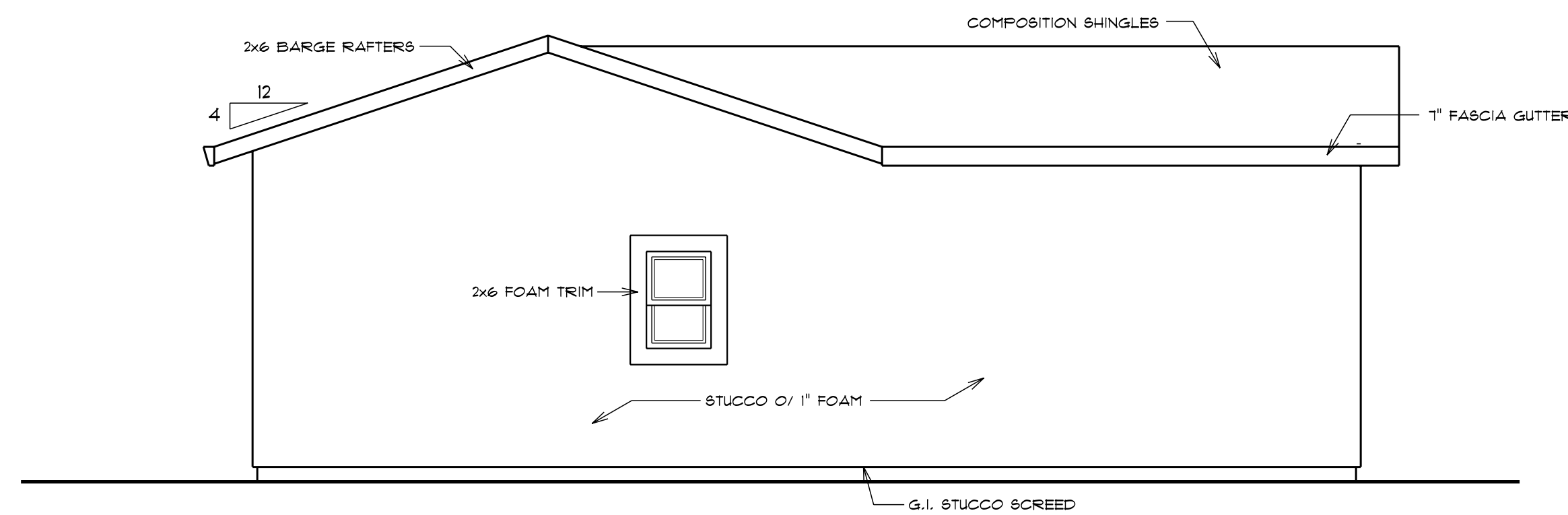


**VICINITY MAP**



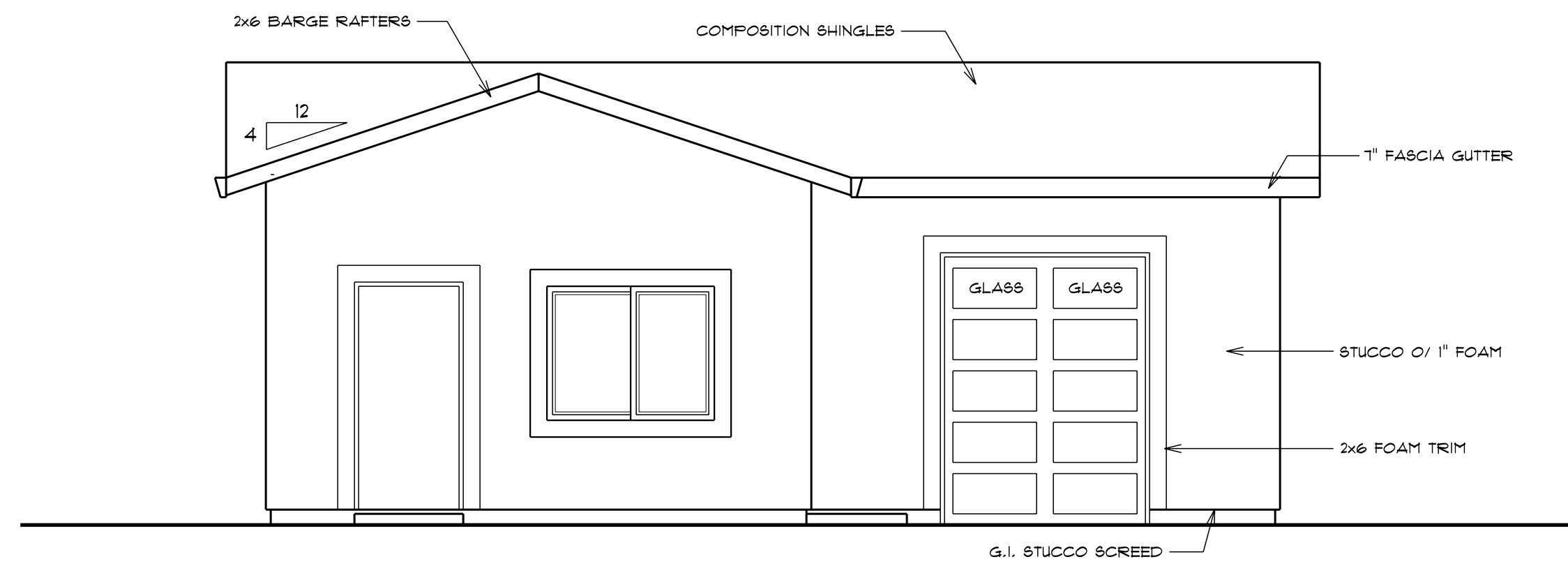
**PLOT PLAN** SCALE: 1/8" = 1'-0"

1221 SCHOOL STREET  
FOLSOM, CA 95630  
A.P.N. 071-0163-028-0000



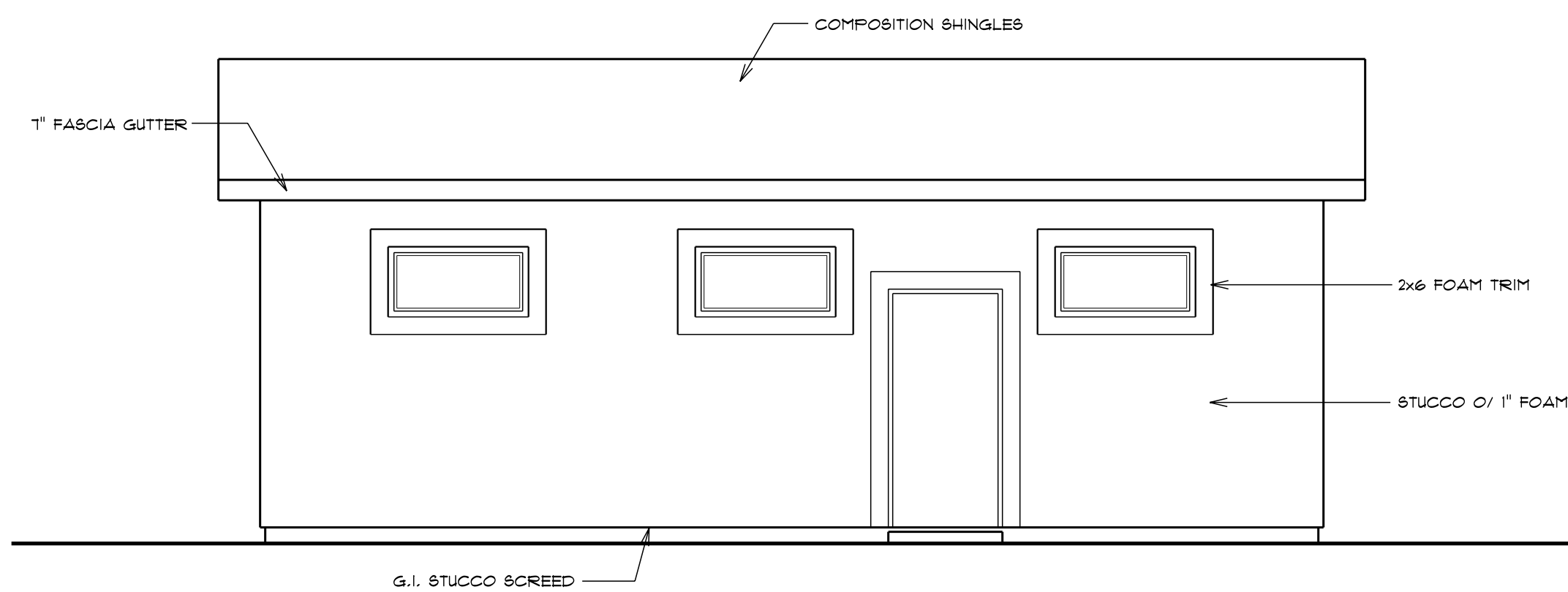
REAR ELEVATION

SCALE: 1/4" = 1'-0"



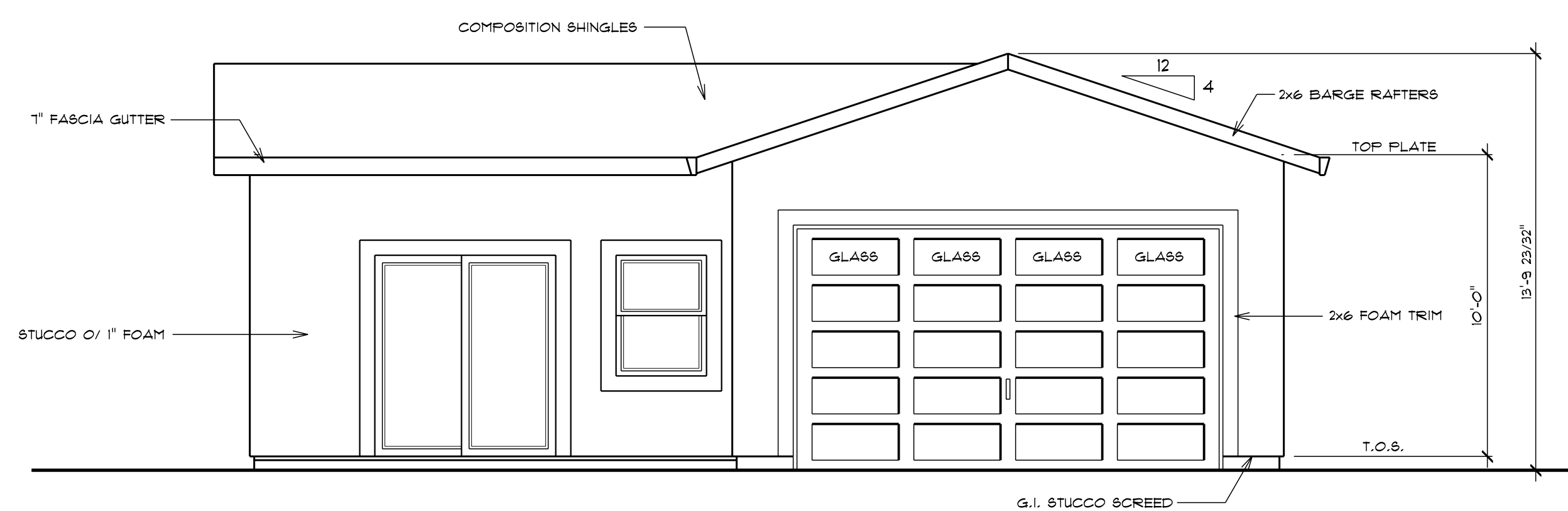
LEFT SIDE ELEVATION

SCALE: 1/4" = 1'-0"



RIGHT SIDE ELEVATION

SCALE: 1/4" = 1'-0"

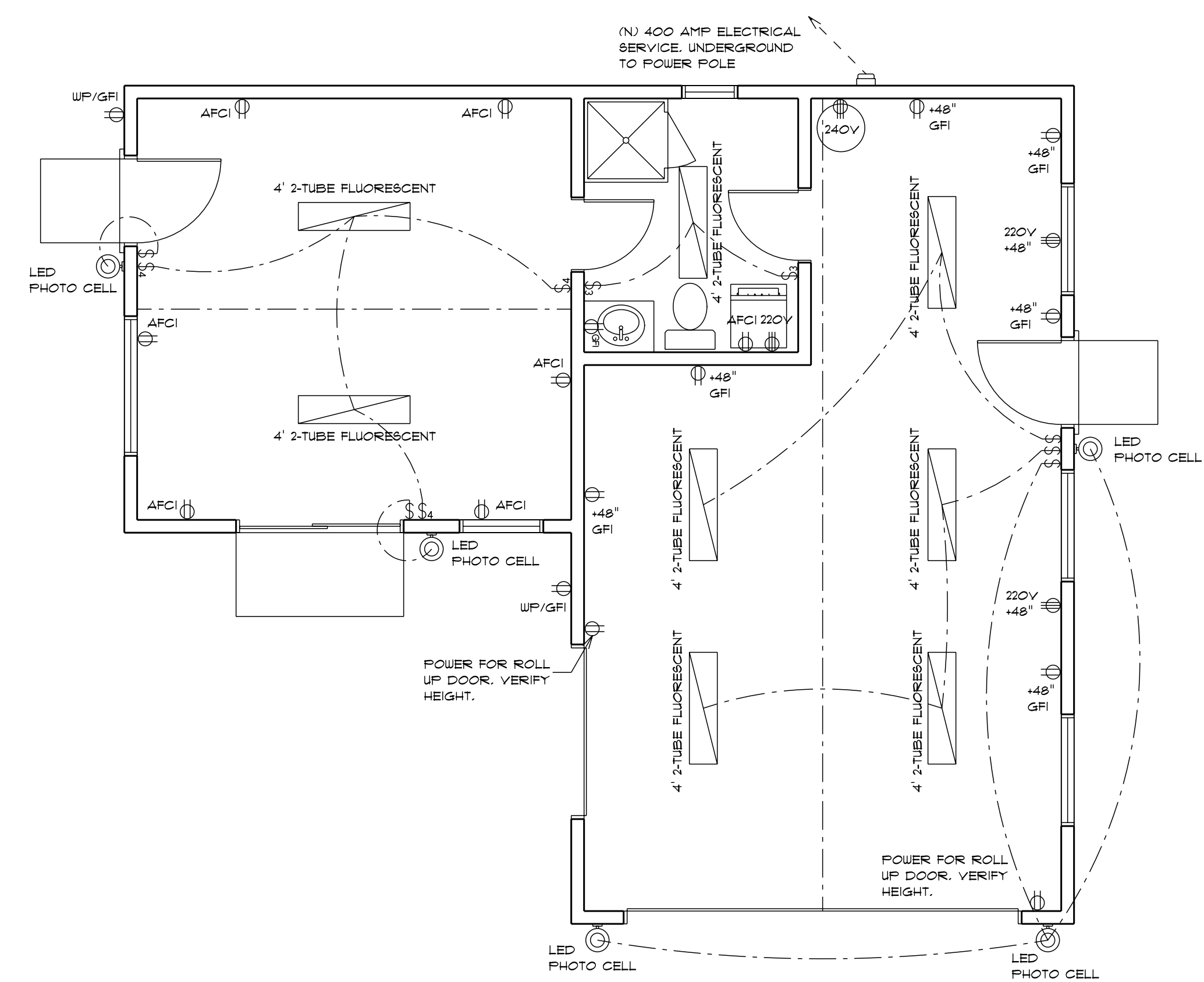


FRONT ELEVATION

SCALE: 1/4" = 1'-0"

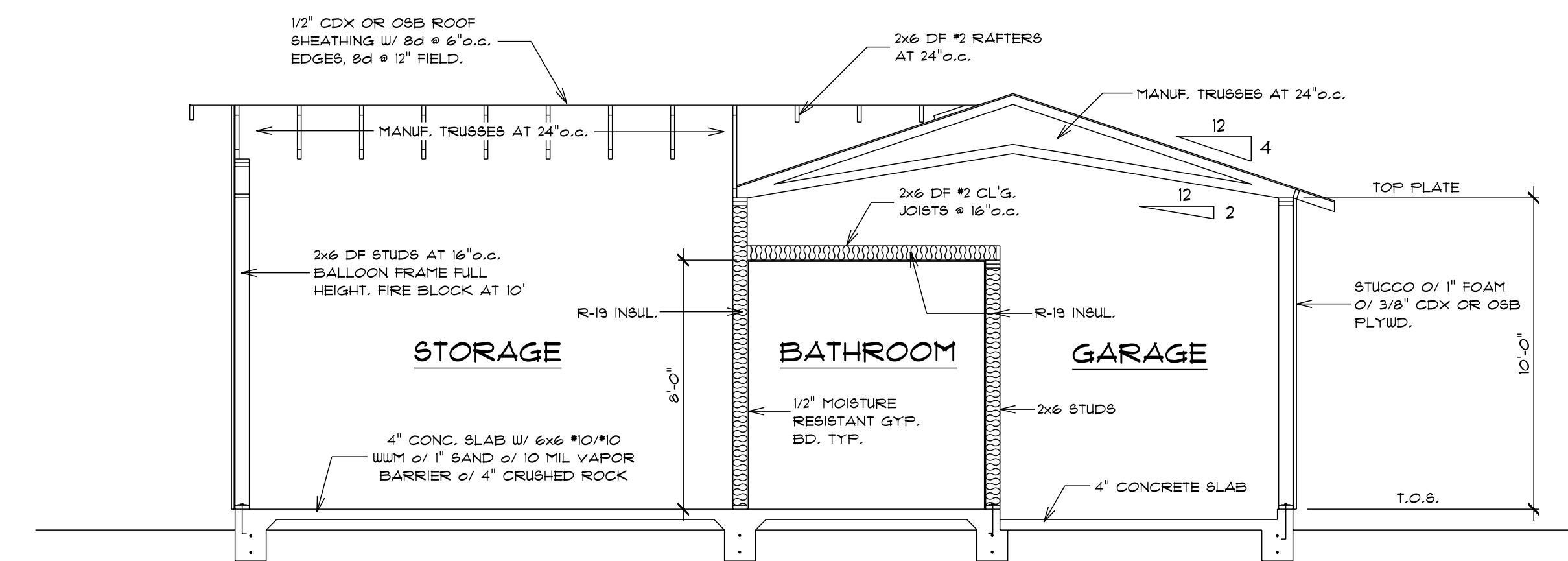
**ELECTRICAL NOTES**

- 1) BOND METALLIC GAS PIPE AND WATER PIPES TO THE SERVICE GROUND.
- 2) PROVIDE TWO OR MORE 20 AMPERE SMALL APPLIANCE BRANCH CIRCUITS EVENLY PROPORTIONED IN THE KITCHEN, PANTRY, BREAKFAST ROOM, DINING ROOM OR SIMILAR AREA. SUCH CIRCUITS SHALL HAVE NO OTHER OUTLETS.
- 3) FIXTURES, HOLDERS AND RECEPTACLES SHALL BE SECURELY SUPPORTED. A FIXTURE THAT WEIGHS MORE THAN 6 POUNDS OR EXCEEDS 16" IN ANY DIMENSION SHALL NOT BE SUPPORTED BY THE SCREW SHELL OF A LAMP HOLDER. OUTLET BOXES SHALL NOT BE USED AS THE SOLE SUPPORT FOR CEILING FANS.
- 4) CONDUCTOR WIRES WITH AN INSULATED NEUTRAL AND A FOUR-PRONG OUTLET IS REQUIRED FOR DRYERS AND COOKING UNITS.
- 5) PROVIDE ARC FAULT PROTECTION AT ALL BEDROOM OUTLETS, SMOKE DETECTORS, FANS AND FAN LIGHT COMBINATIONS.
- 6) BATHROOM RECEPTACLES SHALL BE SUPPLIED BY AT LEAST ONE 20 AMPERE BRANCH CIRCUIT. SUCH CIRCUITS SHALL HAVE NO OTHER OUTLETS.
- 7) ALL RECESSED CAN LIGHTS TO BE AIR TIGHT AND RATED FOR ZERO CLEARANCE.
- 8) PROVIDE LIGHT AND RECEPTACLE AT FURNACE LOCATION SWITCHED AT ATTIC ACCESS.
- 9) SMOKE DETECTORS AND CARBON MONOXIDE ALARMS TO HARD WIRED WITH A BATTERY BACKUP.
- 10) CARBON MONOXIDE ALARMS SHALL BE LISTED AS COMPLYING WITH THE REQUIREMENTS OF UL 2034 AND CARBON MONOXIDE DETECTORS SHALL BE LISTED AS COMPLYING WITH THE REQUIREMENTS OF UL 2075.
- 11) BATHROOM FANS TO HAVE A BACK DRAFT DAMPER PER 2019 CGBC SECTION 4.506.1, TO BE CONTROLLED BY A HUMIDISTAT AND TO BE AN "ENERGY STAR" RATED APPLIANCE PER CGBC SECTION 4.506.
- 12) ALL 15 AND 20 AMP RECEPTACLES FOR THIS DWELLING UNIT SHALL BE "TAMPER RESISTANT RECEPTACLES" PER 2019 CEC 406.12
- 13) AN ARC-FAULT CIRCUIT INTERRUPTER SHALL PROTECT ALL RECEPTACLE OUTLETS.
- 14) PROVIDE ARC-FAULT PROTECTION AT KITCHEN AND LAUNDRY ROOM RECEPTACLES.
- 15) GFCI PROTECTION IS REQUIRED FOR ALL 15A AND 20A, 125V RECEPTACLES INSTALLED IN THE FOLLOWING LOCATIONS:
  - 1) SINKS - GFCI PROTECTION FOR RECEPTACLES IS REQUIRED WITHIN AN ARC MEASUREMENT OF 6 FEET FROM THE OUTSIDE EDGE OF SINK.
  - 2) BATH TUBS OR SHOWER STALLS - GFCI PROTECTION IS REQUIRED FOR RECEPTACLES LOCATED WITHIN 6 FEET OF THE OUTSIDE EDGE OF A BATH TUB OR SHOWER STALL.
  - 3) LAUNDRY AREAS - RECEPTACLES INSTALLED IN LAUNDRY AREAS OF A DWELLING UNIT SHALL BE GFCI PROTECTED.
  - 4) DISHWASHERS - OUTLETS (NOT FOR A HARDWIRED APPLIANCE) SUPPLYING DISHWASHERS IN A DWELLING UNIT MUST BE GFCI PROTECTED. 2019 CEC SECTION 210.8(D)
- 16) LIGHT FIXTURES IN EXTERIOR APPLICATIONS SHALL BE LABELED "SUITABLE FOR DAMP LOCATIONS" PER 2019 CEC SECTION 410.4(A)
- 17) OUTDOOR RECEPTACLES SHALL BE:
  - 1) WEATHERPROOF WHETHER THE ATTACHMENT PLUG CAP IS/OR IS NOT INSERTED.
  - 2) SHALL BE TESTED AND LISTED FOR THIS USE.
  - 3) SHALL BE IDENTIFIED AS "EXTRA DUTY", PER 2019 CEC SECTION 406.9(B)(1).



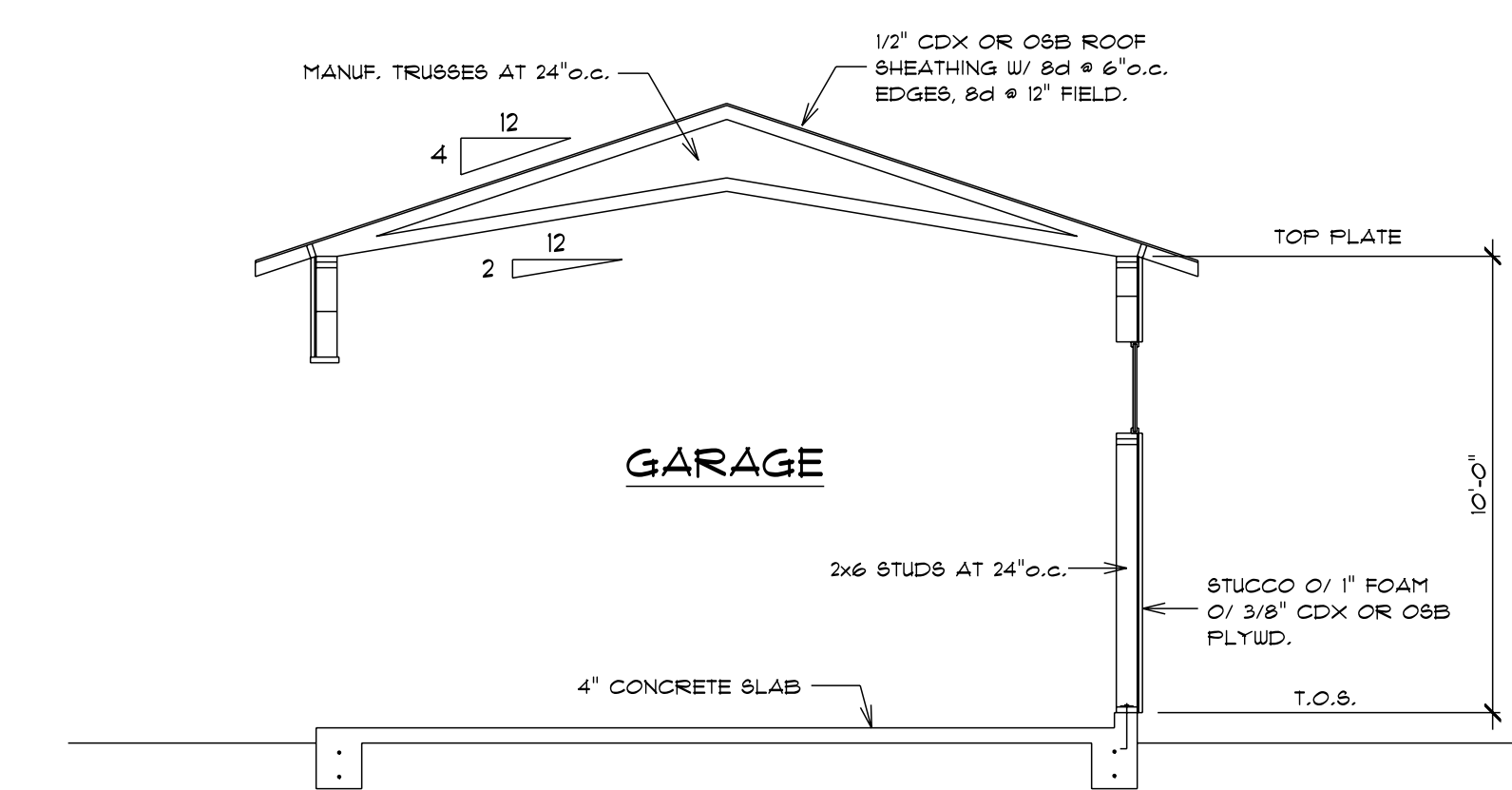
ELECTRICAL FLOOR PLAN

SCALE: 1/4" = 1'-0"



B SECTION

SCALE: 1/4" 1'-0"



A SECTION

SCALE: 1/4" 1'-0"

REVISIONS	GM

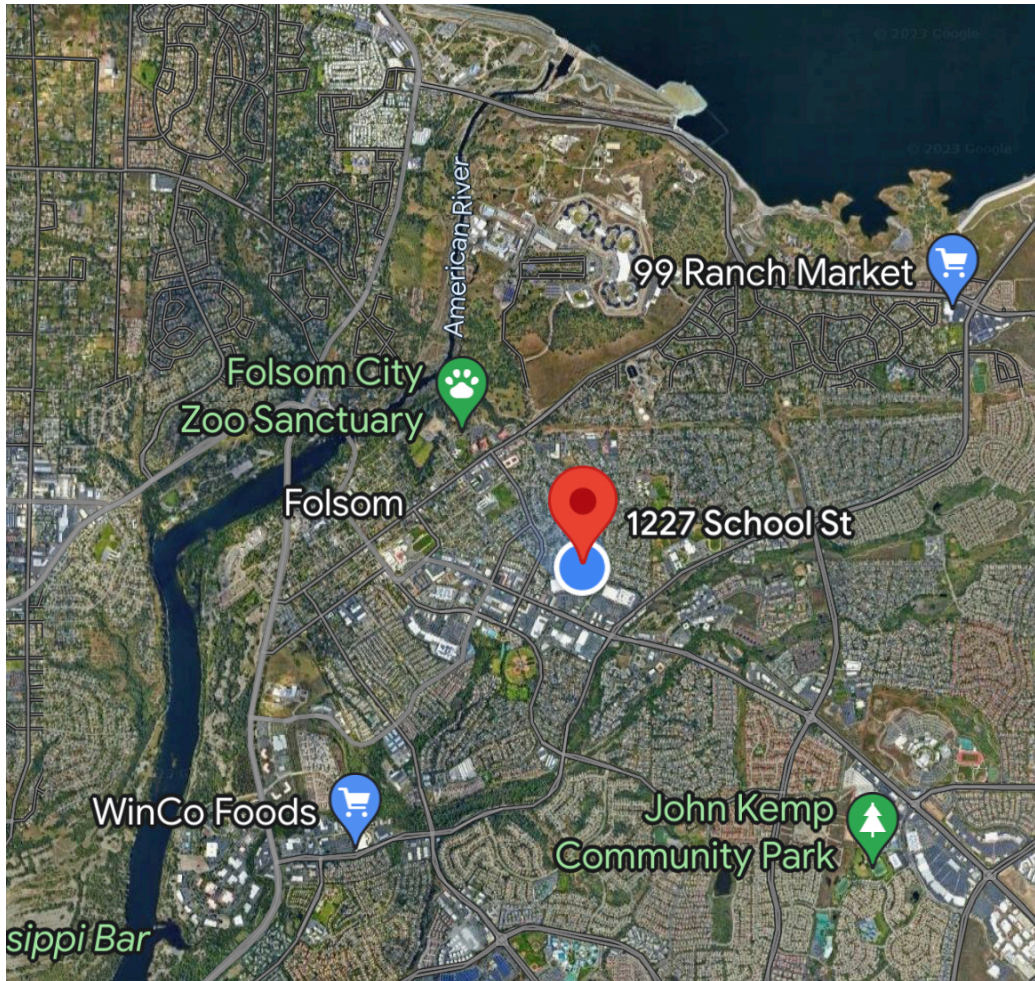
**GORDON MALM**  
DRAFTSMAN  
*Gordon Malm*  
8424 SHIRE COURT  
FAIR OAKS, CA 95628  
(916) 791-1414

ALL ERRORS OMISSIONS OR CONFLICTS BETWEEN THIS SET OF DRAWINGS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF GORDON MALM FOR CLARIFICATION OR CORRECTION. IF NOTIFICATION IS NOT MADE AND WORK IS CONTINUED, RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS WILL BE BORNE BY THE CONTRACTOR OR SUBCONTRACTOR INVOLVED.

FLOOR PLAN  
ELEVATIONS &  
ELECTRICAL PLAN

**JOHN & SERENNA MACLACHLAN**  
1221 SCHOOL STREET  
FOLSOM, CA 95630

DATE: 11-15-2022
SCALE: NOTED
DRAWN: GM
JOB:
SHEET
<b>2</b>
OF SHEETS



## **Attachment 6**

# **Applicant's Narrative**

PROJECT NARRATIVE

1227 School Street  
Parcel 07101630280000  
Permit Number: READ22-07020

To Whom it may concern,

The purpose of this building is to increase our storage capabilities, as our home is quite small, and to create a space for our hobbies as my wife and I enter into retirement. Additionally, it will provide secure indoor parking for our 1931 Ford and our touring motorcycle, while freeing up space in our existing garage so we can finally park inside. In short, we are investing in our home to make it our dream retirement home.

As for the impact on the community; this project will only benefit our neighborhood as an investment such as this can only help to raise the surrounding property values. Our neighborhood does not have an HOA. However, this building will be constructed to mimic our existing home regarding colors, textures and architecture; which will help to maintain the original look and feel of our quaint neighborhoods, and further Folsoms reputation as one of the most desirable little towns to live in within Northern California.

Thank you for your time and consideration,

Sincerely,

John MacLachlan



## **Attachment 7**

# **Photographs of the Project Site**







## **Planning Commission Staff Report**

50 Natoma Street, Council Chambers  
Folsom, CA 95630

**Project:** Broadstone Villas Sign Criteria  
**File #:** PDEV 23-057  
**Request:** Planned Development Permit Modification  
**Location:** 1565 Cavitt Drive  
**Parcel(s):** APN: 072-0270-159  
**Staff Contact:** Steve Banks, Principal Planner, 916-461-6207  
sbanks@folsom.ca.us

### **Property Owner**

Name: Broadstone Crossing LLC  
Address: 340 Palladio Parkway, Suite 521  
Folsom, CA 95630

### **Applicant**

Name: LPAS  
Address: 2484 Natomas Park Drive,  
Suite 100, Sacramento CA 95833

**Recommendation:** Conduct a public hearing, and upon conclusion recommend approval of a Planned Development Permit Modification for the Broadstone Villas Sign Criteria project (PDEV 23-057), based on the findings (Findings A-J) and subject to the conditions of approval (Conditions 1-9) attached to this report.

**Project Summary:** The proposed project includes a Planned Development Permit Modification to establish a Sign Criteria for the previously approved 257-unit Broadstone Villas apartment project located at 1565 Cavitt Drive within the Broadstone Unit No. 3 Specific Plan Area. The Sign Criteria proposes to establish standards and guidelines for the design and construction of all signage within the apartment community. In addition, the Sign Criteria seeks to allow for construction of four monument signs including a neighborhood corner monument sign, a project entry monument sign, and two resident entry sign to provide identification for the Broadstone Villas project. The Planned Development Permit Modification is required to allow for an increase in the number of permitted monument signs within a multi-family project from one to four.

### **Table of Contents:**

1. Background and Setting
2. Project Description
3. Analysis



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**AGENDA ITEM NO. 2**  
**Type: Public Hearing**  
**Date: July 19, 2023**

4. Conditions of Approval
5. Vicinity Map
6. Broadstone Villas Sign Criteria, dated May, 2023
7. Site Photographs

Submitted,

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PAM JOHNS  
Community Development Director

## ATTACHMENT 1 BACKGROUND/SETTING

### BACKGROUND:

On November 17, 2021, the Planning Commission approved a Tentative Parcel Map and Planned Development Permit for development of a 257-unit multi-family apartment community on an 18.4-acre site located at the northeast corner of the intersection of East Bidwell Street and Broadstone Parkway within the Broadstone Unit No. 3 Specific Plan Area. As part of the aforementioned approvals, a single monument sign was permitted to be located on the project site, although the final location was not established. In addition, no specific details regarding the size, design, and materials of the monument sign were provided.

### SETTING:

The rectangular-shaped 18.4-acre project site (APN: 072-0270-159) has been graded and site improvements are currently being constructed. The project site is bounded by Broadstone Parkway to the north with commercial development beyond, undeveloped commercial property to the south with Iron Point Road beyond, East Bidwell Street to the west with commercial development beyond, and residential development to the east with Cavitt Drive beyond. A photograph of the project site is shown in Figure 1 below.

FIGURE 1: PHOTOGRAPH OF PROJECT SITE



ATTACHMENT 2

## PROJECT DESCRIPTION

### APPLICANT'S PROPOSAL

The applicant, LPAS, is requesting approval of a Planned Development Permit Modification to establish a Sign Criteria for the Broadstone Villas apartment project located at 1565 Cavitt Drive. The Sign Criteria proposed by the applicant is intended to establish standards and guidelines for the design and construction of all signage within the apartment community. In addition, the Sign Criteria seeks to allow for construction of four monument signs including a 32-square-foot neighborhood corner monument sign, a 32-square-foot project entry monument sign, and two 6-square-foot resident entry signs to provide identification for the Broadstone Villas apartment project at key entry points. As noted previously within this staff report, the Planned Development Permit Modification is required to allow for an increase in the total number of permitted monument signs within the apartment community from one to four. A site plan showing the location of the four proposed monuments signs is shown is Figure 2 below

FIGURE 2: SITE PLAN WITH MONUMENT SIGN LOCATIONS



As mentioned above, the applicant is proposing to construct four monument signs to provide identification for the apartment community including a neighborhood corner monument sign (Sign A), a project entry monument sign (Sign B), and two resident entry signs (Signs C). The proposed neighborhood corner monument sign, which is 8 feet tall and 32 square feet in size, has a design that features a concrete base, a stone veneer wall, a plaster wall, a concrete cap, an ornamental metal emblem, and raised channel letters. The proposed project entry monument sign has the same dimensions and uses the same materials as the proposed neighborhood corner monument sign. The two resident entry signs, which are 7 feet tall and 6 square feet in size, include a design that features stone pilasters, a concrete cap, and an acrylic sign panel mounted on metal sand offs. All of the aforementioned monument signs will include internal illumination. Details regarding the proposed monument signs are shown in the figures

below and on the following pages.

FIGURE 3: NEIGHBORHOOD CORNER MONUMENT SIGN DETAILS

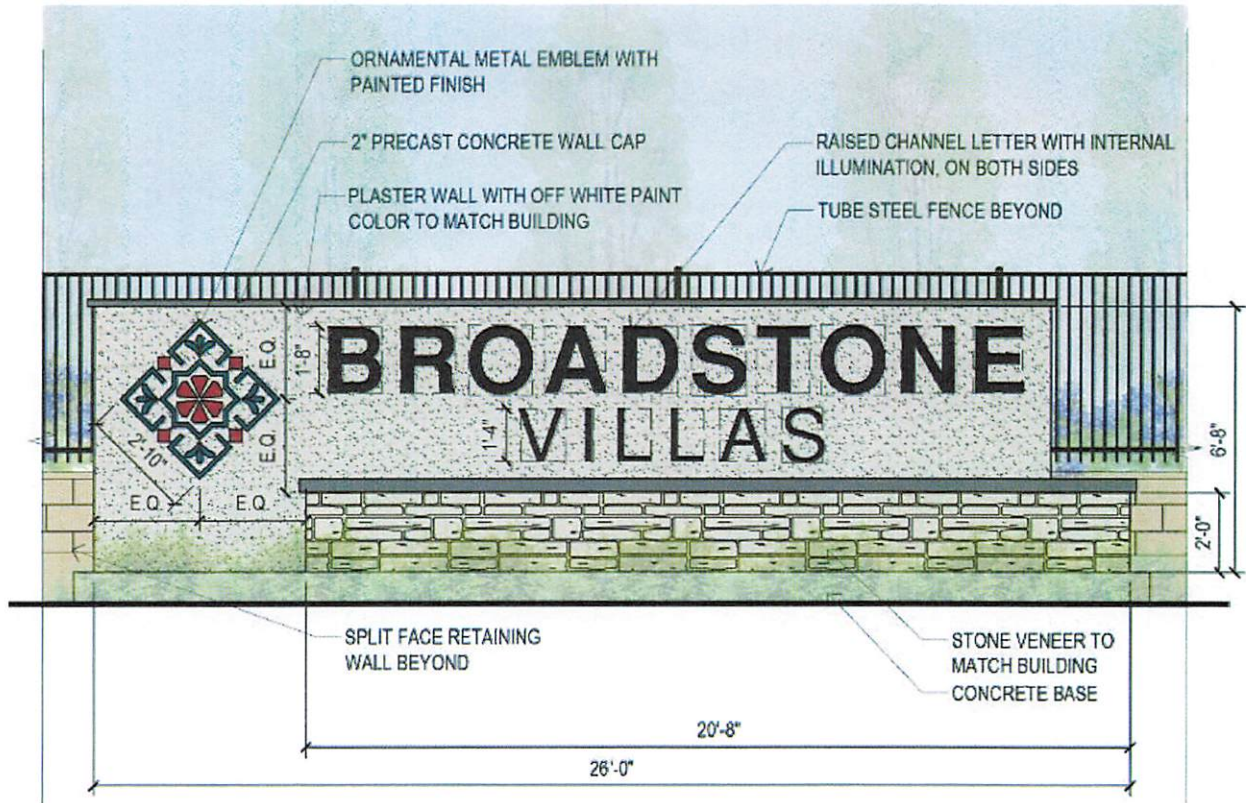


FIGURE 4: PROJECT ENTRY MONUMENT SIGN DETAILS

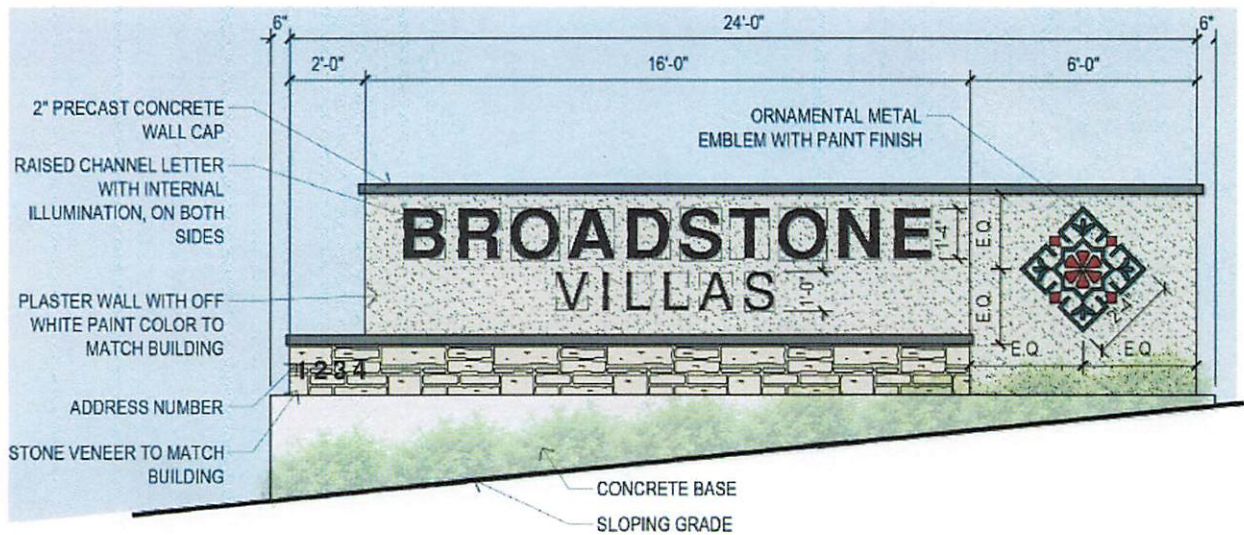
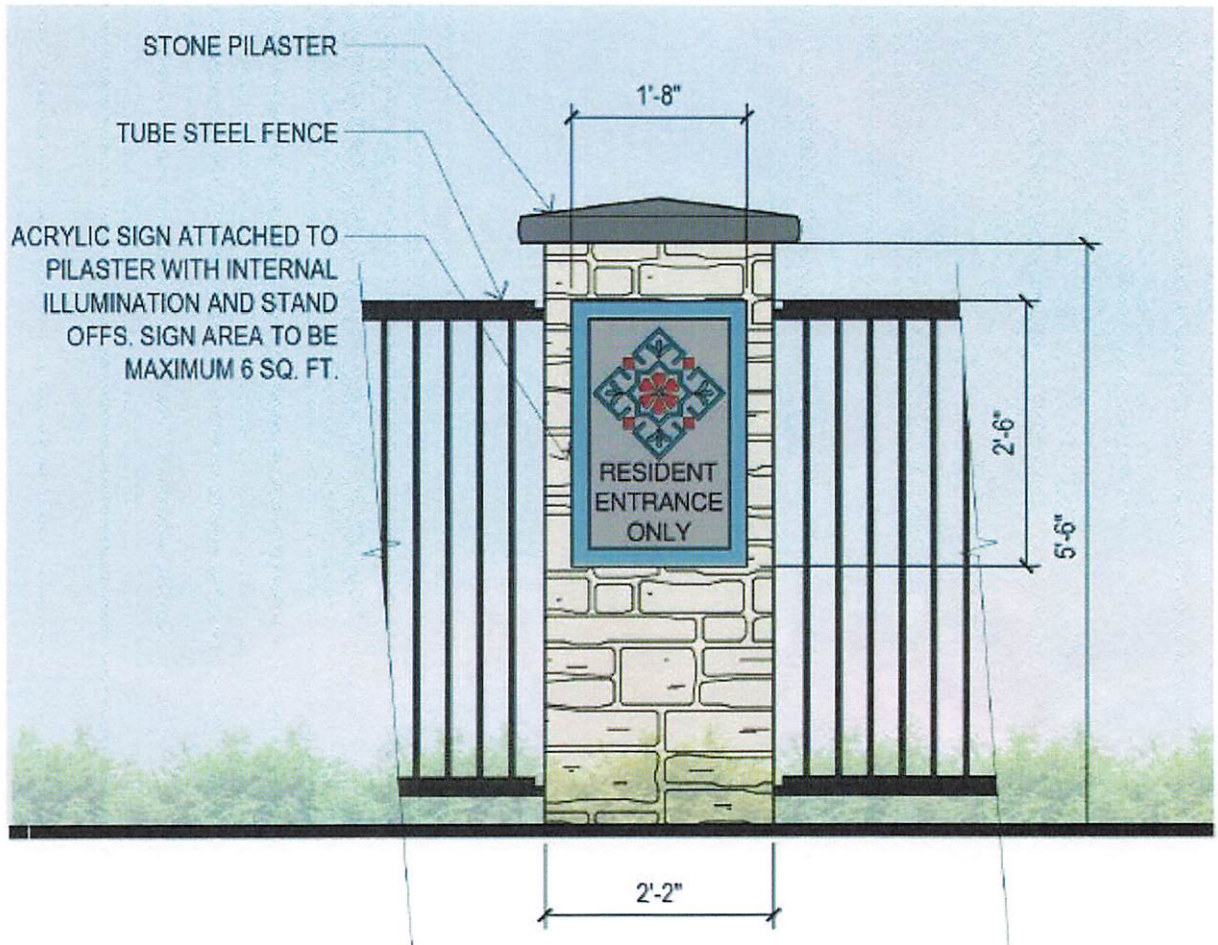




FIGURE 5: RESIDENT ENTRY MONUMENT SIGN DETAILS



## ATTACHMENT 3 ANALYSIS

### POLICY/RULE

Folsom Municipal Code (FMC) Section 17.59.040.D.2, which regulates freestanding monument signs for multi-family residential land uses, states that, “each multi-family use is permitted one freestanding sign that is a maximum of 8-feet-tall (including a 2-foot-tall base) and 32 square feet in size.” Any signage proposed beyond what is allowed by Section 17.59.040 of the FMC requires approval by the Planning Commission. Section 17.59.050 (F) of the FMC states that the Planning Commission shall, in granting a Planned Development Permit Modification related to additional signage, specify and establish the size, location, number, and conditions of signs to be erected and maintained in conjunction with the proposed project.

In addition, signage in the area of the project site is governed by the requirements of the Broadstone Unit No. 3 Specific Plan. The Broadstone Unit No. 3 Specific Plan Design Guidelines state that multi-family residential projects are permitted one illuminated freestanding monument sign (maximum of 32 square feet in size) at each project entry.

### ANALYSIS

As a result of the rules described above, only one monument sign is allowed by right for the project, regardless of the number of entrances. As described in the Project Description portion of this staff report, the applicant is requesting approval of a Planned Development Permit Modification to establish a Sign Criteria for the Broadstone Villas apartment project in order to establish standards and guidelines for the design and construction of all signage within the apartment community. The proposed Sign Criteria seeks to allow for construction of a total of four monument signs to provide identification for the apartment community, whereas the Folsom Municipal Code (FMC, Section 17.59.040.D.2) and the Broadstone Unit No. 3 Specific Plan Design Guidelines only permit one freestanding monument sign for each multi-family apartment community.

In evaluating the merits of the applicant’s request for approval of a Planned Development Permit Modification to allow for three additional monument signs, staff considered a number of factors including the size and scale of the apartment community, number of access points to the apartment community, the location of the proposed monument signs, the design of the proposed monument signs, and previous requests for approval of additional monument signs for multi-family apartment projects within the City.

In relation to size and scale, the Broadstone Villas apartment community features development of 257 apartment units on an 18.4-acre site located at the northeast corner of East Bidwell Street and Broadstone Parkway, but extending some distance along East Bidwell Street to Kilrush Drive, which will be constructed as a part of this project. The 257 apartment units are divided among 33 three-story apartment buildings evenly distributed throughout the project site. Primary access into the apartment project site is provided by a driveway located on the north side of East Bidwell Street, with secondary access provided by driveways located off of Broadstone Parkway and Kilrush Drive respectively. Based on the substantial physical size of the subject property, the relatively large scale of the apartment buildings, and taking into consideration the fact that there are three separate vehicle access points into the project site as shown on the Site Plan above, staff has determined that the four monument signs are appropriate and necessary to provide adequate identification for the apartment community.

As shown in Figure 2 (Site Plan with Monument Sign Locations) on page No. 4 of this staff report, the Primary Entry Monument Sign is proposed to be located at the main project driveway entrance on East Bidwell Street, the Neighborhood Corner Monument Sign is proposed to be located at the northwest corner of the project site, and the two Resident Entry Signs are proposed to be positioned at the secondary project driveways situated off of Broadstone Parkway and Kilrush Court respectively. The Primary Entry Monument Sign and the Neighborhood Corner Monument Signs have been designed to be larger in size and scale (8-foot-tall and 32 square feet in size) due to the fact that these signs are intended to be viewed from East Bidwell Street and Broadstone Parkway. The two Resident Entry Signs (7-foot-tall and 6 square feet in size) have been designed to be more ornamental in nature and provide identification for residents entering the project site from the two secondary vehicle access points. Based on the aforementioned factors, staff has determined that the location of the four monument signs is appropriate.

In relation to design, the four monument signs (details shown in Figures 3-5 on pages 5 and 6 of this staff report) have been designed to match the design, materials, and colors of the 33 apartment buildings within the Broadstone Villas apartment community. Specifically, the monument signs feature concrete bases, stone pilasters, stone veneer, plaster, concrete caps, ornamental metal emblems, and raised channel letters. The proposed building materials for the monument signs are generally earthtone, while the sign letters are black in color. Based on the aforementioned signage details provided in the submitted Sign Criteria, staff has determined that the design of the proposed monument signs will be complimentary to the overall design of the Broadstone Villas apartment community.

The Planning Commission has frequently approved requests for additional monument signs for multi-family apartment projects throughout the City of Folsom. The Commission has recognized that large-scale apartment communities typically have multiple points of vehicle access and that additional monument signs are integral to ensuring safe access and circulation in and around a project site. Specific recent

examples of multi-family apartment communities that have received Planning Commission approval for multiple monument signs include the Iron Point Apartment Community (two monument signs) located on Iron Point Road and the Folsom Ranch Apartment Community (two monument signs) located on Alder Creek Parkway in the Folsom Plan Area, both of which feature two distinct vehicle entries. Staff has determined that the subject request for additional monument signs at the Broadstone Villas apartment community is similar to both of the aforementioned projects in terms of project scale (257 apartment units) and the number of vehicle access points (three distinct entry points).

Staff has determined that the Planned Development Permit Modification for the proposed Sign Criteria, including the increase in the number of monument signs, for the Broadstone Villas apartment community is acceptable based on the following criteria:

1. The proposal meets the intent of the Folsom Municipal Code and the General Plan;
2. The proposed project is consistent with the Broadstone Unit No. 3 Specific Plan Design Guidelines;
3. The placement of the four monument signs provides improved wayfinding allowing visitors and residents to easily identify the project location and key entry points;
4. The proposed increase in the number of monument signs maintains a scale that is visually proportional to the approved development and surrounding area based on the size and area of the proposed signs; and
5. 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.

## **ENVIRONMENTAL REVIEW**

The project is categorically exempt from environmental review under Section 15301 (Existing Facilities) of the California Environmental Quality Act (CEQA) Guidelines.

## **RECOMMENDED PLANNING COMMISSION ACTION**

Move to approve a Planned Development Permit Modification for the Broadstone Villas Sign Criteria project (PDEV 23-057), based on the findings (Findings A-J) and subject to the conditions of approval (Conditions 1-9) attached to this report.

### **GENERAL FINDINGS**

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN, THE ZONING CODE OF THE CITY, AND THE BROADSTONE UNIT NO. 3 SPECIFIC PLAN.

### **CEQA FINDINGS**

- C. THE PROJECT IS CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW UNDER SECTION 15301 (EXISTING FACILITIES) OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES.
- D. THE CUMULATIVE IMPACT OF SUCCESSIVE PROJECTS OF THE SAME TYPE IN THE SAME PLACE, OVER TIME IS NOT SIGNIFICANT IN THIS CASE.
- E. NO UNUSUAL CIRCUMSTANCES EXIST TO DISTINGUISH THE PROPOSED PROJECT FROM OTHERS IN THE EXEMPT CLASS.

### **PLANNED DEVELOPMENT PERMIT FINDINGS**

- F. THE PROPOSED SIGN CRITERIA COMPLIES WITH THE INTENT AND PURPOSES OF CHAPTER 17.38 (PLANNED DEVELOPMENT DISTRICT) OF THE FOLSOM MUNICIPAL CODE, THE APPLICABLE ORDINANCES OF THE CITY, AND THE GENERAL PLAN.
- G. THE PROPOSED SIGN CRITERIA IS GENERALLY CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY. APPROVAL OF THE ADDITIONAL SIGNAGE REQUESTED WILL RESULT IN A DEVELOPMENT THAT IS SUPERIOR TO THAT OBTAINED BY RIGID APPLICATION OF THE STANDARDS.
- H. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED SIGNAGE AND EXISTING AND FUTURE NEIGHBORING USES AND AREA CHARACTERISTICS ARE ACCEPTABLE.
- I. THE PROPOSED INCREASE IN SIGNAGE MAINTAINS A SCALE THAT IS VISUALLY PROPORTIONAL TO THE APPROVED DEVELOPMENT AND SURROUNDING AREA BASED ON THE SIZE/AREA OF THE PROPOSED SIGNS.

- J. THE PROPOSED SIGN CRITERIA 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.

# **Attachment 4**

## **Conditions of Approval**

<b>CONDITIONS OF APPROVAL FOR BROADSTONE VILLAS SIGN CRITERIA PLANNED DEVELOPMENT PERMIT MODIFICATION (PDEV 23-057)</b>				
<b>Cond. No.</b>	<b>Mitigation Measure</b>	<b>GENERAL REQUIREMENTS</b>	<b>When Required</b>	<b>Responsible Department</b>
1.		<p>The owner/applicant shall submit final plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <p>1. Broadstone Villas Sign Criteria, dated May, 2023</p> <p>The Planned Development Permit Modification is approved for implementation of the Broadstone Villas Sign Criteria, which includes construction of four monument signs. Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p>	B	CD (P)(E)
2.		The applicant/owner shall obtain the necessary Sign and Building Permits before installing any signs.	B	CD (B)
3.		The project approval (Planned Development Permit Modification) granted under this staff report shall remain in effect for two years from final date of approval (July 19, 2025). If a building permit is not issued within the identified time frame and/or the applicant has not demonstrated substantial progress towards the development of the project, this approval shall be considered null and void. An extension to the identified time frame may be granted by the Planning Commission. If after approval of this project, a lawsuit is filed which seeks to invalidate any approval, building permit, or other construction permit or entitlement required in connection with any of the activities or construction authorized by the project approvals, or to enjoin the development contemplated herein, or to challenge the issuance by any governmental agency of any environmental document or exemption determination, the project approvals shall be tolled during the time that any litigation is pending, including any appeals.	OG	CD (P)



4.		<p>The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> <li>• The City bears its own attorney’s fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith</li> </ul> <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
5.		The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	B	CD (P)(E)
6.		The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	B	CD (P)(E)
7.		If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Final Map, improvement plans, or beginning inspection, whichever is applicable.	B	CD (P)(E)
8.		The monument signs shall not be installed over or on top of any publicly owned water or sewer facilities. In addition, the foundations for the monument signs shall be located a minimum of five feet from the edge of any publicly owned water or sewer facilities.	B	CD (B) EWR

9.		The owner/applicant shall bear responsibility for ongoing maintenance and upkeep of the four monument signs for the duration of the life of the apartment project to the satisfaction of the Community Development Department. In addition, the owner/applicant shall bear responsibility for maintaining and protecting all pre-existing site and landscape conditions of the construction site for the duration of project. Photographs of the site shall be provided to the Community Development Department upon project completion. Any damages to landscaping or infrastructure shall be replaced, repaired and/or otherwise mitigated for to the satisfaction of the Community Development Department.	B	CD (P)
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RESPONSIBLE DEPARTMENT		WHEN REQUIRED	
CD (P) (E) (B) (F)	Community Development Department Planning Division Engineering Division Building Division Fire Division	I	Prior to approval of Improvement Plans
		M	Prior to approval of Final Map
		B	Prior to issuance of first Building Permit
		O	Prior to approval of Occupancy Permit
		G	Prior to issuance of Grading Permit
PW	Public Works Department	DC	During construction
PR	Park and Recreation Department	OG	On-going requirement
PD	Police Department		

## **Attachment 5**

### **Vicinity Map**

# Vicinity Map



CITY OF  
**FOLSOM**



## **Attachment 6**

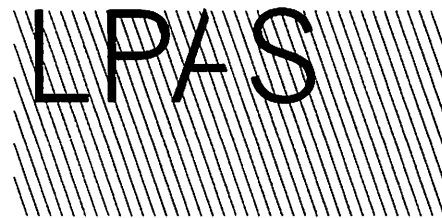
### **Broadstone Villas Sign Criteria Dated May, 2023**

# BROADSTONE VILLAS

## Signage Program

MAY 2023

Prepared by



2484 Natomas Park Drive Suite 100 Sacramento CA 95833  
916 443 0335 [lpasdesign.com](http://lpasdesign.com) Architecture + Design

## Table of Contents

Directory.....	3
Purpose.....	4
General Standards.....	5
Permanent Sign Standards.....	6
Design Standards and Measurement of Sign Area .....	7
Maintenance of Signs.....	8
Illumination of Signs.....	9
Sign Program and Location.....	10
Sign Type: A. Neighborhood Corner Monument Sign.....	11-12
Sign Type: B. Project Entry Monument Sign.....	13-14
Sign Type: C. Resident Entry Monument Sign.....	15-17

## Directory

### Owner/Developer

Broadstone Crossing, LLC  
340 Palladio Parkway, Suite 521  
Folsom, CA 95630  
(916) 984-1300

### Architect

LPAS, Inc.  
2484 Natomas Park Drive, Suite 100  
Sacramento, CA 95833  
(916) 443-0335

### Governmental Agency

City of Folsom  
50 Natomas Street  
Folsom, CA 95630  
(916) 461-6000



## Purpose

The Broadstone Villas Signage Program (Sign Program) establishes standards and guidelines for the design and construction of project signage for Broadstone Villas, located in Folsom, California.

The Owner/Developer may implement any or all of the sign types outlines herein in accordance with the sign program's criteria.

The objectives of the Signage Program are to:

- Generate creative and tasteful signage that compliments the project's design and enhances the perception of multifamily housing.
- Provide signage that is functional to effectively identifying the project.
- Facilitate and expedite the review and approval process for the project's signage by providing standards and guidelines that constitute acceptable criteria for multifamily housing.

## General Standards

1. Signage must be constructed and installed to meet or exceed all applicable codes and City requirements.
2. Electrical signage shall bear the Underwriters Laboratories (UL) label of approval.
3. Exterior signage shall be secured by concealed fasteners, unless attachments make an intentional statement. Raceways, transformers, electrode boxes, switches, wiring, conduit and access hatches shall be concealed. Wall signs shall be attached directly to the lease space to which they refer.
4. Logo and letter heights, where specified, shall be determined by measuring the normal capital letter of a font exclusive of swashes, ascenders and descenders. See page 7 regarding the calculation of the signage area.
5. Signs shall comply with the appropriate detailed provisions of the city building code and the Uniform Sign Code relative to design and construction, structural integrity, connections and safety. Signs shall also comply with the provisions of the applicable electrical code and the additional construction standards set forth in this chapter.
6. Sign hereafter erected or remodeled shall bear, in a prominent location, clearly legible identification decals stating the firm or corporation responsible for its construction and erection. Electric signs shall be marked with amperages at the full-load output.
7. Sign's shall have a specified sticker issued by the Building Department that identifies the permit number issued by the City, and such sticker must be visibly placed on the frame or outer perimeter of the sign.
8. Sign's shall be maintained in good condition, including, but not limited to, maintenance of colors and materials, replacement of defective parts, painted, cleaning, and kept free of graffiti. Any portions of a sign in need of repair shall be repaired or contracted for repair within 30 days of notification by the Enforcement Officer.

## Permanent Sign Standards

The following table lists the development standards for all on-site permanent signs.

### A- Corner Monument Sign

- a. Maximum Sign Area is 32 square feet.
- b. Maximum Height. The maximum sign height is 7 feet with maximum 2 foot tall base. Total of 9 feet.
- c. Location. The sign shall be set back 25 feet from back of public walk, and be located outside of the required clear vision triangle areas.
- d. Illumination. The sign can be illuminated by internal lighting and/or external illumination.

### B- Project Entry Monument Sign

- a. Maximum Sign Area is 32 square feet. For a two-side sign, the cumulative area of the sides may not exceed 32 square feet.
- b. Maximum Height. The maximum sign height is 6 feet with maximum 2 foot tall base.
- c. Location. The sign shall be set back 5 feet from propriety line , located outside required clear vision triangles in a landscaped planting area. However, signs attached to a fence or retaining wall may be located within the required setback area.
- d. Illumination. The sign can be illuminated by internal lighting and/or external illumination.

### C- Resident Entry Sign

- a. Maximum Sign Area is 6 square feet.
- b. Maximum Height. The maximum sign height is 7 feet.
- c. Location. Freestanding signs shall be set back 5 feet from propriety line , located outside required clear vision triangles in a landscaped planting area. However, signs attached to a fence or retaining wall may be located within the required setback area.
- d. Illumination. The sign can be illuminated by internal lighting and/or external illumination

## Design Standards

- The mass/scale of freestanding signs shall be consistent with the building's design.
- Landscaping shall be provided at the base of the supporting structure.
- Architecture sign design shall match or complement the color and architecture of the building.
- Signs attached to a fence, sound wall, or retaining wall may be located within the required setback area.

## Measurement of Sign Area

- **Collective Sign Area.** The total sign area allowed herein for each sign type may be distributed among the maximum number of signs permitted for that sign type. For example, the total allowed area for wall signs for a particular establishment may be distributed amongst the maximum number of wall signs allowed for that same establishment.
- **Sign Area Allowance.** Allowable sign area is either a set square footage per establishment or is based on a ratio of sign area to primary building frontage. Where a ratio is described, it applies up to the listed maximum sign area.
- When the sign is composed of letters applied to the building without a distinctive background (e.g., channel letters), the area of the sign may be measured by the height of the letters times the length of each line of letters; otherwise, the area of the sign shall be measured to the outside perimeter of the sign, including the area of any voids within a simple bounding perimeter.
- Freestanding signs with two sides shall be measured by the cumulative sign area of both sides of the sign.
- Decorative emblems that are architectural features are not to be counted towards total sign area. Design of the emblem shall be in proportion and massing of the sign. Design of the emblem shall support the architecture style of the building.

## Measurement of Sign Area

The following exhibits illustrate the methods of determining maximum square footages for copy area allowances. Letter heights will be determined by measuring the letter of a font exclusive of swashes, ascenders and descenders. Copy area is calculated by multiplying height (h) times width (w) of single elements. Multiple element areas are added together for a total aggregate copy area. Decorative emblems that are architectural features are not to be counted towards total sign area.



## Maintenance of Signs

1. Transformers, equipment, programmers, and other related items shall be screened and/or painted to match the building or shall be concealed within the sign.
2. Permanent signs shall be constructed of quality, low-maintenance materials, including but not limited to metal, concrete, natural stone, glass, and acrylics. Techniques shall be incorporated during construction to reduce fading and damage caused by exposure to sunlight or degradation due to other elements.
3. Signs shall be constructed in compliance with any applicable building, electrical, or other code in effect at the time of construction or maintenance, with particular respect to wind and seismic loads and overturning moment.
4. Freestanding signs that incorporate lighting shall have underground utility service.
5. Signs shall be cleaned, updated, and/or repaired as necessary to maintain an attractive appearance and to ensure safe operation of the sign. Unacceptable sign conditions include broken or missing sign faces, broken or missing letters, chipped or peeling paint, water damage, missing or inoperative lights, exposed mechanical or electrical components, and missing or broken fasteners. Failure to respond to a written request from the city to perform maintenance work shall result in revocation of the sign's permit or status as exempt from permit, subject to the appeal provisions of this code.

## Illumination of Signs

The artificial illumination of signs, either from an internal or external source, shall be designed to minimize negative impacts on surrounding rights-of-way and properties. The following standards shall apply to all illuminated signs:

- External light sources shall be directed and shielded to limit direct illumination of an object other than the sign.
- The light from an illuminated sign shall not be of an intensity or brightness that will create glare or other negative impact on residential properties in direct line of sight to the sign.
- Signs shall not have blinking, flashing, or fluttering lights, or other illumination devices that have a changing light intensity, brightness, or color, unless otherwise allowed as an electronic message sign.
- Colored lights shall not be used in a manner so as to be confused with traffic control devices.
- Light sources shall utilize energy-efficient fixtures to meet CBC title 24 code requirements.

## Sign Program and Location



### Sign Program

- A. Neighborhood Corner Monument Sign
- B. Project Entry Monument Sign
- C. Resident Entry Sign

**Sign Type: A. Neighborhood Corner Monument Sign**

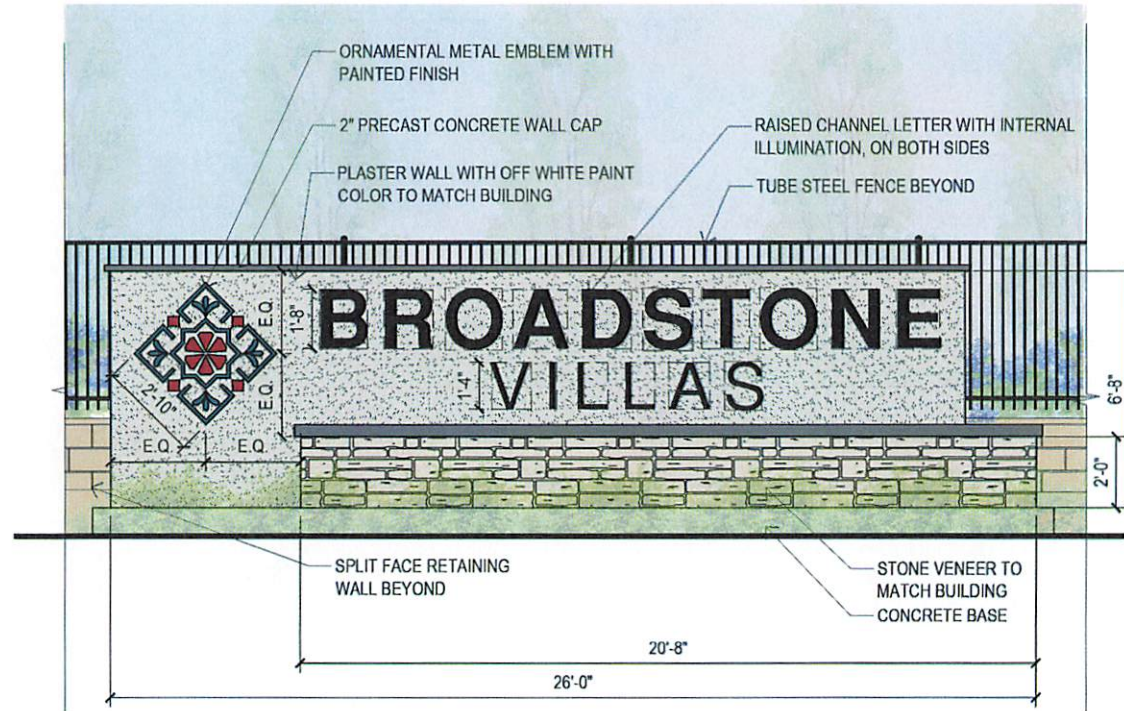
Configuration: Concrete base, stone veneer low wall to match building, plaster wall, concrete cap, ornamental metal emblem, and raised channel letters.

Location: At the corner of East Bidwell Street and Broadstone Parkway. Location shown on plan.

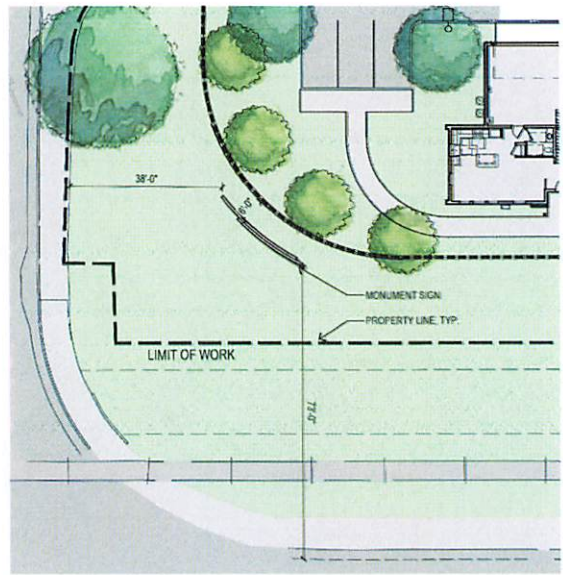
Lighting: Internally illuminated.

Overall Height: 6'-8"  
 Overall Width: 26'-0"

Project Identification:  
 Maximum Sign Area: 32 SF  
 Quantity: 1 per sign (1 locations)







## Sign Type: B. Project Entry Monument Sign

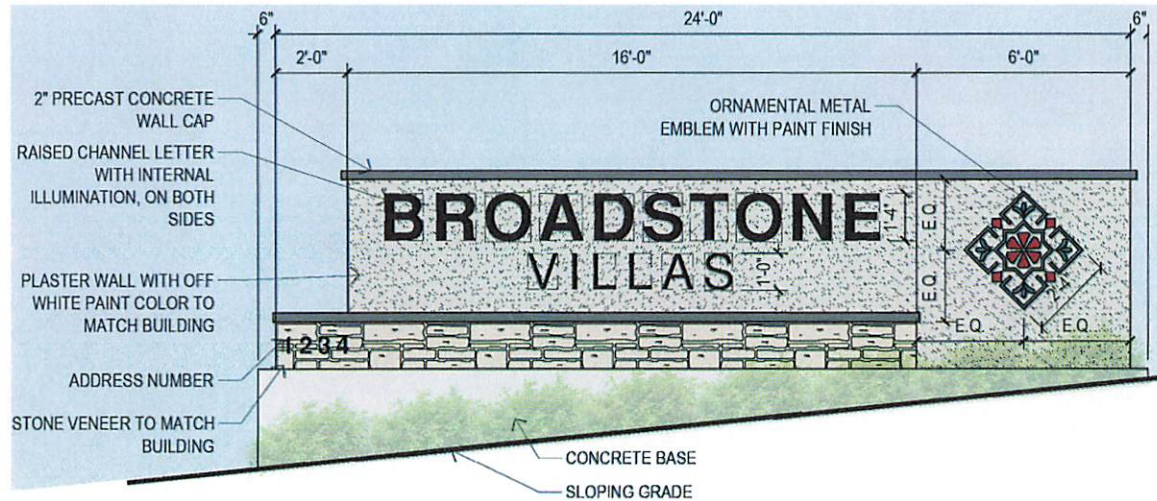
Configuration: Concrete base, stone veneer low wall to match building, plaster wall, concrete wall cap, ornamental metal emblem, and raised channel letters.

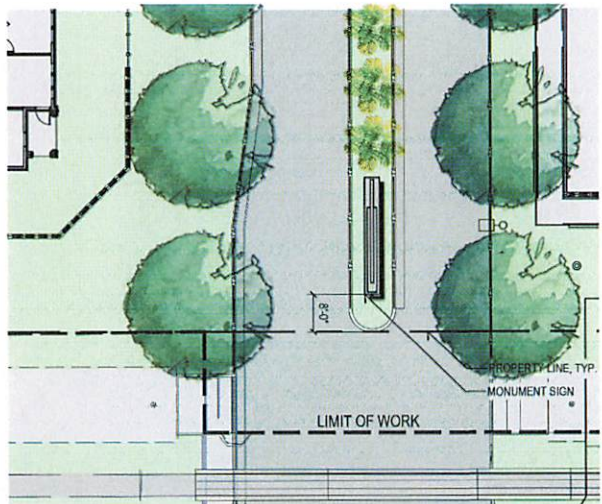
Location: At East Bidwell Street main entrance. Location shown on plan.

Lighting: Internally illuminated.

Overall Height: 6'-0" with a 3'-0" base  
Overall Width: 24'-0"

Project Identification:  
Height: 3'-9"  
Maximum Sign Area: Cumulative 32 SF  
Quantity: 2 sided sign (1 location)





## Sign Type: C. Resident Entry Monument Sign

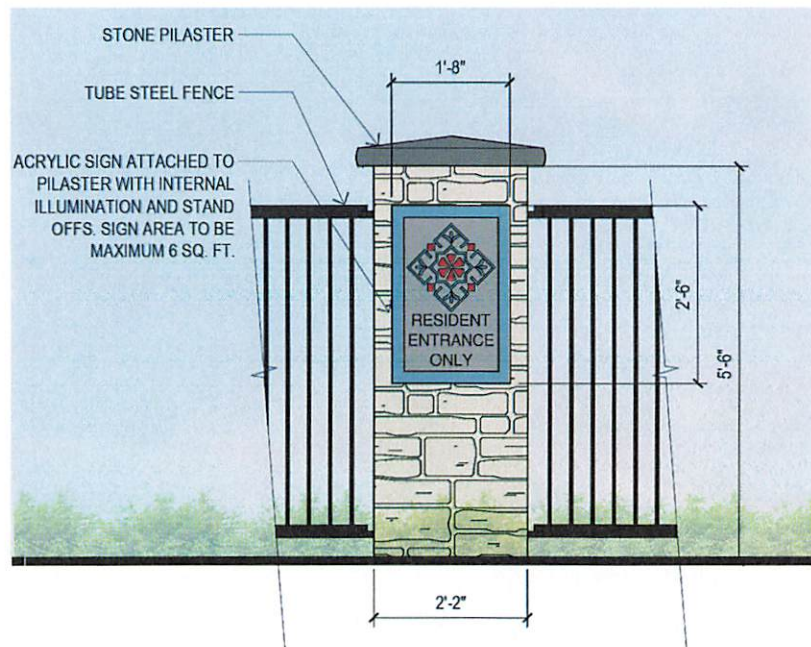
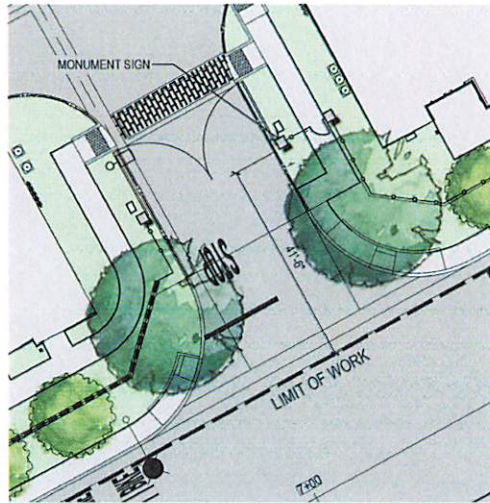
Configuration: Stone veneer pilaster to match building, concrete cap, acrylic sign panel mounted on metal sand offs.

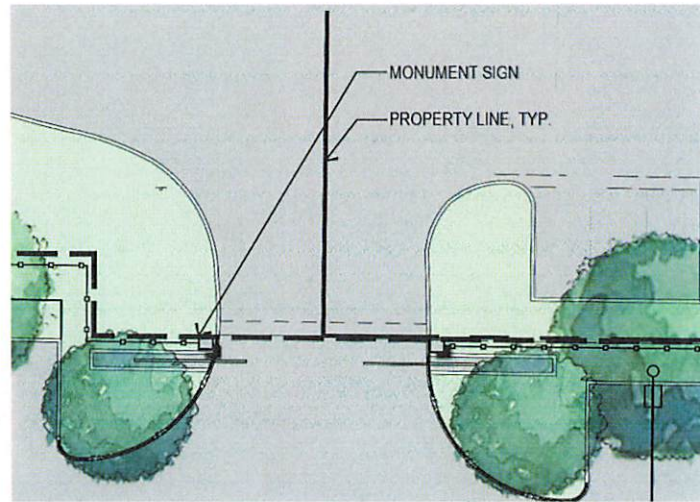
Location: At Talavera Apartments residence entrance and along Kilrush Drive residence entrance. Two locations shown on plan.

Lighting: Internally illuminated.

Overall Height: 6'-0"  
Overall Width: 2'-2"

Project Identification:  
Maximum Sign Area: 6 S.F.  
Quantity: 1 sign (2 locations)





# **Attachment 7**

## **Site Photographs**









## **Planning Commission Staff Report**

50 Natoma Street, Council Chambers  
Folsom, CA 95630

**Project:** Southpointe at Folsom Ranch Commercial Center

**File #:** PN 22-153

**Requests:** Vesting Tentative Parcel Map  
Vesting Tentative Condominium Map  
Planned Development Permit

**Location:** The Southpointe at Folsom Ranch Commercial Center project is located at the southeast corner of the intersection of East Bidwell Street and Southpointe Drive within the Folsom Plan Area

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

**Property Owner**  
Name: Calvine Hospitality LLC  
Address: 4302 Redwood Highway,  
Suite 200  
San Rafael, CA 94903

**Applicant**  
Name: Morton & Pitalo, Inc.  
Address: 600 Coolidge Drive  
Folsom, CA 95630

**Recommendation:** Conduct a public hearing and upon conclusion recommend approval of a Vesting Tentative Parcel Map, Vesting Tentative Condominium Map, and Planned Development Permit for development of the Southpointe at Folsom Ranch Commercial Center project (PN 22-153), based on the findings (Findings A-Z) and subject to the conditions of approval (Conditions 1-102) attached to this report.

**Project Summary:** The proposed project includes a request for approval of a Vesting Tentative Parcel Map, Vesting Tentative Condominium Map, and Planned Development Permit for development of a 90,460-square-foot commercial center (Southpointe at Folsom Ranch) on a 9.98-acre site located at the southeast corner of the intersection of East Bidwell Street and Southpointe Drive. The 90,460-square-foot commercial center is proposed to include a 3,700-square-foot gas station with convenience store and car wash, two 3,000-square-foot fast food restaurants with double drive-thru lanes, a 6,160-square-foot retail building, a 6,600-square-foot retail building, and five medical office buildings ranging from 6,000 square feet to 20,000 square feet in size.



**Table of Contents:**

- Attachment 1 - Background and Setting
- Attachment 2 - Project Description
- Attachment 3 - Analysis
- Attachment 4 - Conditions of Approval
- Attachment 5 - Vicinity Map
- Attachment 6 - Vesting Tentative Parcel Map, dated July 5, 2023
- Attachment 7 - Vesting Tentative Condominium Map, dated July 5, 2023
- Attachment 8 - Preliminary Site Plan, dated July 5, 2023
- Attachment 9 - Preliminary Grading and Drainage Plan, dated July 5, 2023
- Attachment 10 - Preliminary Utility Plan, dated July 5, 2023
- Attachment 11 - Preliminary Landscape Plans, dated June 2023
- Attachment 12 - Preliminary Lighting Plan, dated July 5, 2023
- Attachment 13 - Preliminary Access and Circulation Plan, dated July 5, 2023
- Attachment 14 - Building Elevations and Renderings, dated June 28, 2023
- Attachment 15 - Floor and Roof Plans, dated June 30, 2023
- Attachment 16 - Color and Materials Board, dated June 30, 2023
- Attachment 17 - Uniform Sign Criteria, dated April 28, 2023
- Attachment 18 - Preliminary Phasing Plan, dated July 11, 2023
- Attachment 19 - Southpointe at Folsom Ranch Commercial Center Booklet (Separate Bound Document)
- Attachment 20 - Site Photographs
- Attachment 21 - CEQA Exemption and Streamlining Analysis for the Southpointe at Folsom Ranch Commercial Center Project
- Attachment 22 - Folsom Plan Area Specific Plan Consistency Analysis for the Southpointe at Folsom Ranch Commercial Center Project
- Attachment 23 - Access and Circulation Analysis, dated April 21, 2023
- Attachment 24 - Environmental Noise Analysis, dated March 16, 2023



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**AGENDA ITEM NO. 3**  
**Type: Public Hearing**  
**Date: July 19, 2023**

Submitted,

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**PAM JOHNS**  
Community Development Director

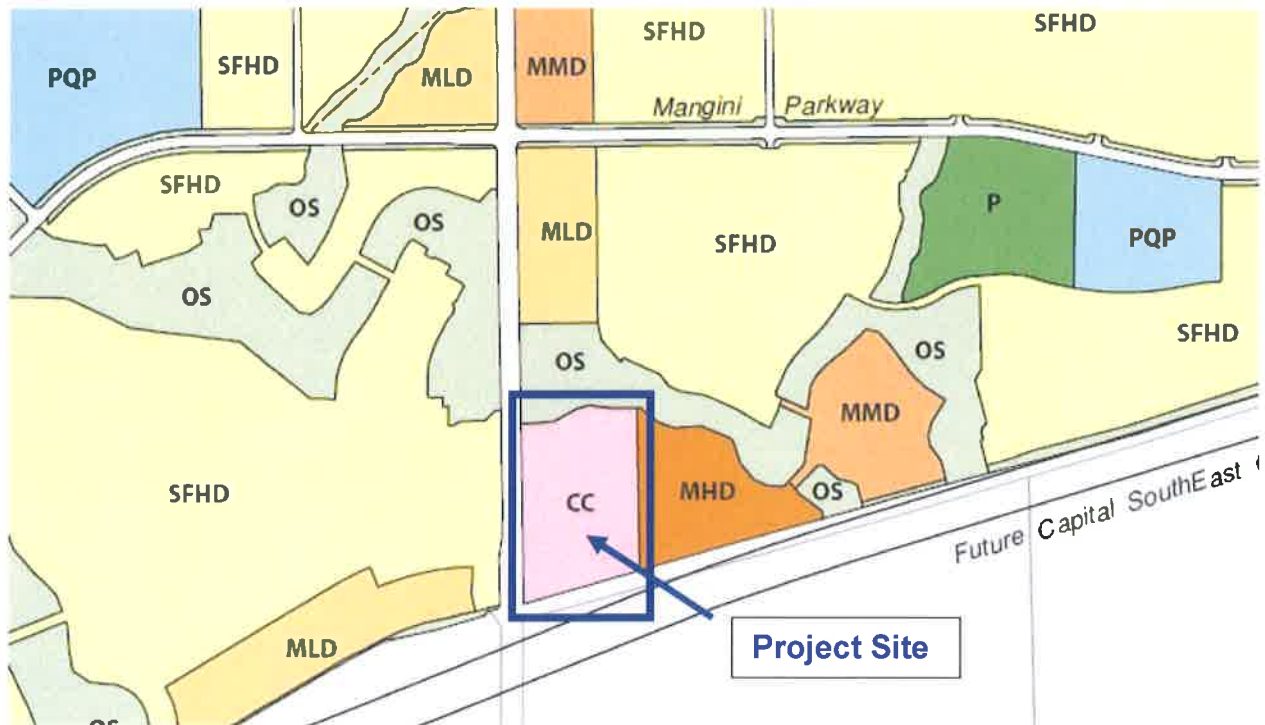
## ATTACHMENT 1 BACKGROUND AND SETTING

### 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/El Dorado County line in the southeastern portion of the City.

The Southpointe at Folsom Ranch Commercial Center project site is comprised of a single parcel (FPASP Parcel 141) as shown in the Folsom Plan Area Specific Plan. Parcel 141 is currently designated as Community Commercial (CC) which provides for development of a variety of commercial land uses up to a maximum of 92,565 square feet of total floor area. An excerpt from the FPASP Land Use Map is shown below.

FIGURE 1: FOLSOM PLAN AREA SPECIFIC PLAN LAND USE MAP



## SETTING

The rectangular-shaped 9.98-acre project site (APN: 072-3380-030), which has previously been rough-graded, is relatively flat and contains native grasses with no trees. The project site is bounded by Southpointe Drive to the north with open space and residential development beyond, White Rock Road to the south with undeveloped county land beyond, East Bidwell Street to the west with future single-family residential development beyond, and future multi-family development to the east with open space beyond. A photograph of the project site is shown in Figure 2 on the following page.

FIGURE 2: PHOTOGRAPH OF PROJECT SITE



**ATTACHMENT 2  
 PROJECT DESCRIPTION**

**APPLICANT’S PROPOSAL**

The applicant, Morton & Pitalo, is requesting approval of a Vesting Tentative Parcel Map, Vesting Tentative Condominium Map, and Planned Development Permit for development of a 90,460-square-foot commercial center (Southpointe at Folsom Ranch) on a 9.98-acre site located at the southeast corner of the intersection of East Bidwell Street and Southpointe Drive.

The Vesting Tentative Parcel Map is proposed to subdivide the 9.98-acre project site into ten (10) individual parcels for development of various commercial uses. The Vesting Tentative Condominium Map is proposed to subdivide the five proposed medical office buildings into thirty-four (34) commercial condominium units for future sale and operation. Lastly, the Planned Development Permit is proposed for development of ten commercial pad buildings within the 90,460-square-foot commercial center. The ten proposed pad buildings, which range from 3,000 square feet to 20,000 square feet in size, include a gas station with retail shop and car wash, two fast food restaurants with drive-thru lanes, two retail buildings, and five medical office buildings (one and two-story buildings). In terms of building architecture and design, the proposed project features a contemporary California Ranch Style architectural theme that is combined with modern building materials and earth tone colors. The following table provides specific details on each of the proposed buildings within the commercial center:

TABLE 1: PROJECT DETAILS TABLE

<b>Southpointe at Folsom Ranch Commercial Center</b>		
<b>Land Use</b>	<b>Description</b>	<b>Size</b>
Gas Station with Retail Shop	Fuel-1	3,700 S.F.
Fast Food Restaurant with Drive-Thru	QSR-1*	3,000 S.F.
Fast Food Restaurant with Drive-Thru	QSR-2*	3,000 S.F.
Retail Building	Retail-1	6,600 S.F.
Retail Building	Retail-2	6,160 S.F.
Medical Office Building (Two-Story)	Medical-1	20,000 S.F.
Medical Office Building (Two-Story)	Medical-2	16,000 S.F.
Medical Office Building (Two-Story)	Medical-3	16,000 S.F.
Medical Office Building (One-Story)	Medical-4	10,000 S.F.
Medical Office Building (One-Story)	Medical-5	6,000 S.F.
<b>Totals</b>		<b>90,460 S.F.</b>

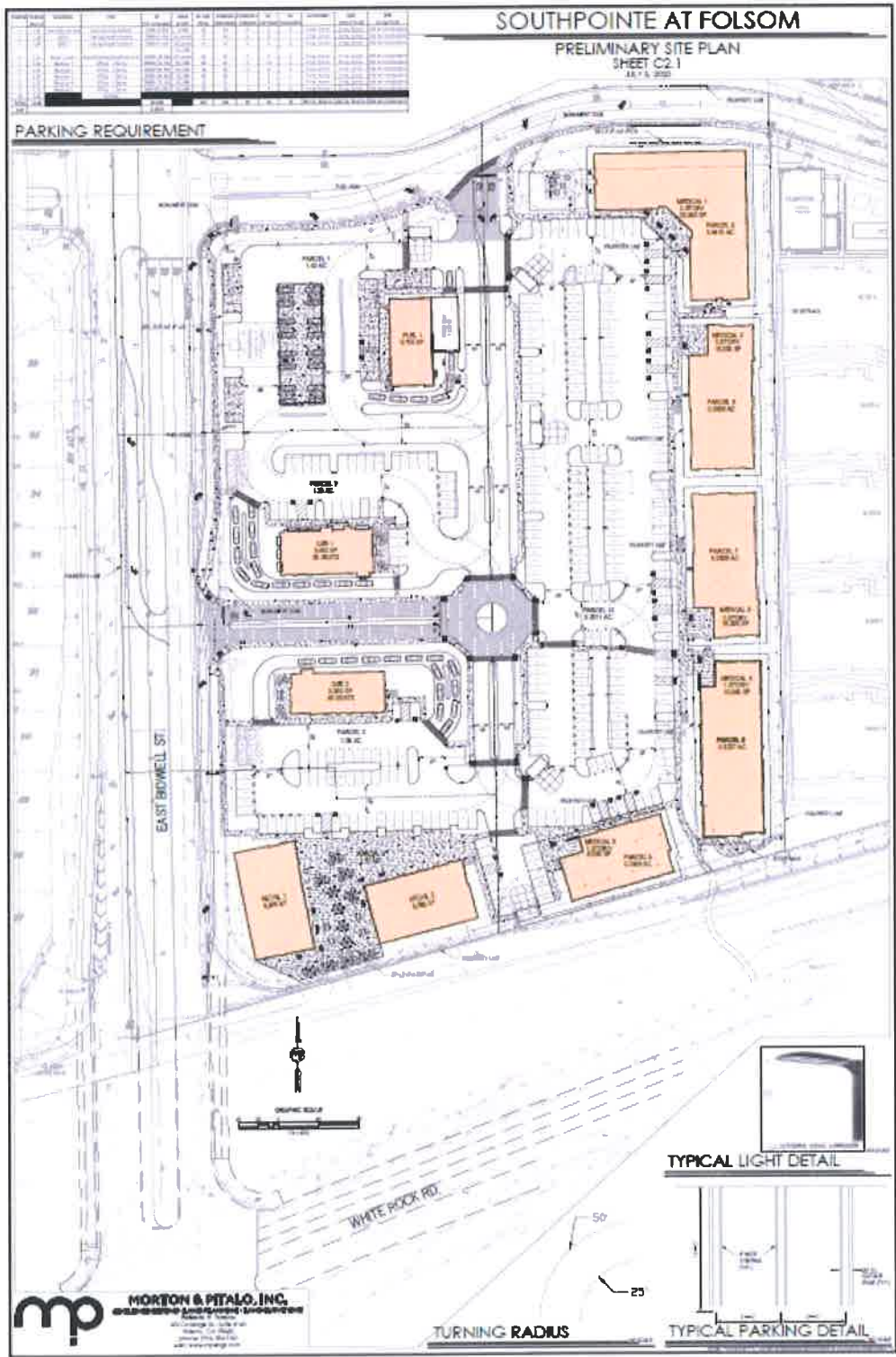
\* QSR = Quick Service Restaurant

Vehicle access to the project site will be provided by two new project driveways including a driveway located on the east side of East Bidwell Street and a driveway located on the south side of Southpointe Drive. The East Bidwell Street project driveway will be restricted to right-turns in and out and left-turns in only. The Southpointe Drive project driveway will allow all turning movements into and out of the project site. Bicycle and pedestrian circulation is accommodated by a combination of Class II bicycle lanes, street-separated sidewalks, street-attached sidewalks, internal pedestrian walkways, and designated pedestrian connections to the Mangini Ranch Apartments site to the east and to a Class I bicycle trail to the south of the project site adjacent to White Rock Road.

Proposed on-site improvements include underground utilities, bioretention stormwater planters, retaining walls, driveways, drive aisles, parking stalls, sidewalks, pedestrian walkways, curbs, gutters, outdoor patios, site furnishings, site lighting, site landscaping, monument signs, and trash/recycling enclosures. Proposed off-site roadway improvements include construction of two right-turn lanes and a left-turn lane within the East Bidwell Street right-of-way and construction of a right-turn lane and a left-turn lane within the Southpointe Drive right-of-way. The proposed Site Plan is shown in Figure 3 on the following page.



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. Vesting Tentative Parcel Map
- C. Vesting Tentative Condominium Map
- D. Planned Development Permit
  - Development Standards
  - Building Architecture and Design
  - Signage
- 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. Project Phasing
- N. Conformance with Relevant Folsom General Plan and Folsom Plan Area Specific Plan Objectives and Policies

**A. GENERAL PLAN AND SPECIFIC PLAN CONSISTENCY**

The adopted General Plan land use designation for the project site is CC (Community Commercial) and the adopted Specific Plan land use designation is SP-CC-PD (Specific Plan, Community Commercial, Planned Development District). The proposed project is consistent with both the General Plan land use and Specific Plan land use designations, as retail and commercial uses (including professional offices, retail shops, restaurants, restaurants with drive-thru service, and fuel stations) are identified as permitted land uses for this specific site. The proposed project also complies with the new floor area-ratio (FAR) standard established by the General Plan (2035) for the CC land use category by having an overall FAR of 0.18 whereas the FAR maximum target is 0.50.

## B. VESTING TENTATIVE PARCEL MAP

A Vesting Tentative Parcel Map (Attachment 6) is proposed to subdivide the existing 9.98-acre project site into ten (10) individual parcels for development of commercial uses. Normally, a division of land involving five or more parcels requires a subdivision final map. However, an exception applies to projects zoned for industrial or commercial development that have approved access to a public street or highway, when the governing body has approved street alignments and widths. (Government Code § 66426(c); Folsom Municipal Code § 16.12.020(A)(3).) In those cases, a parcel map, rather than a subdivision map, is required. This project qualifies for that exception because it is zoned Community Commercial, has approved access to a public street, and the City Council has approved the street alignments and widths.

The ten proposed parcels, which will be developed with a total of ten commercial pad buildings, include numerous site improvements including but not limited to underground utilities, drainage features, driveways, drive aisles, parking, spaces, sidewalks, pedestrian walkways, retaining walls, landscaping, site lighting, and trash/recycling enclosures. The following table provides a description of each of the proposed parcels.

TABLE 2: PARCEL MAP DESCRIPTION TABLE

<b>Southpointe at Folsom Ranch Commercial Center Parcel Summary</b>				
<b>Parcel #</b>	<b>Size</b>	<b>GP Designation</b>	<b>SP Designation</b>	<b>Land Use</b>
1	1.42-Acres	CC	SP-CC-PD	Community Commercial
2	1.28-Acres	CC	SP-CC-PD	Community Commercial
3	1.09-Acres	CC	SP-CC-PD	Community Commercial
4	1.21-Acres	CC	SP-CC-PD	Community Commercial
5	0.44-Acres	CC	SP-CC-PD	Community Commercial
6	0.26-Acres	CC	SP-CC-PD	Community Commercial
7	0.28-Acres	CC	SP-CC-PD	Community Commercial
8	0.32-Acres	CC	SP-CC-PD	Community Commercial
9	0.25-Acres	CC	SP-CC-PD	Community Commercial
10	3.43-Acres	CC	SP-CC-PD	Community Commercial
<b>Totals</b>	<b>9.98-Ac</b>			

The Southpointe at Folsom Ranch Commercial Center is proposed to be an integrated commercial development in which each of the parcels will share common access driveways, parking, trash/recycling, and improvements. Staff recommends that the applicant dedicate reciprocal access easements for driveway access, parking, landscaping, lighting, sanitary sewer, trash/recycling, water, and fire protection systems. Condition No. 18 is included to reflect this requirement. Staff has determined that the

proposed Vesting Tentative Parcel Map complies with all City requirements, as well as with the requirements of the State Subdivision Map Act.

### **C. VESTING TENTATIVE CONDOMINIUM MAP**

A Vesting Tentative Condominium Map is proposed to subdivide the five proposed medical office buildings into thirty-four (34) commercial condominium units for future sale and operation. This proposal is also permitted by Government Code section 66426(c) and Folsom Municipal Code section 16.12.020(A)(3). The same analysis described above applies to the request for a condominium map in lieu of a subdivision map.

As stated previously, staff recommends that the applicant dedicate reciprocal access easements for driveway access, parking, landscaping, lighting, sanitary sewer, trash/recycling, water, and fire protection systems.

Staff also recommends that the owner/applicant designate how many condominium units are proposed for each individual parcel on the Vesting Tentative Condominium Map. In addition, staff recommends that the owner/applicant prepare CC&Rs that will be subject to review and approval by the Community Development Department for compliance with this approval and the requirements of the Folsom Municipal Code prior to the recordation of the Parcel Map. Condition No. 20 is included to reflect these requirements.

Subject to the terms of Condition of Approval No. 20, staff has determined that the proposed Vesting Tentative Condominium Map is consistent with the requirements of the Folsom Municipal Code (FMC, Chapter 16.24) and the Subdivision Map Act.

### **D. PLANNED DEVELOPMENT PERMIT**

In general, 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. In this particular case, the proposed project does not involve any modifications or changes to the existing development standards previously approved for the Folsom Plan Area Specific Plan. However, the applicant is requesting to deviate from the standards established by the Folsom Municipal Code for the maximum number of allowed monument signs and for the maximum allowable wall sign area for office uses.

In reviewing the applicant's request for approval of a Planned Development Permit, staff considered a variety of factors including development standards, traffic/access/circulation, parking, noise, site lighting, site landscaping, signage, architecture/design, and off-site improvements. These topics are discussed in full detail in the following pages.

Development Standards

The applicant's intent with the subject application is to comply with the development standards established within the Folsom Plan Area Specific Plan for general commercial zoned (SP-CC-PD) properties. The table on the following page outlines the existing and proposed development standards for the Southpointe at Folsom Ranch Commercial Center:

TABLE 3: SOUTHPOINTE AT FOLSOM DEVELOPMENT STANDARDS TABLE

<b>Southpointe at Folsom Commercial Center Ranch Development Standards</b>					
	<b>Floor Area Ratio (Max)</b>	<b>Front Yard Setback Minimum</b>	<b>Side Yard Setbacks</b>	<b>Rear Yard Setback Minimum</b>	<b>Building Height limit</b>
<b>Community Commercial Standards (CC)</b>	0.50	20 feet	20 feet	0 feet	50 feet
<b>Proposed Project Standards</b>	0.18	25 feet	20 feet	10 feet	36 feet

As shown in the table above, the proposed project meets all development standards established for the Community Commercial land use category including floor area ratio, building setbacks, and building height. Parking, landscape, and signage requirements are addressed within separate sections of this staff report.

Building Architecture and Design

The Southpointe at Folsom Ranch Commercial Center features a contemporary California Ranch Style architectural theme that is designed to recognize the history of Folsom, while also complimenting the agrarian roots and landscape of the project site. As shown on the submitted building elevations and renderings (Attachment 14), the design of the buildings features many unique architectural elements including varied roof forms, staggered roof heights and pitches, altered shapes, and trellis structures. The proposed project utilizes a variety of natural building materials (cultured stone, coarse stone, and vertical wood siding, and horizontal wood siding), which accentuate the Ranch-Style design theme of the buildings. As shown on the color and materials board (Attachment 16), the proposed color palette for the buildings provides a range of earth tone colors including light tans, warm wood tones, cool grays, and rustic bronze colors. With regard to site design, the proposed project features a number of outdoor gathering places with site furnishings (tables, benches, planter boxes, decorative tree grates, bollard lights, and overhead lighting) to enhance the overall appearance of the Commercial Center. A sample of the proposed building elevations and renderings for the Commercial Center are shown on the following pages.

FIGURE 4: BUILDING ELEVATION (MEDICAL OFFICE BUILDING 1)



FIGURE 5: BUILDING ELEVATION (MEDICAL OFFICE BUILDING 4)



FIGURE 6: BUILDING ELEVATION (RETAIL BUILDING 1)



FIGURE 7: BUILDING ELEVATION (FAST FOOD RESTAURANT 2)



FIGURE 8: BUILDING ELEVATION (GAS STATION)



FIGURE 9: BUILDING RENDERING (MEDICAL OFFICE BUILDING 1)



FIGURE 10: BUILDING RENDERING (MEDICAL OFFICE BUILDING 4)



PERSPECTIVE VIEW

FIGURE 11: BUILDING RENDERING (RETAIL BUILDING 1)



PERSPECTIVE VIEW

FIGURE 12: BUILDING RENDERING (FAST FOOD RESTAURANT 2)



PERSPECTIVE VIEW



Commercial design guidelines were intentionally not established for the Folsom Plan Area in order to provide projects with the opportunity to create innovative and creative design concepts. In addition, design guidelines are not necessary as the applicant has provided specific design details for all of the buildings within the commercial center. As described above, the applicant has chosen a modern California Ranch Style architectural theme in order to complement the natural setting of project site. In reviewing the project design, staff considered design parameters that have been established previously for other high quality commercial developments within the City including the Shops at Folsom Ranch, Parkway Shopping Center, Broadstone Marketplace Shopping Center, and Prairie City Crossing Shopping Center, each of which have similarities to the proposed project. These aforementioned design guidelines for other commercial developments include a variety of architectural recommendations including:

- The architectural design of buildings should consider the site, relationship to other structures, and climatic orientation.
- Strong variations of traditional architecture, massing, and form which create texture and shadow should be a major consideration.
- Openings in buildings should be accentuated architecturally through indentation, framing, and roof variations.
- Buildings with long uninterrupted exterior walls should be avoided. Walls should have varied forms to create shadows which soften the architecture.
- Natural materials such as stone, masonry, wood, and patterned concrete should be used as building materials. Other building materials such as tile, glass, and metal should be utilized in concert with the natural building materials to reflect the area's modernity, diversity, and traditions.
- Finish colors of general wall areas should be of natural earth tones or variations of these tones. Limited accent colors of compatible schemes may be used for trim, window areas, and doors.

In reviewing the architecture and design of the proposed commercial center, staff has determined that the project features a modern and intelligent design concept that includes a significant number of quality design elements that results in an attractive overall appearance. Staff has also determined that the proposed materials and colors clearly compliment the California Ranch Style design theme of the commercial center. In addition, the proposed design theme of the commercial center compliments the natural setting of the project area. As a result, staff forwards the following design

recommendations for the Southpointe at Folsom Ranch Commercial Center project to the Commission for consideration:

1. This approval is for the Southpointe at Folsom Ranch Commercial Center, which includes development of ten, one and two-story commercial buildings totaling 90,460 feet. The applicant shall submit building plans that comply with this approval and the attached building elevations and building renderings dated February 11, 2023.
2. The design, materials, and colors of the proposed Southpointe at Folsom Ranch Commercial Center shall be consistent with the submitted building elevations, building renderings, materials samples, and color scheme to the satisfaction of the Community Development Department.
3. Brick pavers, stamped asphalt or another type of colored masonry material (ADA compliant) shall be used to designate pedestrian walkways and crosswalks on the project site, in addition to where pedestrian paths cross drive aisles, and shall be incorporated as a design feature at the primary driveway entrances at East Bidwell Street and Southpointe Parkway.
4. All mechanical equipment shall be concealed from view of public streets, neighboring properties and nearby higher buildings where practicable to the satisfaction of the Community Development Department.
5. The final design of the building-attached light fixtures shall be subject to review and approval by the Community Development Department to ensure architectural consistency with the overall building design.

These recommendations are included in the conditions of approval presented for consideration by the Planning Commission (Condition No. 50).

#### Signage

The applicant has submitted a Uniform Sign Criteria (Attachment 17) for the Southpointe at Folsom Ranch Commercial Center project with the intent of ensuring the uniformity and consistency of signage for the entire center. The Sign Criteria has also been designed to preserve and enhance the overall appearance of the commercial center, prohibit excessive and confusing sign displays, and safeguard and enhance property values. The Sign Criteria provides for a combination of freestanding monument signs and building-attached wall signs to provide identification for the shopping center.

The proposed freestanding signs include four multi-tenant identification monument signs and one fuel station monument sign. The proposed project identification monument signs, which are highlighted by an aluminum cabinet system supported by stone veneer

columns, are located along White Rock Road, East Bidwell Street, and Southpointe Drive respectively. Identification for individual tenants includes building-attached wall signs. The medical office buildings are proposed to include between one and three wall signs with a maximum combined sign area of 150 square feet per building. The fuel station, restaurant pads, and retail pad buildings are proposed to include between one and three wall signs with a maximum sign area of 150 square feet per tenant. Tenants with secondary frontage facing East Bidwell Street, Southpointe Drive, or White Rock Road would be permitted an additional 150 square feet of wall sign area.

In terms of design, the Sign Criteria requires that signs utilize internally illuminated channel letters and shapes, internally illuminated reverse pan channel letters with halo illumination, illuminated face and halo illuminated channel letters, or illuminated open pan channel letters. Prohibited signs include exposed raceways, cabinet signs, flashing or moving signs, and painted-on signs. With regard to sign area, the Sign Criteria allows for 1.5 square feet of sign area per lineal foot of the primary tenant leased frontage length up to a maximum of 150 square feet, with the sign length not exceeding 70% of the tenant leased wall length and the letter and logo height not exceeding 36 inches.

The Folsom Municipal Code (FMC, Chapter 17.59 Signs) regulates commercial signage including freestanding monument signs. Specifically, FMC, Section 17.59.040 states that integrated developments with multiple businesses are permitted one freestanding monument sign with a maximum sign area 60 square feet and a 15-foot height limit to identify the name of the center and the tenants within the development. As described previously, the Sign Criteria for the commercial center provides for a total of four monument signs including one monument sign (10 feet tall/17 S.F. sign area) facing White Rock Road, two monument signs (6 feet tall/22 S.F. sign area) along East Bidwell Street, and one monument sign (6 feet tall/22 S.F. sign area) along Southpointe Drive. It is important to note that the proposed fuel station monument sign (displays gas price information) located at the intersection of East Bidwell Street and Southpointe Drive is considered an exempt sign under State law.

As part of the Planned Development Permit that has been submitted with the subject application, the applicant is requesting approval for four monument signs to provide identification for the shopping center. The applicant has indicated that the additional monument signs are necessary to provide adequate identification for the commercial center given that the center has driveway entrances on two different streets. In addition, the applicant notes that the project is adjacent to a major arterial roadway (White Rock Road) and that visibility of the center to vehicles traveling on this roadway is extremely important.

In reviewing the request for the additional monument signs, staff considered past City policy with regard to shopping center monument identification and the specific design of the proposed commercial center. The City of Folsom contains numerous integrated

shopping centers whose site design features multiple access points from public roadways including but not limited to Palladio at Broadstone, Broadstone Marketplace, Broadstone Power Center, Folsom Square, Folsom Central Plaza, and the future Shops at Folsom Ranch. With each of the aforementioned shopping centers, the Planning Commission approved a Uniform Sign Criteria through the Planned Development Permit process that allowed those developments to have multiple monument signs to ensure adequate identification.

The proposed project is similar to the aforementioned shopping centers in that it is located on a site that will have driveway access from two different street frontages (East Bidwell Street and Southpointe Drive), while also being situated adjacent to White Rock Road. Based on the site design of the proposed project, staff has determined that three monument signs are necessary to provide adequate identification for the shopping center, not four as proposed by the applicant. Specifically, staff has determined that it is appropriate for the project to have a one monument sign at the Southpointe Drive project driveway, one monument sign at the East Bidwell Street project driveway, and one monument sign oriented towards White Rock Road to the south. Staff has determined that the fourth proposed monument sign located on East Bidwell Street is excessive and not necessary to provide proper identification for the proposed commercial center. As a result, staff recommends that a maximum of three monument signs be permitted for the project including one monument sign on East Bidwell Street, one monument sign on Southpointe Drive, and one monument sign facing White Rock Road. Condition No. 51 is included to reflect this requirement.

The Folsom Municipal Code (FMC, Chapter 17.59 Signs) also regulates commercial signage including wall-attached signs. Specifically, the Folsom Municipal Code (FMC, Section 17.59.040 A) states that the maximum allowable sign area for commercial uses (retail, restaurant, fuel station, etc.) is 1.5 square feet of sign area per lineal foot of the primary tenant leased frontage length up to a maximum of 150 square feet. The Folsom Municipal Code (FMC, Section 17.59.040 B) also states that the maximum allowable sign area for business uses (medical and professional offices) is 0.5 square feet of sign area per lineal foot of the primary building frontage up to a maximum of 50 square feet. As described previously, the Sign Criteria for the commercial center is proposing that the medical office buildings be permitted the same wall sign allowance (up to 150 square feet of sign area) as the other commercial uses (retail, restaurant, fuel station).

As part of the Planned Development Permit that has been submitted with the subject application, the applicant is also requesting approval to allow the five medical office buildings within the commercial center to be provided with the same wall sign allowance (1.5 square feet of sign area per lineal foot up to a maximum of 150 square feet of sign area for the building) as commercial uses within the center. The applicant has indicated that the consistency in allowable sign area for both commercial and offices uses is important in order provide adequate identification for all businesses within the center and

to ensure that the signage is proportional and visually attractive.

The City is currently in the process of updating the Zoning Code including an update of the sign regulations as it pertains to sign allowances of business and professional office uses. While the Zoning Code Update is still in progress, it is likely that the sign allowances for business and office uses will be increased to respond to changing market dynamics, especially with respect to integrated shopping centers where retail and office uses being located together is more commonplace. In addition, staff agrees with the applicant that consistency in wall sign size and wall size area within an integrated commercial center will provide a more visually appealing and attractive appearance. As a result, staff recommends that the five medical office buildings within the commercial center to be provided with 1.5 square feet of sign area per lineal foot up to a maximum of 150 square feet. Condition No. 51 is included to reflect this requirement.

As part of the Planned Development Permit that has been submitted with the subject application, the applicant is also requesting approval to allow individual fuel station, restaurant pad, and retail pad tenants with secondary frontage facing East Bidwell Street, Southpoint Drive, or White Rock Road an additional 1.5 square feet of sign area per lineal foot of the secondary tenant leased frontage length up to a maximum of 150 square feet. The applicant has stated that this provision would benefit smaller individual tenants who typically have a difficult time getting adequate visibility for buildings that have both street and parking lot frontage. This request is similar to other requests the City has previously approved for additional wall sign area for individual tenants including the Parkway Shopping Center located at the southwest corner of the intersection of Blue Ravine Road and East Natoma Street. As a result, staff is supportive of this request for additional wall sign area for individual tenants with a secondary frontage facing a public street.

## **E. TRAFFIC/ACCESS/CIRCULATION**

### Existing Roadway Network

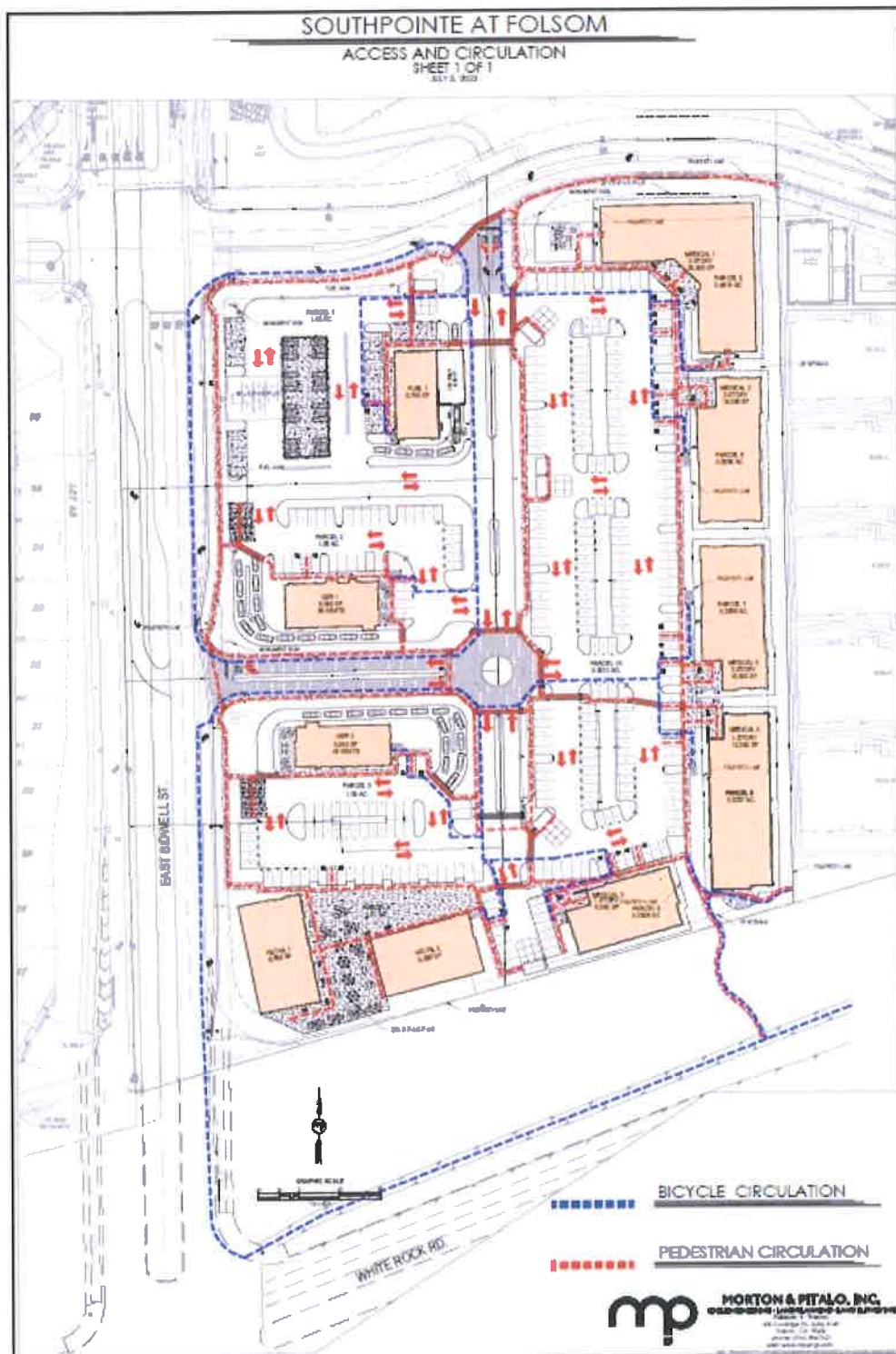
The 9.98-acre project site is located at the southeast corner of the intersection of East Bidwell Street and Southpointe Drive. Regional access to the project site is provided by U.S. Highway 50 to the north via East Bidwell Street and White Rock Road to the south via East Bidwell Street. Direct access to the project site is provided by two new driveways located on East Bidwell Street and Southpointe Drive respectively. Existing roadways in the project area include East Bidwell Street, White Rock Road, Mangini Parkway, and Southpointe Drive (under construction). In the vicinity of the project site, East Bidwell Street is a four-lane, median-divided roadway with bicycle lanes. White Rock Road is a four-lane, median-divided roadway in the project area. Mangini Parkway is a two-lane, median-divided roadway with bicycle lanes in the project vicinity. Southpointe Drive, which is currently under construction, will be a two-lane roadway with bicycle lanes. The intersection of East Bidwell Street and Southpoint Drive/Regency Parkway currently features Stop-sign control; however, signalization of this intersection is planned in the

near future.

Proposed Roadway and Bicycle/Pedestrian Network:

In order to serve the proposed 90,460-square-foot commercial center, the applicant is proposing to construct a number of roadway improvements as shown on the submitted Site Plan (Attachment 8) and Access and Circulation Plan (Attachment 13) including but not limited to constructing a northbound right-turn lane on East Bidwell Street at the East Bidwell Street project driveway, constructing a northbound right-turn lane on East Bidwell Street at the intersection of East Bidwell Street and Southpoint Drive, constructing a southbound left-turn lane on East Bidwell Street to provide access to the East Bidwell Street project driveway, constructing an eastbound right-turn lane on Southpointe Drive at the Southpoint Drive project driveway, and constructing a westbound left-turn left on Southpointe Drive at the Southpointe Drive project driveway. Bicycle and pedestrian circulation is accommodated by a combination of Class II and Class III bicycle lanes, street-separated sidewalks, street-attached sidewalks, internal pedestrian walkways, and designated pedestrian pathway connections to the Mangini Ranch Apartments site to the east and to the Class I bicycle trail to the south of the project site adjacent to White Rock Road. An Access and Circulation Exhibit associated with the proposed project is shown in Figure 13 on the following page.

FIGURE 13: ACCESS AND CIRCULATION EXHIBIT



Traffic:

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, not cars, and provides a number of mobility alternatives such as walking, cycling, carpooling, and various 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 that are included as conditions of approval for the Southpointe at Folsom Ranch Commercial Center project (Condition Nos. 55-102). Included among the mitigation measures are requirements to; fund and construct roadway improvements within the Plan Area, pay 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.

On April 21, 2023, Kimley Horn completed an Access and Circulation Study (Attachment 23) to evaluate access and circulation-related impacts associated with the proposed commercial project. The Study was based in part on a Traffic Impact Analysis (November 30, 2019) that was prepared for the Toll Brothers at Folsom Ranch Subdivision project which is directly to the west of the project site across East Bidwell Street and an Access and Circulation Study (April 21, 2021) that was prepared for the Mangini Ranch Lot 16 Apartments project and the Mangini Ranch Lot 14 Bungalows project located directly to the east of the project site.

In particular, the Access and Circulation Study includes assumptions from the Toll Brothers Analysis with respect to the ultimate design of the East Bidwell Street Corridor and the design of the intersection of East Bidwell Street with Regency Parkway/Southpointe Drive. It is important to note that the Toll Brothers Analysis indicated that the Toll Brothers at Folsom Ranch Subdivision project by itself did not trigger the need for traffic signal control at the intersection of East Bidwell Street and Regency Parkway/Southpointe Drive". However, the subsequent Mangini Ranch Lot 16 Apartments and the Mangini Ranch Lot 14 Bungalows projects did trigger the need for this signal and were conditioned to construct the traffic signal at the intersection of East Bidwell Street and Regency Parkway/Southpointe Drive prior to occupancy.



The Access and Circulation Study also made a number of assumptions regarding the assignment of vehicle trips to allow for an evaluation and recommendation of lane configurations and potential treatments. The Study determined that it was necessary to approximate peak-hour turning movements associated with the proposed project with the result being 75% of the inbound/outbound trips are projected to be coming from destinations north of the project site primarily by way of East Bidwell Street, 15% of the inbound/outbound trips are projected to be coming from destinations south of the project site via East Bidwell Street, and 10% of the inbound/outbound trips would be coming from adjacent residential developments to the east and west of the project site via Southpointe Drive and Regency Parkway.

The proposed Southpointe at Folsom Ranch Commercial Center project is expected to generate a total of 399 AM peak hour inbound trips and 457 PM peak hour outbound trips. While the total number of vehicle trips associated with the proposed project is relatively low, the Study determined that the proposed project triggers the peak-hour signal warrant (more than 100 peak hour egress trips on Southpointe Drive) and the signalization of the intersection of East Bidwell Street and Regency Parkway/Southpointe Drive is required unless it is constructed by others (Mangini Ranch Apartment projects) prior to occupancy of the proposed project. The study also notes that the East Bidwell Street intersection with Regency Parkway/Southpointe Drive is currently being constructed to its ultimate width/geometry (Mangini Ranch Apartment projects).

As mentioned previously, access to the project site will be provided by East Bidwell Street and Southpointe Drive (currently under construction). Based on concerns raised fairly recently by residents of the neighborhood to the north regarding potential cut-through traffic, the Study evaluated roadway linkages and circulation patterns. As mentioned previously, a majority (95%) of the vehicle trips would be to/from destinations north, south, and west of the project site, with only a small portion (5%) of the trips to/from destination east of the project site via Southpointe Drive. The Study concluded that due to the circuitous route required to travel from the project site to Mangini Parkway to the north, it is highly unlikely that cut-through traffic would utilize this route. In addition, the Southpointe Drive geometry (90-degree turns), multiple pedestrian crossings, and on-street parking all combine to create a slow and more localized travel environment, which would discourage cut-through traffic. While the Study concluded that cut-through traffic is not expected to be a significant issue, the City at a future date could consider the installation of unwarranted stop control, speed enforcement, and/or radar feedback sign assemblies to deter this behavior.

#### Access and Circulation

The Study also analyzed site access and circulation to ensure that the two proposed project driveways located on the east side of East Bidwell Street and the south side of Southpointe Drive respectively were adequately spaced and did not result in any sight triangle obstructions for drivers entering and exiting the project site. The Study

determined that the Southpointe Drive project driveway is spaced sufficiently to meet the City's minimum driveway spacing requirements (minimum of 150-feet from adjacent intersection). However, the Study also determined that the East Bidwell Street project driveway did not meet the minimum driveway spacing requirements (400 feet from East Bidwell Street/Southpointe Drive intersection and 600 feet from East Bidwell Street/White Rock Road intersection) by being only 380 feet from the East Bidwell Street/Southpointe Drive intersection and 570 feet from the East Bidwell Street/Southpointe Drive intersection. The City engineer has reviewed the location of the East Bidwell Street project driveway and determined that it is acceptable given the fact that there is currently insufficient space available to meet the City's driveway spacing requirement at this location and that the driveway is adequately spaced from a traffic safety perspective (vehicle turning conflicts, vehicle queuing conflicts, etc.). The Study did recommend that adequate sight-distance be maintained at the two project driveways by limiting the placement of landscape and hardscape features adjacent to these driveways.

The Study also evaluated proposed access into the project site from East Bidwell Street and Southpointe Drive. Specifically, the Study evaluated the design of the proposed right-turn lanes and left-turn lanes on East Bidwell Street and Southpointe Drive respectively. The Study determined that the proposed northbound right-turn on East Bidwell Street into the project site, the proposed northbound right-turn lane at the intersection of East Bidwell Street and Southpointe Drive, and the southbound left-turn lane from East Bidwell Street into the project site need to be lengthened to 315 feet (255-foot deceleration plus 60-foot bay taper) to meet the City standard. The Study also determined that appropriate pavement markings should be placed on eastbound Southpointe Drive from East Bidwell Street to the Southpointe Drive project driveway to create a smooth transition for the eastbound right-turn lane

In addition, the Study evaluated the design of the on-site circulation system including the queuing capacity of the two fast-food restaurants. With respect to on-site circulation the Study only made one recommendation which was to extend a proposed median island located at the Southpointe Drive project driveway approximately 130 feet northward through the first drive aisle intersection to the Stop-sign limit in order to prevent incoming and outgoing vehicles from making left-turn movements into the eastern parking lot area and the fuel station parking lot area respectively. With respect to the fast-food drive-thru lanes and vehicle queuing, the Study recommends that the drive-thru entrance for the northernmost fast-food restaurant (identified as QSR 1 on Site Plan) be relocated to the west side of the parcel in order to avoid vehicles queuing back up into the primary drive aisle. The Study also recommends that wayfinding signage and pavement markings be utilized at the drive-thru entrance for the southernmost fast-food restaurant (QSR 2 on Site Plan) to provide for additional vehicle storage adjacent to the restaurant building and away from the primary drive aisle.

To implement the findings and recommendations contained within the Access and Circulation Study and the recommendations of the City Engineer, staff recommends that the following measures be implemented as conditions of approval for the project (Condition No. 48):

East Bidwell Street/Southpointe Drive-Regency Parkway Intersection

- The owner/applicant shall signalize the intersection of East Bidwell Street and Regency Parkway/Southpointe Drive to the satisfaction of the Community Development Department prior to issuance of the first certificate of occupancy. In the event the intersection of East Bidwell Street and Regency Parkway/Southpointe Drive is signalized by others prior to issuance of the first certificate of occupancy for the proposed project, this condition will not apply.

East Bidwell Street

- Prior to issuance of the first certificate of occupancy, the owner/applicant shall configure East Bidwell Street as follows:
  - Construct a 315-foot-long northbound right-turn lane on East Bidwell Street at the East Bidwell Street project driveway including a 255-foot deceleration lane and a 60-foot taper.
  - Construct a 315-foot-long northbound right-turn lane on East Bidwell Street at the intersection of East Bidwell Street and Southpoint Drive including a 255-foot deceleration lane and a 60-foot taper.
  - Construct a 315-foot-long southbound left-turn lane on East Bidwell Street to provide access to the East Bidwell Street project driveway including a 255-foot deceleration lane and a 60-foot taper. The owner/applicant shall restore all existing irrigation and landscaping impacted by the installation of the deceleration lane and taper to the satisfaction of the Parks and Recreation and Community Development Departments.
  - Construct frontage improvements along the east side of East Bidwell Street from the southern property boundary to Southpointe Drive including curb, gutter, sidewalk, bicycle lane, and landscaping

Southpointe Drive

- Prior to issuance of the first certificate of occupancy, the owner/applicant shall configure Southpointe Drive as follows:
  - Construct a 270-foot-long westbound left-turn lane on Southpointe Drive at the Southpointe Drive project driveway including a 210-foot deceleration lane and a 60-foot taper.

- Install appropriate pavement markings on eastbound Southpointe Drive from East Bidwell Street to the Southpointe Drive project driveway to create a smooth transition for the eastbound right-turn lane.
- Construct frontage improvements along the south side of Southpointe Drive from East Bidwell Street to the eastern project boundary including curb, gutter, sidewalk, bicycle lane, and landscaping. In addition, “no parking” signs shall be installed on the south side of Southpointe Drive from East Bidwell Street to the eastern project boundary in order to prohibit on-street parking along the south side of Southpointe Drive.

#### On-Site Requirements

- The drive-thru entrance for the northernmost fast-food restaurant (QSR 1 on Site Plan) shall be relocated to the west side of the parcel in order to avoid vehicles queuing back up into the primary drive aisle to the satisfaction of the Community Development Department.
- Wayfinding signage and pavement markings shall be installed at the drive-thru entrance for the southernmost fast-food restaurant (QSR 2 on Site Plan) to provide for additional vehicle storage adjacent to the restaurant building and away from the primary drive aisle to the satisfaction of the Community Development Department.
- The existing median island located at the Southpointe Drive project driveway shall be extended approximately 130 feet northward through the first drive aisle intersection to the Stop-sign limit in order to prevent incoming and outgoing vehicles from making left-turn movements into the eastern parking lot area and the fuel station parking lot area respectively to the satisfaction of the Community Development Department.
- The owner/applicant shall maintain adequate stopping sight distance at the East Bidwell Street project driveway and the Southpointe Drive project driveway by limiting landscape and hardscape materials with the required sight-distance triangle areas to the satisfaction of the Community Development Department.
- “Stop” signs and appropriate pavement markings shall be installed at the internal westbound approach to East Bidwell Street project driveway and the internal northbound approach to the Southpointe Drive project driveway to the satisfaction of the Community Development Department.

- The owner/applicant shall provide a pedestrian connection between the project site and the multi-family residential development directly to the east of the project site (if not already constructed by others) and between the project site and the future Class I trail located directly to the south of the project site (this trail connection is only required to stub at southern property boundary). The final location and design of the two required on-site pedestrian connections shall be subject to review and approval by the Community Development Department.

## F. PARKING

The proposed project features a total of 326 uncovered parking spaces including 16 parking spaces specifically designated as electric vehicle charging spaces. In addition, there are 16 spaces for vehicles pumping gas at the fuel station, 6 spaces for vehicles queuing at the car wash, and 27 spaces for vehicles queuing in the drive-thru lanes at the two fast food restaurants. The Folsom Plan Area Specific Plan has established specific parking standards for projects located on sites with the CC (Community Commercial) land use designation (FPASP, Table A.14, Vehicle Parking Requirements). The following table compares the parking provided by the proposed project in relation to the parking requirements established for the CC land use designation:

TABLE 4: SOUTHPOINTE AT FOLSOM RANCH PARKING REQUIREMENTS TABLE

Folsom Plan Area Specific Plan General Commercial (SP-GC) Vehicle Parking Requirements					
Building Name	Building Area	Restaurant Seats	Land Use	Parking Ratio	Parking Required
Fuel-1	3,700 S.F.	NA	Retail	3 Space/1,000 S.F.	19
QSR-1	3,000 S.F.	90	Restaurant	1 Space/3 Seats	30
QSR-2	3,000 S.F.	72	Restaurant	1 Space/3 Seats	24
Retail-1	6,600 S.F.	NA	Retail	3 Space/1,000 S.F.	19
Retail-2	6,160 S.F.	NA	Retail	3 Space/1,000 S.F.	19
Med-1	20,000 S.F.	NA	Medical Office	3 Space/1,000 S.F.	60
Med-2	16,000 S.F.	NA	Medical Office	3 Space/1,000 S.F.	48
Med-3	16,000 S.F.	NA	Medical Office	3 Space/1,000 S.F.	48
Med-4	10,000 S.F.	NA	Medical Office	3 Space/1,000 S.F.	24
Med-5	6,000 S.F.	NA	Medical Office	3 Space/1,000 S.F.	24
<b>Total Parking Required</b>					<b>315</b>
<b>Total Parking Provided (326 striped spaces)</b>					<b>326</b>

As shown on the table above, the proposed project meets the parking requirements established by Folsom Plan Area Specific Plan by providing 326 parking spaces whereas 315 parking spaces are required. The proposed project is considered an integrated commercial center where each of the parcels will share common use of all the project driveways, drive aisles, and parking spaces. A condition of approval (Condition No. 18) has been placed on the project requiring that easements for reciprocal access and parking be recorded on the Parcel Map. The proposed project, which includes 32 bicycle parking spaces that are evenly distributed throughout the project, meets the bicycle parking requirements of the Folsom Plan Area Specific Plan by providing 32 bicycle parking spaces whereas 31 spaces are required.

## **G. NOISE IMPACTS**

A supplemental Environmental Noise Assessment (Assessment) was prepared by Saxelby Acoustics on March 16, 2023 in order to verify that there would be no new noise-related impacts associated with the proposed project that were not contemplated and addressed by the 2011 FPASP EIR/EIS and the 2015 Westland-Eagle Specific Plan Amendment Addendum. The purpose of the supplemental Assessment was to quantify noise levels generated by the proposed project and potential impacts of those noise sources on future residential development in the project area. Potential project-related noise sources that were evaluated included on-site vehicle noise, drive-thru speakers associated with two fast-food restaurants, car wash equipment associated with the fuel station, and mechanical equipment associated with the commercial buildings in the development. The Assessment concluded that the aforementioned noise sources associated with the proposed project would not exceed the applicable City of Folsom noise standards. However, the project is still subject to the noise mitigation measures identified within the 2011 FPASP EIR/EIS and the 2015 Westland-Eagle Specific Plan Amendment Addendum. Condition No. 8 is included to reflect this requirement.

Construction of the proposed project would temporarily increase noise levels in the project vicinity during the construction period, which would take approximately 12-15 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. 53 is included to reflect these requirements.

## **H. WALLS/FENCING**

The proposed project includes the construction of a short landscape/retaining wall (18-inches tall) in the center of the round-a-bout located in the central portion of the project and construction of another short retaining wall (24-40 inches tall) adjacent to an outdoor patio area in the southwest corner of the project site. In addition, the owner/applicant for the Mangini Ranch Apartments project located directly to the east of the proposed project is constructing an eight-foot-tall decorative masonry sound wall along the common boundary of the two projects. If the eight-foot-tall decorative masonry sound wall along the common boundary (eastern project boundary) is not completed by others (Mangini Ranch Apartments), staff recommends that the owner/applicant construct an eight-foot-tall decorative masonry sound wall along the eastern project boundary. In addition, staff recommends that the final location, design, height, materials, and colors of the retaining walls and sound walls be subject to review and approval by the Community Development Department to ensure consistency with the overall design of the proposed commercial center. Condition No. 25 is included to reflect this requirement.

## **I. SITE LIGHTING**

As shown on the preliminary lighting plan (Attachment 12), 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. 35 is included to reflect these requirements.

## **J. TRASH/RECYCLING**

The proposed project includes seven trash and recycling enclosures that are evenly distributed throughout the commercial center. In addition to trash and recycling, the enclosures have been designed with separate food waste collection areas to meet the requirements of SB 1383 and the associated needs of restaurants within the commercial center. The proposed six-foot-tall trash/recycling enclosures, which measure 25 feet in width by 10 feet in depth, include a design that features CMU split-face blocks, a CMU wall-cap, and a metal gate. The applicant is proposing to paint the trash-recycling enclosure an earth-tone color to match the colors utilized on the proposed commercial buildings. Staff recommends that the final location, orientation, design, materials, and colors of the trash/recycling enclosures is subject to review and approval by the Community Development Department. Condition No. 43 is included to reflect this

requirement.

## **K. EXISTING AND PROPOSED LANDSCAPING**

As noted within the project description, the project site has previously been rough-graded and contains native grasses with no trees. The proposed project includes a 20-foot-wide landscape easement along the frontage of East Bidwell Street and an 18-foot-wide landscape easement along the frontage of Southpointe Drive. Pedestrian sidewalks will be located within the aforementioned landscape easement or buffer areas in addition to landscape materials. Proposed landscaping includes a variety of trees, shrubs, and groundcover. The proposed shade and accent trees include Accolade Elm, Cathedral Live Oak, Chinese Fringe Tree, Coast Live Oak, Crape Myrtle, Holly Oak, Oklahoma Red Maple, Redbud, Olive, Sawleaf Zeklova, Southern Magnolia, Tulip Poplar, and Valley Oak. Proposed shrubs and groundcover will feature drought-tolerant plant materials consisting of Dwarf White Lily, Fortnight Lily, India Hawthorne, Italian Cypress, Japanese Holly, New Zealand Flax, Rosemary, Spartan Juniper, and Skyrocket Juniper. The preliminary landscape plan meets the Community Commercial Development Standards (FPASP) requirement by landscaping 22% of the entire project site whereas 20% of the project site is required to be landscaped. In addition, preliminary landscape plan meets the City shade requirement (40%) by providing 50% shade in the parking lot area within fifteen (15) years.

In April, 2015, the City approved the Folsom Plan Area Specific Plan Community Design Guidelines. The Design Guidelines are intended to provide guidance to developers with respect to the level of design quality expected for the “Public Realm” improvements in the Folsom Plan Area. In relation to the proposed project, the Design Guidelines identified the intersection of East Bidwell Street and White Rock Road as one of the areas where the street intersection should be enhanced. The Design Guidelines also identified the intersection of East Bidwell Street and Southpointe Drive/Regency Parkway as one of the gateways or symbolic entry points into the Plan Area. The Design Guidelines recommend that these intersections and gateways include significant design features including but not limited to monuments, water features, lighting, and ornamental plantings. The project does not include any of the aforementioned elements at the intersection of East Bidwell Street and White Rock Road or at the intersection of East Bidwell Street and Southpointe Drive/Regency Parkway. As a result, staff recommends that significant onsite design features including but not limited to monuments, water features, lighting, and ornamental plantings be incorporated at the northeast corner of the intersection of East Bidwell Street and White Rock Road and at the southeast corner of the intersection of East Bidwell Street and Southpointe Drive to the satisfaction of the Community Development Department. Condition No. 52 is included to reflect this requirement.



## **L. FRONTAGE IMPROVEMENTS**

As mentioned previously within this staff report, the 9.98-acre project site is currently undeveloped and as a result has limited frontage improvements on East Bidwell Street (streets, streetlights, temporary curb, bike lane, and median landscaping) on Southpointe Drive (street under construction, streetlights, curb, and gutter). Staff recommends that the owner/applicant be required to submit detailed plans for all curbs, gutters, sidewalks, and landscaping prior to construction to ensure compliance with the Folsom Ranch Central District Design Guidelines. Condition No.30 is included to reflect this requirement.

## **M. PROJECT PHASING**

The applicant has submitted a preliminary phasing plan (Attachment 18) that shows the proposed project is expected to be developed in two separate phases. The first phase of development is proposed to include construction of the fuel station, construction of medical office building 4, construction of frontage improvements, construction of the project driveways and primary drive aisles, and construction of utilities to serve each individual parcel. The second phase of the development is proposed to include construction of eight remaining pad buildings and associated site improvements (drive aisles, parking spaces, site lighting, site landscaping, etc.).

## **N. CONFORMANCE WITH RELEVANT FOLSOM GENERAL PLAN AND FOLSOM PLAN AREA SPECIFIC PLAN OBJECTIVES 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 7.1 (Land Use/Commercial Centers)**

Provide for a commercial base of the City to encourage a strong tax base, more jobs within the City, a greater variety of good and services, and businesses compatible with Folsom's quality of life.

#### **GP POLICY LU 7.1.1 (Standards for Commercial Uses)**

Require new commercial uses to be subject to design and parking standards relative to building configuration, building design, parking, signage, and landscaping.

The proposed project is consistent with this policy in that the project meets all applicable development standards (lot size, floor area ratio, building setbacks, landscape coverage, distance between buildings, and parking) established by the Folsom Plan Area Specific Plan for the Community Commercial land use category. In addition, the proposed shopping center has been designed to reflect an architectural style (contemporary California Ranch Style) that is complimentary to the Folsom Plan Area (Folsom Ranch, Central District Design Guidelines).

**GP POLICY LU 7.1.3 (Commercial Expansion)**

Support the expansion of Folsom's commercial sector to meet the needs of Folsom residents, employees, and visitors.

The proposed project is consistent with this policy in that it represents the second retail commercial development to be constructed within the Folsom Plan Area. In addition, the proposed project will facilitate the expansion of Folsom's commercial sector by introducing a range of services (medical offices, retail stores, restaurants, fuel station, car wash) that will serve the City's expanding population base, particularly those residents located in the Folsom Plan Area where these types of services do not currently exist.

**GP GOAL LU 9.1 (Land Use/Community Design)**

Encourage community design that results in a distinctive, high-quality built environment with a character that creates memorable places and enriches the quality of life of Folsom's residents.

**GP POLICY LU 9.1.1 (Combine Driveways)**

Encourage property owners in retail corridors to reduce the number of driveways along arterial roads. When possible, property owners should cooperate through reciprocal access and parking or similar agreements linking parking lots to minimize traffic congestion on the arterial road.

The proposed project is consistent with this policy in that the project involves development of an integrated commercial center that will feature common driveways and provide shared parking among the various buildings, thereby minimizing traffic congestion on the adjacent roadways (East Bidwell Street and Southpointe Drive). In addition, the project is required to execute a reciprocal access and parking agreement for common use of all project driveways and parking spaces within the commercial center.

**GP POLICY LU 9.1.8 (Cool Paving)**

Identify opportunities to use cool paving materials and consider the use of concrete or permeable pavement instead of asphalt for streets and trails where feasible.

The proposed project is consistent with this policy in that concrete (cool paving) will be utilized instead of asphalt within specific areas throughout the project site.

**GP GOAL M 1.1 (Mobility/General Mobility)**

Provide a comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel that also incorporates emerging transportation technologies and services to increase transportation system efficiency.

**GP POLICY M 1.1.1 (Complete Streets)**

Develop its streets to serve the needs of all users, including bicyclists, public transit users, children, seniors, persons with disabilities, pedestrians, motorists, and movers of commercial goods.

The proposed project is consistent with this policy in that the commercial center is designed to accommodate various modes of transportation including buses, cars, bicycles, and pedestrians. Specifically, Class II and III bicycle lanes/routes are provided along East Bidwell Street and Southpointe Drive respectively, pedestrian sidewalks and walkways are being constructed along the project's street frontages and internally, and designated pedestrian connections are being provided from the project site directly to the future multi-family residential project to the east and to the Class I trail located along the north side of White Rock Road to the south.

**GP GOAL M 2.1 (Mobility/Pedestrians and Cyclists)**

Maintain and expand facilities and programs that encourage people to walk and bike in safety and comfort, and support the lifestyle and amenities that Folsom residents value.

**GP POLICY M 2.1.3 (Pedestrian and Bicycle Linkages in New Development)**

Require developers to provide a system of sidewalks, trails, and bikeways that link all land uses, provide accessibility to parks and schools, and connect to all existing or planned external street and trail facilities.

The proposed project is consistent with this policy in that Class II and III bicycle lanes will be provided along the project's frontage with East Bidwell Street and Southpoint Drive. Street sidewalks will also be constructed along the project's frontage with East Bidwell Street and Southpoint Drive. In addition, a pedestrian walkway will provide access from the project site to a future multi-family residential development to the east and a pedestrian walkway will provide access to the Class I trail located along the north side of White Rock Road to the south.

**GP GOAL M 4.2 (Mobility/Vehicle Traffic and Parking)**

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

**GP POLICY M 4.2.4 (Electric Vehicle Charging Stations)**

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

The proposed project is consistent with this policy in that sixteen (16) electric vehicle parking spaces/charging stations (5% of the total parking spaces) will be provided within the commercial center. The electric vehicle parking spaces/charging stations are evenly distributed throughout the parking lot area of the commercial center.

**GP GOAL M 7.1 (Transportation Funding)**

Provide sufficient funding to construct, maintain, and operate transportation facilities and services needed to achieve the City's mobility goals.

**GP POLICY M 7.1.1 (New Development)**

Require new development to contribute towards the construction of offsite facilities and provision of services to achieve the City's mobility goals.

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 proposed project. Many of these mitigation measures are expected to reduce traffic impacts to East Bidwell Street. Specific improvements planned for the East Bidwell Street/Iron Point Road Intersection area include but are not limited to; elimination of the U-turn movement on northbound East Bidwell Street at Iron Point Road, installing signage on Placerville Road directing motorists south to Alder Creek Parkway to access U.S. Highway 50, and modifying the right-turn-lane on Iron Point Road at the approach to East Bidwell Street to accommodate a free-flowing movement. Included among the mitigation measures are requirements to; fund and construct roadway improvements within the Plan Area, pay 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 proposed project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS and the Westland-Eagle Specific Plan Amendment Addendum to the Folsom Plan Area Specific Plan Final EIR/EIS; thus, it is consistent with this policy.

**GP GOAL EP 5.1 (Economic Prosperity/Retail Development)**

Maintain and expand retail and services to meet local and regional demands and generate tax revenues for City operations.

**GP POLICY EP 5.1.1 (Diverse Retail)**

Encourage a diverse mix of community and regional retail options to serve Folsom and surrounding communities.

The proposed project is consistent with this policy in that proposed commercial center includes a diverse mixture of retail and commercial services including but not limited to medical offices, retail shops, fast-food restaurants, a fuel station, and a car wash.

**GP GOAL SN 6.1 (Noise)**

Protect the citizens of Folsom from the harmful effects of exposure to excessive noise and to protect the economic base of Folsom by preventing the encroachment of incompatible land uses within areas affected by existing noise-producing uses.

**GP POLICY SN 6.1.4 (Noise and Project Review)**

Develop, maintain, and implement procedures to ensure that requirements imposed pursuant to the findings of an acoustical analysis are implemented as part of the project review and building permit processes. The appropriate time for requiring an acoustical analysis would be as early in the project review process as possible so that noise mitigation may be an integral part of the project design.

The proposed project is consistent with this policy in that an Environmental Noise Assessment (Assessment) was prepared for the proposed project on March 16, 2023. The Assessment evaluated potential noise impacts generated by the commercial uses associated with the proposed project and the potential impact on future residential development in the project area. Potential project-related noise sources that were evaluated included restaurant drive-thru speakers, car wash equipment, and mechanical equipment. The Assessment concluded that the aforementioned noise sources associated with the proposed project would not exceed the applicable City of Folsom noise standards.

**APPLICABLE FOLSOM PLAN AREA SPECIFIC PLAN OBJECTIVES AND POLICIES**

**SP OBJECTIVE 4.2 (Land Use)**

Locate commercial centers, public buildings, parks, and schools within walking distance of residential neighborhoods.

**SP POLICY 4.12**

Commercial and office areas should be accessible via public transit routes where feasible.

The proposed project is consistent with this policy in that the project site is located adjacent to two major transportation routes (East Bidwell Street and White Rock Road) that may provide access to future public transportation options.

**SP POLICY 4.13**

The Plan Area land use plan should include commercial, light industrial/office park, and public/quasi-public land uses in order to create employment.

The proposed project is consistent with this policy in that the project site has a Specific Plan land use designation of SP-CC (Specific Plan, Community Commercial) as shown on the Folsom Plan Area Specific Plan Land Use Designations Diagram (Figure 4.3). In

addition, the proposed project will create employment opportunities through development of a 90,460-square-foot commercial center.

**SP OBJECTIVE 7.1 (Circulation/General)**

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 OBJECTIVE 7.3 (Circulation/General)**

Encourage non-vehicular travel options by providing sidewalks, trails, and bikeway connectivity between neighborhoods and destination points.

**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.

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 are travel are designed to have direct and continuous connections throughout the Plan Area. Every road, 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. As shown in the various exhibits attached to this staff report, the proposed project has been designed with multiple modes of transportation options consistent with the approved FPASP circulation plan. In addition, the proposed project provides non-vehicular connectivity through the construction of pedestrian sidewalks, pedestrian walkways, and bicycle lanes.

**ENVIRONMENTAL REVIEW**

The application of CEQA to the approval of a project that is consistent with a previously approved zoning decision, community plan, or general plan, for which an environmental impact report was certified, 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 environmental impact report. (Public Resources Code § 21083.3.) This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies (CEQA Guidelines § 15183(a).)

The City, as lead agency, has determined that the Southpointe at Folsom Ranch Commercial Center project is entirely consistent with the Folsom Plan Area Specific Plan (FPASP) and Westland Eagle Specific Plan Amendment. The Folsom Plan Area Specific Plan is the equivalent of a zoning decision in this context because it contains its own zoning designations and therefore takes the place of the typical FMC zoning designations for project sites South of 50 covered by the FPASP.

As a project that is consistent with existing plans and zoning and which would not result in any new or more severe environmental effects that are peculiar to the project or the parcels or which were not previously analyzed as significant effects in the FPASP EIR/EIS and/or the Addendum for the Westland Eagle Specific Plan Amendment, the Southpointe at Folsom Ranch Commercial Center project qualifies for the streamlining provisions in Public Resources Code section 21083.3 and CEQA Guidelines section 15183. The City provides the attached CEQA Streamlining Analysis and Checklist (Attachment 21) exploring considerations raised by CEQA Guidelines section 15183 because the checklist, together with the information in this staff report, provides a clear disclosure of the City's evidence and reasoning for determining the project's consistency with the FPASP and eligibility for the claimed CEQA streamlining (refer to Attachment 21).

Site specific studies were prepared for this project to analyze noise (Noise Assessment-Attachment 23) and traffic (Traffic Analysis-Attachment 22). Along with the attached Checklist, these studies document the bases for the conclusion that the proposed project will not have any new significant or substantially more severe environmental impacts which were not addressed as significant effects in the FPASP EIR/EIS and the conclusion that it will not result in any significant impacts that are peculiar to the parcel or to the project and which were not addressed as significant impacts in the FPASP EIR/EIS. All of the recommended feasible mitigation measures previously adopted for the FPASP Final EIR/EIS, the U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration, and the Revised Off-Site Water Facility Alternative Mitigation Monitoring and Reporting Program for the FPASP have been included as conditions of approval for this project.

The City is not required to formally adopt any analysis under CEQA to make these determinations under Guidelines section 15183, except for a finding regarding the implementation of previously adopted mitigation measures.

### **RECOMMENDATION/PLANNING COMMISSION ACTION**

Staff recommends that the Planning Commission approve the proposed project, based on the findings below and subject to the Conditions of Approval attached to this report.

- Move to approve a Vesting Tentative Parcel Map, Vesting Tentative Condominium Map, and Planned Development Permit for the Southpointe at Folsom Ranch Commercial Center project as illustrated on Attachments 6-14.
- This approval is based on the findings (Findings A-Z) and subject to the conditions of approval (Conditions 1-102) attached to this report.

### **GENERAL FINDINGS**

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND THE FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES.

### **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 SOUTHPOINTE AT FOLSOM RANCH COMMERCIAL CENTER PROJECT IS UNDERTAKEN TO IMPLEMENT AND IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.
- E. THE CITY HAS DETERMINED THAT THERE ARE NO IMPACTS PECULIAR TO THE SOUTHPOINTE AT FOLSOM RANCH COMMERCIAL CENTER PROJECT THAT WERE NOT PREVIOUSLY ADDRESSED IN THE FOLSOM PLAN AREA SPECIFIC PLAN EIR/EIS.
- F. THE CITY HAS DETERMINED THAT ANY SIGNIFICANT IMPACTS ASSOCIATED WITH THE SOUTHPOINTE AT FOLSOM RANCH COMMERCIAL CENTER PROJECT WERE ADDRESSED AS SIGNIFICANT EFFECTS IN THE FOLSOM PLAN AREA SPECIFIC PLAN EIR/EIS.
- G. THE CITY HAS DETERMINED THAT NO SUBSTANTIAL NEW INFORMATION EXISTS TO SHOW THAT IMPACTS PREVIOUSLY ADDRESSED WILL BE MORE SIGNIFICANT THAN DESCRIBED IN THE FOLSOM PLAN AREA SPECIFIC PLAN EIR/EIS.



- H. ALL FEASIBLE AND APPLICABLE MITIGATION MEASURES SPECIFIED IN THE FOLSOM PLAN AREA SPECIFIC PLAN EIR/EIS, THE CEQA ADDENDUM FOR THE FOLSOM SOUTH OF U.S. 50 SPECIFIC PLAN PROJECT-REVISED PROPOSED OFF-SITE WATER FACILITY ALTERNATIVE (WATER ADDENDUM), AND THE SOUTH OF HIGHWAY 50 BACKBONE INFRASTRUCTURE PROJECT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (BACKBONE INFRASTRUCTURE MND) ARE INCLUDED AS CONDITIONS OF APPROVAL ON THIS PROJECT AND AS SUCH WILL BE UNDERTAKEN AS A PART OF THE PROJECT.
- I. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE SOUTHPOINTE AT FOLSOM RANCH COMMERCIAL CENTER PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND ASSOCIATED MITIGATION MEASURES.
- J. THE CITY HAS DETERMINED THAT THE SOUTHPOINTE AT FOLSOM RANCH COMMERCIAL CENTER PROJECT IS EXEMPT FROM FURTHER ENVIRONMENTAL REVIEW PURSUANT TO PUBLIC RESOURCES CODE SECTION 21083.3 AND CEQA GUIDELINES SECTION 15183.

**TENTATIVE PARCEL MAP AND TENTATIVE CONDOMINIUM MAP FINDINGS**

- K. THE PROPOSED VESTING TENTATIVE PARCEL MAP AND VESTING TENTATIVE CONDOMINIUM MAP TOGETHER WITH THE PROVISIONS FOR THE PROJECT'S DESIGN AND IMPROVEMENTS, ARE CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, THE CITY'S SUBDIVISION ORDINANCE, ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE, AND THE SUBDIVISION MAP ACT IN THAT THE PROJECT IS SUBJECT TO CONDITIONS OF APPROVAL THAT WILL ENSURE THAT THE PROJECT IS DEVELOPED IN COMPLIANCE WITH CITY STANDARDS.
- L. AS CONDITIONED, THE DESIGN OF THE VESTING TENTATIVE PARCEL MAP AND THE VESTING TENTATIVE CONDOMINIUM MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.
- M. THE DESIGN OF THE VESTING TENTATIVE PARCEL MAP AND THE VESTING TENTATIVE CONDOMINIUM MAP AND THE TYPE OF PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.

- N. THE DESIGN OF THE VESTING TENTATIVE PARCEL MAP AND VESTING TENTATIVE CONDOMINIUM MAP AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED PROJECT.
- O. THE PROPOSED PROJECT, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENTS, IS CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.
- P. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.
- Q. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF THE DEVELOPMENT.
- R. SUBJECT TO SECTION 66474.4 OF THE SUBDIVISION MAP ACT, THE LAND IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965 (COMMENCING WITH SECTION 51200 OF THE GOVERNMENT CODE).

**PLANNED DEVELOPMENT PERMIT FINDINGS**

- S. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF CHAPTER 17.38 (PLANNED DEVELOPMENT DISTRICT) OF THE FOLSOM MUNICIPAL CODE, OTHER APPLICABLE ORDINANCES OF THE CITY, AND THE GENERAL PLAN.
- T. THE PROPOSED PROJECT IS CONSISTENT WITH THE OBJECTIVES, POLICIES, AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY AND THE MINOR MODIFICATIONS PROPOSED WILL RESULT IN A DEVELOPMENT THAT IS SUPERIOR TO THAT OBTAINED BY RIGID APPLICATION OF THE STANDARDS.
- U. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND NEIGHBORING USES AND NEIGHBORHOOD CHARACTERISTICS IS ACCEPTABLE.
- V. THERE ARE AVAILABLE NECESSARY PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO, WATER, SEWER AND DRAINAGE TO ALLOW FOR THE DEVELOPMENT OF THE PROJECT SITE IN A MANNER CONSISTENT WITH THIS PROPOSAL.

- W. 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.
- X. 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.
- Y. ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICES AND EMERGENCY PUBLIC SAFETY SERVICES TO THE DEVELOPMENT.
- Z. AS CONDITIONED, THE PROPOSED PROJECT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN MITIGATED TO AN ACCEPTABLE LEVEL.

# **Attachment 4**

## **Conditions of Approval**

<b>CONDITIONS OF APPROVAL FOR THE SOUTHPOINTE AT FOLSOM RANCH COMMERCIAL CENTER PROJECT (PN 22-153)          SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SOUTHPOINTE DRIVE          VESTING TENTATIVE PARCEL MAP, VESTING TENTATIVE CONDOMINIUM MAP, AND PLANNED DEVELOPMENT PERMIT</b>			
<b>Condition No.</b>	<b>Condition of Approval</b>	<b>When Required</b>	<b>Responsible Department</b>
<b>GENERAL REQUIREMENTS</b>			
1.	<p><b><i>Final Development Plans</i></b>            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"> <li>1. Vesting Tentative Parcel Map, dated July 5, 2023</li> <li>2. Vesting Tentative Condominium Map, dated July 5, 2023</li> <li>3. Preliminary Site Plan, dated July 5, 2023</li> <li>4. Preliminary Grading and Drainage Plan, dated July 5, 2023</li> <li>5. Preliminary Utility Plan, dated July 5, 2023</li> <li>6. Preliminary Landscape Plans, dated June 2023</li> <li>7. Preliminary Lighting Plan, dated July 5, 2023</li> <li>8. Preliminary Access and Circulation Plan, dated July 5, 2023</li> <li>9. Building Elevations and Renderings, dated June 28, 2023</li> <li>10. Floor and Roof Plans, dated June 30, 2023</li> <li>11. Color and Materials Board, dated June 30, 2023</li> <li>12. Uniform Sign Criteria, dated April 28, 2023</li> <li>13. Preliminary Phasing Plan, dated July 5, 2023</li> </ol> <p>The Vesting Tentative Parcel Map, Vesting Tentative Condominium Map, and Planned Development Permit are approved for the development of a 90,460-square-foot commercial center (Southpointe at Folsom Ranch). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p>	G, I, M, B	CD (P)(E)
2.	<p><b><i>Plan Submittal</i></b>            All civil engineering, improvement, and 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.</p>	G, I, M,	CD (P)(E)(B)

<b>CONDITIONS OF APPROVAL FOR THE SOUTHPOINTE AT FOLSOM RANCH COMMERCIAL CENTER PROJECT (PN 22-153)            SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SOUTHPOINTE DRIVE            VESTING TENTATIVE PARCEL MAP, VESTING TENTATIVE CONDOMINIUM MAP, AND PLANNED DEVELOPMENT PERMIT</b>				
<b>Condition No.</b>		<b>Condition of Approval</b>	<b>When Required</b>	<b>Responsible Department</b>
3.		<p><i>Validity</i></p> <p>The project approvals granted under this staff report shall remain in effect for two years from final date of approval (July 19, 2025). If a building permit is not issued within the identified time frame and/or the applicant has not demonstrated substantial progress towards the development of the project, this approval shall be considered null and void. An extension to the identified time frame may be granted by the Planning Commission. If after approval of this project, a lawsuit is filed which seeks to invalidate any approval, building permit, or other construction permit or entitlement required in connection with any of the activities or construction authorized by the project approvals, or to enjoin the development contemplated herein, or to challenge the issuance by any governmental agency of any environmental document or exemption determination, the project approvals shall be tolled during the time that any litigation is pending, including any appeals.</p>	OG	CD (P)

<b>CONDITIONS OF APPROVAL FOR THE SOUTHPOINTE AT FOLSOM RANCH COMMERCIAL CENTER PROJECT (PN 22-153)            SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SOUTHPOINTE DRIVE            VESTING TENTATIVE PARCEL MAP, VESTING TENTATIVE CONDOMINIUM MAP, AND PLANNED DEVELOPMENT PERMIT</b>			
Condition No.	Condition of Approval	When Required	Responsible Department
4.	<p><b><i>Improvements in the PFFP</i></b>            The owner/applicant shall be subject to all thresholds, timelines and deadlines for the construction and final completion of various improvements for the entire Folsom Plan Area. The various improvements are outlined and detailed in the Folsom Plan Area Specific Plan Public Facilities Financing Plan (PFFP) dated January 28, 2014 and adopted by City of Folsom Resolution No. 9298. These improvements in the PFFP include, but are not limited to, the backbone infrastructure water (water reservoirs, water transmission mains, booster pump stations, pressure reducing valve stations, etc.), sanitary sewer (lift stations and forced mains) systems, recycled water mains and associated infrastructure, roadway and transportation (future interchanges, major arterial roadways, etc.) improvements, aquatic center (community pool), parks, fire stations, municipal services center, community library, etc The thresholds and timelines included in the PFFP require facilities to be constructed and completed based on number of building permits issued and in some cases, number of residential units that are occupied. The owner/applicant shall be required to address these thresholds and timelines as the project moves forward through the various developments stages and shall be subject to the various fair share requirements, subject to the provisions of the PFFP, the ARDA and any amendment thereto.</p>	M, B, O	CD(E)(P)(B), PW, FD, EWR, PR

<b>CONDITIONS OF APPROVAL FOR THE SOUTHPOINTE AT FOLSOM RANCH COMMERCIAL CENTER PROJECT (PN 22-153)            SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SOUTHPOINTE DRIVE            VESTING TENTATIVE PARCEL MAP, VESTING TENTATIVE CONDOMINIUM MAP, AND PLANNED DEVELOPMENT PERMIT</b>			
Condition No.	Condition of Approval	When Required	Responsible Department
5.	<p><b><i>Indemnity for City</i></b>            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"> <li>• The City bears its own attorney’s fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith</li> </ul> <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



<b>CONDITIONS OF APPROVAL FOR THE SOUTHPOINTE AT FOLSOM RANCH COMMERCIAL CENTER PROJECT (PN 22-153)            SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SOUTHPOINTE DRIVE            VESTING TENTATIVE PARCEL MAP, VESTING TENTATIVE CONDOMINIUM MAP, AND PLANNED DEVELOPMENT PERMIT</b>			
Condition No.	Condition of Approval	When Required	Responsible Department
6.	<p><b><i>Vesting Tentative Parcel Map, Vesting Tentative Condominium Map, and Planned Development Permit</i></b>            The Vesting Tentative Parcel Map, Vesting Tentative Condominium Map, and Planned Development Permit are expressly conditioned upon compliance with all applicable environmental mitigation measures in the Folsom Plan Area Specific Plan (FEIR/EIS) as amended by the Westland/Eagle Specific Plan Amendment CEQA Addendum, the Folsom South of U.S. Highway 50 Specific Plan Revised Proposed Off-Site Water Facility Alternative CEQA Addendum, as well as compliance with the mitigation measures in the South of U.S. Highway 50 Backbone Infrastructure Project Mitigated Negative Declaration.</p>	OG	CD
7.	<p><b><i>ARDA and Amendments</i></b>            The owner/applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the owner/applicant of the project.</p>	G, I, M, B	CD (E)
8.	<p><b><i>Mitigation Monitoring</i></b>            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, the South of 50 Backbone Infrastructure Project MND, the Westland/Eagle Specific Plan Amendment to the FPASP and Addendum to the FPASP EIR/EIS, and the Folsom South of U.S. Highway 50 Specific Plan Project Revised Proposed Off-Site Water Facility Alternative Amendment to the FPASP and Addendum to the FPASP EIR/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).</p>	OG	CD (P)

**DEVELOPMENT COSTS AND FEE REQUIREMENTS**

9.		<p><b><i>Taxes and Fees</i></b>          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 Amendment No. 1 to the Amended and Restated Tier 1 Development Agreement.</p>	OG	CD (P)(E)
10.		<p><b><i>Assessments</i></b>          If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	OG	CD (E)
11.		<p><b><i>FPASP Development Impact Fees</i></b>          The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted 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 such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, 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 (July 19, 2023), 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><b><i>Legal Counsel</i></b>          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)

13.		<p><b>Consultant Services</b>          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 first inspection, whichever is applicable.</p>	G, I, M, B	CD (P)(E)
<b>MAP REQUIREMENTS</b>				
14.		<p><b>Public Utility Easements</b>          The owner/applicant shall dedicate a twenty-foot (20') wide public utility (i.e., SMUD, Pacific Gas and Electric, cable television, telephone), public access, and landscaping easement, adjacent to public rights-of-way. The width of the public utility, public access, and landscaping easement adjacent to public rights-of-way may be reduced with prior approval from public utility companies. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City.</p>	M	CD (E)
15.		<p><b>Public Drainage Easement</b>          The owner/applicant shall dedicate a fifteen-foot (15') wide public drainage easement as for the public storm drainage system within the project site.</p>	M	CD (E)
16.		<p><b>Copies of Parcel Map</b>          Upon recordation of the Parcel Map, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Parcel Map.</p>	I	CD (P)
17.		<p><b>Map Submittal Requirements</b>          Prior to approval of the Final Map, the Parcel Map shall be submitted to the Community Development Department for review to ensure conformance with relevant codes, policies and other requirements of the Folsom Municipal Code.</p>	M	CD (E)
18.		<p><b>Reciprocal Easements</b>          The owner/applicant shall dedicate all reciprocal easements for reciprocal driveway access, parking, landscaping, lighting, sanitary sewer, trash/recycling, water, and fire protection systems on the Parcel Map.</p>	M	CD (E)

19.		<p><b><i>Deferred Improvement Agreement</i></b>          Prior to the recording of the Parcel Map, the owner/applicant shall enter into a deferred improvement agreement with the City, identifying public improvements, if any, to be constructed with each phase. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.</p>	M	CD (E)
20.		<p><b><i>Covenants, Conditions, and Restrictions</i></b>          CC&amp;Rs shall be prepared by the owner/applicant and shall be subject to review and approval by the Community Development Department for compliance with this approval and with the <u>Folsom Municipal Code</u> and adopted policies, prior to the recordation of the Parcel Map.</p>	M	CD (E, P, B)
21.		<p><b><i>Recorded Parcel Map</i></b>          Upon recordation of the Parcel Map, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department.</p>	M	CD (E)
22.		<p><b><i>Project phasing and Improvements</i></b>          The first phase of the project (construction of Fuel Station and Medical Office Building 4) shall include construction of all off-site and on-site improvements as shown on the submitted phasing plan dated July 11, 2023 including but not limited to underground utilities, turn lanes on East Bidwell Street, turn lanes on Southpointe Drive, project driveways, drive aisles, parking spaces, pedestrian sidewalks, pedestrian walkways, site lighting, site landscaping, and trash/recycling enclosures to the satisfaction of the Community Development Department.</p>	OG	CD (E)

**GRADING PERMIT REQUIREMENTS**

23.		<p><b>Off-site improvements / Rights of Entry</b>          For any improvements constructed on private property that are not under the ownership or control of the owner/applicant, all rights-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City. All rights of entry, construction easements, either permanent or temporary and other easements shall be obtained as set forth in Amendments No. 1 and 2 to ARDA, which shall be fully executed by all affected parties and shall be recorded with the Sacramento County Recorder, where applicable, prior to approval of grading and/or improvement plans.</p>	G, I	CD (E)
24.		<p><b>Mine Shaft Remediation</b> 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.</p>	G	CD (E)
25.		<p><b>Sounds and Retaining Walls</b> If the eight-foot-tall decorative masonry sound wall along the common boundary (eastern project boundary) is not completed by others (Mangini Ranch Apartments), the owner/applicant shall construct an eight-foot-tall decorative masonry sound wall along the eastern project boundary. The final location, design, height, materials, and colors of all sound and retaining walls shall be subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines.</p>	G	CD (E)

26.		<p><b><i>Prepare Traffic Control Plan.</i></b>          Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared. The Traffic Control Plan shall designate haul routes and comply with requirements in the encroachment permits issued by the City of Rancho Cordova, Sacramento County, and Caltrans and any other local agencies, including but not limited to the City, if applicable. The Traffic Control Plan to be prepared by the project construction contractor(s) shall, at minimum, include the following measures:</p> <ul style="list-style-type: none"> <li>• Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage.</li> <li>• Maintaining alternate one-way traffic flow past the lay down area and site access when feasible.</li> <li>• Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. on weekdays).</li> <li>• A minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. This shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone.</li> <li>• A phone number and community contact for inquiries about the schedule of the construction throughout the construction period. This information will be posted in a local newspaper, via the City’s web site, or at City Hall and will be updated on a monthly basis.</li> </ul>	G, I	CD (E)
27.		<p><b><i>State and Federal Permits</i></b>          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.</p>	G, I	CD (P)(E)
28.		<p><b><i>Water Quality Certification</i></b>          A water quality certification pursuant to Section 401 of the Clean Water Act is required before issuance of the record of decision and before issuance of the Section 404 permit. Before construction in any areas containing wetland features, the owner/applicant shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented pursuant to the permit conditions.</p>	G	CD (E)

29.		<p><b><i>Landslide /Slope Failure</i></b>          The owner/applicant shall retain an appropriately licensed engineer during the grading activities to identify existing landslides and potential slope failure hazards. The said engineer shall be notified a minimum of two days prior to any site clearing or grading to facilitate meetings with the grading contractor in the field.</p>	G	CD (E) PW
<b>IMPROVEMENT PLAN REQUIREMENTS</b>				
30.		<p><b><i>Improvement Plans</i></b>          The improvement plans for the required public and private improvements, including but not limited to street and frontage improvements on East Bidwell Street and Southpointe Drive shall be reviewed and approved by the Community Development Department to ensure compliance with the Folsom Ranch Central District Design Guidelines prior to issuance of the Building Permit.</p>	B	CD (E)
31.		<p><b><i>Required Improvements</i></b>          Required public and private improvements, including but not limited to street and frontage improvements on East Bidwell Street and Southpointe Drive shall be completed prior to the first issuance of a Certificate of Occupancy.</p>	O	CD (E)
32.		<p><b><i>Sewer/Water/Drainage Studies</i></b>          The owner/applicant shall submit water, sewer and drainage studies to the satisfaction of the Community Development Department and provide sanitary sewer, water and storm drainage improvements with corresponding easements and quit claims, as necessary, in accordance with these studies and the current edition of the City of Folsom <u><i>Standard Construction Specifications</i></u> and the <u><i>Design and Procedures Manual and Improvement Standards</i></u>.</p>	I	CD (E)
33.		<p><b><i>Lot and Building Configurations</i></b>          Final lot and building configurations may be modified to allow for overland release of storm events greater than the capacity of the underground system.</p>	I, G	CD (E)
34.		<p><b><i>Standard Construction Specifications and Details</i></b>          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 <u><i>Standard Construction Specifications and Details</i></u> and the <u><i>Design and Procedures Manual and Improvement Standards</i></u>.</p>	I	CD (P)(E)

35.		<p><b>Lighting Plan</b>          Final exterior building and site lighting plans shall be submitted for review and approval by Community Development Department for location, height, aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. All lighting, including but not limited freestanding parking lot lights, landscape and walkway lights, festoon light strings, and building attached lights shall be screened, shielded, and directed downward onto the project site and away from adjacent properties and public rights-of-way. The final design of all exterior lighting shall be subject to review and approval by the Community Development Department. Lighting shall be equipped with a timer or photo condenser. In addition, pole-mounted parking lot lights shall utilize a low-intensity, energy efficient lighting method.</p>	I, B	CD (P)
36.		<p><b>Utility Coordination</b>          The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&amp;E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to recording the Parcel Map.</p>	I	CD (P)(E)
37.		<p><b>Replacing Hazardous Facilities</b>          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)
38.		<p><b>Future Utility Lines</b>          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.</p>	I, O	CD (E)
39.		<p><b>Water Meter Fixed Network System</b>          The owner 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 meters within the project.</p>	I	CD (E), EWR
40.		<p><b>Vertical Curb</b>          All curbs located adjacent to landscaping, whether natural or manicured, and where parking is allowed shall be vertical.</p>	I	CD (P)(B)



41.	<p><b><i>Best Management Practices</i></b></p> <p>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.</p> <p>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.”</p> <p>Each proposed 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 owner/applicant 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 Specific Plan Area. The baseline conditions, monitoring standards, and a 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.</p> <p>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>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	G, I	CD (E)
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Planning Commission  
 Southpointe at Folsom Ranch Commercial Center  
 July 19, 2023

42.		<p><b><i>Litter Control</i></b>          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 commencement of the rainy season (October 15).</p>	OG	CD (E)
43.		<p><b><i>Trash/Recycling</i></b>          The final location, orientation, design, materials, and colors of the trash/recycling enclosures is subject to review and approval by the Community Development Department.</p>	I, B	CD (P)

<b>FIRE DEPT REQUIREMENTS</b>				
44.		<p><b><i>All-Weather Access, Fire Hydrants, Fire Protection Devices, and Addressing</i></b></p> <ul style="list-style-type: none"> <li>• Commercial Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the project is determined to be 750 GPM for three hours. The reduced fire-flow shall not be less than 1,000 GPM for commercial buildings with automatic sprinkler systems per Section 903.1.1 of the CFC, and shall not be less than 1,500 GPM for commercial buildings with automatic sprinkler systems per Section 903.3.1.2 of the CFC.</li> <li>• All public streets shall meet City of Folsom Street Standards unless an alternative is specifically included within this approval. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material storage or vertical construction is allowed. 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.</li> <li>• The commercial buildings 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.</li> <li>• 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.</li> <li>• 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. The fire sprinkler riser location shall be inside a Fire Control Room (5’ X 7’ minimum) with a full-sized 3’-0” door. This room can be a shared with other building utilities. The room shall only be accessible from the exterior.</li> </ul>	G, I, B	CD (P), FD

**LANDSCAPE REQUIREMENTS**

45.		<p><b><i>Landscape Plans</i></b>          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>Landscape 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 Southpointe Commercial Center project.</p>	I, OG	CD(P), PW
46.		<p><b><i>Landscape Maintenance</i></b>          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.</p>	B, OG	CD (P)(E)

47.		<b><i>Right of Way Landscaping</i></b> Landscaping along all road rights of way including East Bidwell Street and Southpointe Drive (directly adjacent to the project site) shall be installed with the first phase of the development.	I, OG	CD (P), PW
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**TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS**

<p>48.</p>		<p><b><i>Access and Circulation Analysis</i></b>          In accordance with the Access and Circulation Analysis dated, April 21, 2023, prepared by Kimley Horn, and based on the recommendations of the City Engineer, the following traffic, access, and circulation measures shall be implemented to the satisfaction of the Community Development Department:</p> <p><u>East Bidwell Street/Southpointe Drive-Regency Parkway Intersection</u></p> <ul style="list-style-type: none"> <li>• The owner/applicant shall signalize the intersection of East Bidwell Street and Regency Parkway/Southpointe Drive to the satisfaction of the Community Development Department prior to issuance of the first certificate of occupancy. In the event the intersection of East Bidwell Street and Regency Parkway/Southpointe Drive is signalized by others prior to issuance of the first certificate of occupancy for the proposed project, this condition will not apply.</li> </ul> <p><u>East Bidwell Street</u></p> <ul style="list-style-type: none"> <li>• Prior to issuance of the first certificate of occupancy, the owner/applicant shall configure East Bidwell Street as follows:             <ul style="list-style-type: none"> <li>○ Construct a 315-foot-long northbound right-turn lane on East Bidwell Street at the East Bidwell Street project driveway including a 255-foot deceleration lane and a 60-foot taper.</li> <li>○ Construct a 315-foot-long northbound right-turn lane on East Bidwell Street at the intersection of East Bidwell Street and Southpoint Drive including a 255-foot deceleration lane and a 60-foot taper.</li> <li>○ Construct a 315-foot-long southbound left-turn lane on East Bidwell Street to provide access to the East Bidwell Street project driveway including a 255-foot deceleration lane and a 60-foot taper. The owner/applicant shall restore all existing irrigation and landscaping impacted by the installation of the deceleration lane and taper to the satisfaction of the Parks and Recreation and Community Development Departments.</li> <li>○ Construct frontage improvements along the east side of East Bidwell Street from the southern property boundary to Southpointe Drive including curb, gutter, sidewalk, bicycle lane, and landscaping.</li> </ul> </li> </ul>	<p>B, O</p>	<p>CD (E)</p>
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<p>48. Cont.</p>	<p><u>Southpointe Drive</u></p> <ul style="list-style-type: none"> <li>• Prior to issuance of the first certificate of occupancy, the owner/applicant shall configure Southpointe Drive as follows:           <ul style="list-style-type: none"> <li>○ Construct a 270-foot-long westbound left-turn lane on Southpointe Drive Street at the Southpointe Drive project driveway including a 210-foot deceleration lane and a 60-foot taper.</li> <li>○ Install appropriate pavement markings on eastbound Southpointe Drive from East Bidwell Street to the Southpointe Drive project driveway to create a smooth transition for the eastbound right-turn lane.</li> <li>○ Construct frontage improvements along the south side of Southpoint Drive from East Bidwell Street to the eastern project boundary including curb, gutter, sidewalk, bicycle lane, and landscaping. In addition, “no parking” signs shall be installed on the south side of Southpointe Drive from East Bidwell Street to the eastern project boundary in order to prohibit on-street parking along the south side of Southpointe Drive.</li> </ul> </li> </ul> <p><u>On-Site Requirements</u></p> <ul style="list-style-type: none"> <li>• The drive-thru entrance for the northernmost fast-food restaurant (QSR 1 on Site Plan) shall be relocated to the west side of the parcel in order to avoid vehicles queuing back up into the primary drive aisle to the satisfaction of the Community Development Department.</li> <li>• Wayfinding signage and pavement markings shall be installed at the drive-thru entrance for the southernmost fast-food restaurant (QSR 2 on Site Plan) to provide for additional vehicle storage adjacent to the restaurant building and away from the primary drive aisle to the satisfaction of the Community Development Department.</li> <li>• The existing median island located at the Southpointe Drive project driveway shall be extended approximately 130 feet northward through the first drive aisle intersection to the Stop-sign limit in order to prevent incoming and outgoing vehicles from making left-turn movements into the eastern parking lot area and the fuel station parking lot area respectively to the satisfaction of the Community Development Department.</li> </ul>	<p>B, O</p>	<p>CD (E)</p>
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<p>48. Cont.</p>		<ul style="list-style-type: none"> <li>• The owner/applicant shall maintain adequate stopping sight distance at the East Bidwell Street project driveway and the Southpointe Drive project driveway by limiting landscape and hardscape materials with the required sight-distance triangle areas.</li> <li>• “Stop” signs and appropriate pavement markings shall be installed at the internal westbound approach to East Bidwell Street project driveway and the internal northbound approach to the Southpointe Drive project driveway to the satisfaction of the Community Development Department.</li> <li>• The owner/applicant shall provide a pedestrian connection between the project site and the multi-family residential development directly to the east of the project site (if not already constructed by others) and between the project site and the future Class I trail located directly to the south of the project site (this trail connection is only required to stub at southern property boundary). The final location and design of the two required on-site pedestrian connections shall be subject to review and approval by the Community Development Department.</li> </ul>	<p>B, O</p>	<p>CD (E)</p>
<p>49.</p>		<p><b><i>Vehicle and Bicycle Parking</i></b>          A minimum of 315 vehicle parking spaces shall be provided for the project including 16 electric vehicle charging spaces with charging stations. In addition, a minimum of 31 bicycle parking spaces shall be provided to serve residents. The electric vehicle charging spaces and stations shall be centrally located within the shopping center to the satisfaction of the Community Development Department.</p>	<p>B</p>	<p>CD (E)</p>



**ARCHITECTURE/SITE DESIGN REQUIREMENTS**

50.		<p><b><i>Architectural Requirements</i></b>          The project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> <li>1. This approval is for the Southpointe at Folsom Ranch Commercial Center, which includes development of ten, one and two-story commercial buildings totaling 90,460 feet. The applicant shall submit building plans that comply with this approval and the attached building elevations and building renderings dated February 11, 2023.</li> <li>2. The design, materials, and colors of the proposed Southpointe at Folsom Ranch Commercial Center shall be consistent with the submitted building elevations, building renderings, materials samples, and color scheme to the satisfaction of the Community Development Department.</li> <li>3. Brick pavers, stamped asphalt or another type of colored masonry material (ADA compliant) shall be used to designate pedestrian walkways and crosswalks on the project site, in addition to where pedestrian paths cross drive aisles, and shall be incorporated as a design feature at the primary driveway entrances at East Bidwell Street and Southpointe Parkway.</li> <li>4. All mechanical equipment shall be concealed from view of public streets, neighboring properties and nearby higher buildings where practicable to the satisfaction of the Community Development Department.</li> <li>5. The final design of the building-attached light fixtures shall be subject to review and approval by the Community Development Department to ensure architectural consistency with the overall building design.</li> </ol>	B	CD (P)
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51.		<p><b>Signage Requirements</b>          A maximum of three monument signs be permitted for the project including one monument sign on East Bidwell Street, one monument sign on Southpointe Drive, and one monument sign facing White Rock Road. The proposed office buildings within the project shall be permitted 1.5 square feet of sign area for each lineal foot of building frontage up to a maximum of 150 square feet of sign area. In addition, the fuel station, restaurant pads, and retail pad buildings with secondary frontage facing East Bidwell Street, Southpoint Drive, or White Rock Road shall be allowed an additional 1.5 square feet of sign area per lineal foot of the secondary tenant leased frontage length up to a maximum of 150 square feet. The final location, height, size, and design of the wall-mounted signs and monument signs are subject to review and approval by the Community Development Department to ensure consistency with the requirements of the Uniform Sign Criteria and the <u>Folsom Municipal Code (FMC, Section 17.59.040 D)</u>. In addition, the owner/applicant shall obtain a sign permit prior to installation of any wall-mounted signs or monument signs.</p>	B	CD (P)
52.		<p><b>Community Design Features</b>          The owner/applicant shall construct significant onsite design features including but not limited to monuments, water features, lighting, and ornamental plantings at the northeast corner of the intersection of East Bidwell Street and White Rock Road and at the southeast corner of the intersection of East Bidwell Street and Southpointe Drive to the satisfaction of the Community Development Department. These design features are required to be constructed on the subject property.</p>	I	CD (P)
<b>NOISE REQUIREMENTS</b>				
53.		<p><b>Noise Requirements</b>          Compliance with Noise Control Ordinance and General Plan Noise Element shall be required. Hours of construction operation shall be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays. Construction equipment shall be muffled and shrouded to minimize noise levels.</p>	I, B	CD (P)(E)

**POLICE/SECURITY REQUIREMENT**

54.		<p><b><i>Police Requirements</i></b>          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"> <li>• 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.</li> <li>• Security measures for the safety of all construction equipment and unit appliances.</li> <li>• Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.</li> </ul>	G, I, B	PD
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**TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS**

It should be noted that many of the Transportation, Traffic, and Circulation mitigation measures identified below will be satisfied through the payment of fees. Below is a brief summary of the fee types and their purpose. The acronyms for each fee type noted below are further noted in the Implementation Schedule column of each applicable mitigation measure to clarify how each mitigation measure is anticipated to be satisfied.

**Public Facilities Financing Plan (PFFP):**

In January of 2014, the City of Folsom adopted the PFFP for the Folsom Plan Area which detailed all the infrastructure components to address full build out of the Plan Area. The PFFP includes various techniques including development fees to fund the necessary infrastructure. The City is currently in the process of preparing and adopting implementing ordinances and a nexus study required by State law to impose the associated development fees.

Included in the PFFP are a number roadway projects including the Highway Interchanges that the White Rock Springs Ranch project will have cumulative impacts on within the Folsom Plan Area. The PFFP was designed to satisfy the “fair share” financing of all the Plan Area’s backbone roadway system. Participating in this fee program will satisfy numerous roadway mitigation measures as shown in the MMRP table.

**Sacramento County Transportation Development Fee (SCTDF) contribution:**

The City is establishing a “fair share” fee to mitigate roadway impacts outside the project boundaries and within unincorporated Sacramento County. This fee will be included in the City Facilities portion of the Public Facilities Financing Plan program and will be collected at the time of building permit issuance. The basis for the calculation of the fee is a report entitled, “Fair Share Cost Allocation Sacramento County & City of Folsom” dated January 2, 2014.

**Cal Trans/ City Memorandum of Understanding (Cal Trans MOU):**

The City of Folsom and Cal Trans entered into an MOU on December 17, 2014 to establish a fee mechanism to address the “fair share” impacts to Highway 50. The MOU identifies all the highway improvements for which there are mitigation measures and potential construction projects to address them. The City will establish a fee in the City Facilities portion of the Public Facilities Financing Plan and it will be collected at the time of building permit issuance.

55.	3A 15-4b,d	<p><b><i>East Bidwell/Iron Point</i></b>          Prior to issuance of a building permit, the owner/applicant shall pay a fair share fee to the City of Folsom towards the modification to the westbound approach to the East Bidwell Street/Iron Point Road intersection to include three left-turn lanes, two through lanes, and one right-turn lane.</p>	B	CD (E), PW
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56.	3A 15-4f	<p><b><i>Empire Ranch Road/Iron Point Road Intersection</i></b>          To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required:</p> <ul style="list-style-type: none"> <li>• The eastbound approach shall be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane.</li> <li>• The westbound approach shall be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane.</li> <li>• The northbound approach shall be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane.</li> <li>• The southbound approach shall be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane.</li> </ul> <p>The owner/applicant shall pay its proportionate share of funding of improvements.</p>	B (pay PFFP fee)	CD (E), PW
57.	3A 15-1u	<p><b><i>Westbound U.S. 50 between Prairie City Road and Folsom Boulevard</i></b>          To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard.</p>	B (Caltrans MOU)	CD (E), PW
58.	3A 15-1x	<p><b><i>U.S. 50 Eastbound/Prairie City Road Diverge</i></b>          To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge.</p>	B (Caltrans MOU)	CD (E), PW

59.	3A 15-1y	<p><b><i>U.S. 50 Eastbound/Prairie City Road Direct Merge</i></b>          To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road on-ramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge shall be constructed. This auxiliary lane improvement included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge.</p>	B (Caltrans MOU)	CD (E), PW
60.	3A 15-1z	<p><b><i>U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave</i></b>          To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans shall be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave.</p>	B (PFFP)	CD (E), PW
61.	3A 15-1aa	<p><b><i>U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge</i></b>          To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).</p>	B (Caltrans MOU)	CD (E), PW
62.	3A 15-1dd	<p><b><i>U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge</i></b>          To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on-ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on-ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge.</p>	B (Caltrans MOU)	CD (E), PW

63.	3A 15-1ee	<p><b><i>U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge</i></b>          To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on-ramp should start the westbound auxiliary lane that ends at the Prairie City Road off-ramp. The slip on-ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge.</p>	B (Caltrans MOU)	CD (E), PW
64.	3A 15-1ff	<p><b><i>U.S. 50 Westbound/Prairie City Road Loop Ramp Merge</i></b>          To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge.</p>	B (Caltrans MOU)	CD (E), PW
65.	3A-15-1gg	<p><b><i>U.S. 50 Westbound/Prairie City Road Direct Ramp Merge</i></b>          To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge.</p>	B (Caltrans MOU)	CD (E), PW
66.	3A 15-4t	<p><b><i>Eastbound US 50 between Prairie City Road and Oak Avenue Parkway</i></b>          To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on-ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp and the southbound Prairie City Road flyover on-ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway.</p>	B (pay PFFP/ Interchange fee)	CD (E), PW

67.	3A 15-4u	<p><b><i>U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge.</i></b>          To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on-ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on-ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge.</p>	B (pay PFFP fee)	CD (E), PW
68.	3A 15-4v	<p><b><i>U.S. 50 Eastbound / Prairie City Road Flyover On-ramp to Oak Avenue Parkway Off Ramp Weave</i></b>          To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on-ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on-ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On-ramp to Oak Avenue Parkway Off Ramp Weave.</p>	B (pay PFFP fee)	CD (E), PW
69.	3A 15-4w	<p><b><i>U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge</i></b>          To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on-ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on-ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge.</p>	B (pay PFFP fee)	CD (E), PW



70.	3A 15-4x	<p><b><i>U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge</i></b>          To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on-ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on-ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge.</p>	B (pay PFFP fee)	CD (E), PW
71.	3A 15-4y	<p><b><i>U.S. 50 Westbound / Prairie City Road Loop Ramp Merge.</i></b>          To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on-ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip on-ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge.</p>	B (pay PFFP fee)	CD (E), PW
72.	3A 15-2a	<p><b><i>Provide Options for Alternative Transportation Modes.</i></b>          The owner/applicant 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.</p>	B (pay PFFP fee and Transit fee)	CD (E), PW
73.	3A 15-1a	<p><b><i>Folsom Boulevard/Blue Ravine Road Intersection</i></b>          To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach shall be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection</p>	B (pay PFFP fee)	CD (E), PW

74.	3A 15-1b	<p><b><i>Sibley Street/ Blue Ravine Road Intersection</i></b>          To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach shall be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection</p>	B (pay PFFP fee)	CD (E), PW
75.	3A.15-1i	<p><b><i>Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road</i></b>          Improvements shall be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City Road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection</p>	B (pay SCTDF)	CD (E), PW

76.	3A.15-1o	<p><b><i>Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection</i></b>          The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4).          To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.</p>	B (Caltrans MOU)	CD (E), PW
77.	3A.15-1p	<p><b><i>Grant Line Road/ State Route 16 Intersection</i></b>          To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches shall be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing shall be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program, and are scheduled for Measure A funding. Improvements to this intersection shall be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection.</p>	B (Caltrans MOU/) SCTDF	CD (E), PW
78.	3A.15-1q	<p><b><i>Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard</i></b>          To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus/carpool (HOV) lane shall be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard</p>	B (Caltrans MOU)	CD (E), PW

79.	3A.15-1r	<p><b><i>Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard</i></b>          To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard</p>	B (Caltrans MOU)	CD (E), PW
80.	3A.15-1v	<p><b><i>Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard</i></b>          To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project, and included in the proposed Rancho Cordova Parkway interchange project. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard</p>	B (Caltrans MOU)	CD (E), PW
81.	3A.15-1w	<p><b><i>U.S. 50 Eastbound/Folsom Boulevard Ramp Merge</i></b>          To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge</p>	B (Caltrans MOU)	CD (E), PW

82.	3A.15-1hh	<p><b><i>U.S. 50 Eastbound/Folsom Boulevard</i></b>          To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge shall be constructed. Improvements to this freeway segment shall be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge</p>	B (Caltrans MOU)	CD (E), PW
83.	3A.15-1ii	<p><b><i>U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge</i></b>          To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge.</p>	B (Caltrans MOU)	CD (E), PW
84.	3A.15-2b	<p><b><i>Participate in the City's Transportation System Management Fee Program</i></b>          The owner/applicant 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.</p>	B	CD (E), PW
85.	3A.15-3	<p><b><i>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</i></b>          In accordance with Measure W, the owner/applicant 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.</p>	B (Caltrans MOU, PFFP fee, SCTDF)	CD (E), PW

86.	3A.15-4a	<p><b><i>Sibley Street/Blue Ravine Road Intersection</i></b>          To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach shall be reconfigured to consist of two left-turn lanes, two through lanes, and one dedicated right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection</p>	B Pay PFFP fee	CD (E), PW
87.	3A.15-4c	<p><b><i>East Bidwell Street/College Street</i></b>          To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach shall be reconfigured to consist of one left-turn lane, one left / through lane, and two dedicated right-turn lanes. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the East Bidwell Street/College Street intersection</p>	B Pay PFFP fee	CD (E), PW
88.	3A.15-4g	<p><b><i>Oak Avenue Parkway/Alder Creek Parkway</i></b>          To ensure that the Oak Avenue Parkway/Alder Creek Parkway intersection operates at an acceptable LOS the southbound approach shall be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes.</p>	B Pay SCTDF	CD (E), PW
89.	3A.15-1f	<p><b><i>Oak Avenue Parkway/Middle Road Intersection</i></b>          To ensure that the Oak Avenue Parkway/Middle Road intersection (as shown in the FPA) operates at an acceptable LOS, control all movements with a stop sign.</p>	B Pay PFFP fee	CD (E), PW
90.	3A.15-1j	<p><b><i>Hazel Avenue between Madison Avenue and Curragh Downs Drive</i></b>           To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.</p>	B Pay SCTDF	CD (E), PW

91.	3A.15-11:	<p><b><i>White Rock Road/Windfield Way Intersection</i></b></p> <p>To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes must be striped. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection.</p>	B Pay SCTDF	PW
92.	3A.15-4i	<p><b><i>Grant Line Road/White Rock Road Intersection</i></b></p> <p>To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange.</p> <p>Improvements to this intersection are identified in the Sacramento County’s Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection.</p>	B Pay SCTDF	PW
93.	3A.15-4j	<p><b><i>Grant Line Road between White Rock Road and Kiefer Boulevard</i></b></p> <p>To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	B Pay SCTDF	Sacramento County City of Rancho Cordova

94.	3A.15-4k	<p><b><i>Grant Line Road between Kiefer Boulevard and Jackson Highway</i></b></p> <p>To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	B Pay SCTDF	Sacramento County City of Rancho Cordova
95.	3A.15-4l	<p><b><i>Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps</i></b></p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements on Hazel Avenue, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps.</p>	B Pay SCTDF	Sacramento County City of Rancho Cordova



96.	3A.15-4m	<p><b><i>White Rock Road between Grant Line Road and Prairie City Road</i></b></p> <p>To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment shall be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom Plan Area impacts.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road.</p>	B Pay SCTDF	Sacramento County
97.	3A.15-4n	<p><b><i>White Rock Road between Empire Ranch Road and Carson Crossing Road</i></b></p> <p>To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment shall be widened to six lanes. Improvements to this roadway segment shall be implemented by Sacramento County.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road.</p>	B Pay SCTDF	Sacramento County
98.	3A.15-4o	<p><b><i>White Rock Road/Carson Crossing Road Intersection</i></b></p> <p>To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane shall be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection</p>	B Pay SCTDF	CD (E), PW

99.	3A.15-4p	<p><b><i>Hazel Avenue/U.S. 50 Westbound Ramps Intersection</i></b></p> <p>To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach shall be reconfigured to consist of one dedicated left turn lane, one shared left- through lane and three dedicated right-turn lanes. Improvements to this intersection shall be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection.</p>	B Pay SCTDF	CD (E), PW
100.	3A.15-4q	<p><b><i>Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</p> <p>Construction of the Capitol Southeast Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project’s impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard.</p>	B Pay SCTDF	CD (E), PW

101.	3A.15-4r	<p><b><i>Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</p> <p>Construction of the Capitol Southeast Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project’s impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue.</p>	B Pay SCTDF	CD (E), PW
102.	3A.15-4s	<p><b><i>Eastbound US 50 between Folsom Boulevard and Prairie City Road</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</p> <p>Construction of the Capitol Southeast Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project’s impact.</p> <p>The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road</p>	B Pay SCTDF	CD (E), PW

**CONDITIONS**

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

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

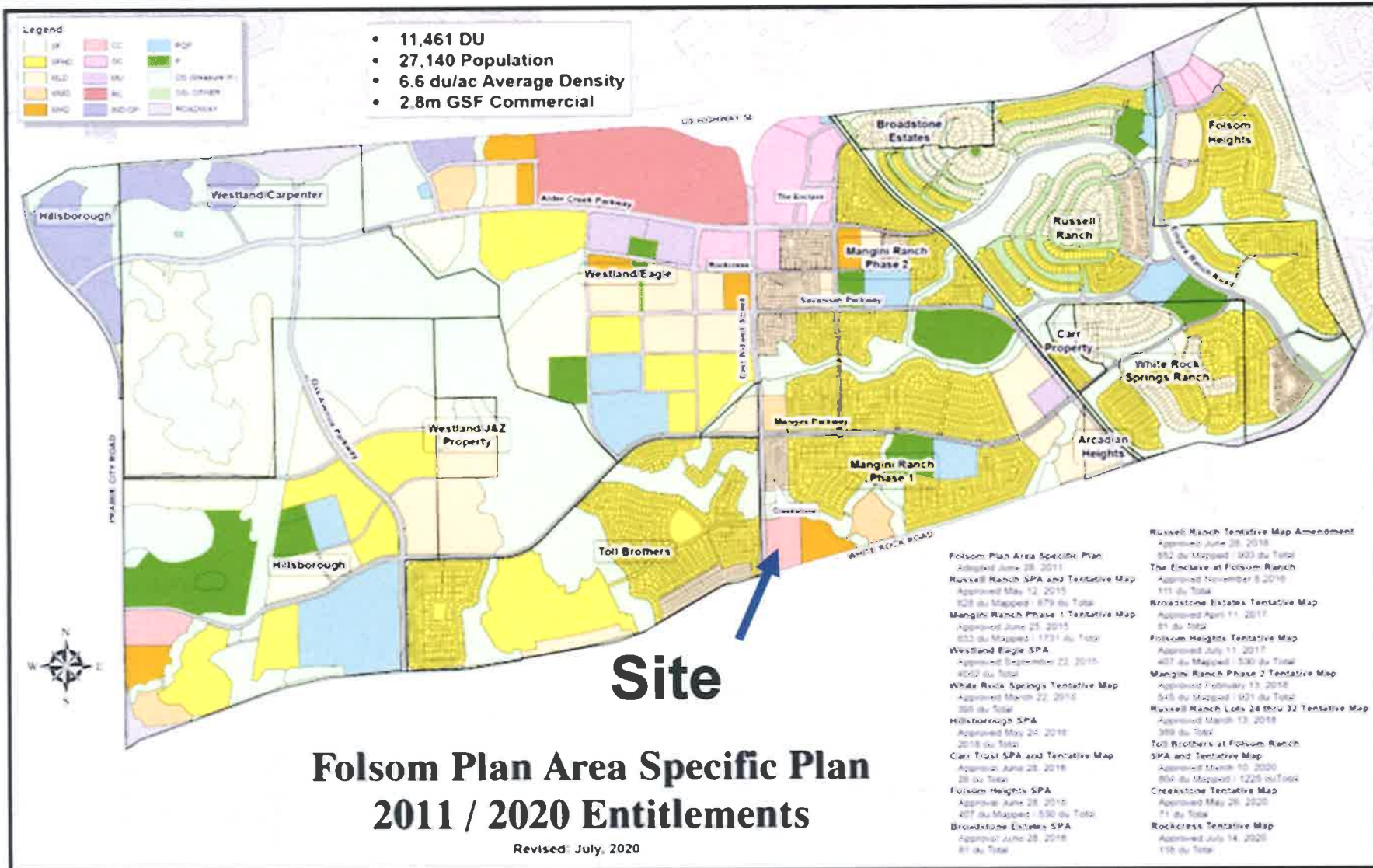
## **Attachment 5**

### **Vicinity Map**

# Vicinity Map



CITY OF  
**FOLSOM**



## **Attachment 6**

### **Vesting Tentative Parcel Map Dated July 5, 2023**

# SOUTHPOINTE AT FOLSOM

VESTING TENTATIVE PARCEL MAP  
 LOT 18A 248 PM 8  
 SHEET 1 of 1  
 JULY 5, 2023



1. THIS EXHIBIT IS FOR TENTATIVE MAP PURPOSES ONLY. ALL SITE CHARACTERISTICS ARE TO BE VERIFIED PRIOR TO FINAL MAP.
  2. MINOR MODIFICATION MAY BE MADE TO LOT LINES AT FINAL MAP.
  3. FOR PRELIMINARY PLANNING PURPOSES ONLY. BOUNDARY, TOPO, EASEMENTS AND SITE CONDITIONS TO BE VERIFIED PRIOR TO FINAL MAP AND COUNCIL/COMMISSION.
  4. PURSUANT TO GOVERNMENT CODE SECTION 66004.1 THE SUBDIVIDER MAY FILE MULTIPLE FINAL MAPS BASED UPON THIS TENTATIVE MAP. THE FILING OF A FINAL MAP ON A PORTION OF THIS TENTATIVE MAP SHALL NOT WAIVE ANY FIRST OF THIS TENTATIVE MAP INCLUDING THE AUTHORITY OF THE LOCAL AGENCY TO IMPOSE REASONABLE CONDITIONS RELATING TO THE FILING OF MULTIPLE FINAL MAPS.
  5. ALL UTILITY SYSTEMS ILLUSTRATED ON THE TENTATIVE MAP ARE SUBJECT TO CHANGE AT THE TIME OF FINAL DESIGN.
  6. COUNCIL/COMMISSION ON THIS TENTATIVE MAP ILLUSTRATED A GENERAL CONCEPT AND IS SUBJECT TO CHANGE AT THE TIME OF FINAL DESIGN.
  7. PURSUANT TO SECTION 66004.2 OF THE GOVERNMENT CODE, THE FOLLOWING EASEMENTS ARE PROPOSED TO BE MADE:
- 7.1. NONE
8. LOTS 5 THRU 8 ARE FOR COMMON/AREA CONDOMINIUM PURPOSES:
    - 8.1. PARCEL 5 - 10 UNITS
    - 8.2. PARCEL 6 - 8 UNITS
    - 8.3. PARCEL 7 - 4 UNITS
    - 8.4. PARCEL 8 - 16 UNITS
    - 8.5. TOTAL - 38 UNITS
  9. LOT 18 IS A COMMON AREA PARCEL TO THE BENEFIT OF PARCELS 5 THRU 8 FOR PARKING, LANDSCAPE, DRAINAGE AND UTILITIES.
  10. PARCELS 5 SHALL BE SUBJECT TO A RECORDING, ACCESS UTILITY AND PARKING AGREEMENT.

## NOTES

### OWNER / APPLICANT

APRIS MANAGEMENT, LLC  
 CONTACT: OREN MARGOLICH  
 625 RIVERSIDE HWY  
 SAN RAFAEL, CALIFORNIA 94903  
 PHONE: (415) 585-3884

### ENGINEER / PLANNER

MORTON & PITALO, INC.  
 400 COLLEGE DR., SUITE #140  
 FOLSOM, CA 95630  
 CONTACT: JEFFREY THOMPSON  
 PHONE: (916) 954-7421  
 EMAIL: JTHOMPSON@MPENR.COM

### UTILITY PROVIDERS

WATER: CITY OF FOLSOM  
 GAS: CITY OF FOLSOM  
 ELECTRIC: SUDS  
 TELEPHONE: AT&T  
 CABLE TV: AT&T

### SERVICE PROVIDERS

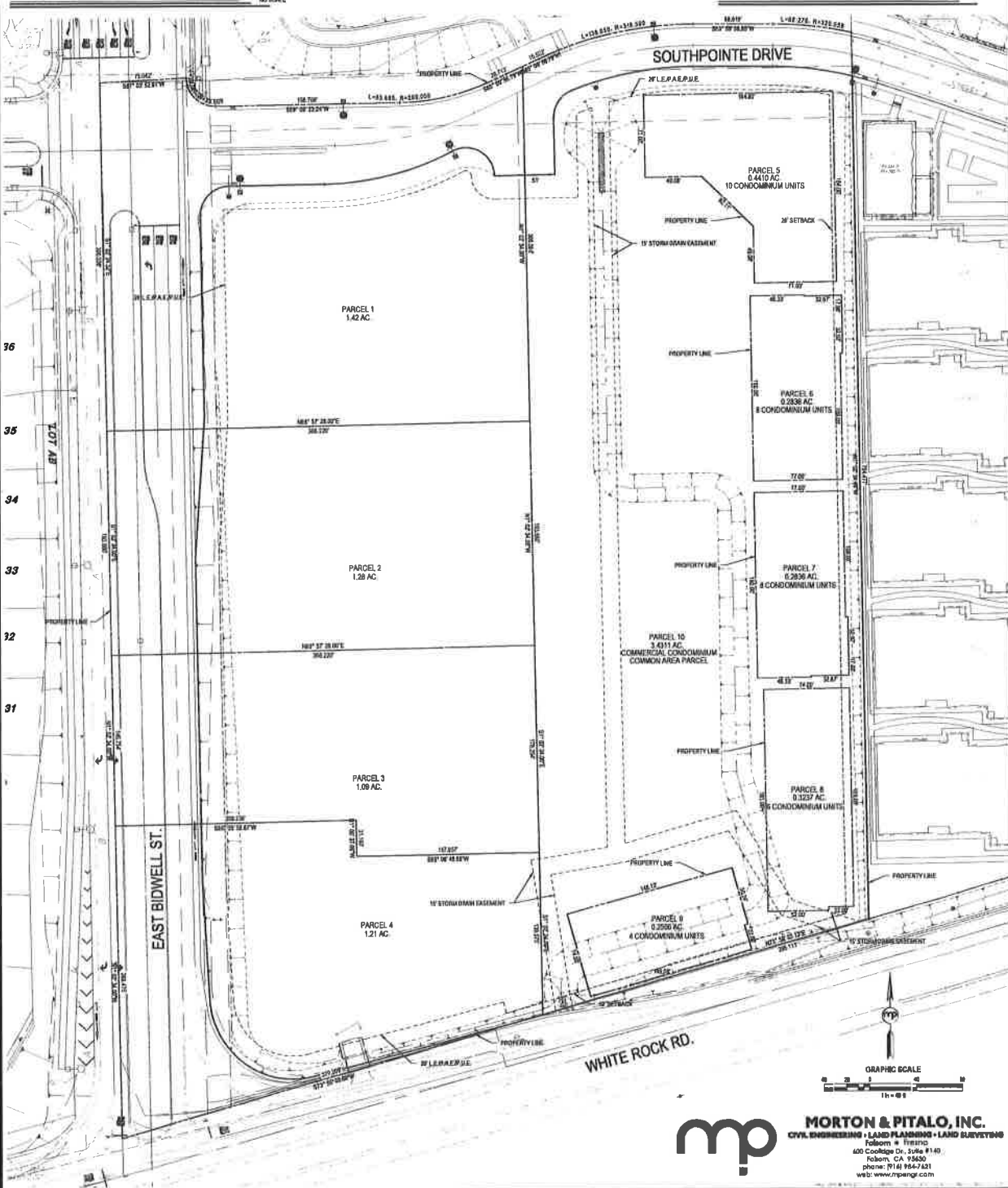
SCHOOL DISTRICT: FOLSOM CORVA UNIFIED SCHOOL DISTRICT  
 FIRE PROTECTION: CITY OF FOLSOM  
 POLICE PROTECTION: CITY OF FOLSOM  
 STORM DRAINAGE: CITY OF FOLSOM  
 SOLID WASTE: CITY OF FOLSOM

### PROJECT INFORMATION

ASSESSOR PARCEL NUMBER: 073-280-050-000  
 USE: COMMUNITY COMMERCIAL  
 EXISTING ZONING: PD (SP-CO)  
 PROPOSED ZONING: PD (SP-CO)  
 EXISTING GENERAL PLAN: CO  
 PROPOSED GENERAL PLAN: CC  
 EXISTING: 8 ACRES  
 EXISTING PARCELS: 8 PARCELS  
 PROPOSED: 8 ACRES  
 PROPOSED PARCELS: 10 PARCELS

## PROJECT INFORMATION

### VICINITY MAP





## **Attachment 7**

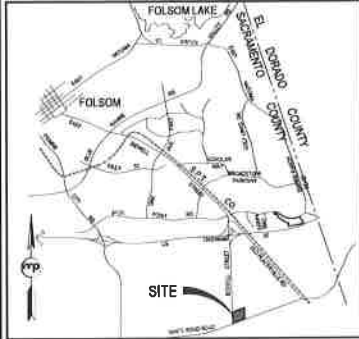
### **Vesting Tentative Condominium Map Dated July 5, 2023**

# SOUTHPOINTE AT FOLSOM

## VESTING TENTATIVE CONDOMINIUM MAP

SHEET 1 of 1  
NOVEMBER 1, 2022

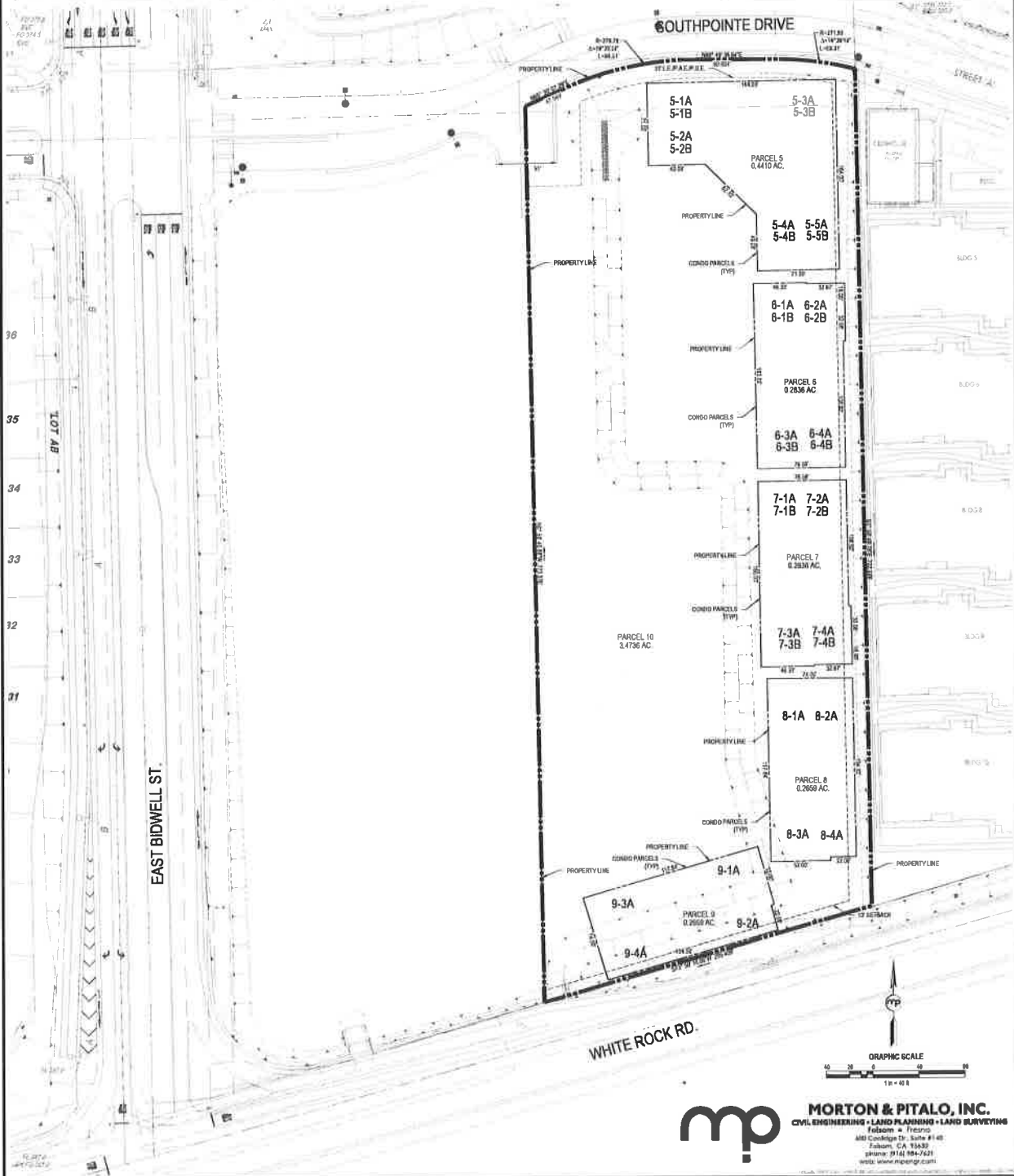
OWNER / APPLICANT	ENGINEER / PLANNER
APRA MANAGEMENT, LLC CONTACT: OREGA MANOCHICH 4422 REDWOOD HWY SAN RAFAEL, CALIFORNIA 94903 PHONE: (916) 265-5600	MORTON PITALO, INC. 380 COOKSIDE DRIVE, SUITE #140 FOLSOM, CALIFORNIA CONTACT: JEFFREY THOMPSON PHONE: (916) 984-7821 EMAIL: JTHOMPSON@MPENR.COM
UTILITY PROVIDERS	
WATER: CITY OF FOLSOM SEWER: CITY OF FOLSOM GAS: PG&E ELECTRIC: S&D TELEPHONE: AT&T CABLE TV: AT&T	
SERVICE PROVIDERS	
SCHOOL DISTRICT: FOLSOM CORONA UNIFIED SCHOOL DISTRICT FIRE PROTECTION: CITY OF FOLSOM POLICE PROTECTION: CITY OF FOLSOM STORM DRAINAGE: CITY OF FOLSOM SOLID WASTE: CITY OF FOLSOM	
PROJECT INFORMATION	
ADDRESS/PARCEL NUMBER: 073-3389-000-0000 USE: COMMUNITY/COMMERCIAL EXISTING ZONING: PD-(R)-C(2) PROPOSED ZONING: PD-(R)-C(2) EXISTING GENERAL PLAN: CC PROPOSED GENERAL PLAN: CC	
EXISTING # ACRES: 11.71 ± AC EXISTING PARCELS: 1	
PROPOSED # ACRES: 11.71 ± AC PROPOSED PARCELS: 13	



- NOTES**
1. THIS EXHIBIT IS FOR TENTATIVE MAP PURPOSES ONLY. ALL SITE CHARACTERISTICS ARE TO BE VERIFIED PRIOR TO FINAL MAP.
  2. MINOR MODIFICATION MAY BE MADE TO LOT LINES AT FINAL MAP.
  3. FOR PRELIMINARY PLANNING PURPOSES ONLY, BOUNDARY, TOPO, EASEMENTS AND SITE CONDITIONS TO BE VERIFIED PRIOR TO FINAL MAP AND ENGINEERING.
  4. PURSUANT TO GOVERNMENT CODE SECTION 66441 THE SUBMITTER MAY FILE THIS TENTATIVE MAP BASED UPON THIS TENTATIVE MAP. THE FILING OF A FINAL MAP OR A REVISION OF THIS TENTATIVE MAP SHALL NOT WAIVE ANY PART OF THIS TENTATIVE MAP, INCLUDING THE AUTHORITY OF THE LOCAL AGENCY TO IMPOSE REASONABLE CONDITIONS RELATING TO THE FILING OF MULTIPLE FINAL MAPS.
  5. ALL UTILITY SYSTEMS LISTED BASED ON THE TENTATIVE MAP ARE SUBJECT TO CHANGE AT THE TIME OF FINAL DESIGN.
  6. GRADING SHOWN ON THIS TENTATIVE MAP ILLUSTRATES A GENERAL GRADING CONCEPT AND IS SUBJECT TO CHANGE AT THE TIME OF FINAL DESIGN.
  7. PURSUANT TO SECTION 66446 (4) OF THE GOVERNMENT CODE, THE FOLLOWING EASEMENTS ARE PROPOSED TO BE ADDED:
    - T.1: NONE
  8. LOTS 5 THRU 8 BUILDING PARCELS AND SUBJECT TO FUTURE CONDOMINIUM MAP FOR OFFICE CONDOMINIUMS.
  9. LOT 10 IS A COMMON AREA PARCEL TO THE BENEFIT OF PARCELS 5 THRU 8 FOR PARKWAY, LANDSCAPE, DRAINAGE AND UTILITIES.

VICINITY MAP

PROJECT INFORMATION



## **Attachment 8**

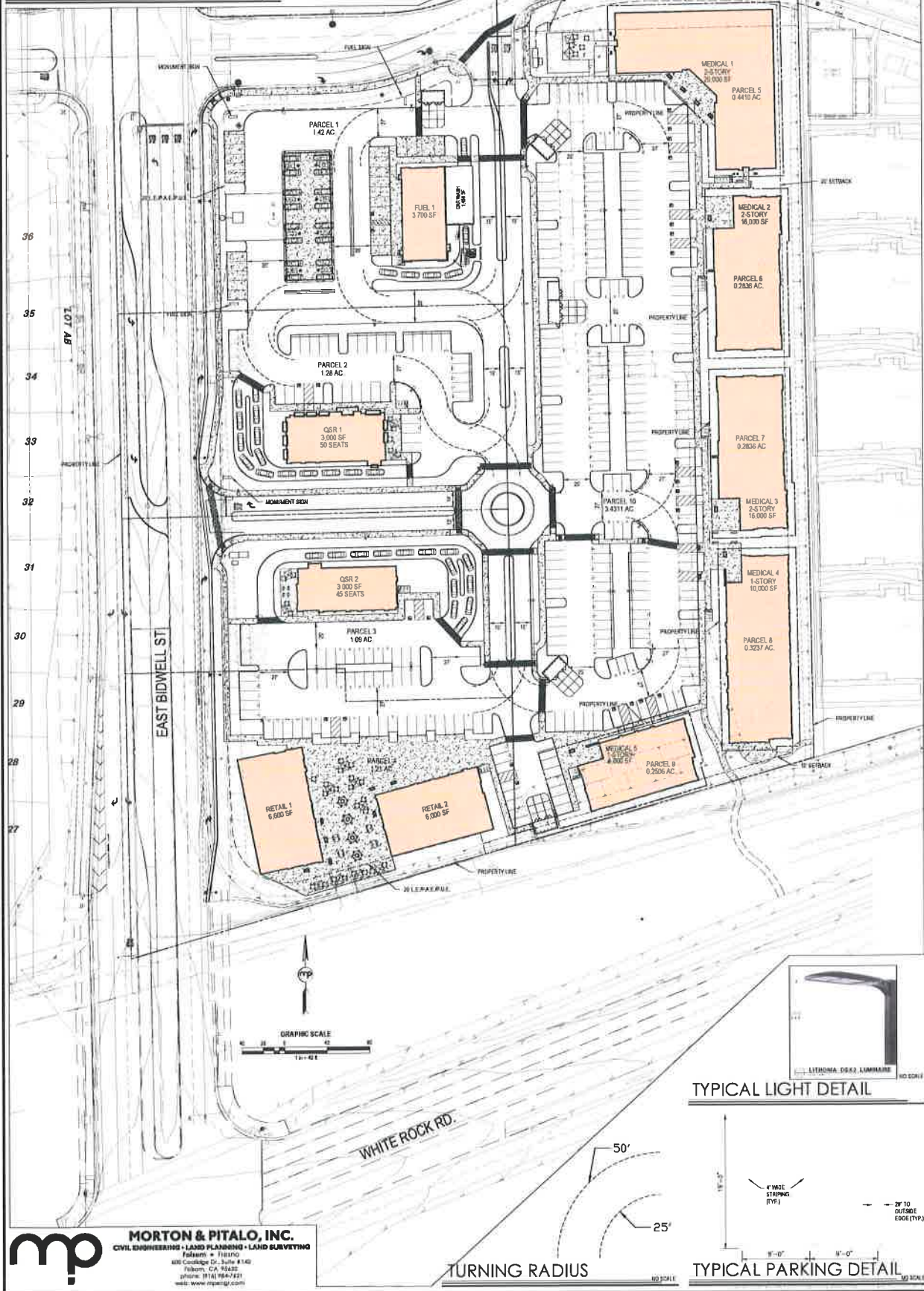
### **Preliminary Site Plan Dated July 5, 2023**

# SOUTHPOINTE AT FOLSOM

PRELIMINARY SITE PLAN  
SHEET C2.1  
JULY 5, 2023

NO.	PARCEL	DESCRIPTION	AREA (AC)	AREA (SQ FT)	PERMITS	REMARKS
1	1	Parcel 1	1.42	31,147	1	
2	2	Parcel 2	1.28	28,128	1	
3	3	Parcel 3	1.09	23,988	1	
4	4	Parcel 4	1.20	26,688	1	
5	5	Parcel 5	0.4410	9,700	1	
6	6	Parcel 6	0.2836	6,200	1	
7	7	Parcel 7	0.2836	6,200	1	
8	8	Parcel 8	0.3237	7,280	1	
9	9	Parcel 9	0.2836	6,200	1	
10	10	Parcel 10	3.4311	76,800	1	
11	11	Parcel 11	1.20	26,688	1	
12	12	Parcel 12	0.2836	6,200	1	
13	13	Parcel 13	0.2836	6,200	1	
14	14	Parcel 14	0.2836	6,200	1	
15	15	Parcel 15	0.2836	6,200	1	
16	16	Parcel 16	0.2836	6,200	1	
17	17	Parcel 17	0.2836	6,200	1	
18	18	Parcel 18	0.2836	6,200	1	
19	19	Parcel 19	0.2836	6,200	1	
20	20	Parcel 20	0.2836	6,200	1	
21	21	Parcel 21	0.2836	6,200	1	
22	22	Parcel 22	0.2836	6,200	1	
23	23	Parcel 23	0.2836	6,200	1	
24	24	Parcel 24	0.2836	6,200	1	
25	25	Parcel 25	0.2836	6,200	1	
26	26	Parcel 26	0.2836	6,200	1	
27	27	Parcel 27	0.2836	6,200	1	
28	28	Parcel 28	0.2836	6,200	1	
29	29	Parcel 29	0.2836	6,200	1	
30	30	Parcel 30	0.2836	6,200	1	
31	31	Parcel 31	0.2836	6,200	1	
32	32	Parcel 32	0.2836	6,200	1	
33	33	Parcel 33	0.2836	6,200	1	
34	34	Parcel 34	0.2836	6,200	1	
35	35	Parcel 35	0.2836	6,200	1	
36	36	Parcel 36	0.2836	6,200	1	

## PARKING REQUIREMENT



**mp** **MORTON & PITALO, INC.**  
 CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING  
 Folsom • 95630  
 400 Condit Dr., Suite #140  
 Folsom, CA 95630  
 Phone: 916.954.7421  
 web: www.mrtipitalo.com

TURNING RADIUS

TYPICAL LIGHT DETAIL

TYPICAL PARKING DETAIL

## **Attachment 9**

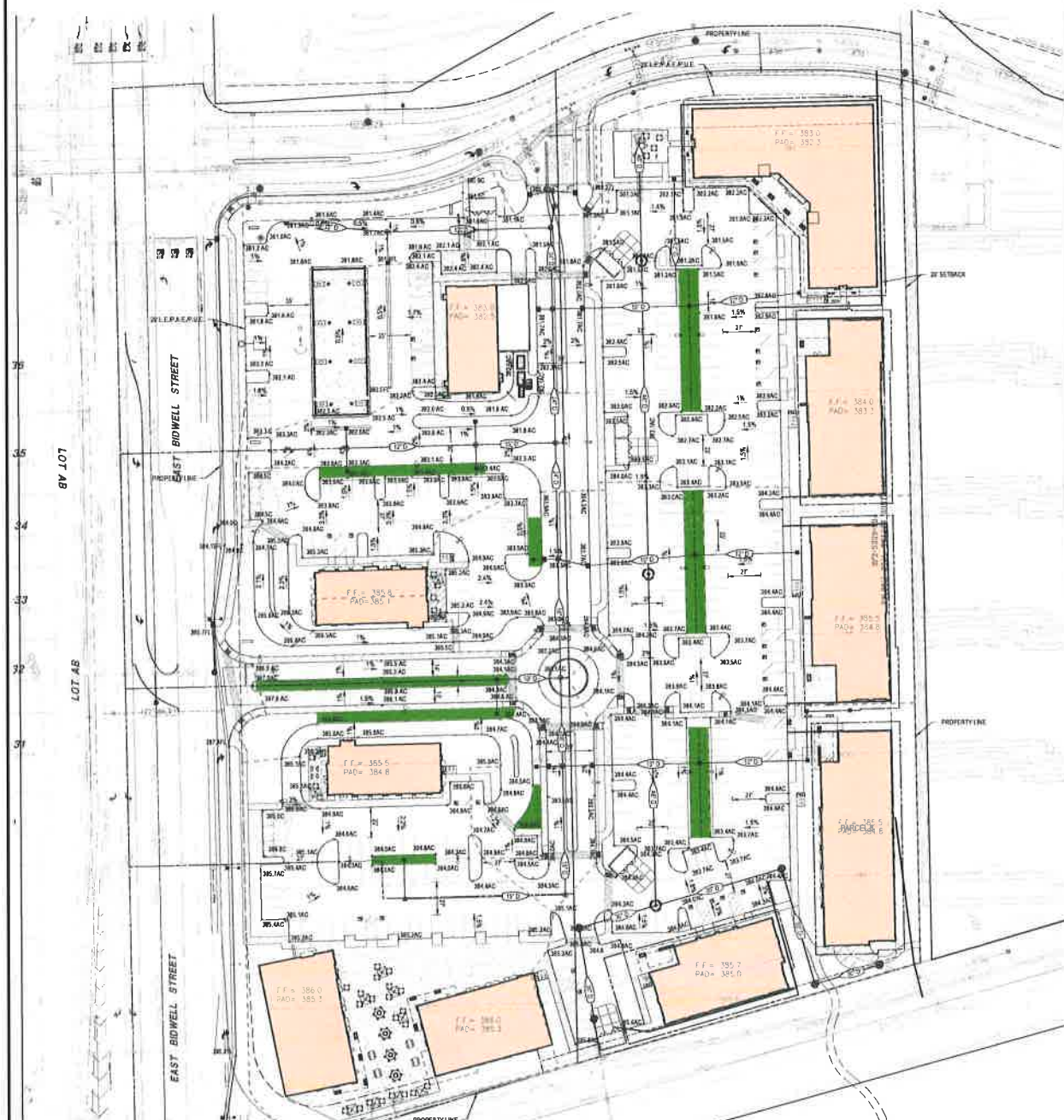
### **Preliminary Grading and Drainage Plan Dated July 5, 2023**

# SOUTHPOINTE AT FOLSOM

## PRELIMINARY GRADING PLAN

SHEET C2.2

JULY 5, 2023



**LEGEND**

- BIORETENTION STORMWATER PLANTER
- LID BOUNDARY

**WATER QUALITY**  
 PER THE STORMWATER QUALITY DESIGN MANUAL FOR THE SACRAMENTO REGION TABLE 3.2 FOR THE PRIORITY PROJECT CATEGORIES COMMERCIAL AREA > 1 ACRE. REQUIRES SOURCE CONTROLS, HYDROMODIFICATION LID AND TREATMENT CONTROLS. IN ADDITION THE PROJECT OUTFALLS INTO A REGIONAL BASIN FOR WATER QUALITY AND STORAGE PURPOSES.

- SOURCE CONTROLS**
- EFFICIENT IRRIGATION AND LANDSCAPING
  - WASTE MANAGEMENT
  - WASH AREAS
  - STORM DRAIN MARKINGS
  - FUELING AREAS

- HYDROMODS, LID AND TREATMENT CONTROLS**
- DISCONNECTED ROOF DRAINS
  - BIURETENTION BASIN/PLANTER
  - COMPOST-AMENDED SOIL

FF	FINISHED FLOOR
R	FLOWLINE
AC	PAVEMENT ELEVATION
C	CONCRETE ELEVATION

**ABBREVIATIONS**

CUT = 7,150 CY  
 FILL = 12,350 CY  
 NET FILL = 5,200 CY  
**RAW EARTHWORK**

**mp** **MORTON & PITALO, INC.**  
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 Folsom, CA 95630  
 Phone: (916) 984-9621  
 web: www.mpcorp.com

**Attachment 10**

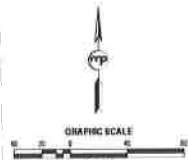
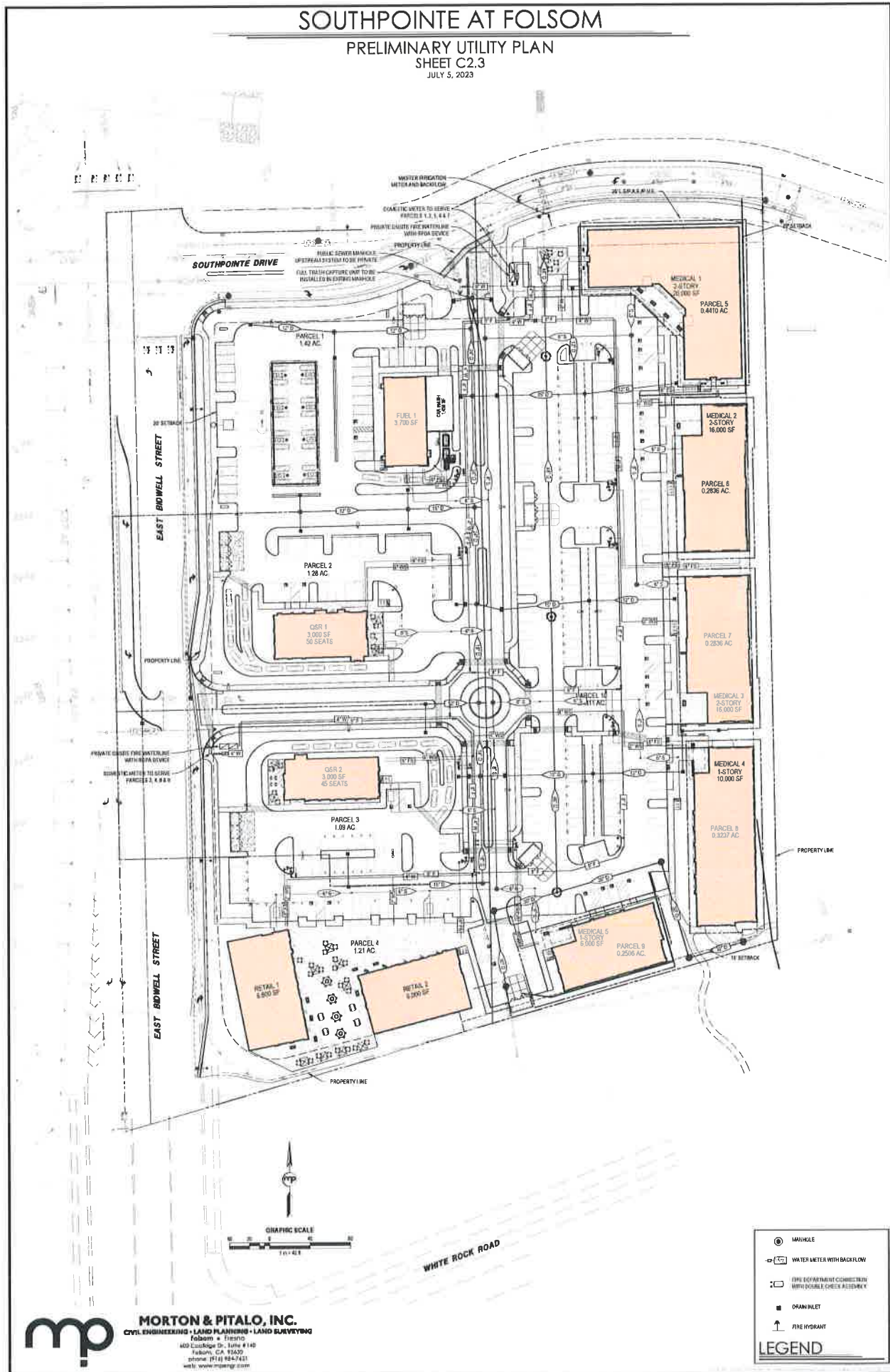
**Preliminary Utility Plan**  
**Dated July 5, 2023**

# SOUTHPOINTE AT FOLSOM

## PRELIMINARY UTILITY PLAN

SHEET C2.3

JULY 5, 2023



	MANHOLE
	WATER METER WITH BACKFLOW
	FIRE DEPARTMENT CONNECTION WITH DOUBLE CHECK ASSEMBLY
	DRAIN INLET
	FIRE HYDRANT

**LEGEND**

**MORTON & PITALO, INC.**  
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 web: www.mortonp.com



## **Attachment 11**

### **Preliminary Landscape Plans Dated June 2023**

**PRELIMINARY PLANT LEGEND**

	<b>SHADE TREES</b>
LARGER CANOPY TREES FOR SHADE AT PARKING AND OTHER USE AREAS	15 GAL.
MACADAMA BRANCH/LOW / SOUTHERN MAGNOLIA	15 GAL.
PLATANUS CALIFORNICA / WESTERN CHEESE PISTACHE	15 GAL.
PLATANUS CALIFORNICA / WESTERN CHEESE PISTACHE	15 GAL.
PLATANUS RACINOSA / ROBERTS' CALIFORNIA SPANMARE	15 GAL.
QUERCUS LAEMIS / VALLEY OAK	15 GAL.
QUERCUS LAEMIS / VALLEY OAK	15 GAL.
QUERCUS LAEMIS / VALLEY OAK	15 GAL.
QUERCUS LAEMIS / VALLEY OAK	15 GAL.
QUERCUS LAEMIS / VALLEY OAK	15 GAL.
QUERCUS LAEMIS / VALLEY OAK	15 GAL.

	<b>STREET TREES</b>
TREES SELECTED FOR SHADE AND MODERATE CANOPY GROWTH, SUITABLE FOR A WALKING ADJACENT TO THE RIGHT OF WAY	15 GAL.
ACER RUBRUM / OCTOBER GLORY / OCTOBER GLORY RED MAPLE	15 GAL.
FRAXINUS AMERICANA / FALL FESTIVAL / WHITE ASH	15 GAL.
QUERCUS LAEMIS / VALLEY OAK	15 GAL.
QUERCUS LAEMIS / VALLEY OAK	15 GAL.
QUERCUS LAEMIS / VALLEY OAK	15 GAL.

	<b>ACCENT TREES</b>
TREES SELECTED FOR UNIQUE FRUIE, FLOWER, OR FALL COLOR	15 GAL.
SMALLER SIZE SUITABLE FOR PLANTING ADJACENT HOMES	15 GAL.
CECROPIA CANADENSIS / OKLAHOMA / OKLAHOMA REDTUD	15 GAL.
CHORANTHEA RETICULATA / CHINESE FRINGE TREE	15 GAL.
COPRINUS HOLUBIA / DOGWOOD	15 GAL.
LAGERSTROMIA INDICA / MAGNOLIA / MAGNOLIA	15 GAL.
MACADAMA BRANCH/LOW / SOUTHERN MAGNOLIA	15 GAL.
QUERCUS LAEMIS / VALLEY OAK	15 GAL.
QUERCUS LAEMIS / VALLEY OAK	15 GAL.

	<b>INTERIOR AISLE AND ALLEE TREES</b>
USED BEHIND MAJOR CANOPY TREES OR TO EXPRESS ENTRANCES, ALLEES OR COURTSIDE PLANTING	15 GAL.
ACER RUBRUM / OCTOBER GLORY / OCTOBER GLORY RED MAPLE	15 GAL.
FRAXINUS AMERICANA / FALL FESTIVAL / WHITE ASH	15 GAL.
QUERCUS LAEMIS / VALLEY OAK	15 GAL.

	<b>COLUMNAR TREES</b>
TREES WITH UPRIGHT, FASTIGIATE HABIT, USED IN NARROW AREAS, ADJACENT TO BUILDINGS, AS SCREENING OR BACKGROUND	15 GAL.
ACER RUBRUM / BONNAIL / SOUTHWALL MAPLE	15 GAL.
CAMPANULA BELLIDENS / COLUMNAR EUROPEAN HORRORSEAM	15 GAL.
PODOCARPUS NUCIFERA / PACIFIC YEW / PACIFIC YEW	15 GAL.
TELA AMERICANA / BOLLIVAN / BOLLIVAN LINDEN	15 GAL.

	<b>FOUNDATION SHRUBS</b>
LARGE EVERGREEN SHRUBS USED AS A BACKDROP AND FOR SCREENING	5 GAL.
TYPICALLY 1-5 GALLON BULBS	5 GAL.
ARCTOSTAPHYLOS Q. / HOWARD MCMURRY / HOWARD MCMURRY	5 GAL.
ARCTOSTAPHYLOS Q. / HOWARD MCMURRY / HOWARD MCMURRY	5 GAL.
ARCTOSTAPHYLOS Q. / HOWARD MCMURRY / HOWARD MCMURRY	5 GAL.
ARCTOSTAPHYLOS Q. / HOWARD MCMURRY / HOWARD MCMURRY	5 GAL.

	<b>MID-GROUND SHRUBS</b>
MID-GROUND SHRUBS SELECTED FOR INTEREST AND COLOR	5 GAL.
PROXIMATELY LOW WATER USE	5 GAL.
CAMELIA SERRATA / WHITE GARDEN / WHITE GARDEN	5 GAL.
LEX CRONATA / SENTINEL / SENTINEL	5 GAL.
PRUNUS LAUROCARPAUS / OTTO LUYKEN / LUYKENS LAUREL	5 GAL.
PRUNUS LAUROCARPAUS / OTTO LUYKEN / LUYKENS LAUREL	5 GAL.

	<b>VERTICAL ACCENT</b>
CURIOUSER SUPPLEMENT (G) ALICE / ITALIAN CYPRESS	15 GAL.
LEX CRONATA / SENTINEL / SENTINEL	15 GAL.
JUNIPERUS CHINENSIS / SPARTAN / SPARTAN JUNIPER	15 GAL.
JUNIPERUS CHINENSIS / SPARTAN / SPARTAN JUNIPER	15 GAL.
PODOCARPUS NUCIFERA / PACIFIC YEW / PACIFIC YEW	15 GAL.

	<b>ACCENT SHRUB</b>
ABELIA X GRANDIFLORA / MALESCOPPE / MALESCOPPE	5 GAL.
ADONISVITIS AFRICANA / BANGS WHITE / BANGS WHITE	5 GAL.
BULBACI FRUITING / BANGS WHITE / BANGS WHITE	5 GAL.
DANIELA REVOLUTA / BANGS WHITE / BANGS WHITE	5 GAL.
DANIELA REVOLUTA / BANGS WHITE / BANGS WHITE	5 GAL.

	<b>ENTRY PLANTING</b>
FRANCOISIA AND ENTRY AREAS, TIGHTER PLANT SPACING AND CONTRASTING, GENERALLY ONE GALLON PLANTING AT 18-22" O.C. WITH DOUBLE TWO GALLON OR 15 GALLON PLANTINGS ONLY	1 GAL.
BULBACI FRUITING / BANGS WHITE / BANGS WHITE	1 GAL.
DANIELA REVOLUTA / BANGS WHITE / BANGS WHITE	1 GAL.
DANIELA REVOLUTA / BANGS WHITE / BANGS WHITE	1 GAL.

**KEYNOTES**

- SIGN, GENERAL LOCATION SHOWN
- COVERED FUELING STATION OR CAR WASH (NOT CALCULATED WITH PARKING SHADE)
- PROJECT ENTRY/DRIVE AISLE WITH CONSISTENT PLANTING DIFFERENTIATED FROM PARKING ISLANDS AND OTHER LANDSCAPE
- STREET TREES PER CITY OF FOLSOM MASTER TREE LIST, AND MIN. AVG. SPACING OF 50' O.C. PER ZONING CODE
- PARCEL BOUNDARY. SEE CIVIL DRAWINGS
- PROPERTY LINE. SEE CIVIL DRAWINGS
- EASEMENT LINE. SEE CIVIL DRAWINGS
- BUILDING ENTRANCE, TYPICAL (DEPENDENT ON ARCHITECTURE)
- ENHANCED COOL PAVE ACCENT PAVEMENT AT MAIN ENTRY AND ROUNDABOUT
- ENTRY FEATURE. ART AT ROUNDABOUT
- SERVICE WALKS OR PATIOS, TYPICAL (DEPENDENT ON TENANT PROGRAM)
- BOULDERS, RE-LOCATED ON-SITE
- OUTDOOR GATHERING SPACE WITH SEATING, DECORATIVE POTS, OVERHEAD LIGHTING
- LONG AND SHORT TERM BIKE PARKING
- CITY SIDEWALK
- CITY BIKE PATH

**PRELIMINARY PLANT LEGEND (CONTINUED)**

	<b>SHRUBS AND GROUND COVER</b>
PLANTING IN PATIOS/PATIOS BUFFER AREAS, PROXIMATELY LOW WATER USE, GENERALLY 8-16 ONE GALLON PLANTING, 40-75 GALLON PLANTING 30-40" ON CENTER	1 GAL.
ARCTOSTAPHYLOS Q. / EMERALD CARPET / EMERALD CARPET	1 GAL.
CITRUS PALMERLENTIS / SUNSET / FRODOGRO	1 GAL.
DIODORAEUM DAMASCUS / LOW GROWING / BERRY BERRY	1 GAL.
JUNIPERUS CHINENSIS / SPARTAN / SPARTAN JUNIPER	1 GAL.
QUERCUS LAEMIS / VALLEY OAK / VALLEY OAK	1 GAL.
QUERCUS LAEMIS / VALLEY OAK / VALLEY OAK	1 GAL.
QUERCUS LAEMIS / VALLEY OAK / VALLEY OAK	1 GAL.
QUERCUS LAEMIS / VALLEY OAK / VALLEY OAK	1 GAL.
QUERCUS LAEMIS / VALLEY OAK / VALLEY OAK	1 GAL.
QUERCUS LAEMIS / VALLEY OAK / VALLEY OAK	1 GAL.



EXISTING MEDIAN LANDSCAPING PLANTING TO BE MODIFIED AS REQUIRED TO ALLOW FOR NEW TURN POCKET

**IRRIGATION DESIGN STATEMENT**

IRRIGATION SYSTEM WILL CONFORM TO CALIFORNIA'S WATER EFFICIENT LANDSCAPE DESIGN. IRRIGATION SYSTEM TO INCLUDE A SEPARATE IRRIGATION CONNECTION, WATER METER, AND REDUCED-PRESSURE PRINCIPLE BACKFLOW PREVENTOR. CONTROLLER WILL BE "SMART" WITH SELF-ADJUSTING PROGRAMS BASED ON LOCAL WEATHER CONDITIONS. A EVAPOTRANSPIRATION/WEATHER SENSOR, RAIN SENSOR, FLOW SENSOR, AND MASTER VALVE WILL BE INSTALLED. HYDROZONES WILL BE BASED ON EXPOSURE, PLANT WATER REQUIREMENTS AND EMISSION TYPE. IRRIGATION EMISSION SYSTEM WILL GENERALLY CONSIST OF

- HARD PIPED DRIP OR BUBBLERS TO LARGE SHRUBS IN LINEAR ARRANGEMENTS
- OVERHEAD IRRIGATION FOR SHRUBS AND GROUND COVER AREAS GREATER THAN 8' WIDE, SET BACK 2' FROM HARDSCAPE
- INLINE DRIP IRRIGATION FOR SHRUB AND GROUND COVER AREAS LESS THAN 8' IN WIDTH

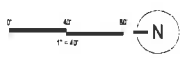
**LANDSCAPE DESIGN CONCEPT**

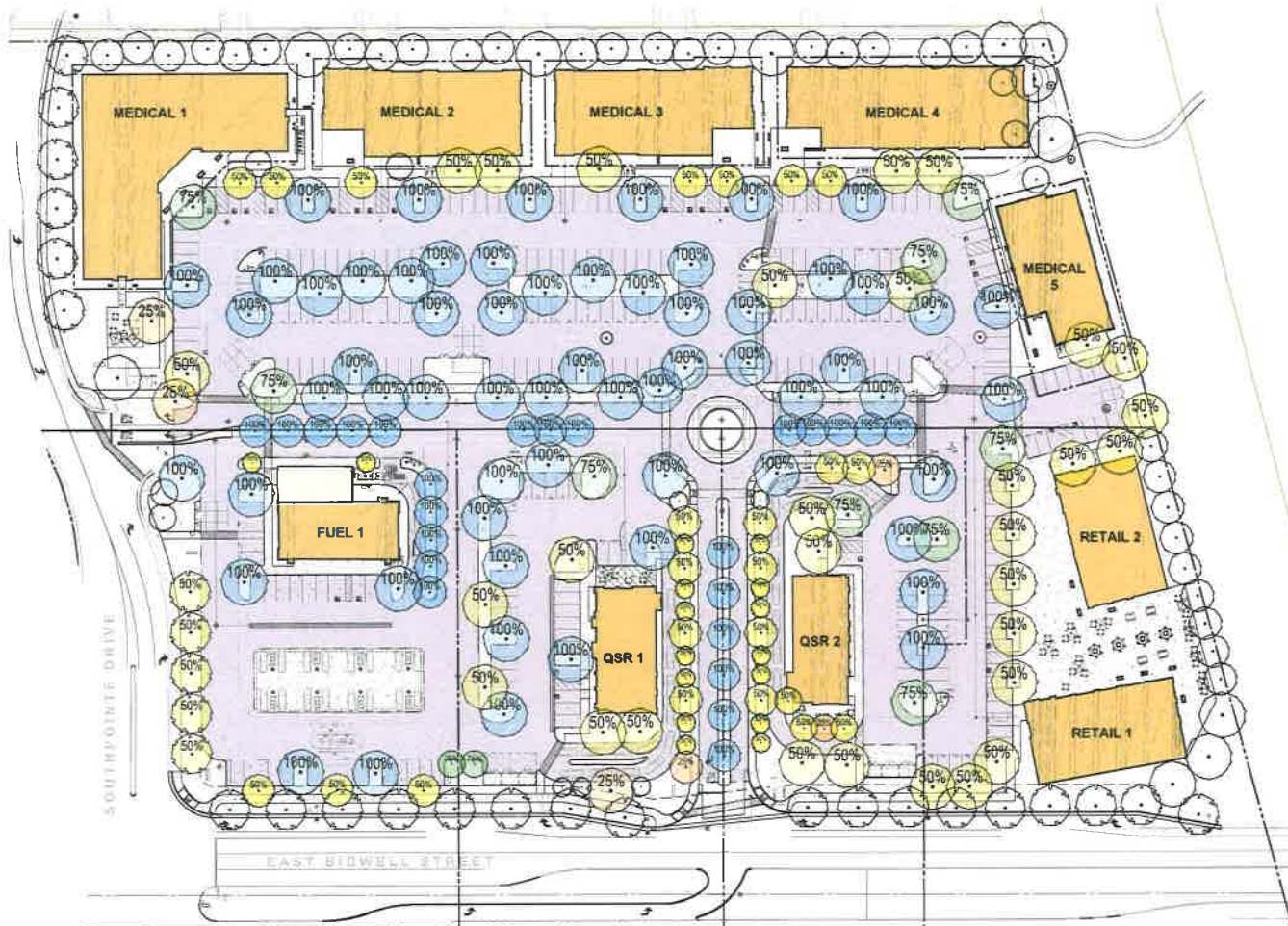
PRELIMINARY PLANTING PALETTE INCLUDES LIKELY SPECIES WITH FINAL SELECTIONS TO BE DETERMINED AS CONSTRUCTION DOCUMENTS ARE DEVELOPED. NOT ALL SPECIES MAY BE USED. A VARIETY OF LOW AND MEDIUM WATER USE TREES, SHRUBS, AND GROUND COVER WILL PROVIDE SEASONAL INTEREST AND SCALE TO THE SITE. TREE SPECIES ARE ADAPTED TO THE REGION OF FOLSOM D AND THE IN ACCORDANCE WITH FOLSOM STREET TREE LIST

LARGE CANOPY PARKING LOT SHADE TREES, ALONG WITH VERTICAL SHRUBS AND LOW GROUND COVER WILL SOFTEN THE TRANSITION AS ONE MOVES INTO THE SITE.

COLUMNAR AND SMALL ACCENT TREES WITHIN THE SITE WILL PROVIDE FORM AND CONTEXT TO THE BUILDING.

STORM WATER MANAGEMENT AREAS WILL BE PLANTED WITH APPROPRIATE SPECIES TO PROVIDE ON-SITE STORM WATER MANAGEMENT.





**CITY OF FOLSOM TREE STANDARDS**

DIVERSITY PER CITY OF FOLSOM DESIGN STANDARDS TO PREVENT DAMAGE FROM PESTS AND DISEASE AND TO MITIGATE STORM DRAINAGE AND DROUGHT, A DIVERSE TREE PALETTE IS REQUIRED. THE TOTAL NUMBER OF TREES SHALL NOT EXCEED

- 25% BY GENUS
- 20% BY SPECIES
- 15% BY CULTIVAR

TREES 4' CLEAR OF UTILITIES, 10' CLEAR OF FIRE HYDRANTS AND 20' CLEAR OF STREETLIGHTS. TYPICAL

**SHADING LEGEND (PER CITY OF FOLSOM DESIGN GUIDELINES)**

- 25% 35% SHADE VALUE, TYPICALLY IN CORNERS OR AT EDGES
  - 50% 50% SHADE VALUE, TYP. AT PARKING LOT EDGES
  - 75% 75% SHADE VALUE, TYPICALLY AT INTERNAL ISLANDS
  - 100% 100% SHADE VALUE, TYPICALLY AT INTERNAL ISLANDS
- BOUNDARY OF PAVED AREA TO BE SHADED INCLUDES PARKING STALLS AND BIADJUPAREAS, DRIVEWAYS AND LOADING AREAS EXCLUDES FUELING STATION AND CAR WASH

**Parking Lot Shade Calculations**  
Southpointe at Folsom

Project: 210464  
Date: 6/28/2023

	25%	50%	75%	100%	Total
Qty: 35 Diameter Trees Look total of shade at 80% of the 100% canopy	1	17	0	34	52
Qty: 30 Diameter Trees Look total of shade at 70% after 100% canopy	2	18	3	38	61
Qty: 25 Diameter Trees Look total of shade at 40% for 100% canopy	3	29	0	36	68
Qty: 20 Diameter Trees Look total of shade at 20% for 100% canopy	389	490	0	1179	1758
Qty: 15 Diameter Trees Look total of shade at 10% for 100% canopy	237	471	472	0	1,180
Qty: 10 Diameter Trees Look total of shade at 5% for 100% canopy	0	16	0	0	16
	400	1,123	472	72	2,077
Total Shaded Area	81,808	184,800	0	0	266,608
Total Parking Area	284,800	284,800	0	0	569,600
Percent Shaded (34% Percent)	28%	39%	0%	0%	47%



## **Attachment 12**

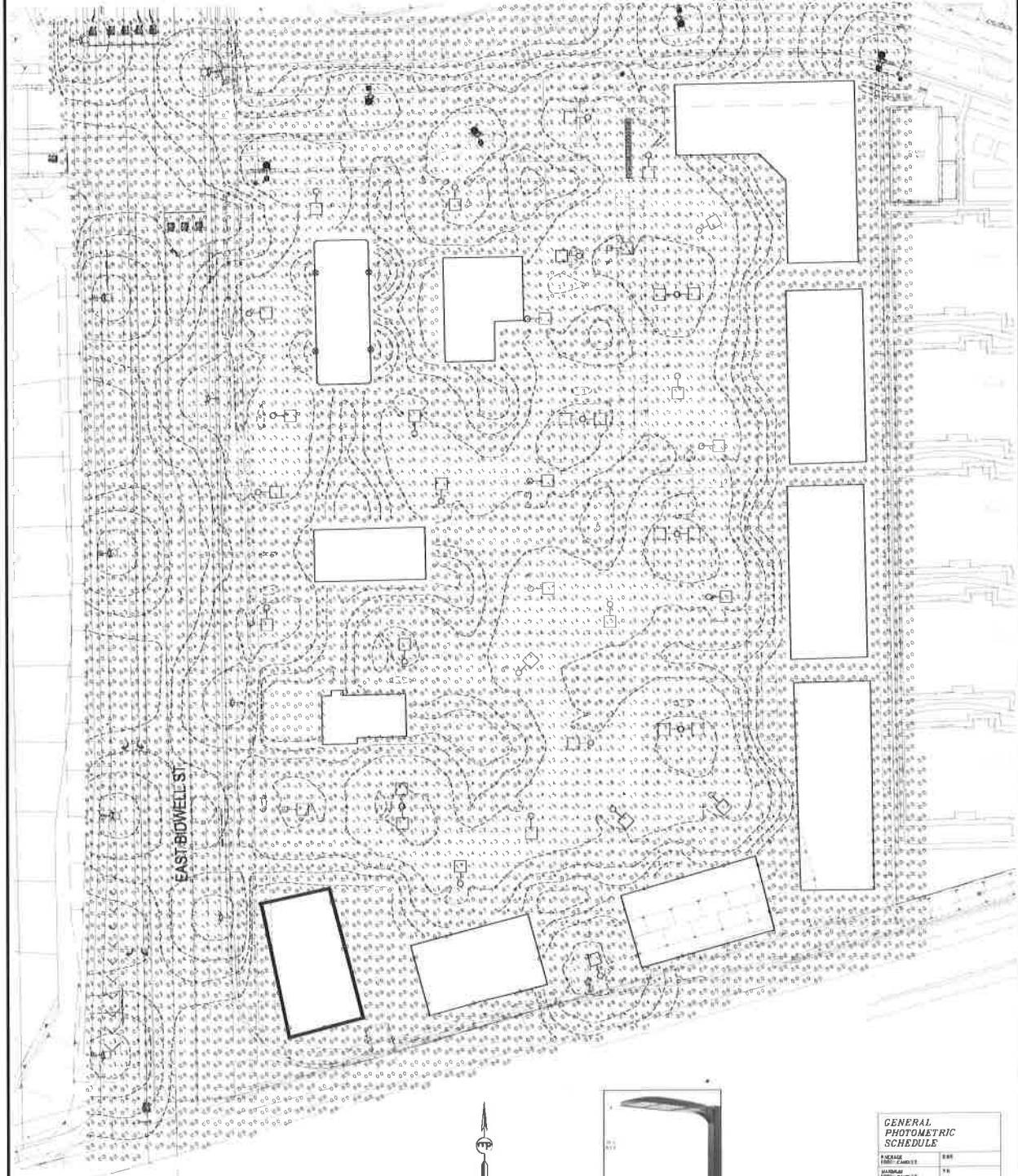
### **Preliminary Lighting Plan Dated July 5, 2023**

# SOUTHPOINTE AT FOLSOM

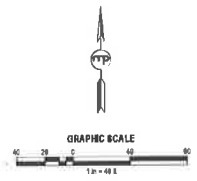
## PRELIMINARY SITE LIGHTING PLAN

SHEET C2.4

JULY 5, 2023



EAST BIRDWELL ST



TYPICAL LIGHT DETAIL

**GENERAL PHOTOMETRIC SCHEDULE**

WALKWAY	150
DRIVEWAY	15
BIKEWAY	10
STREET	15
LANDSCAPE	10
AREA UNDER TREE	15
AREA UNDER SHED	15
AREA UNDER PORCH	15
AREA UNDER STAIR	15

**LUMINAIRE SCHEDULE**

SYMBOL	STANDARD	DESCRIPTION	MANUFACTURER	MODEL	WATTAGE	BEAM ANGLE	FOOT CANDLE	FEET	STEP 1	STEP 2	STEP 3	STEP 4	STEP 5	QUANTITY
○ □	EF 100W LLD	RECURRING	LED	100W	100W	120°	15	15						14

**PHOTOMETRIC CALCULATIONS**

**mp**  
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 phone (916) 954-7221  
 web: www.mortonpitalo.com

## **Attachment 13**

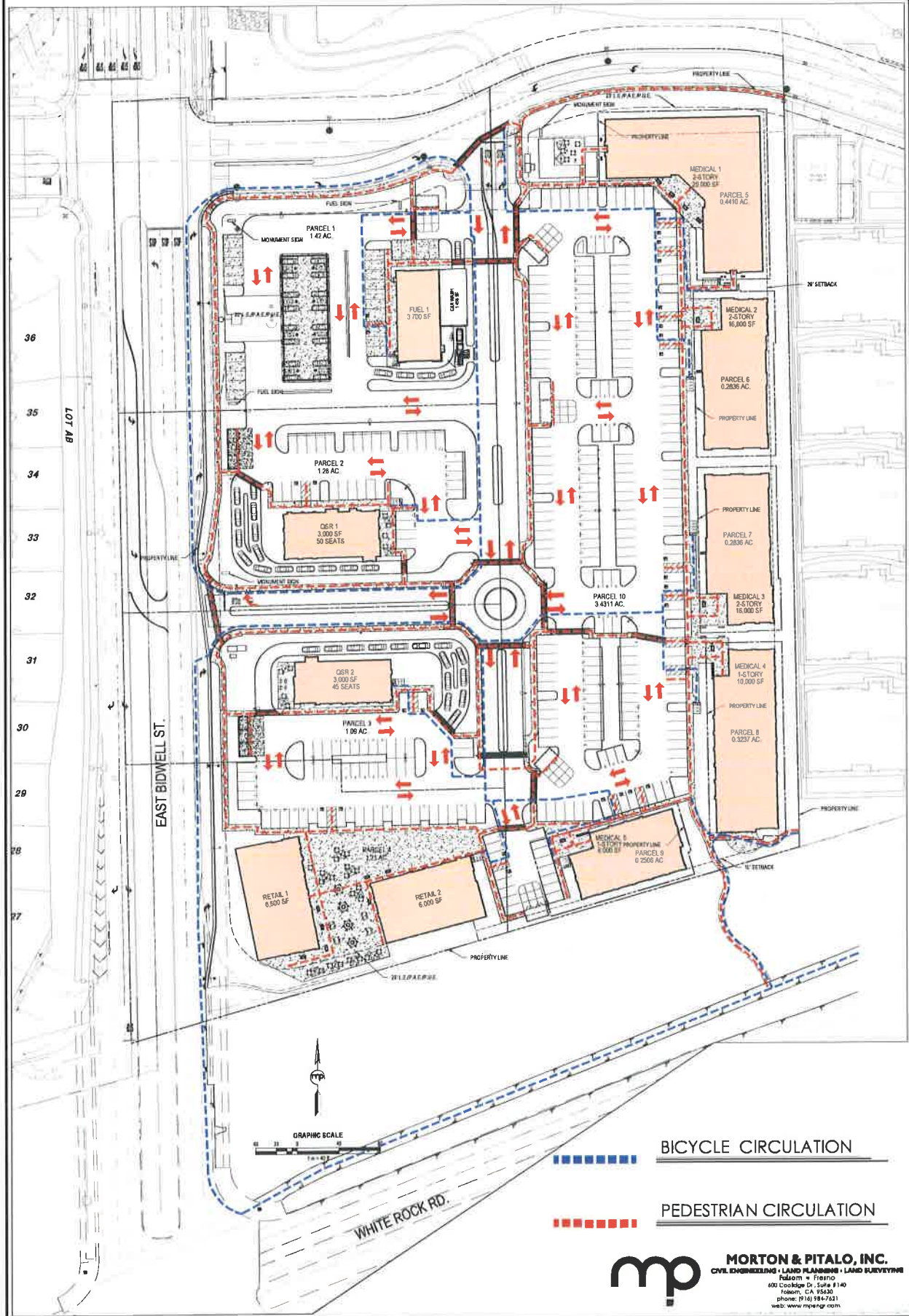
### **Preliminary Access and Circulation Plan Dated July 5, 2023**

# SOUTHPOINTE AT FOLSOM

## ACCESS AND CIRCULATION

SHEET 1 OF 1

JULY 5, 2023



## **Attachment 14**

### **Building Elevations and Renderings Dated June 28, 2023**





**FINISH LEGEND**




PERSPECTIVE VIEW

**SOUTHPOINTE AT FOLSOM RANCH EXTERIOR ELEVATIONS - MEDICAL 1**

A-101 **Borges**

FOLSOM, CA 21819 ISSUE DATE: 06.28.2023

1478 STONE POINT DRIVE SUITE 350 ROSEVILLE, CA 95661 T(916) 782 7200 Borgesarch.com



**FINISH LEGEND**

<p>1. ALUMINUM 4\"/&gt; </p>	<p>2. ALUMINUM 4\"/&gt; </p>	<p>3. KELLY MEADOR\"/&gt; </p>	<p>4. KELLY MEADOR\"/&gt; </p>
<p>5. ALUMINUM 4\"/&gt; </p>	<p>6. JUMBO\"/&gt; </p>	<p>7. KELLY MEADOR\"/&gt; </p>	<p>8. KELLY MEADOR\"/&gt; </p>
<p>9. CULTURE STONE\"/&gt; </p>	<p>10. EL ESTERO\"/&gt; </p>	<p>11. KELLY MEADOR\"/&gt; </p>	<p>12. KELLY MEADOR\"/&gt; </p>
<p>13. ARCAIDA\"/&gt; </p>	<p>14. ALUMINUM\"/&gt; </p>	<p>15. KELLY MEADOR\"/&gt; </p>	<p>16. KELLY MEADOR\"/&gt; </p>

**SOUTHPOINTE AT FOLSOM RANCH EXTERIOR ELEVATIONS - MEDICAL 2**

A-103 **Borges**

FOLSOM, CA 95688 ISSUE DATE: 04.28.2023 1478 STONE POINT DRIVE SUITE 350 ROSEVILLE, CA 95681 T(916) 782 7200 borges@borges.com



**FINISH LEGEND**






**FINISH LEGEND**




PERSPECTIVE VIEW

**SOUTHPOINTE AT FOLSOM RANCH**

**EXTERIOR ELEVATIONS - MEDICAL 4**

A-107





**FINISH LEGEND**






**FINISH LEGEND**




PERSPECTIVE VIEW



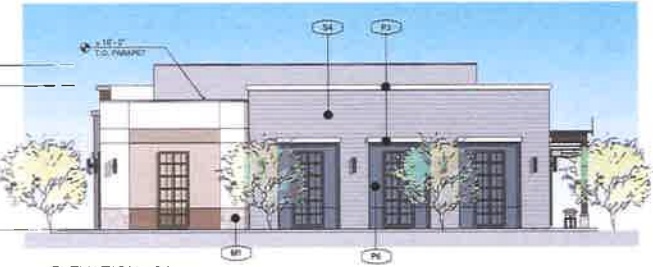
ELEVATION - 01



ELEVATION - 02



ELEVATION - 03



ELEVATION - 04



PERSPECTIVE VIEW

SOUTHPOINTE AT FOLSOM RANCH EXTERIOR ELEVATIONS - RETAIL 2

A-113



FOLSOM, CA 21019 ISSUE DATE: 06/28/2023

1478 STONE POINT DRIVE SUITE 350 ROSEVILLE, CA 95661 T(916) 782 7200 borgeswrch.com



ELEVATION - 01



ELEVATION - 02



ELEVATION - 03



ELEVATION - 04

**FINISH LEGEND**




PERSPECTIVE VIEW

**SOUTHPOINTE AT FOLSOM RANCH EXTERIOR ELEVATIONS - QSR 1**

A-115







**FINISH LEGEND**



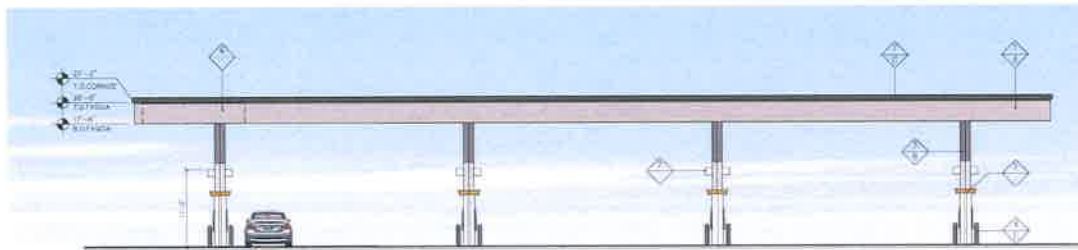

PERSPECTIVE VIEW



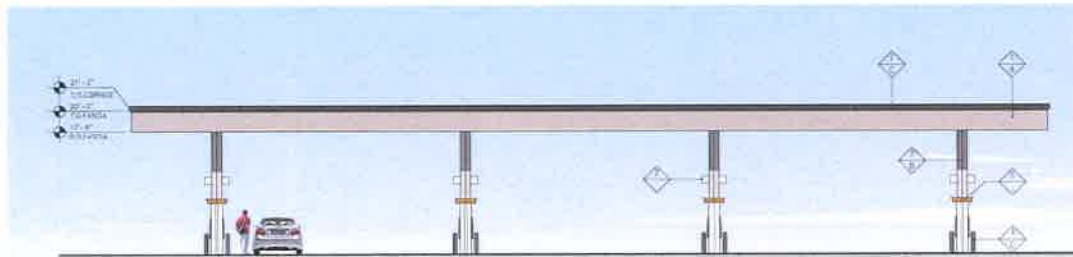


3 "SIDE" ELEVATION (SOUTH)  
SCALE: 1/8" = 1'-0"

4 "SIDE" ELEVATION (NORTH)  
SCALE: 1/8" = 1'-0"



2 "FRONT" ELEVATION (WEST)  
SCALE: 1/8" = 1'-0"



1 "REAR" ELEVATION (EAST)  
SCALE: 1/8" = 1'-0"

### FINISH SCHEDULE

▲	ROUGH MATERIAL
1	ASBESTOS
2	ALUMINUM FINISH BY LABORER FINISH
3	LESS COLLARS WITH FINISH
4	8" X 8" SQUARE 30' HIGH
5	1 1/2" PUMP
6	PROTECTIVE COAT LOCAL FINISHERS APPROVAL FINISH
7	PAINT FINISHED METAL COATING
▼	FINISH COLOR
1	CHARMOR WALLBOARD 4" X 8" 20' X 10' 1/2" GYPSUM
2	SPRINKLER WALLBOARD 4" X 8" 20' X 10' 1/2" GYPSUM
3	CHARMOR WALLBOARD 4" X 8" 20' X 10' 1/2" GYPSUM
4	PAINT WALLBOARD 1/2" X 1/2" GYPSUM

Notes:  
 1. Lower levels to be completed at an alternate location. All 1/2" GYPSUM shall be completed in place.  
 2. All work shall be per approved shop drawings.  
 3. All work shall be approved in writing.  
 4. All work to be completed within 10 business days.



**SOUTHPOINTE AT FOLSOM RANCH STREET ELEVATION VIEWS 1 & 2**

FOLSOM, CA 21019

06-30-2023

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**A-119** 



SOUTHPOINTE AT FOLSOM RANCH STREET ELEVATION VIEW 3

FOLSOM, CA 21019

06-30-2023

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A-120





**SOUTHPOINTE AT FOLSOM RANCH STREET ELEVATION VIEWS 4 & 5**

**A-121**  
**Borges**

FOLSOM, CA 21019

06-30-2023

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SOUTHPOINTE AT FOLSOM RANCH STREET ELEVATION VIEW 6

FOLSOM, CA 21019

06-30-2023

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A-122

Borges



**SOUTHPOINTE AT FOLSOM RANCH** STREET ELEVATION VIEWS 7 & 8

**A-123** 

FOLSOM, CA 21019

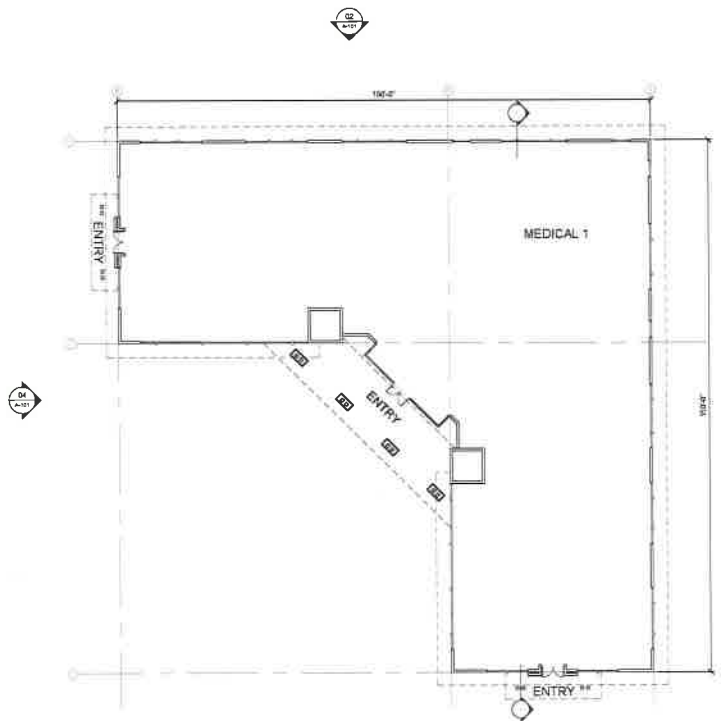
06-30-2023

1478 STONE POINT DRIVE SUITE 350 ROSEVILLE, CA 95661 T | 916 782 7200 [borgesarch.com](http://borgesarch.com)

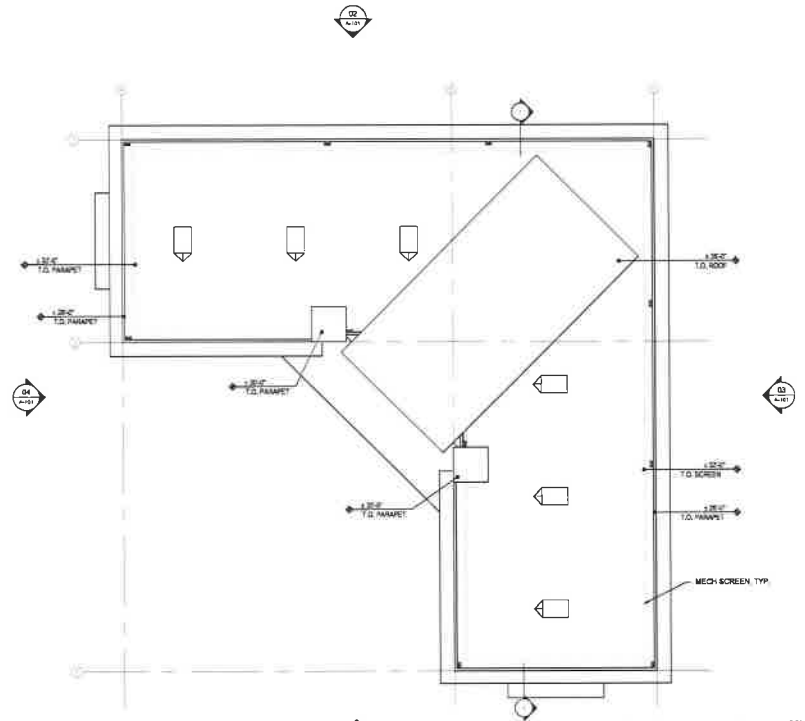


## **Attachment 15**

### **Floor and Roof Plans Dated June 30, 2023**

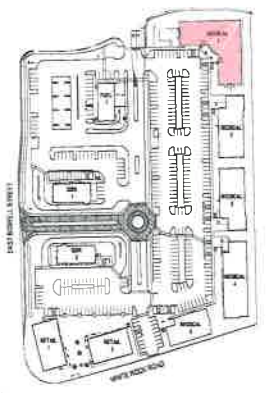


MEDICAL 1 BUILDING FLOOR PLAN  
1/8" = 1'-0"

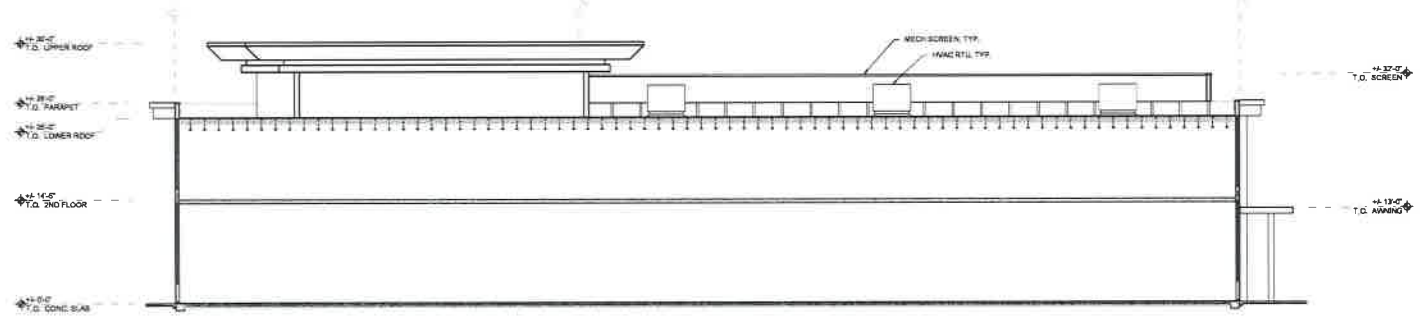


MEDICAL 1 BUILDING ROOF PLAN  
1/8" = 1'-0"

15' 8' 0" 15' 32"  
1/16" = 1'-0"



KEY PLAN  
NOT TO SCALE



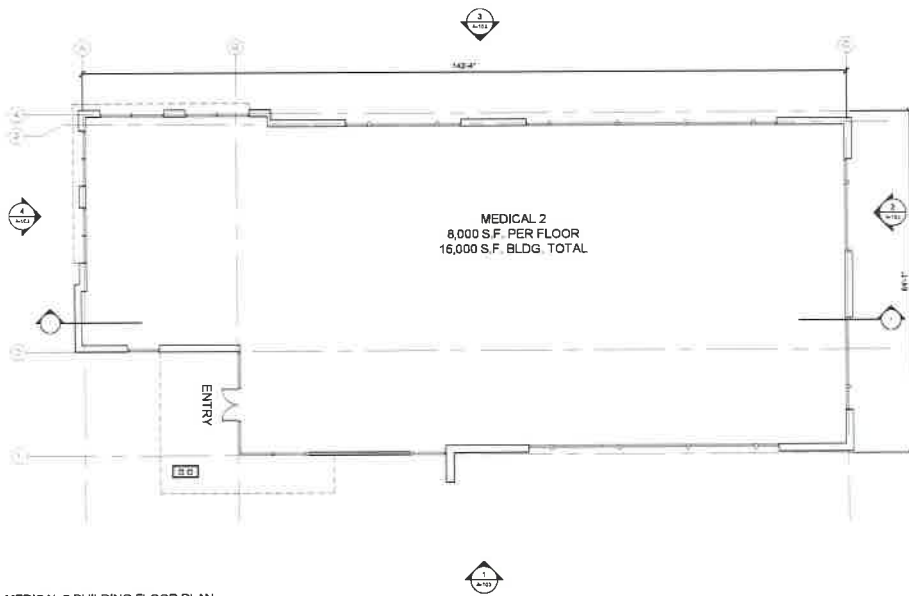
BUILDING SECTION 1  
1/8" = 1'-0"

8' 4' 0" 8' 16"  
1/16" = 1'-0"

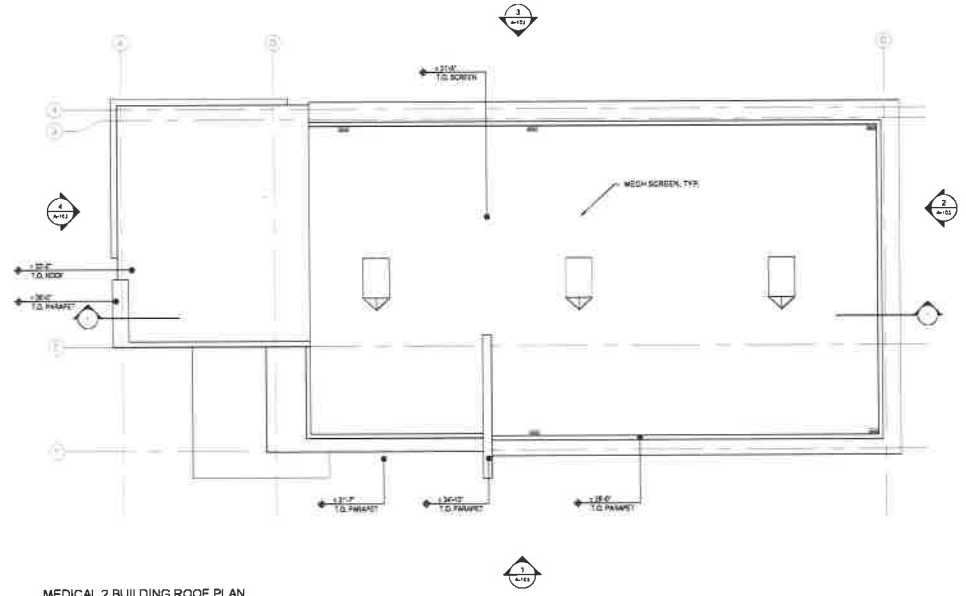
SOUTHPOINTE AT FOLSOM RANCH FLOOR PLAN, ROOF PLAN, & CROSS SECTION - MEDICAL 1 A-102

FOLSOM, CA 21019 06-30-2023 1478 STONE POINT DRIVE SUITE 350 ROSEVILLE, CA 95661 T | 916.782.7200 borgesarch.com

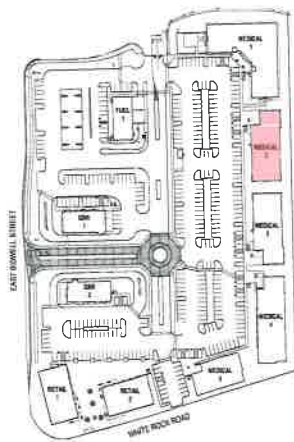




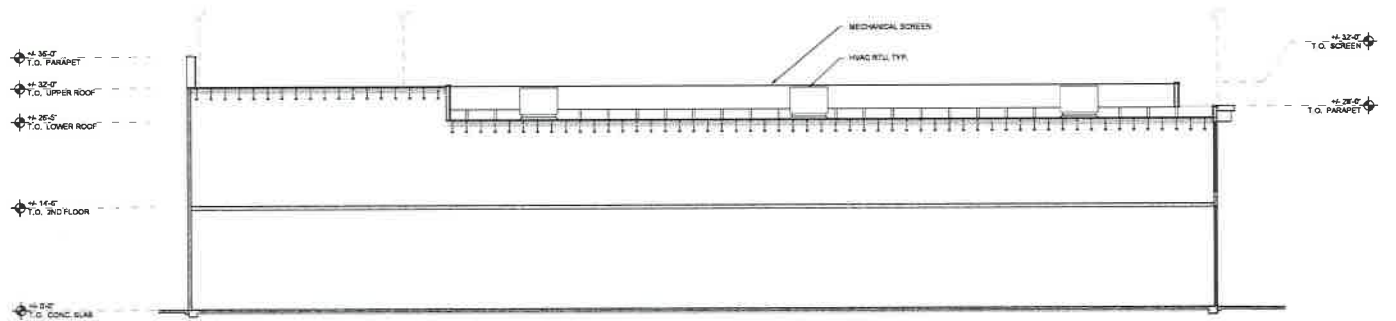
**MEDICAL 2 BUILDING FLOOR PLAN**  
3/32" = 1" = 0"



**MEDICAL 2 BUILDING ROOF PLAN**  
3/32" = 1" = 0"



**KEY PLAN**  
NOT TO SCALE

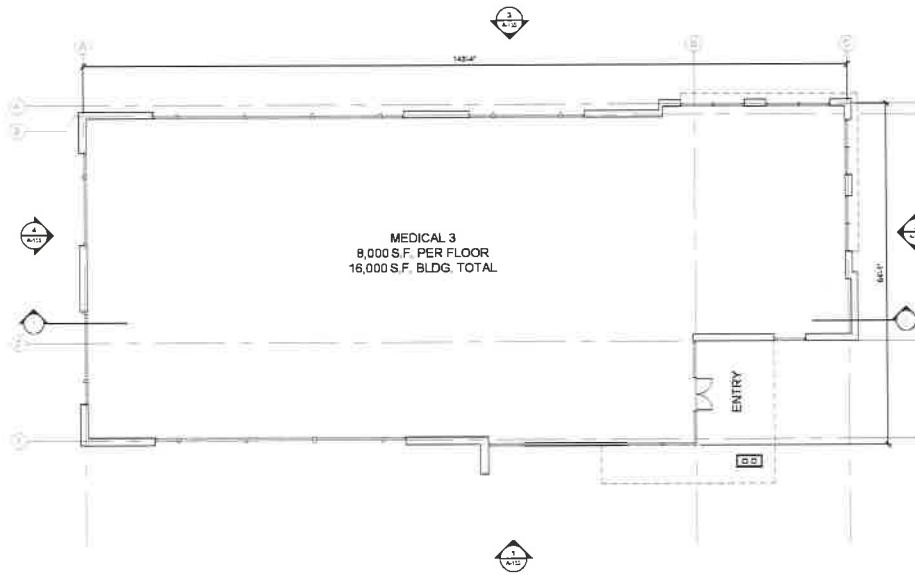


**BUILDING SECTION 1**  
1/8" = 1' = 0"

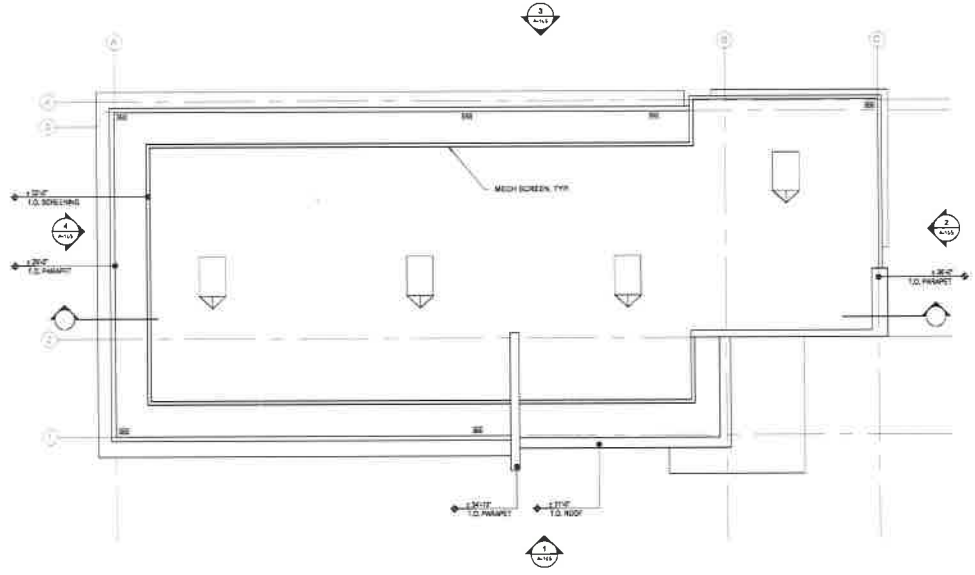
**SOUTHPOINTE AT FOLSOM RANCH FLOOR PLAN, ROOF PLAN, & CROSS SECTION - MEDICAL 2**

**A-104**

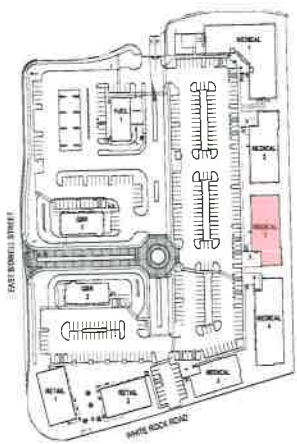




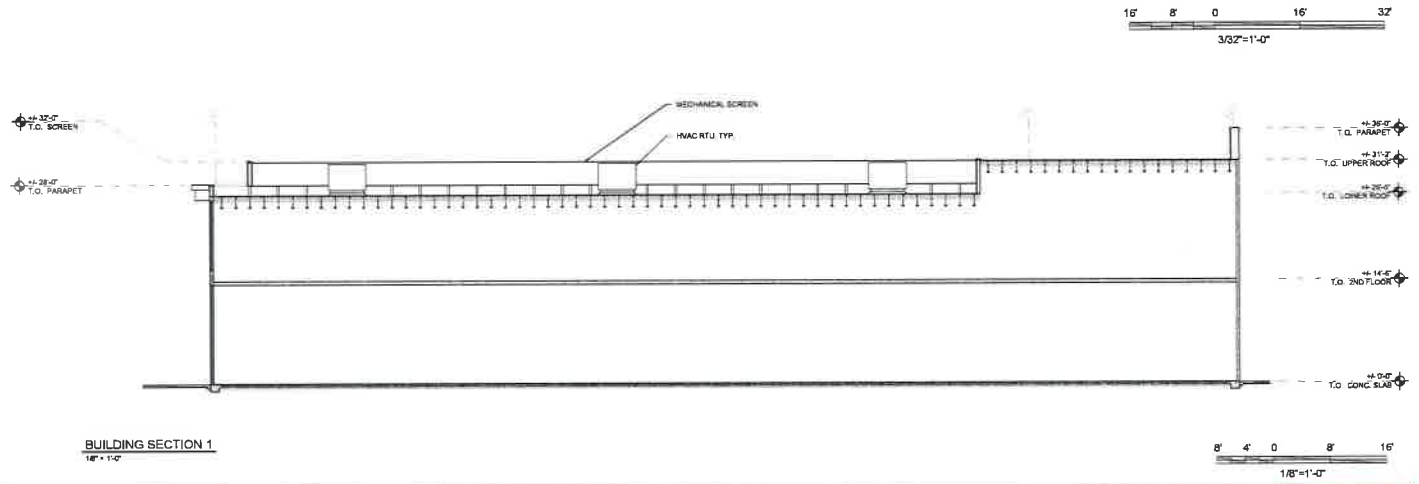
**MEDICAL 3 BUILDING FLOOR PLAN**  
3/32" = 1'-0"



**MEDICAL 3 BUILDING ROOF PLAN**  
3/32" = 1'-0"



**KEY PLAN**  
NOT TO SCALE

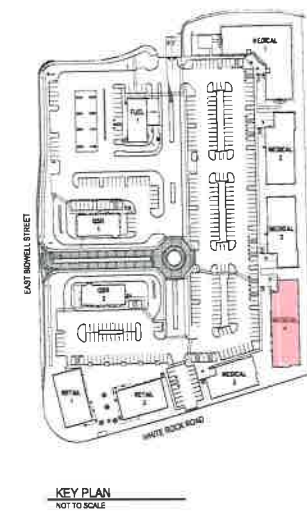
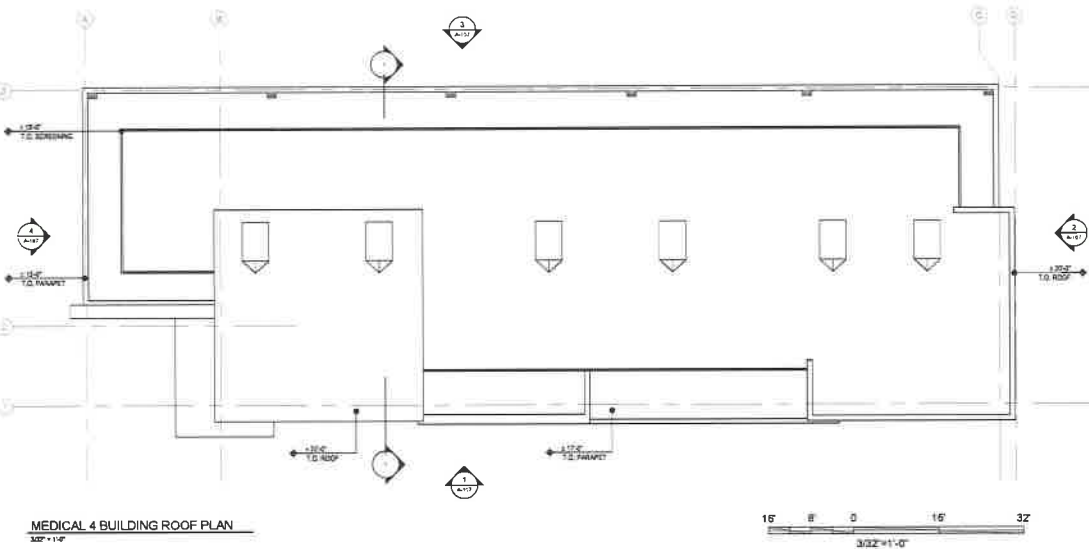
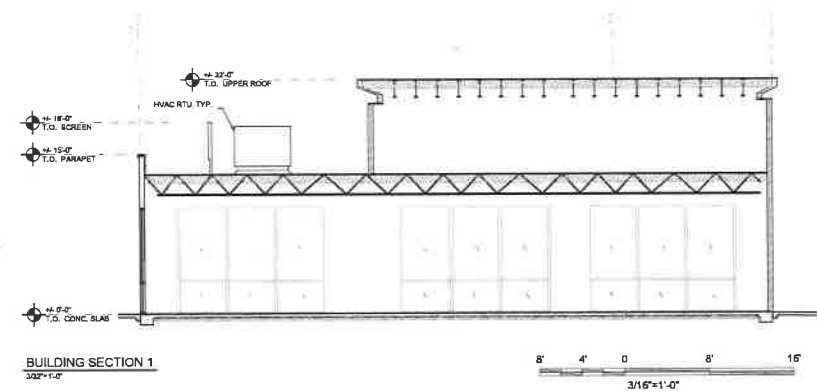
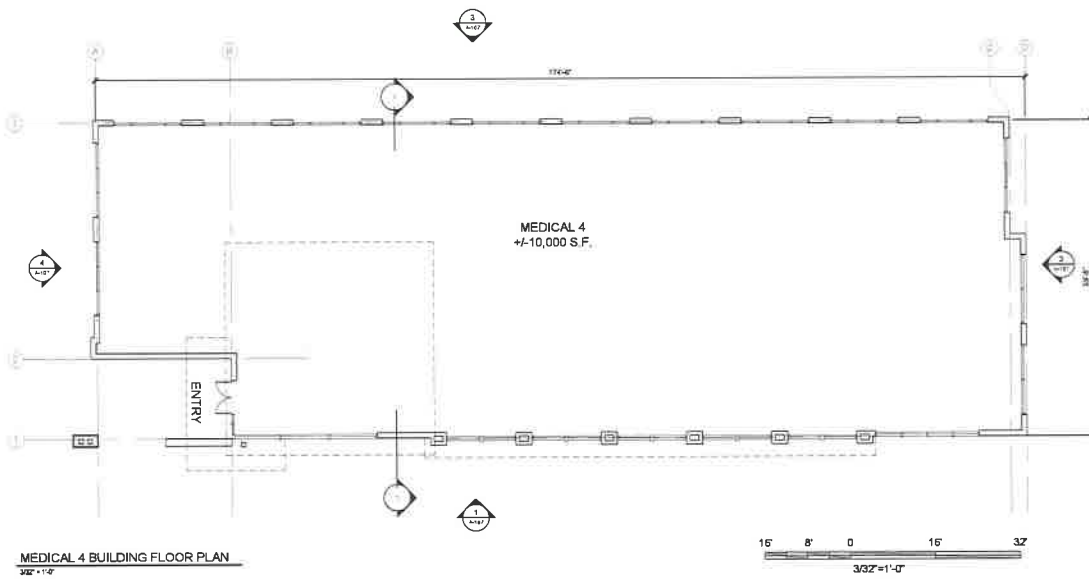


**BUILDING SECTION 1**  
1/8" = 1'-0"

**SOUTHPOINTE AT FOLSOM RANCH FLOOR PLAN, ROOF PLAN, & CROSS SECTION - MEDICAL 3**

**A-106**

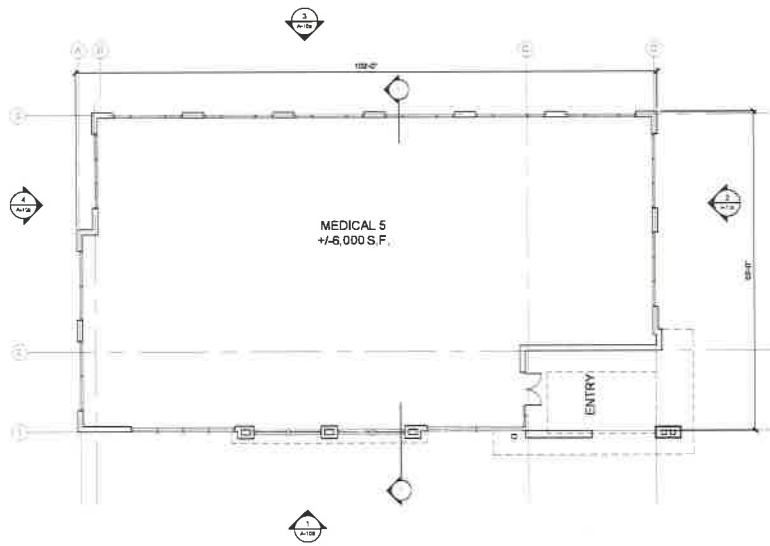




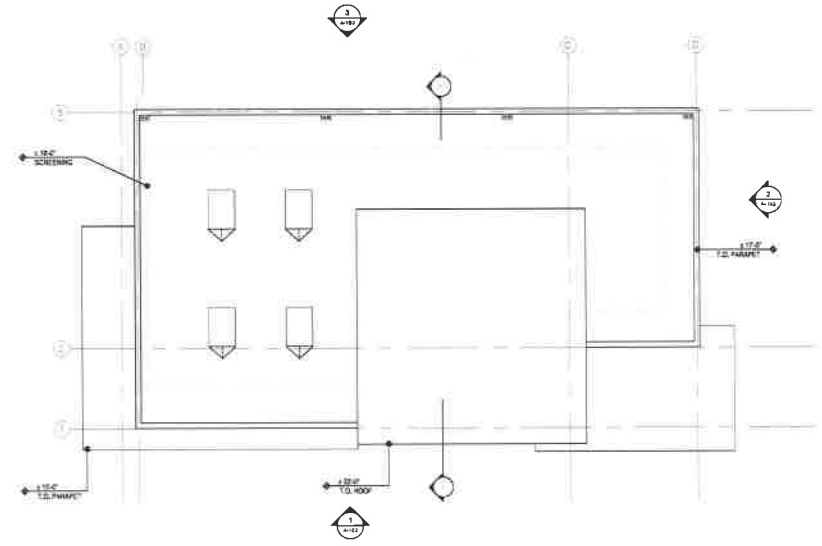
**SOUTHPOINTE AT FOLSOM RANCH FLOOR PLAN, ROOF PLAN, & CROSS SECTION - MEDICAL 4 A-108**

FOLSOM, CA 21019 06-30-2023 1478 STONE POINT DRIVE SUITE 350 ROSEVILLE, CA 95661 T | 916 752 7200 borgesarch.com

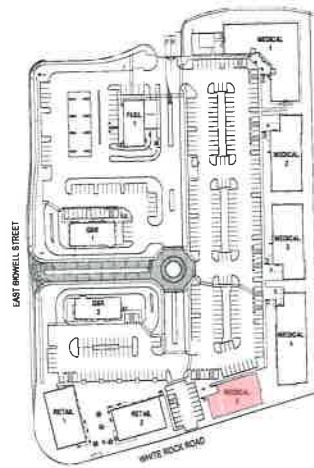




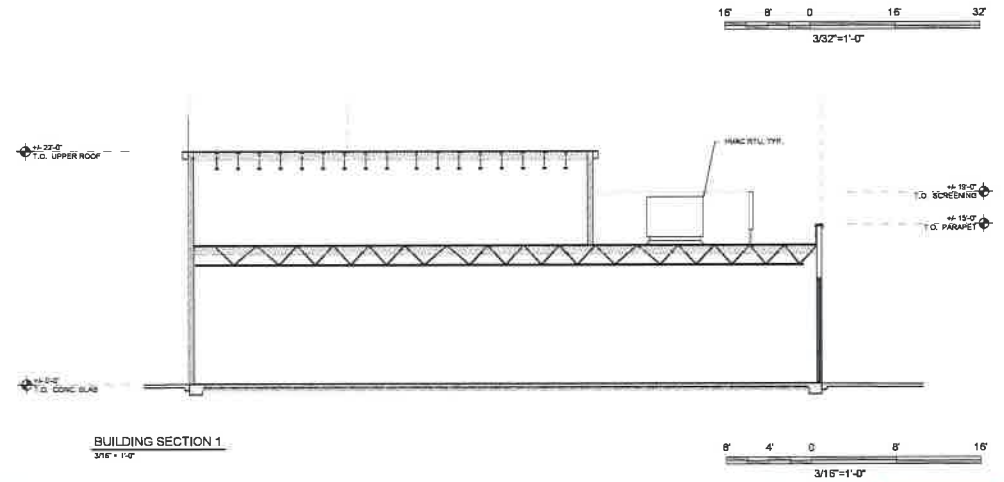
MEDICAL 5 BUILDING FLOOR PLAN  
3/32" = 1'-0"



MEDICAL 5 BUILDING ROOF PLAN  
3/32" = 1'-0"



KEY PLAN  
NOT TO SCALE



BUILDING SECTION 1  
3/16" = 1'-0"

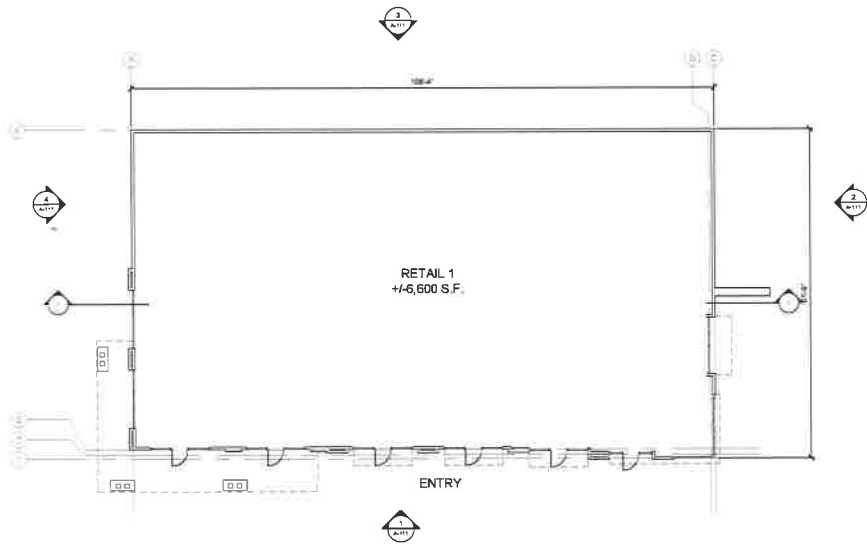
SOUTHPOINTE AT FOLSOM RANCH FLOOR PLAN, ROOF PLAN, & CROSS SECTION - MEDICAL 5 A-110

FOLSOM, CA 21019

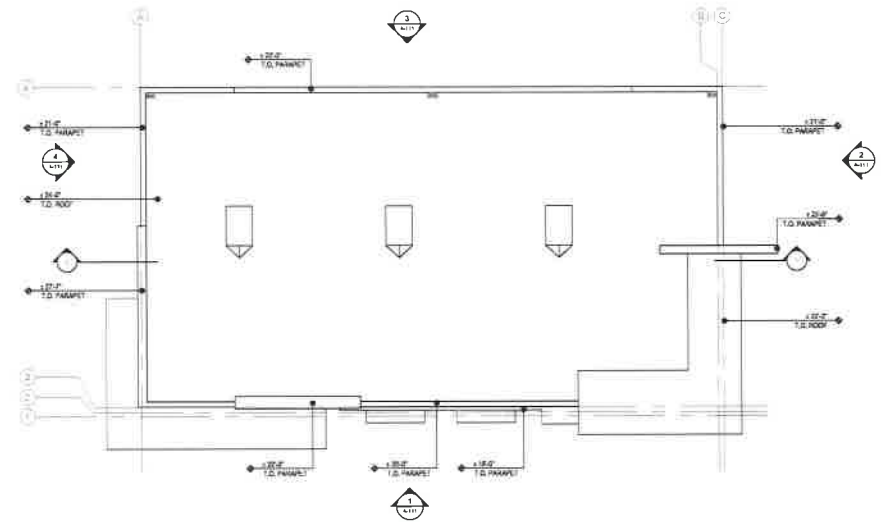
06-30-2023

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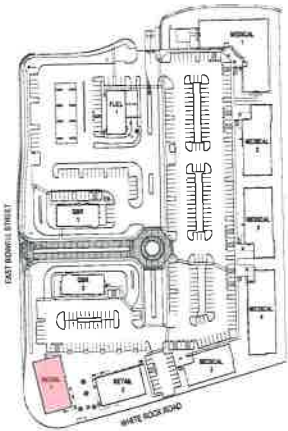




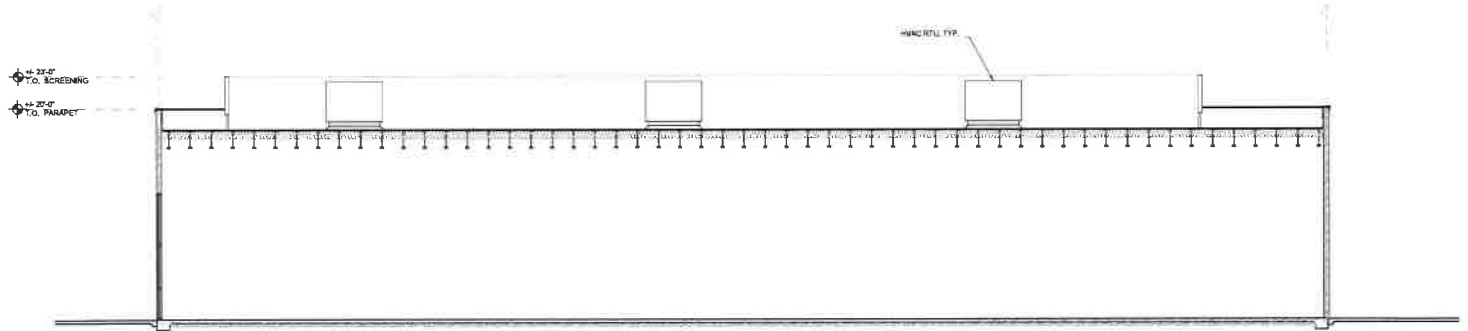
RETAIL 1 BUILDING FLOOR PLAN  
3/32" = 1'-0"



RETAIL 1 BUILDING ROOF PLAN  
3/32" = 1'-0"



KEY PLAN  
NOT TO SCALE



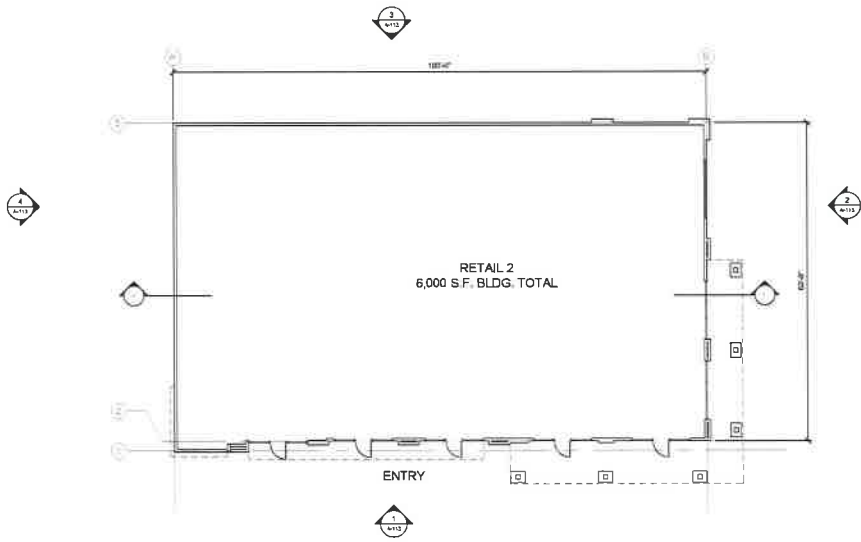
BUILDING SECTION 1  
3/16" = 1'-0"



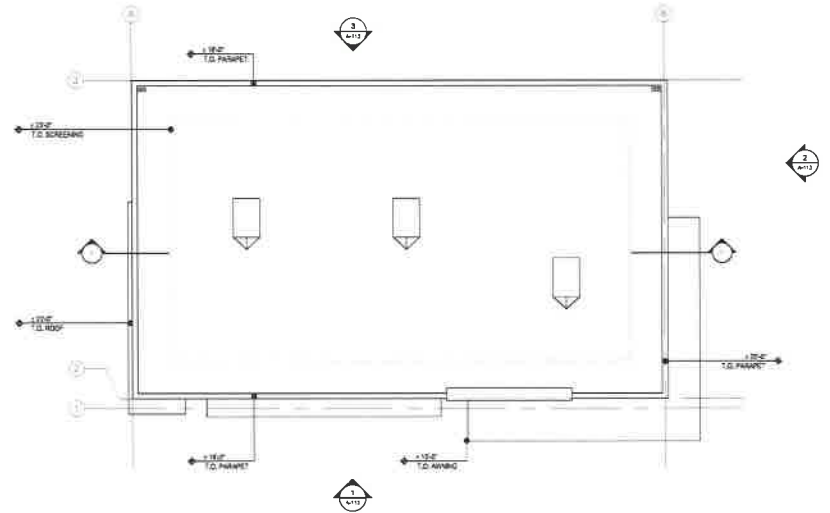
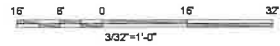
SOUTHPOINTE AT FOLSOM RANCH FLOOR PLAN, ROOF PLAN, & CROSS SECTION - RETAIL 1

A-112

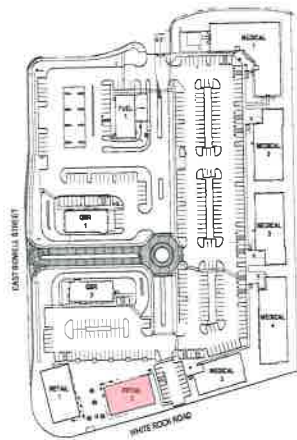
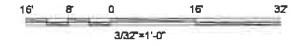




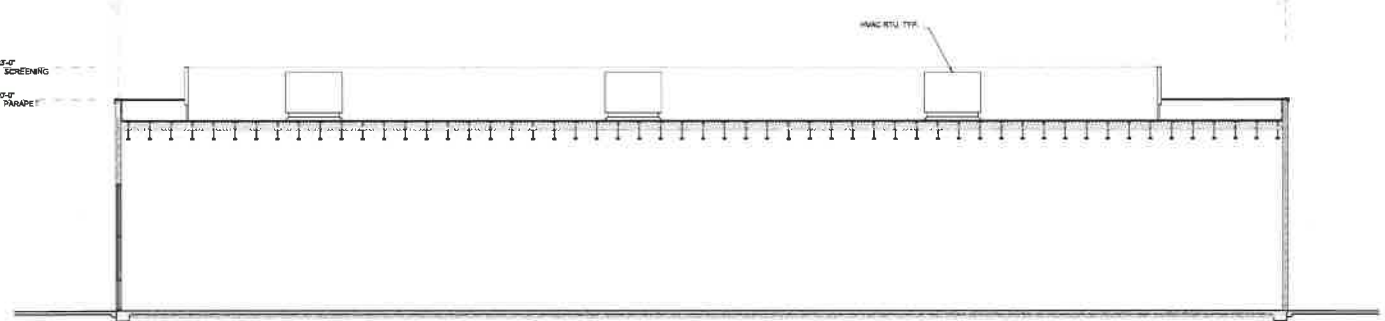
RETAIL 2 BUILDING FLOOR PLAN  
3/8" = 1'-0"



RETAIL 1 BUILDING ROOF PLAN  
3/8" = 1'-0"



KEY PLAN  
NOT TO SCALE



BUILDING SECTION 1  
3/16" = 1'-0"

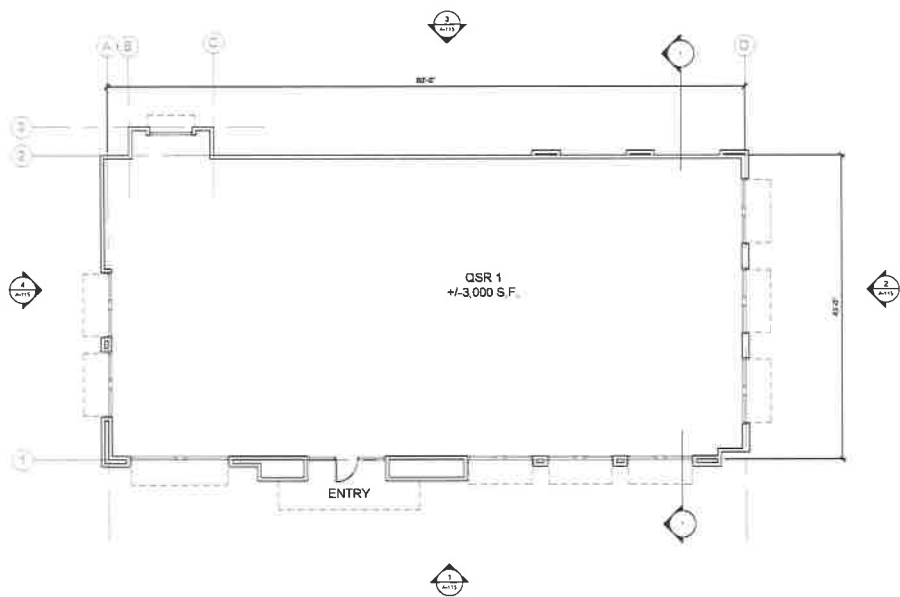


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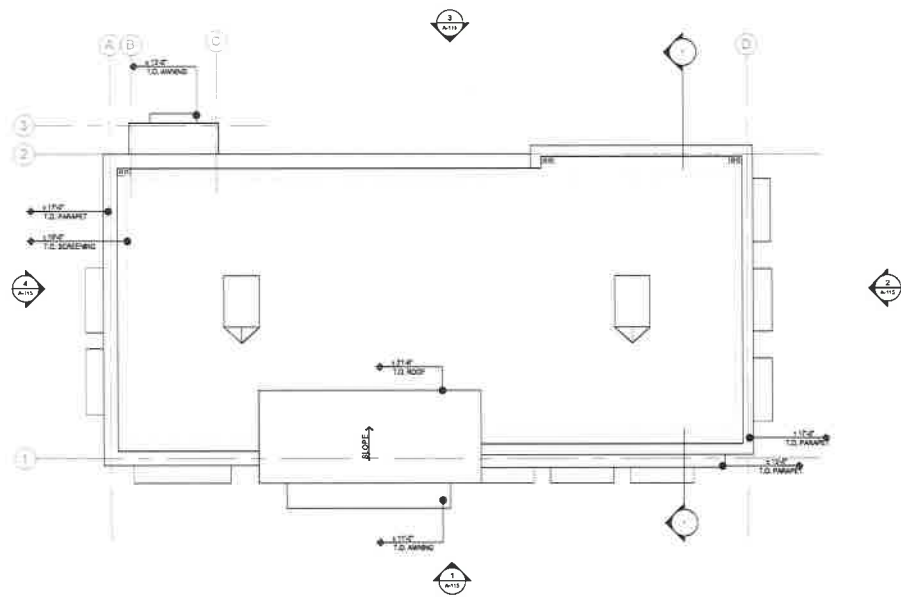
A-114



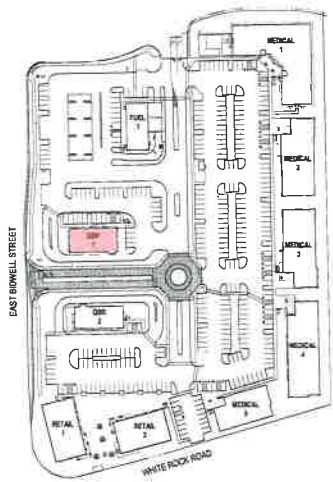




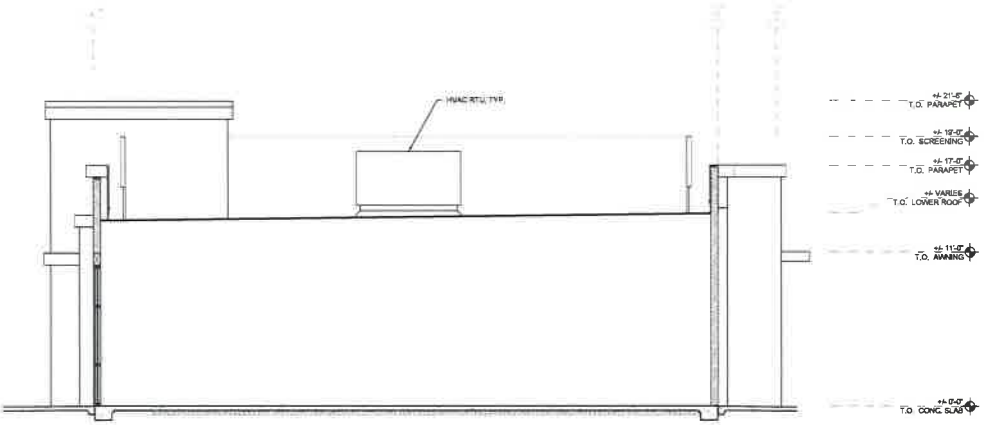
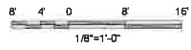
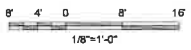
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1/8" = 1'-0"



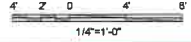
QSR 1 BUILDING ROOF PLAN  
1/8" = 1'-0"



KEY PLAN  
NOT TO SCALE

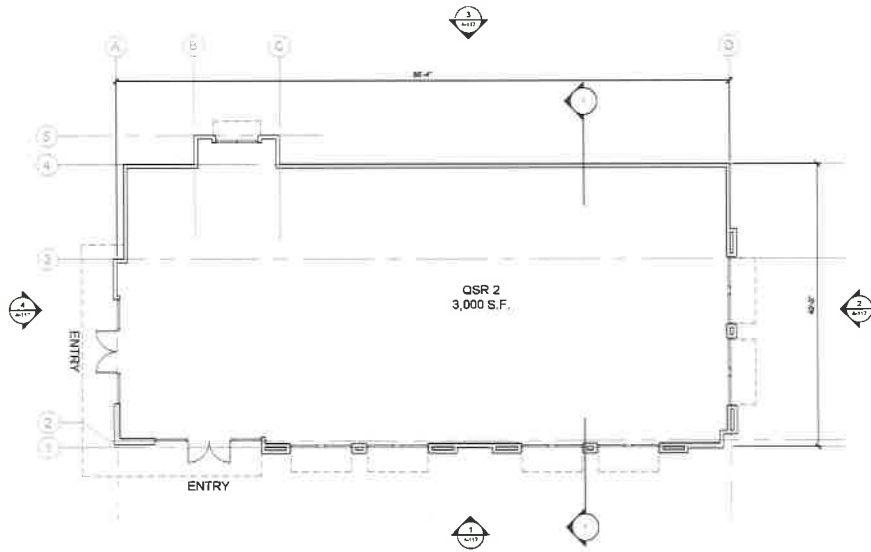


BUILDING SECTION 1  
1/4" = 1'-0"

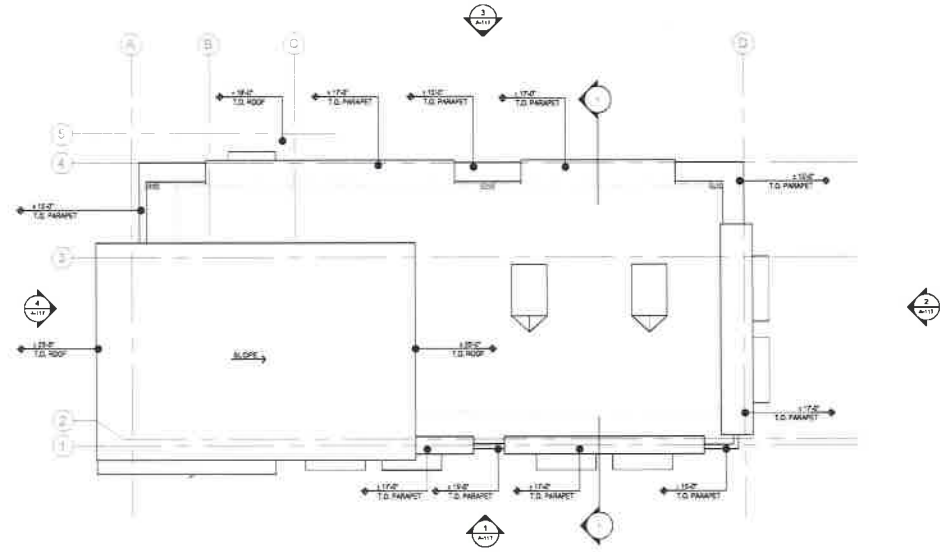


**SOUTHPOINTE AT FOLSOM RANCH FLOOR PLAN, ROOF PLAN, & CROSS SECTION - QSR 1**

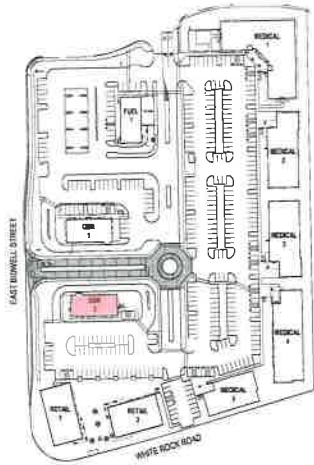




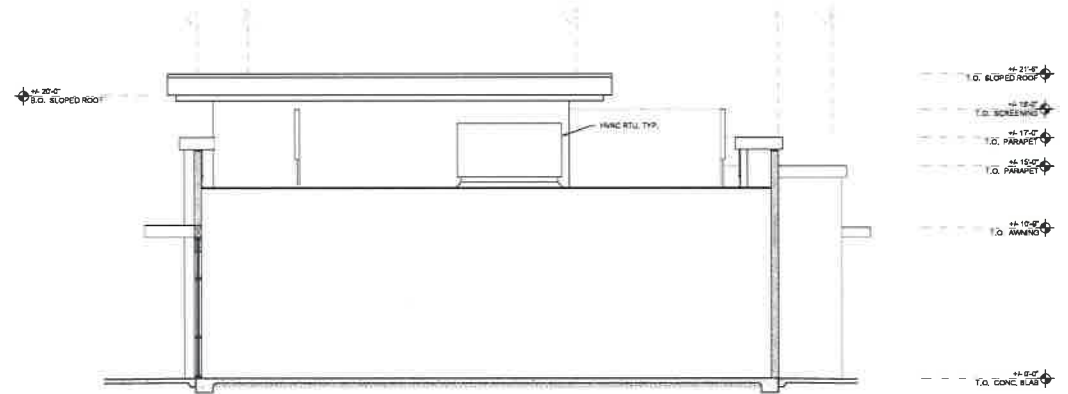
QSR 2 BUILDING FLOOR PLAN  
1/8" = 1'-0"



QSR 2 BUILDING ROOF PLAN  
1/8" = 1'-0"



KEY PLAN  
NOT TO SCALE



BUILDING SECTION 1  
1/4" = 1'-0"

8' 4' 0' 8' 16'  
1/8" = 1'-0"

4' 2' 0' 4' 8'  
1/4" = 1'-0"

- 11'-21/4" SLOPED ROOF
- 11'-12 1/2" SCREENING
- 11'-17'-5" T.O. PARAPET
- 11'-15'-0" T.O. PARAPET
- 11'-10'-0" AVENUE
- 11'-0'-0" CONC. SLAB

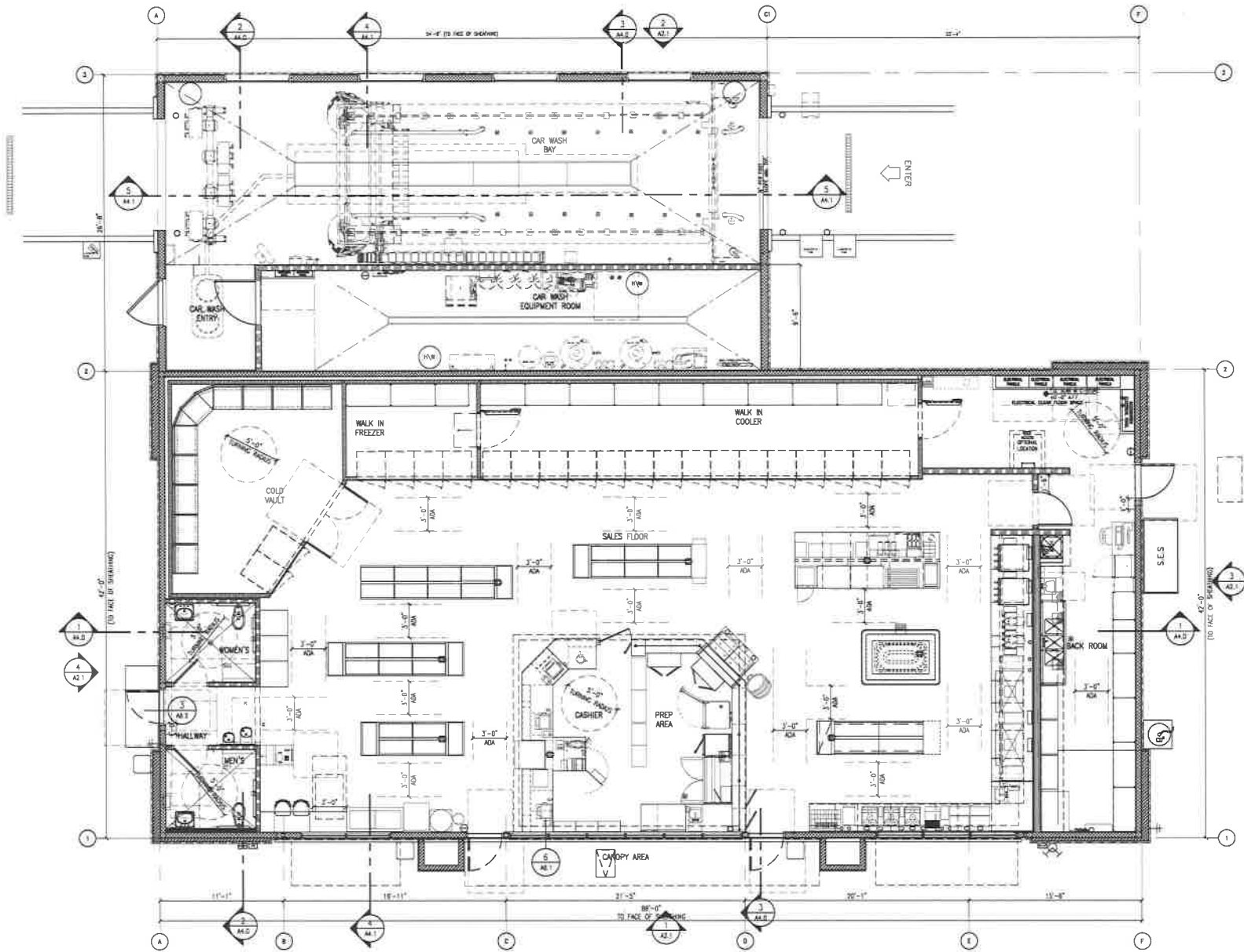
SOUTHPOINTE AT FOLSOM RANCH FLOOR PLAN, ROOF PLAN, & CROSS SECTION - QSR 2

A-118 **Borges**

FOLSOM, CA 21019

06-30-2023

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30 Executive Park  
Suite 100  
Irvine, CA 92614  
t: 949 296 0450



CIRCLE K STORES INC.  
255 E. Rincon St, Ste 100  
Corona, California 92709  
t: (951) 271-2205

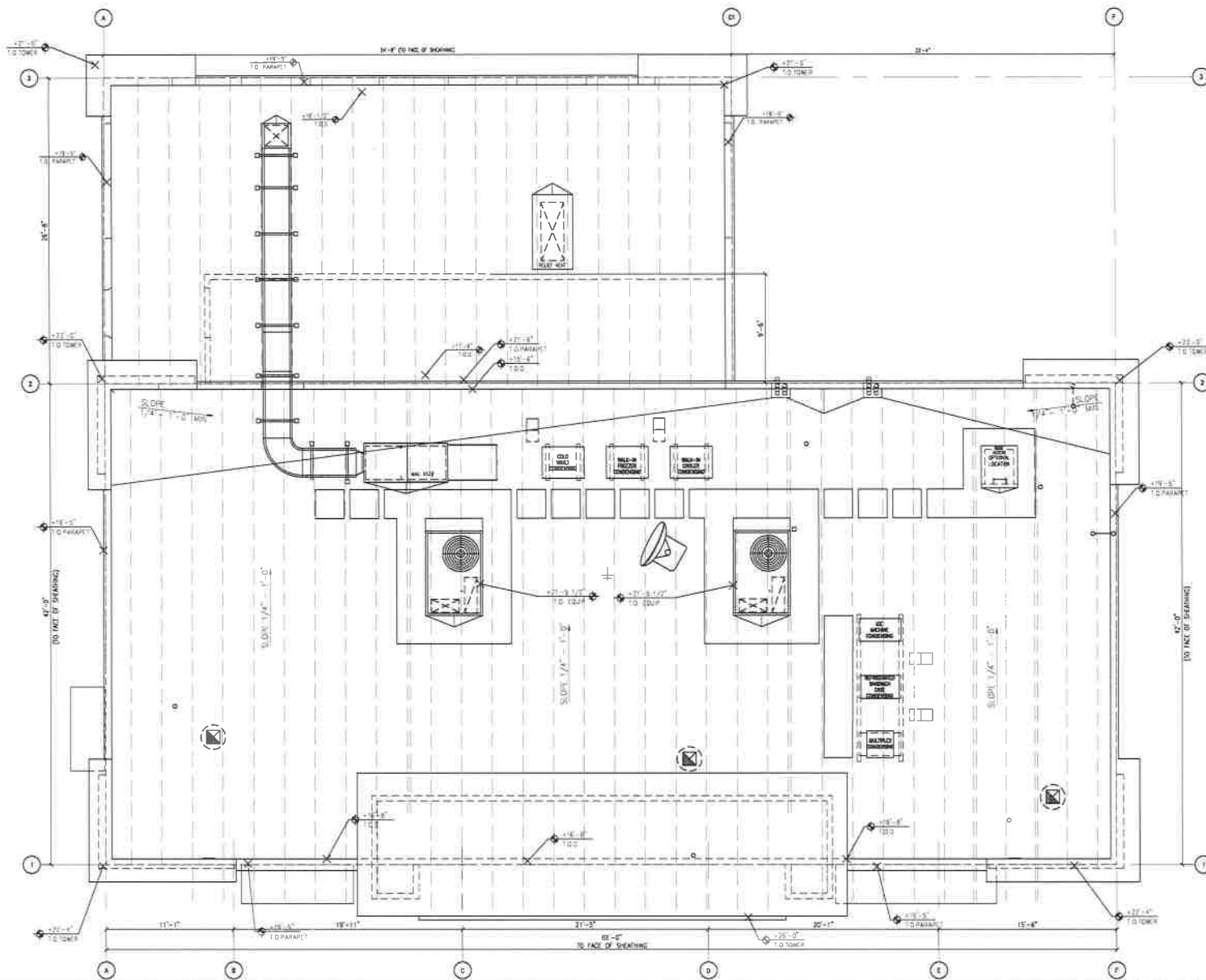


LAND DEVELOPMENT CONSULTANTS, LLC  
3281 E. Coast Rd, Suite #700  
Ontario, California 91751  
t: (909) 974-8422

**CIRCLE K | BUILDING FLOOR PLAN 3700 W/ ATTACHED CAR WASH**  
NEC CLINTON KEITH ROAD & MITCHELL ROAD  
MURRIETA, CA  
20210147.0  
SCALE: 1/4" = 1'-0"  
**A-1**



05/10/2022



**CIRCLE K | BUILDING ROOF PLAN 3700 W/ ATTACHED CAR WASH**  
 NEC BIDWELL STREET & WHITE ROCK RD  
 FOLSOM, CA  
 20210518.0

SCALE: 1/4" = 1'-0"

**A-2**



05/10/2022

## **Attachment 16**

### **Color and Materials Board Dated June 30, 2023**



31 ALUMARCH 4" ALUMINUM SLAT  
COLOR: "KWILA"



33 ALUMARCH 4" ALUMINUM SLAT  
COLOR: "LIGHT OAK"



01 SONGMAY  
SUNSHADE  
00000101 - 00 EQ.  
SUNSHADE GLAZING  
SUPER NEUTRAL 65 0N GRAY



P1 KELLY MOORE  
KM4909-5;  
ZINC DUST



P5 KELLY MOORE  
KM43-1,  
"WHITEST WHITE"



32 ALUMARCH 4" ALUMINUM SLAT  
COLOR: "EASTERN MANDARIN"



34 JAMES HARDIE  
FIBER CEMENT  
TINE SAND- GROOVED



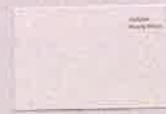
W1 ARCADIA, 00 EQ.  
ALUMINUM STOREFRONT  
CURTAINWALL  
CLEAR ANODIZED



P2 KELLY MOORE  
KM44-1,  
"METAL CHI"



P6 KELLY MOORE  
KM480-2,  
"THUNDER STORM"



P3 KELLY MOORE  
KM44-1,  
"PEARLY WHITE"



P7 KELLY MOORE  
KM4755-3,  
"CAMO GREEN"



P4 KELLY MOORE  
KM5703-1,  
"CHOWDER BOWL"



P8 KELLY MOORE  
KM3199-1,  
"BANANA SPLIT"

**SOUTHPOINTE AT FOLSOM RANCH MATERIAL BOARD**

FOLSOM, CA 21019

06-30-2023

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SA-121



## **Attachment 17**

### **Uniform Sign Criteria Dated July 6, 2023**

# Southpointe

MASTER SIGN PROGRAM

July 6, 2023





## PROJECT DIRECTORY

**LANDLORD:** (individually and collectively):  
Calvine Hospitality, LLC,  
a California limited liability  
company (as to an undivided  
95% interest as a tenant  
in common) and  
N2 Capital Investments, LLC,  
a Delaware limited liability  
company (as to an undivided  
5% interest as a tenant  
in common)

**LANDLORD NOTICE ADDRESS:**  
Calvine Hospitality, LLC,  
9500 Aquafina Ct.  
Elk Grove CA 95624  
Attn: Rohit Ranchhod  
Email: [rohit@hospitalitymgnt.com](mailto:rohit@hospitalitymgnt.com)  
and  
N2 Capital Investments, LLC  
4302 Redwood Highway #200  
San Rafael, CA 94903  
Attn: Akki Patel  
Email: [akkip@letapgroup.com](mailto:akkip@letapgroup.com)

**CONSULTANT:** 5201 Pentecost Drive  
Modesto, CA 95356  
Attn: David Randolph  
916-361-3200

## TABLE OF CONTENTS

TITLE	1
PROJECT DIRECTORY	2
SUBMITTALS & APPROVALS	3
CONSTRUCTION REQUIREMENTS	4
SIGNAGE SPECIFICATIONS	5 - 6
PROHIBITED SIGNS	7
LETTER TYPES	8
SIGN EXAMPLES	9

### SIGNAGE DESIGN

PROPOSED MONUMENT SIGN	10
PROPOSED FUEL STATION SIGN	11
PROPOSED PYLON SIGN	12

### WALL SIGNS

MEDICAL	13
SHOP/PAD TENANTS	14
MEDICAL TENANT ELEVATIONS	15-19
RETAIL TENANT ELEVATIONS	20-21
QSR TENANT ELEVATIONS	22-23
FUEL TENANT ELEVATION	24

SITE PLAN	25
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## **A** INTRODUCTION

The intent of this sign program is to provide the guidelines necessary to achieve a visually coordinated, balanced and appealing sign environment, harmonious with the architecture of the project.

Conformance to this sign criteria shall be rigorously enforced and any nonconforming sign shall be removed by the tenant or his sign contractor at their expense, upon demand by the Landlord.

Exceptions to these standards shall not be permitted without approval from the Landlord and if approved by the Landlord, will require approval of a Planned Development Sign Permit modification application by the City of Folsom. The sign exception application may only be filed after approval by the Landlord.

Accordingly, the Landlord will retain full rights of approval for any sign used in the center, at Landlord's sole discretion.

No sign shall be installed without written Landlord approval and the required City permits.

## **B** LANDLORD/TENANT REQUIREMENTS

1. Each Tenant shall submit to Landlord for written approval, three (3) copies of the detailed shop drawings of the proposed sign(s), indicating conformance with this sign criteria.
2. The Landlord shall determine and approve the availability and position of a Tenant name on any ground sign(s).
3. The Tenant shall pay for all sign fabrication, installation, and permit fees. (Including final inspection costs).
4. The Tenant shall obtain all necessary permits. Signs installed without City permit or Landlord approval are subject to immediate removal at Tenant's expense. A penalty of 100% of the Landlord's cost to remove said sign shall be assessed to the Tenant in addition to the cost of the removal.
5. The Tenant shall be responsible for fulfillment of all requirements of this sign criteria.
6. It is the responsibility of the Tenant's sign company to verify all conduit transformer and power supply locations and service access prior to fabrication.
7. Should a sign be removed or replaced, it is the Tenant's responsibility to patch all holes, to paint the surface to match the existing color, and restore the surface to original condition. If Tenant fails to complete any or all of this work, Landlord reserves the right, to complete this work at Tenant's expense.

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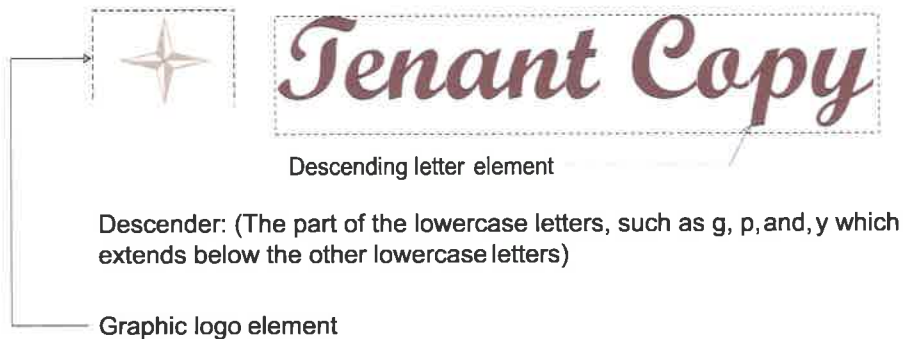
## **C** GENERAL SIGN CONSTRUCTION REQUIREMENTS:

1. All signs and their installation shall comply with local building and electrical codes.
2. All electrical signs will be fabricated by a U.L. approved sign company, according to U.L. specifications and shall bear the U.L. Label.
3. The sign company is to be fully licensed with the City and State and shall carry full Workman's Compensation and general liability insurance.
4. All penetrations of building exterior surfaces are to be sealed watertight and shall match the existing exterior finish and color.
5. Internal illumination to be specified as to type and installed and labeled in accordance with UL specifications.
6. Painted surfaces to be smooth and free of visible flaws and imperfections.
7. Sign height shall be as specified and shall be determined by measuring the total height of the sign and multiplying by the total width of the sign, including any ascending or descending elements.
8. All sign fabrication work shall be of excellent quality. All logo images and type-styles shall be accurately reproduced. The Landlord reserves the right to reject any fabrication work deemed to be below standard.
9. All lighting must meet title 24 specifications. No exposed conduits will be allowed.
10. Signs must be made of durable rust-inhibiting materials that are appropriate and complimentary to the building.
11. Color coatings shall exactly match the colors specified on the approved plans.
12. Joining of materials (e.g., seams) shall be finished in way as to be unnoticeable. Visible welds shall be continuous and ground smooth. Rivets, screws, and other fasteners that extend to visible surfaces shall be flush, filled, and finished so as to be unnoticeable.
13. Finished surfaces of metal shall be free from oil canning and warping. All sign finishes shall be free from dust, orange peel, drips, and runs and shall have a uniform surface conforming to the highest standards of the industry.
14. In no case shall any manufacturer's label be visible from the street from normal viewing angles.
15. Exposed raceways are not permitted unless they are incorporated into the overall sign design.
16. Exposed junction boxes of any type are not permitted.
- 17: Any sign requiring penetration of any part of the roof, requires that tenant submit drawings showing such penetrations and the use of Landlords roofing contractor to make the penetrations and patching.

## D TENANT WALL SIGN SPECIFICATIONS:

The intent of this criteria is to encourage creativity and to ensure the individuality of each tenant sign. Tenants are encouraged to use creativity in color, type style, and lighting within the confines of these criteria.

These areas will not be calculated individually. The City requires a single rectangle to encompass the entire sign area. See exhibit below.



The following describes the size, placement, and language specifications for, Medical, Fuel, Shop, and Pad tenants.

Medical are those tenants with 8,000 to 30,000 square feet or more of leased building area.

Fuel tenants are those tenants with less than 8,000 square feet of leased building area within a freestanding single occupancy building.

Shop tenants are those tenants with less than 8,000 square feet of leased building area.

Pad tenants are those tenants with less than 8,000 square feet of leased building area within a freestanding single occupancy building.

All signs shall be in the English language with English letter characters.

### MEDICAL TENANT SIGN ALLOWANCES:

- Building signs are allowed at 1.5 sq ft. of sign area for each 1 foot of primary building frontage to a max of 150 sq ft.
- A secondary frontage that faces allowed at 1.5 sq ft. of sign area for each 1 foot of building frontage to a max of 150 sq ft.

Excluding the loading dock/passive building side. The sign must face a public entrance, street, or parking lot.

- Signs are to be centered vertically and horizontally in tenants lease frontage. Or centered vertically and horizontally over tenant's customer entrance or appropriate architectural feature.

- Maximum sign width is to be 70 percent of the lease or building facade on which the sign is attached, whichever is more restrictive.

## **D** TENANT WALL SIGN SPECIFICATIONS, cont.:

### **FUEL TENANT SIGN ALLOWANCES:**

- Building signs are allowed at 1.5 sq ft. of sign area for each 1 foot of primary building frontage to a max of 150 sq ft.
- Secondary frontage that faces a street (i.e., East Bidwell St., Southpointe Dr., or White Rock Rd.) are allowed at 1.5 sq ft. of sign area for each 1 foot of building frontage to a max of 150 sq ft.
- Signs are to be centered vertically and horizontally in tenants lease frontage. Or centered vertically and horizontally over tenant's customer entrance or appropriate architectural feature.
- Maximum sign width is to be 70 percent of the lease or building facade on which the sign is attached, whichever is more restrictive.

### **SHOP AND PAD TENANT SIGN ALLOWANCES:**

- Building signs are allowed at 1.5 sq ft. of sign area for each 1 foot of primary building frontage to a max of 150 sq ft.
- Secondary frontage that faces a street (i.e., East Bidwell St., Southpointe Dr., or White Rock Rd.) are allowed at 1.5 sq ft. of sign area for each 1 foot of building frontage to a max of 150 sq ft.
- Maximum letter or logo height is to be 36 inches.

### **SHOP AND PAD TENANT SIGN ALLOWANCES, cont.:**

- Signs are to be centered vertically and horizontally in tenants lease frontage. Or centered vertically and horizontally over tenant's customer entrance or appropriate architectural feature.
- Pad tenants are allowed a maximum of 3 signs provided each is on a frontage facing an entrance, a public street, or public parking lot.
- In line shop tenants are allowed 1 sign on the front and 1 sign on the rear elevation but only if either the front or rear elevation faces a public street (i.e., East Bidwell St., Southpointe Dr., or White Rock Rd.). Otherwise, 1 sign is only permitted on the front.
- And, corner tenants are allowed a third sign on the end frontage, subject to the area limit noted previously. Pad tenants are allowed 1 sign on any of three sides of their building, subject to the area limit noted previously.
- Maximum sign width is to be 70 percent of the lease or building facade on which the sign is attached, whichever is more restrictive.

### **WINDOW AND DOOR SIGNAGE, ALL TENANTS:**

- All window graphics and signs require written approval of the Landlord. They shall not exceed 10 percent of the window area without a special request and express written approval of an exception from the Landlord.
- Rear service or delivery door shall have placed on them the tenants name and suite number in 4" high white or black vinyl graphics.
- Front entrance doors may have placed on them the tenant name, suite number, hours of operation, and phone number. Name and suite number not to exceed 4" in height, all other copy not to exceed 1 ½" in height.

## **E** PROHIBITED SIGNS:

### 1. Signs constituting a Traffic Hazard:

No person shall install or maintain, or cause to be installed or maintained, any sign which simulates or imitates in size, color, lettering or design any traffic sign or signal, or which makes use of the words "STOP", "LOOK", "DANGER" or any words, phrases, symbols, or characters in such a manner as to interfere with, mislead or confuse traffic.

### 2. Signs in Proximity to Utility Lines:

Signs which have less horizontal or vertical clearance from authorized communication or energized electrical power lines that are prescribed by the laws of the State of California are prohibited.

3. Signs painted directly on a building surface will not be permitted.

4. Building wall signs may not project above the top of a parapet, the roof line at the wall or roof line.

5. Flashing, moving or audible signs are not allowed.

6. Signs projecting below the tenant's lease facade without express written permission of the Landlord.

### 7. Vehicle Signs:

Signs on or affixed to trucks, automobiles, trailers, or other vehicles which are used for advertising, identity, or provide direction to a specific use or activity not related to its lawful activity are prohibited.

### 8. Light Bulb Strings:

External displays, other than temporary decorative holiday lighting which consists of unshielded light bulbs are prohibited. An exception may be granted by the Landlord and the City of Folsom when the display is an integral part of the design character of the activity to which it relates.

### 9. Banners, Pennants & Balloons Used for Advertising Purposes:

Temporary flags, banners, or pennants for special promotional purposes may be permitted subject to Municipal Code requirements, Landlord's, and City approval.

10. Billboard Signs are not permitted.

11. Permanent "sale" signs are prohibited. Temporary "sale" signs require written approval of the Landlord, are limited to a thirty-day period and, are restricted to signs affixed to the interior of windows.

12. No standard plex faced cabinet construction allowed. Cabinet signs are not permitted except as minor adjuncts to the primary signs (i.e. tag lines and logos)

13. "A" frame signs, portable signs, and sandwich board signs.

## **F** ABANDONMENT OF SIGNS:

Any tenant sign left after thirty (30) days from vacating premises shall be considered abandoned and may be removed by Landlord at Tenant's expense.

## **G** INSPECTION:

Landlord reserves the right to hire an independent electrical engineer at the Tenant's sole expense to inspect the installation of all Tenant's signs and to require the Tenant to have any discrepancies and/or code violations corrected at the Tenant's expense.

## **H** MAINTENANCE:

It is the Tenant's responsibility to maintain their signs in proper working and clean conditions at all times. Signs shall be regularly cleaned and maintained. The Landlord reserves the right to hire his own contractor, make the necessary corrections, and bill tenant should it be deemed necessary, in Landlord's reasonable discretion. Broken signs shall be repaired or replaced within 10 days of notice of the Landlord.

---

**Sign Type: A**

Illuminated translucent face channel letter:

Use standard aluminum construction with sidewalls to be Matthew's (or equivalent) satin acrylic polyurethane finish. Faces to be translucent acrylic or Lexan with trim cap. Illuminate with LED, or fluorescent lighting.

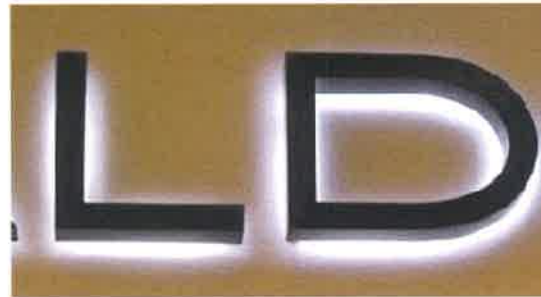


**Sign Type: A**

**Sign Type: B**

Illuminated reverse pan channel, halo illuminated, letter:

Use standard aluminum construction with Matthew's (or equivalent) satin acrylic polyurethane finish. Illuminate with LED, or fluorescent lighting.



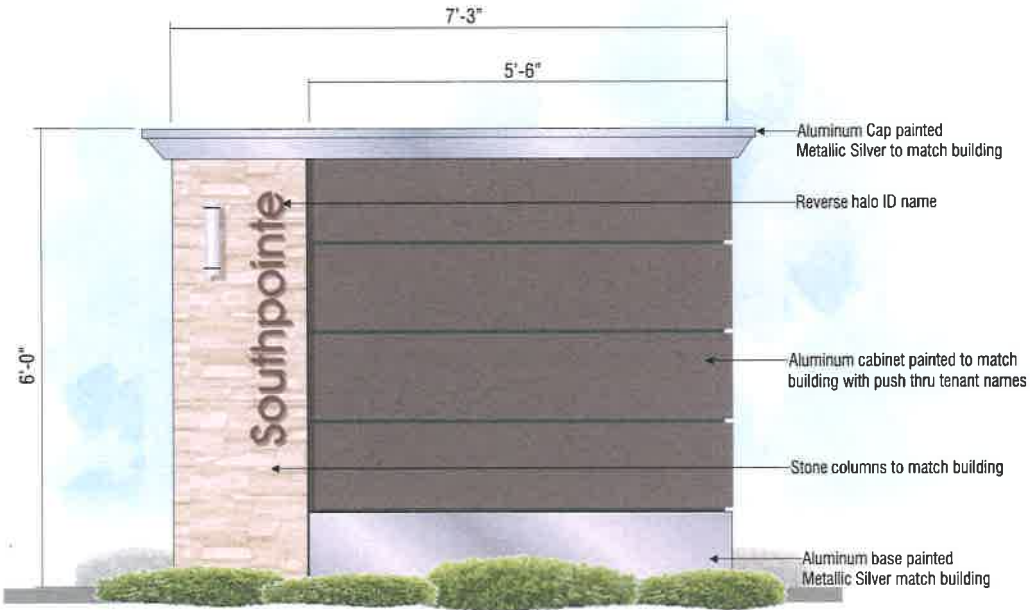
**Sign Type: B**

## SIGN EXAMPLES

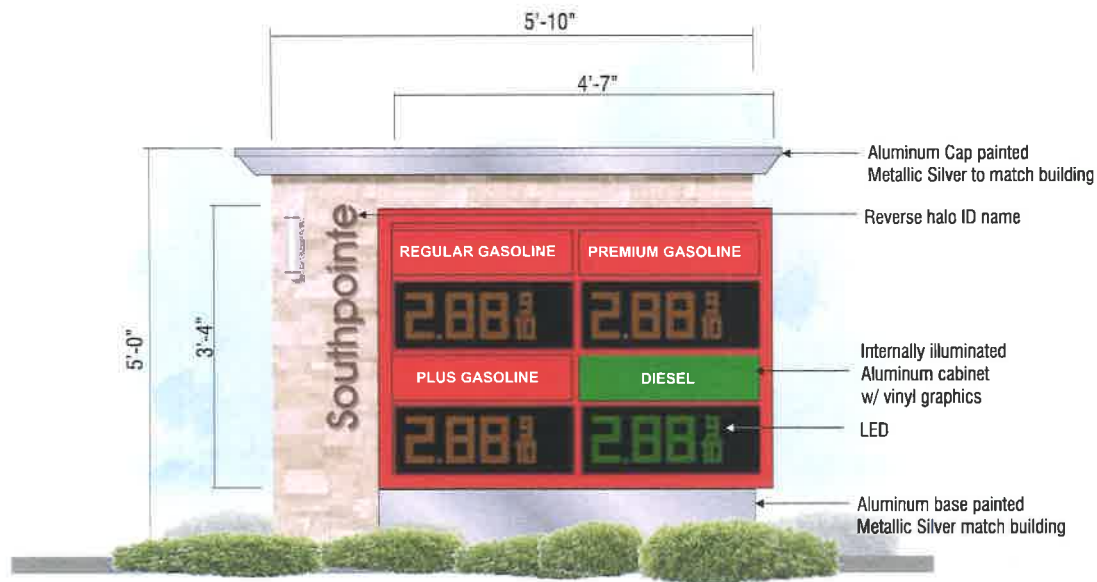




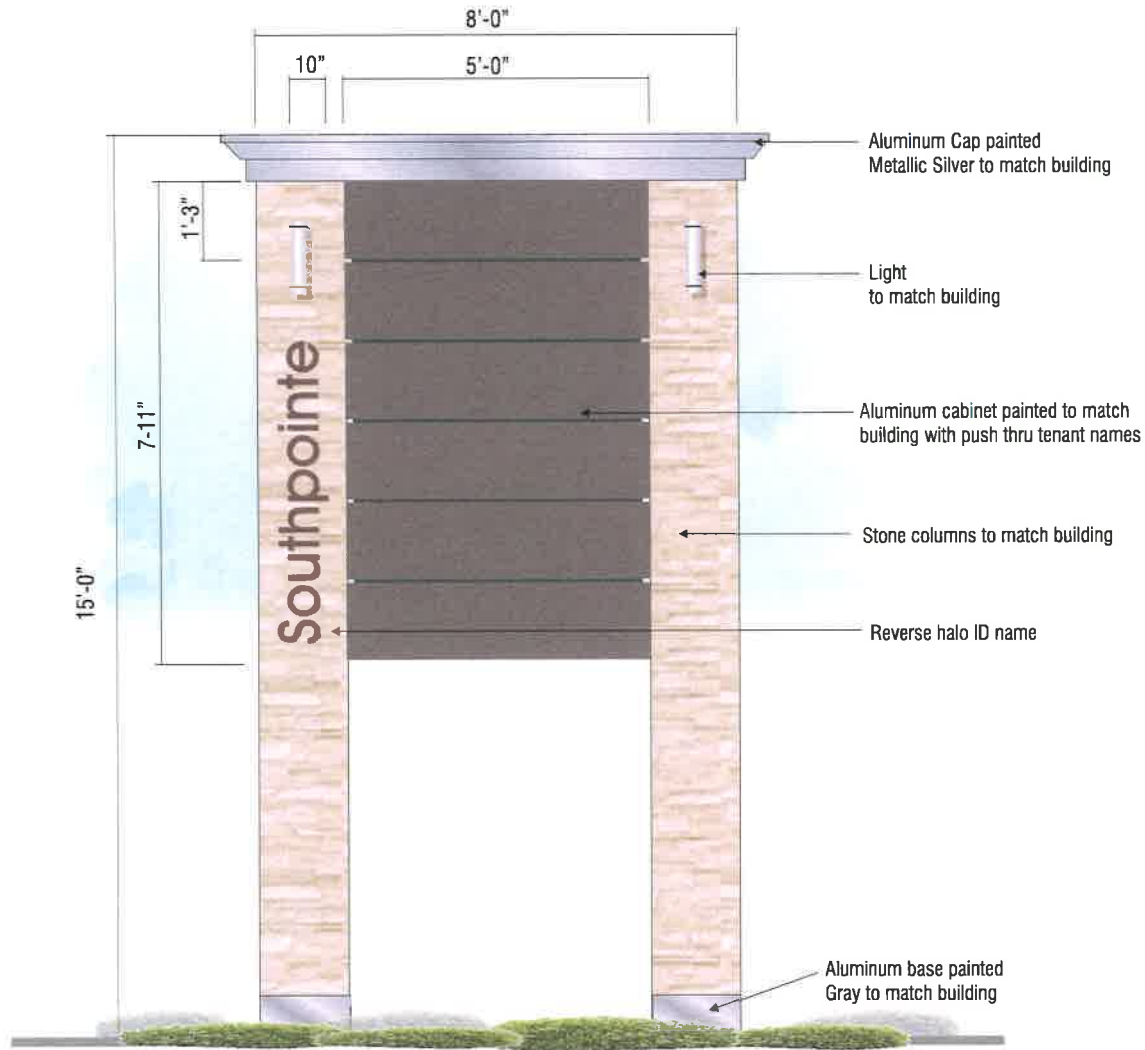
PROPOSED MONUMENT SIGNS



## PROPOSED FUEL STATION SIGN

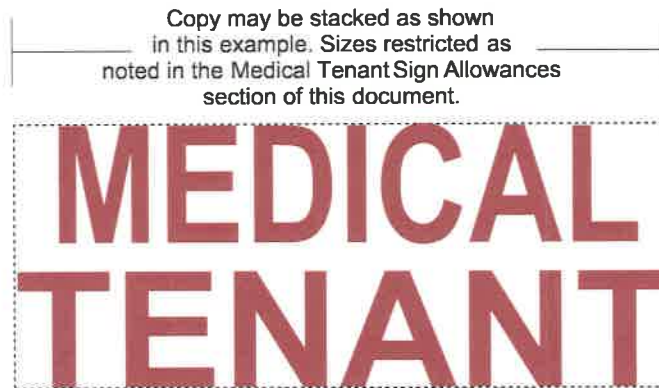
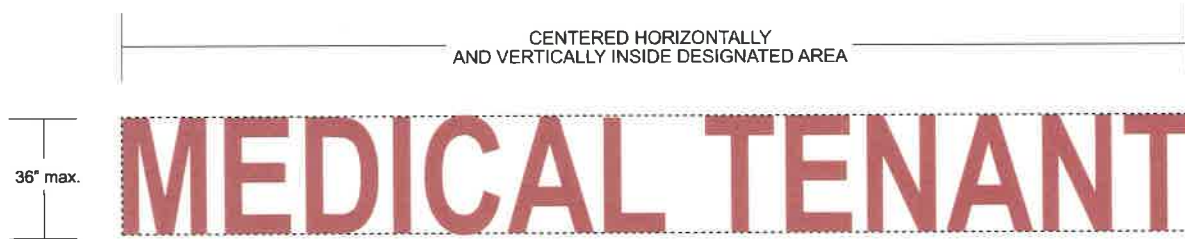


## PROPOSED PYLON SIGN



---

## MEDICAL TENANT SIGNAGE



---

## SHOP/PAD TENANT SIGNAGE



Copy may be stacked as shown  
in this example. Sizes restricted as  
noted in the Shop/Pad Tenant Sign Allowances  
section of this document.

**SHOP/PAD  
TENANTS**

A diagram showing the sign text "SHOP/PAD TENANTS" stacked in two lines, enclosed in a dashed rectangular border.

**MEDICAL 1 TENANT SIGNAGE**



**FRONT**



**LEFT**



**RIGHT**



**REAR**

MEDICAL 2 TENANT SIGNAGE



FRONT



LEFT



RIGHT



REAR

MEDICAL 3 TENANT SIGNAGE



FRONT



LEFT



RIGHT



REAR



**MEDICAL 4 TENANT SIGNAGE**



**FRONT**



**LEFT**



**RIGHT**



**REAR**

## MEDICAL 5 TENANT SIGNAGE



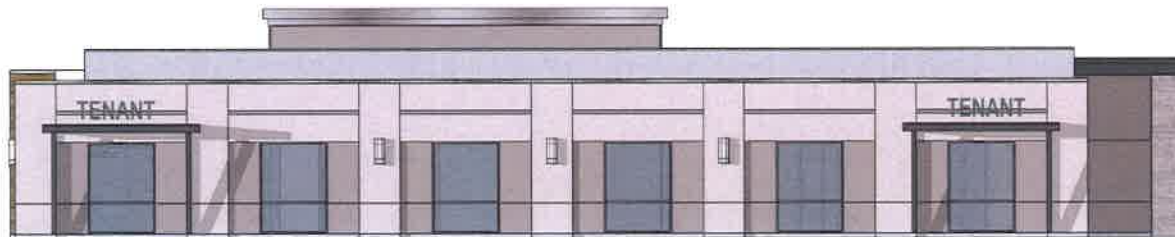
FRONT



LEFT



RIGHT



REAR

## RETAIL 1 TENANT SIGNAGE



FRONT



LEFT



RIGHT



REAR

## RETAIL 2 TENANT SIGNAGE



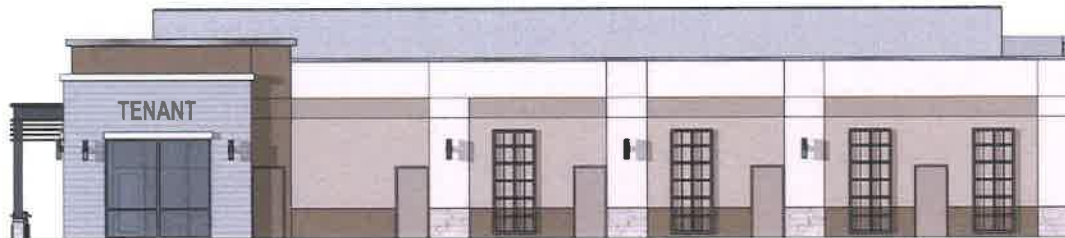
FRONT



LEFT



RIGHT



REAR

QSR 1 TENANT SIGNAGE



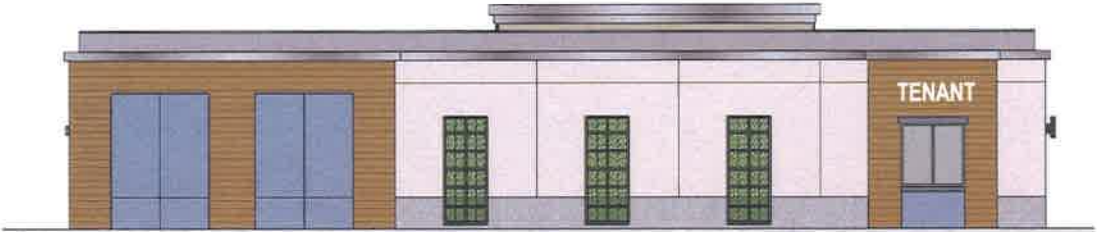
FRONT



LEFT



RIGHT



REAR

**QSR 2 TENANT SIGNAGE**



**FRONT**



**LEFT**



**RIGHT**

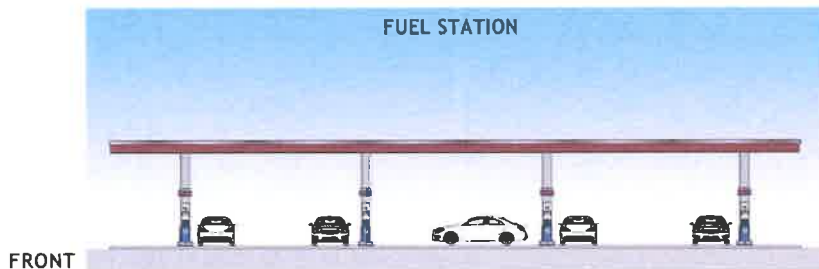


**REAR**

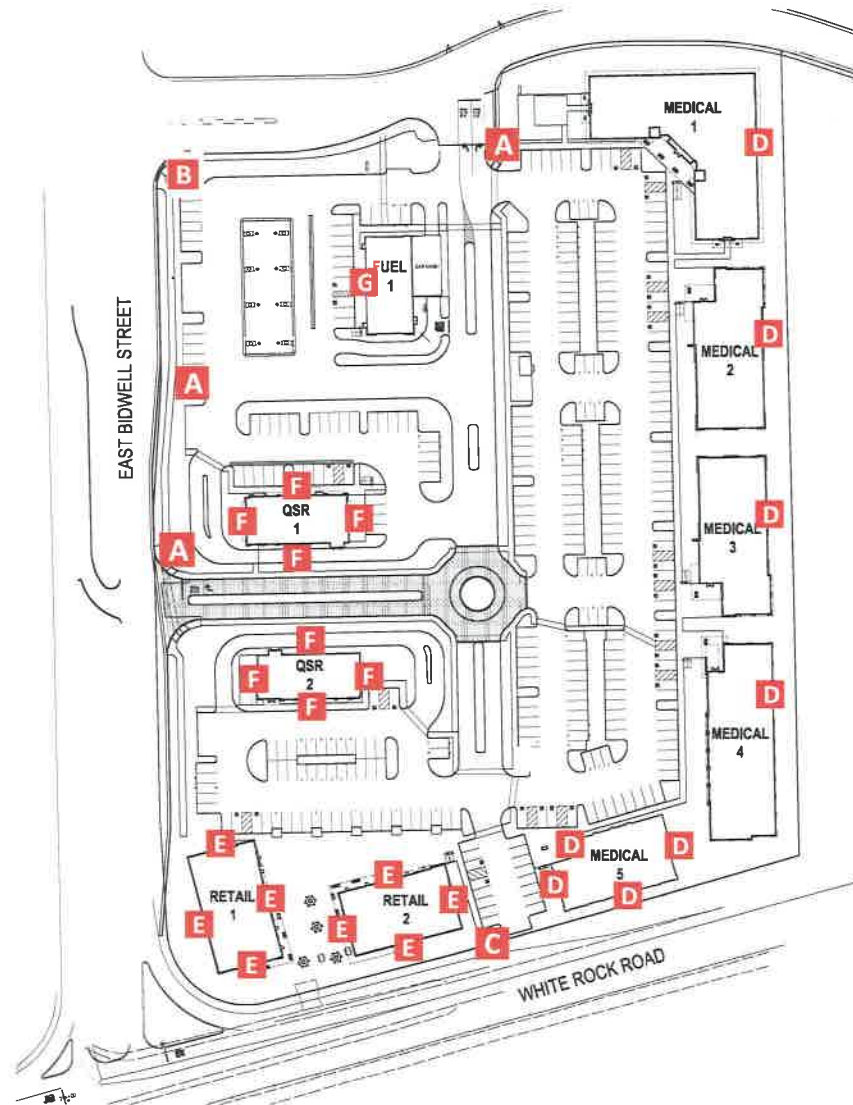
## FUEL TENANT SIGNAGE



Copy may be stacked as shown  
in this example. Sizes restricted as  
noted in the Fuel Tenant Sign Allowances  
section of this document.



# SITE PLAN



- A** MONUMENT SIGN
- B** FUEL STATION SIGN
- C** PYLON SIGN
- D** MEDICAL TENANT
- E** RETAIL TENANT
- F** QSR TENANT
- G** FUEL TENANT



## **Attachment 18**

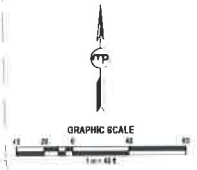
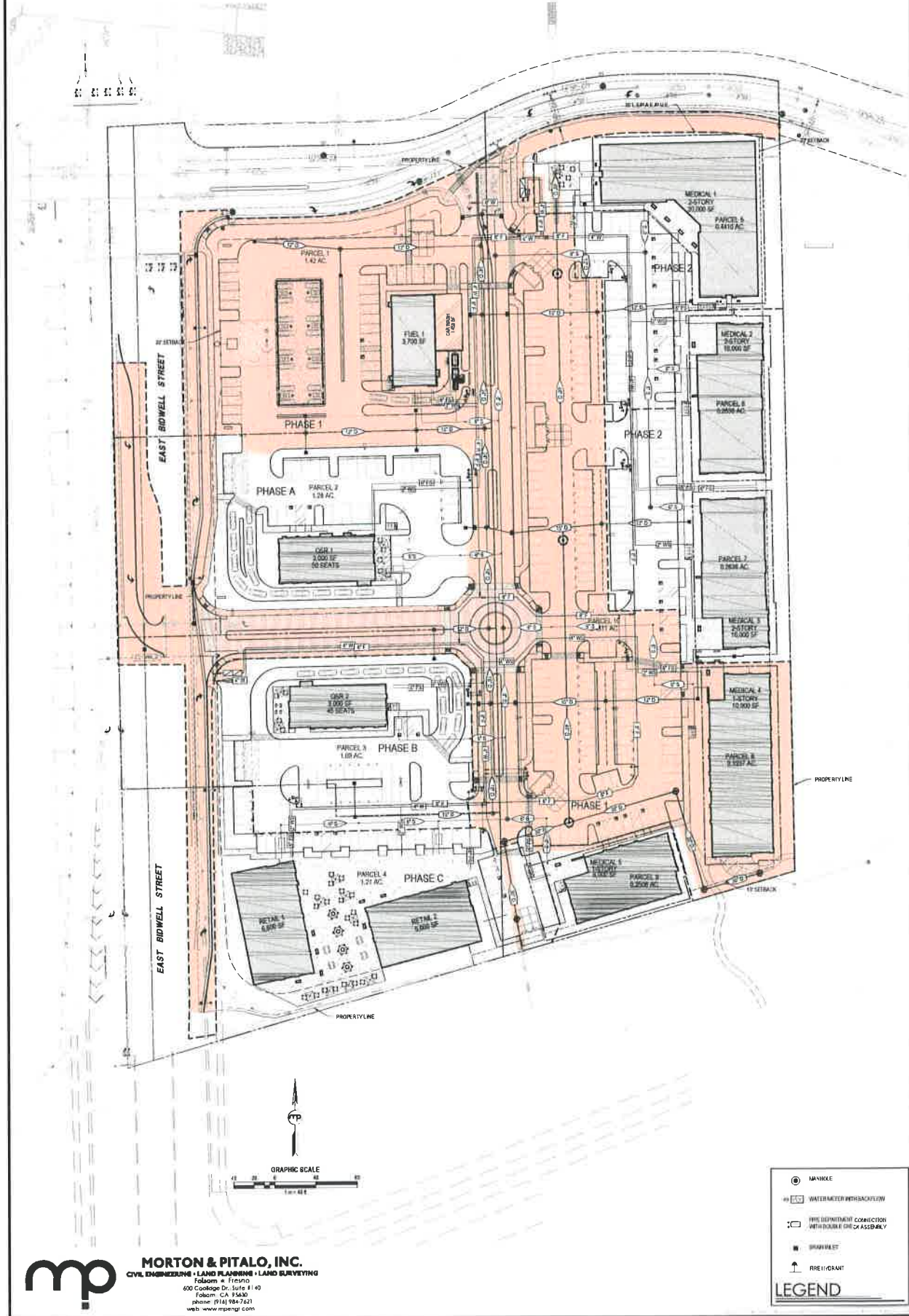
### **Preliminary Phasing Plan Dated July 11, 2023**

# SOUTHPOINTE AT FOLSOM

## PRELIMINARY PHASING PLAN

SHEET C2.5

JULY 11, 2023



**MORTON & PITALO, INC.**  
CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING  
Folsom • Fresno  
600 Colledge Dr., Suite #140  
Folsom, CA 95630  
phone: (916) 984-7421  
web: www.msping.com

	MANHOLE
	WATER METER WITH BACKFLOW
	FIRE DEPARTMENT CONNECTION WITH DOWNLINE OR GAS ASSEMBLY
	DRAIN VALVE
	RISER/DRAIN

**LEGEND**

## **Attachment 19**

### **Southpointe at Folsom Ranch Commercial Center Booklet (Separate Bound Document)**

**Attachment 20**  
**Site Photographs**











## **Attachment 21**

# **CEQA Exemption and Streamlining Analysis for the Southpointe at Folsom Ranch Commercial Center Project**

CITY OF FOLSOM

**CEQA Exemption and Streamlining Analysis for  
Southpointe at Folsom Commercial Center  
(Folsom Plan Area Specific Plan Parcel No. 141)**

---

1. Application No: PN 22-153
2. Project Title: Southpointe at Folsom Commercial Center (Folsom Plan Area Specific Plan [FPASP] Parcel No. 141)
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 No. 141, 12.39 gross acres, located at the northeast intersection of White Rock Road (to the south) and East Bidwell Street (to the west).
6. Project Applicant's/Sponsor's Name and Address:  
APRR Management, LLC  
4302 Redwood Hwy #200  
San Rafael, CA 94903
7. General Plan Designation: CC
8. Zoning: SP-CC-PD
9. Other public agencies whose approval may be required or agencies that may rely on this document for implementing project:

Capital Southeast Connector Joint Powers Authority  
Central Valley Regional Water Quality Control Board  
Sacramento Metropolitan Air Quality Management District

# TABLE OF CONTENTS

I.	INTRODUCTION .....	4
II.	PROJECT DESCRIPTION .....	4
	<u>A. PROJECT LOCATION AND OVERVIEW</u> .....	4
III.	FOLSOM PLAN AREA SPECIFIC PLAN AND PRIOR ENVIRONMENTAL REVIEW .....	6
	<u>A. FOLSOM PLAN AREA SPECIFIC PLAN</u> .....	6
	<u>B. ADDITIONAL ENVIRONMENTAL REVIEW DOCUMENTS INCORPORATED BY REFERENCE</u> .....	7
IV.	PROJECT CONSISTENCY WITH THE FOLSOM PLAN AREA SPECIFIC PLAN .....	8
	<u>A. POLICIES AND OBJECTIVES</u> .....	8
	<u>B. LAND USE DESIGNATION AND UNIT TYPES/DENSITY</u> .....	8
	<u>C. CIRCULATION</u> .....	8
	<u>D. INFRASTRUCTURE (WATER, SEWER, AND STORM DRAINAGE)</u> .....	9
	3. Storm Drainage .....	9
V.	EXEMPTION AND STREAMLINING ANALYSIS .....	9
	<u>A. CEQA EXEMPTION AND STREAMLINING PROVISIONS</u> .....	9
	1. Streamlining provided by Public Resources Code, § 21083.3 and CEQA Guidelines, § 15183 .....	10
	<u>B. EXPLANATION OF ENVIRONMENTAL CHECKLIST</u> .....	11
	1. Where Impact Was Analyzed .....	12
	2. Do Proposed Changes Involve New or More Severe Impacts? .....	12
	3. Any New Circumstances Involving New or More Severe Impacts?.....	12
	4. Any New Information of Substantial Importance Requiring New Analysis or Verification?.	12
	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? .....	13
	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?.....	14
	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? .....	15
	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?.....	15
	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?.....	16
	10. Mitigation Measures Addressing Impacts. ....	17
	<u>C. CHECKLIST AND DISCUSSION</u> .....	18

	D. CONCLUSION.....	57
VI.	REFERENCES.....	59
VII.	LIST OF EXHIBITS .....	59

## LIST OF ACRONYMS

CC	Community Commercial
CEQA	California Environmental Quality Act
DB	Detention Basin
DEIR	Draft EIR
EIR/EIS or EIR	Environmental Impact Report/Environmental Impact Statement
FEIR	Final EIR/EIS
FPASP	Folsom Plan Area Specific Plan
HMB	Hydro-modification Basin
MM	Mitigation Measure
MND	Mitigated Negative Declaration
ROD	Record of Decision
Sf	Square feet
SP-CC-PD	Specific Plan-Community Commercial- Planned Development District

## I. INTRODUCTION

The proposed Southpointe at Folsom Commercial Center (Project) is located in the Folsom Plan Area Specific Plan (FPASP), Parcel No. 141 (APN No. 072-3380-030). 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 demonstrated 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.) 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 to explore considerations raised by section 15183 and 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

The 12.39 [gross] acre Project site is located on FPASP Parcel No. 141, at the intersection of East Bidwell Street and White Rock Road, bound by White Rock Road to the south and East Bidwell Street to the west. The site is designated as Community Commercial (CC) and zoned as Specific Plan-Community Commercial-Planned Development District (SP-CC-PD). No re-designation or re-zoning is proposed as part of the Project. The Project site is relatively flat and undeveloped, but graded and containing some dirt roadways established for property maintenance. Intermittent drainage canals and a seasonal wetland swale occur onsite (see FPASP Draft Environmental Impact Report/Environmental Impact Statement [DEIR], p. 3A.3-19). There are no trees located on the Project site, therefore, no trees are proposed for removal with this application. Some infrastructure improvements on the Project site have been installed, such as stormwater pipe, as part of another approval. For an aerial depiction and mapping of the Project site, refer to FPASP Figures 1.1, 1.2, 2.1, 4.1, 4.3, and 4.5.

The Applicant proposes to subdivide FPASP Parcel No. 141 into ten smaller parcels for a mixed-use office and commercial development, with the following components (see **Exhibit 1** for a site plan showing these components):

- **Parcel 1** (northern most corner along East Bidwell Street, 1.42 acres): a 3,700 square foot (sf) convenience store, car wash, a fuel station with eight fuel pumps, and 20 parking spaces (only 19 required);
- **Parcel 2** (west side, 1.28 acres): a 4,000 sf quick-serve restaurant building with a double drive-thru

and 36 parking spaces (only 30 required);

- Parcel 3 (west side, 1.09 acres): a 3,500 sf quick-serve restaurant building with a double entry drive-thru and 24 parking spaces;
- Parcel 4 (southwest corner, 1.21 acres): a 6,600 sf retail building and a 6,160 sf retail building, with a central food hall with back patio to benefit both retail buildings and be a gathering place for all customers, and 39 parking spaces (only 38 required);
- Parcel 5 (east side, 0.44 acres): a two-story, 20,000 sf medical building with 60 parking spaces;
- Parcel 6 (east side, 0.28 acre): a two-story, 16,000 sf medical building with 48 parking spaces;
- Parcel 7 (east side, 0.28 acre): a two-story, 16,000 sf medical building with 48 parking spaces;
- Parcel 8 (east side, 0.27 acre): a one-story, 10,000 sf medical building with 33 parking spaces;
- Parcel 9 (south side, 0.27 acres): a one-story, 6,000 sf medical building with 20 parking spaces; and
- Parcel 10 (center, 3.43 acres): a common parking area for Parcels 5 to 9.

Primary site access is proposed from a newly constructed driveway along East Bidwell Street, allowing for ingress/egress right turns and a southbound left turn-in lane. Southbound left turns out of the development onto East Bidwell Street would be prohibited and the existing landscape median would be modified accordingly. The secondary access point would be provided from existing Southpointe Drive along the northern boundary and would allow movements and turns in all directions. Striping modifications would be made to allow for a left-turn pocket from Southpointe Drive into the development. The Project would include a central round-about at the entrance off East Bidwell Street to provide ease of vehicle movement and a visually appealing entry.

Landscaping would occur throughout and overall Project design would comply with the Folsom Ranch Central District Design Guidelines (approved 2015, amended 2018), included as **Exhibit 2** (see also FPASP, p. 4-1), as the Project is located within the Folsom Ranch Central District. No substantive deviations from the FPASP Appendix A: Development Standards are sought with this application.<sup>1</sup> Infrastructure to serve the Project is proximate and available to the site. The requested land use approval/reviews for the Project include:

- (1) Tentative Tract Map;
- (2) Condominium Map; and
- (3) Site Plan Review and Design Review.

---

<sup>1</sup> Any specific design elements that may not have been fully addressed in the original standards will be clarified for the Project during Design Review.

### 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) and adopted the project's Mitigation Monitoring and Reporting Plan (MMRP) 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 as it is the portion most applicable to the land development proposed for the Project.

In 2011, the City proposed an alternative water supply for the FPASP area, known as the Folsom South of U.S. Highway 50 Specific Plan Project Revised Proposed Off-Site Water Facility Alternative. These revisions to the "Water" component of the FPASP project included leak fixes, implementation of metered rates, exchange of water supplies, (4) new water conveyance facilities. On December 7, 2012, the City certified an Addendum to the EIR for the FPASP for purposes of analyzing this change to the water supply (aka, Water Addendum) and adopted the project's MMRP. 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, however, as stated above, the "Water" component of the EIR and the Water Addendum do not, by and large, directly apply to the land use development proposed under the Project, and is included herein primarily for reference.

In 2014, the City proposed updates to the FPASP Storm Drainage Master Plan, Water Master Plan, and Sewer Master Plan, and backbone infrastructure buildout south of US Highway 50, known as the South of Highway 50 Backbone Infrastructure Project. On February 24, 2015, the City adopted a Mitigated Negative Declaration (MND) for this project (aka, Backbone Infrastructure MND), as well as the project's MMRP, after environmental evaluation in a 2014 Initial Study, which does not, by and large, directly apply to the land use development proposed under the Project, and is included herein primarily for reference.

Several Minor Administrative Amendments have been made to the FPASP since 2011, each of which

has undergone its own environmental review, although none have impacted the subject parcel. A comprehensive update of the FPASP was recently approved, which reflects all of the plan amendments made through August 23, 2022. All citations to the FPASP herein are to this 2022 update, available online at <https://www.folsom.ca.us/home/showpublisheddocument/13142/638118889286600000>.

#### B. ENVIRONMENTAL REVIEW DOCUMENTS INCORPORATED BY REFERENCE

The analysis in this document incorporates by reference the following environmental documents, discussed just above, associated with the FPASP that have been certified or adopted by the Folsom City Council, along with their respective MMRPs. 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 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 (Water Addendum), certified by City Council on December 11, 2012; and
- iii. South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration (Backbone Infrastructure MND), adopted by 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 generally, but not necessarily specifically, as many either have already been performed or do not directly apply to the land use development proposed under the Project. Thus, only 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 these 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 for the Project. 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 3**, 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 4**.

### **B. LAND USE DESIGNATION AND DEVELOPMENT TYPES/INTENSITY**

The Project complies with the existing land use designation and is well within FSASP acreage and square-foot allocations for that designation, explained below.

The Applicant intends to develop the Project site with office and commercial retail in compliance with the existing zoning, Specific Plan-Community Commercial- Planned Development District (SP-CC-PD), and land use designation and zoning, Community Commercial (CC), which allows “retail shops, restaurants, banks, offices, and other similar types of uses supporting the daily needs of nearby residents” (FPASP, p. 4-17). “The FPASP land use plan provides 24.5-acres and an allocation of approximately 235,224 SF of potential building area for the community commercial parcels” (*ibid*), with 92,565 acres of building area allocated to the Project site (FPASP, p. 4-26). The Project includes 6.54 acres of development (9.97 acres total with the central parking lot) and 85,800 sf of development (see Exhibit 1 for a site plan), falling well within plan allotments.

### **C. CIRCULATION**

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

As stated above, primary site access is proposed from a newly constructed driveway along East Bidwell Street, allowing for ingress/egress right turns and a southbound left turn-in lane. Southbound left turns out of the development onto East Bidwell Street would be prohibited and the existing landscape median would be modified accordingly. The secondary access point would be provided from existing Southpointe Drive along the northern boundary and would allow movements and

turns in all directions. Striping modifications would be made to allow for a left-turn pocket from Southpointe Drive into the development. The Project would include a central round-about at the entrance off East Bidwell Street to provide ease of vehicle movement and a visually appealing entry. The Project includes internal roadways and driveways that will connect the subdivide parcels. The Project also will include interior walkways. See Exhibit 1 for a site plan depicting the roadways. See also **Exhibit 5**, an April 2023 Traffic Access Evaluation by Kimley Horn for the Project, depicting site access to the Project site from surrounding roadways.

A Class II bike lane and 6-foot sidewalks will be provided on East Bidwell Street surrounding the Project site as required in the FPASP and as part of a larger approved development (see FPASP, pp. 7-21 to -22). Similarly, a Class I bike path will be provided along White Rock Road (see FPASP, pp. 7-16 to -18). Offsite pedestrian access to the Project site will be provided on East Bidwell Street and Southpointe Drive, and there will be a pedestrian connection to the bike trail along White Rock Road.

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

The Project is consistent with planned infrastructure for the FPASP, explained below.

**Water:** The Project site is located within the potable water FPASP Zone 3 pressure zone and will be served by Zone 3 potable water from the west via East Bidwell Street (see FPASP, p. 12-5 [Figure 12.1, Potable Water Plan]). For non-potable water, the Project site is located in FPASP Zone 3 and will be served by Zone 3 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 East Bidwell Street.

**Sewer:** The Project will be served by the sewer infrastructure within East Bidwell Street (FPASP, p. 12-9 [Figure 12.3, Wastewater Plan]).

**Storm Drainage:** The Project site stormwater system will connect to storm drain pipelines on East Bidwell Street, which will ultimately connect with planned Hydro-modification Basin (HMB) #20 and Instream Detention Basin (DB) # 7 (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 existing zoning and therefore exempt from CEQA under Public Resources Code section 21083.3 CEQA Guidelines sections 15168, subdivision (c), and 15183 as a 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 statutory 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 section 15183, subdivision (b), and 15162 (implicated in section 15168, subdivision (c)(2), because the checklist provides a convenient vehicle for disclosing the City's substantial evidence and reasoning underlying its consistency determination and is recommended by CEQA Guidelines section 15168, subdivision (c)(4). 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 5, Traffic Access Evaluation by Kimley Horn, and Exhibit 6, Environmental Noise Assessment by Saxelby Acoustics LLC). 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 purpose was to give the Plan Area a more feasible and reliable water supply.

**1. Streamlining and exemption provided by Public Resources Code, § 21083.3 and CEQA Guidelines, §§ 15168 and 15183**

Public Resources Code section 21083.3, subdivision (a), provides a streamlined CEQA process and exemption where a project application is made for a parcel for which prior environmental review of a zoning or planning approval was adopted (see *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1374 [Section 21083.3 offers a CEQA exemption]; *Great Oaks Water Co. v. Santa Clara Valley Water Dist.* (2009) 170 Cal.App.4th 956, 968, fn 11 [acknowledging the 21083.3 exemption]). If the proposed development is consistent with that zoning or plan (i.e., the FPASP), 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 (Pub. Res. Code § 21083.3(d)). CEQA Guidelines section 15183 provides further detail and guidance for the implementation of the exemption set forth in Public Resources Code section 21083.3.

CEQA Guidelines Section 15168, subdivision (c), furthermore requires that later activities be examined

“in the light of the program EIR to determine whether an additional environmental document must be prepared” and “[i]f the agency finds that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.” Section 15168, subdivision (c), also requires the lead agency to “incorporate feasible mitigation measures...developed in the program EIR into later activities in the program” and “use a checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were within the scope of the program EIR,” as included herein.

## B. EXPLANATION OF THE 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.<sup>2</sup> 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 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 Guidelines section 15183 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

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<sup>2</sup> 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.

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 specific pages of the 2011 FPASP DEIR where the primary information and analysis may be found relative to the checklist question for the applicable listed under each environmental issue section. Adjacent to the heading for each environmental issue section, the checklist includes page number ranges for all three applicable CEQA documents—the DEIR, the Water Addendum, and the Backbone Infrastructure MND—where issue-specific analysis and mitigation for the FPASP area is found (not all of which applies directly to the Project, as explained above, but is included here nevertheless for reference).

### **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.<sup>3</sup> 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

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<sup>3</sup> 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.

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 “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:										
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	None Required
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	None Required
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 MM 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><b>Discussion:</b> 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.</p> <p>The Project's proposed office and commercial development comports with the approved land use designation and planning for the FPASP area and parcel 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 parcel that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for full community commercial 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. 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 4 for discussion of the Project's consistency with landscaping policies in the FPASP that may be relevant to aesthetic and visual impacts (Exh. 4, p. 24).</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• EIR MM 3A.1-4</li> <li>• EIR MM 3A.1-5</li> </ul> <p><b>Conclusion:</b> 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 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?
<b>2. AGRICULTURE AND FOREST RESOURCES.</b> Would the project:	DEIR, pp. 3A.10-1 to -49; Water Addendum, pp. 3-12 to -13; Backbone Infrastructure MND, pp. 41 to 45									
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	None Required
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined	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?
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><b>Discussion:</b> 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).</p> <p>The Project's proposed office and commercial development comports with approved planning for the FPASP area and parcel 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 parcel that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for full community commercial buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards as they apply to other environmental resources areas as documented in this checklist, but which are required here for agriculture and forest resources as the Project site does not contain forest resources or Farmland nor has it been subject to a Williamson Act contract or located adjacent to Farmland or Williamson Act land (see DEIR, p. 3A10-2 to -3). Accordingly, there is no substantial new information or circumstances that require new analysis or verification.</p> <p><b>Mitigation Measure:</b> None required.</p> <p><b>Conclusion:</b> 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; Water Addendum, pp. 3-5 to -6; Backbone Infrastructure MND, pp. 46 to 57										
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.2-1, 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 above
c. Expose sensitive receptors to substantial pollutant concentrations?	Same as (a) above	No	No	No	No	No	No	No	No	Same as 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><b>Discussion:</b> 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 PM<sub>10</sub> 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 odorous emissions from construction activity (Impact 3A.2-6, for construction diesel odors and for corporation yard odors); and exposure to odorous 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.</p> <p>The Project's proposed office and commercial development comports with approved planning for the FPASP area and parcel 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 parcel that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for full community commercial 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. See Exhibit 4 for discussion of the Project's consistency with energy efficiency quality policies in the FPASP that may be relevant to air quality impacts (Exh. 4, p. 23).</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• EIR MM 3A.2-1a</li> <li>• EIR MM 3A.2-1b</li> <li>• EIR MM 3A.2-1c</li> <li>• EIR MM 3A.2-1d</li> <li>• EIR MM 3A.2-1e</li> <li>• EIR MM 3A.2-1f</li> <li>• EIR MM 3A.2-1g</li> <li>• EIR MM 3A.2-1h</li> <li>• EIR MM 3A.2-2</li> <li>• EIR MM 3A.2-4a</li> <li>• EIR MM 3A.2-4b</li> <li>• EIR MM 3A.2-5</li> <li>• EIR MM 3A.2-6</li> </ul> <p><b>Conclusion:</b> 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; Water Addendum, pp. 3-6 to -7; Backbone Infrastructure MND, pp. 58 to 93									
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

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<p><b>Discussion:</b> 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.</p> <p>The Project's proposed office and commercial development comports with approved planning for the FPASP area and parcel 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 parcel that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel 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 Project site contains some intermittent drainage canals and a seasonal wetland swale, which were previously documented and analyzed in the 2011 DEIR (see DEIR, p. 3A.3-19) and that will be impacted by the Project. However, all impacts to wetlands will be mitigated to a less-than-significant impact pursuant to the adopted mitigation measures for FPASP, and indicated in the above table. Moreover, the subject parcel, although currently undeveloped, has been graded in anticipation of development and currently presents no other known habitat or species that have not been analyzed in prior CEQA documents (see Section II). Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 4 for discussion of the Project's consistency with wetlands and wildlife policies in the FPASP that may be relevant to biological resources impacts (Exh. 4, pp. 16-19).</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 <a href="https://planning.saccounty.net/PlansandProjectsIn-Progress/Pages/SSHCPPlan.aspx">https://planning.saccounty.net/PlansandProjectsIn-Progress/Pages/SSHCPPlan.aspx</a> [last visited March 2023]).</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• EIR MM 3A.3-1a</li> <li>• EIR MM 3A.3-1b</li> <li>• EIR MM 3A.3-2a</li> <li>• EIR MM 3A.3-2b</li> <li>• EIR MM 3A.3-2c</li> <li>• EIR MM 3A.3-2d</li> <li>• EIR MM 3A.3-2e</li> <li>• EIR MM 3A.3-2f</li> <li>• EIR MM 3A.3-2g</li> <li>• EIR MM 3A.3-2h</li> <li>• EIR MM 3A.3-3</li> <li>• EIR MM 3A.3-4a</li> <li>• EIR MM 3A.3-4b</li> <li>• EIR MM 3A.3-5</li> <li>• EIR MM 3B.3-1a</li> <li>• EIR MM 3B.3-1b</li> <li>• EIR MM 3B.3-1c</li> <li>• EIR MM 3B.3-2</li> </ul> <p><b>Conclusion:</b> 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; Water Addendum, pp. 3-8 to -9; Backbone Infrastructure MND, pp. 94 to 106									
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><b>Discussion:</b> 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.</p> <p>The Project's proposed office and commercial development comports with approved planning for the FPASP area and parcel 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 parcel that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for full community commercial 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. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 4 for discussion of the Project's consistency with cultural resources policies in the FPASP that may be relevant to cultural resources impacts (Exh. 4, pp. 19-20).</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• EIR MM 3A.5-1a</li> <li>• EIR MM 3A.5-1b</li> <li>• EIR MM 3A.5-2</li> <li>• EIR MM 3A.5-3</li> </ul>										

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><b>Conclusion:</b> 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>										
<p>6. ENERGY. Would the project:</p>										
<p>DFIR, 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; Water Addendum, pp. 3-7 to -8, -17; Backbone Infrastructure MND, pp. 117 to 119, 162 to 165</p>										
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
<p><b>Discussion:</b> 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.</p> <p>The Project's proposed office and commercial development comports with approved planning for the FPASP area and parcel 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 parcel that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for full community commercial 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 most recent energy efficiency standards for commercial buildings (see Building Energy Efficient Standards [Title 24, Part 6, and associated Administrative Regulations in Part 1]; Public Resources Code, § 25000 et seq.). Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 4 for discussion of the Project's consistency with energy policies in the FPASP that may</p>										

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<p>be relevant to energy impacts (Exh. 4, pp. 26–29).</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• EIR MM 3A.1-1</li> <li>• EIR MM 3A.1-5</li> <li>• EIR MM 3A.2-2</li> <li>• EIR MM 3A.4-1</li> <li>• EIR MM 3A.4-2a</li> </ul> <p><b>Conclusion:</b> 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).</p>										
<p><b>7. GEOLOGY AND SOILS.</b> Would the project:</p>										
<p>DEIR, pp. 3A.7-1 to -40; Water Addendum, pp. 3-9 to -10; Backbone Infrastructure MND, pp. 107 to 116</p>										
<p>a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <ol style="list-style-type: none"> <li>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</li> </ol>	<p>DEIR, pp. 3A.7-24 to -28</p>	No	No	No	No	No	No	No	No	<p>EIR MMs 3A.7-1a,3A.7-1b</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?
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, lateral spreading, subsidence, liquefaction or collapse?	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
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	DEIR, pp. 3A.7-35 to -36	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?
septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?										
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	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, 3A.7-10
<p><b>Discussion:</b> 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.</p> <p>The Project's proposed office and commercial development comports with approved planning for the FPASP area and parcel 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 parcel that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for full community commercial 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. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 4 for discussion of the Project's consistency with water quality policies that relate to geology and soils in the FPASP that may be relevant to geology and soils impacts (Exh. 4, pp. 20-21).</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• EIR MM 3A.7-1a</li> <li>• EIR MM 3A.7-1b</li> <li>• EIR MM 3A.7-3</li> <li>• EIR MM 3A.7-4</li> <li>• EIR MM 3A.7-5</li> <li>• EIR MM 3A.7-10</li> </ul> <p><b>Conclusion:</b> 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).</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?
8. GREENHOUSE GAS EMISSIONS. Would the project:										
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	No	No	No	No	No	No	No	EIR MMs 3A.2-1a, 3A.2-1b, 3A.2-2, 3A.4-1, 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	No	No	No	No	No	No	No	None required
<p><b>Discussion:</b> 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 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.</p> <p>The Project's proposed office and commercial development comports with approved planning for the FPASP area and parcel 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 parcel that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for full community commercial 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 be subject to all applicable statutory and regulatory requirements aimed at reducing GHG emissions in construction and commercial development. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 4 for discussion of the Project's consistency with GHG policies in the FPASP that may be relevant to GHG emissions impacts (Exh. 4, pp. 26-29).</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• EIR MM 3A.2-1a</li> <li>• EIR MM 3A.2-1b</li> <li>• EIR MM 3A.2-2</li> <li>• EIR MM 3A.4-1</li> <li>• EIR MM 3A.4-2a</li> <li>• EIR MM 3A.4-2b</li> </ul>										

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?
<b>Conclusion:</b> 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).										
<b>9. HAZARDS AND HAZARDOUS MATERIALS: Would the project:</b>										
DEIR, pp. 3A.8-1 to -36; Water Addendum, pp. 3-10 to -11; Backbone Infrastructure MND, pp. 120 to 125										
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	No	No	No	No	No	No	No	EIR MM 3B.8-1a
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	DEIR, pp. 3A.8-20 to -22	No	No	No	No	No	No	No	No	EIR MMs 3A.8-2, 3A.8-7, 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	None required
d. Be located on a site which is included on a list of hazardous	DEIR, pp. 3A.8-22 to -28	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?
materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?										
e. For a project located within an airport land use plan or, where Such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	DEIR, pp. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None required
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	DEIR, p. 3A.8-29	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?
evacuation plan?										
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 required
<p><b>Discussion:</b> 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).</p> <p>The Project's proposed office and commercial development comports with approved planning for the FPASP area and parcel and does not involve any element that might result in a new significant or substantially more severe impact to hazards and hazardous materials. The Project does not induce any effect (direct or cumulative) peculiar to the Project or parcel that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for full community commercial buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. As well, the Project will be subject to all federal and state rules and regulations associated with the transportation and handling of hazardous materials during construction. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 4 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. 4, pp. 29-3-).</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• EIR MM 3A.8-2</li> <li>• EIR MM 3A.8-7</li> <li>• EIR MM 3B.8-1a</li> <li>• EIR MM 3A.9-1</li> </ul> <p><b>Conclusion:</b> 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; Water Addendum, pp. 3-11 to -12; Backbone Infrastructure MND, pp. 126 to 133									
a. Violate any water quality standards or waste discharge	DEIR, pp. 3A.9-24 to -28	No	No	No	No	No	No	No	No	EIR MMs 3A.9-1, 3A.3-1a, 3A.3-1b

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?
requirements or otherwise substantially degrade surface or ground water quality?										
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	DEIR, pp. 3A.9-45 to -50	No	No	No	No	No	No	No	No	None required
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	EIR MMs 3A.9-1, 3A.3-1a, 3A.3-1b
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

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?
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
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.

The Project's proposed office and commercial development comports with approved planning for the FPASP area and parcel 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 parcel that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for full community commercial 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. See Exhibit 4 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. 4, pp. 20, 24-25, 28).

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><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>EIR MM 3A.9-1</li> <li>EIR MM 3A.9-2</li> <li>EIR MM 3A.9-3</li> <li>EIR MM 3A.9-4</li> <li>EIR MM 3A.3-1a</li> <li>EIR MM 3A.3-1b</li> </ul> <p><b>Conclusion:</b> 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, § 15183).</p>										
<p><b>11. LAND USE AND PLANNING. Would the project:</b> DEIR, pp. 3A.10-1 to -49; Water Addendum, pp. 3-12 to -13; Backbone Infrastructure MND, pp. 134 to 135</p>										
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?	DEIR, pp. 3A.3-93 to -94	No	No	No	No	No	No	No	No	None required
<p><b>Discussion:</b> 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). However, 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.</p> <p>The Project's proposed office and commercial development comports with approved planning for the FPASP area and parcel 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 parcel that was not analyzed in previously prepared CEQA document, which have consistently identified</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>the subject parcel for full community commercial buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards as they apply to other environmental resources areas as documented in this checklist. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 4 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. 4, pp. 3-4).</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 <a href="https://planning.saccounty.net/PlansandProjectsIn-Progress/Pages/SSHCPPlan.aspx">https://planning.saccounty.net/PlansandProjectsIn-Progress/Pages/SSHCPPlan.aspx</a> [last visited March 2023]).</p> <p><b>Mitigation Measure:</b> None required.</p> <p><b>Conclusion:</b> 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).</p>										
12. MINERAL RESOURCES. Would the Project:	DEIR, pp. 3A.7-1 to -40; Water Addendum, p. 3-13; Backbone Infrastructure MND, pp. 136 to 138									
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	No	No	No	No	No	No	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	No	No	No	No	No	No	No	Same as (a) above
<p><b>Discussion:</b> 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.</p> <p>The Project's proposed office and commercial development comports with approved planning for the FPASP area and parcel 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 parcel that was not analyzed in previously prepared CEQA document, which have consistently identified the</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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subject parcels for full community commercial buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards as they apply to other environmental resources areas as documented in this checklist. Accordingly, there is no substantial new information or circumstances that require new analysis or verification.

Mitigation Measures: 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; Water Addendum, pp. 3-13 to -14; Backbone Infrastructure MND, pp. 139 to 147									
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	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	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	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><b>Discussion:</b> 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.</p>										
<p>The Project's proposed office and commercial development comports with approved planning for the FPASP area and parcel and does not involve any element that might result in a new significant or substantially more severe impact from noise, as evidenced in the March 2023 Environmental Noise Assessment completed by Saxelby Acoustics (attached as Exhibit 6). This Environmental Noise Assessment found that, consistent with the noise impact analysis in the FPASP EIR, during construction, the Project would result in temporary, short-term noise increases of up to 90 dBA L<sub>max</sub> at a distance of 50 feet (DEIR, p. 3A.11-28; Exh. 6, p. 20), which could produce noise impacts, but which would be reduced to a less-than-significant level with implementation of MM 3A.11-1, which, amongst other things, limits construction to daytime hours (DEIR, pp. 3A.11-31 to -32; Exh. 6, pp. 20 to 21). For impacts associated with construction groundborne vibration or noise levels, the FPASP EIR found that, despite mitigation, this impact would be significant and unavoidable. The March 2023 Environmental Noise Assessment, however, found that construction groundborne vibration or noise levels would not exceed the Caltrans-recommended threshold of 0.2 inches/second at a distance of 25 feet from typical construction activities; therefore, the Project would have a less-than-significant impact on groundborne vibration or noise (Exh. 6, p. 22). Nevertheless, MM 3A.11-3 applies and would reduce impacts even further. The FPASP EIR found that operational noise impacts from traffic would be significant and unavoidable (DEIR, pp. 3A.11-44 to -45) and from stationary sources would be less than significant with MM 3A.11-5 (DEIR, pp. 3A.11-45 to -48). The March 2023 Environmental Noise Assessment found these same impacts to be less than significant for the Project, based on the City's thresholds of significance (Exh. 6, pp. 19 to 20). Nevertheless, FPASP mitigation applies and would, therefore, reduce impacts even further. In summary, the impacts analyzed in the March 2023 Environmental Noise Assessment are of the same type, scope, and scale as those impacts addressed in the EIR, i.e., the assessment 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. Thus, the Project does not induce any effect (direct or cumulative) peculiar to the Project or parcel that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for full community commercial buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. See Exhibit 4 for discussion of the Project's consistency with noise policies in the FPASP that may be relevant to noise impacts (Exh. 4, p. 24).</p>										
<p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• EIR MM 3A.11-1</li> <li>• EIR MM 3A.11-3</li> <li>• EIR MM 3A.11-4</li> <li>• EIR MM 3A.11-5</li> </ul>										
<p><b>Conclusion:</b> 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; Water Addendum, p. 3-15; Backbone Infrastructure MND, p. 148									
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><b>Discussion:</b> 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.</p> <p>The Project's proposed office and commercial development comports with approved planning for the FPASP area and parcel 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 parcel that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for full community commercial buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards as they apply to other environmental resources areas as documented in this checklist. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 4 for discussion of the Project's consistency with City housing strategy policies that may relate to population and housing in the FPASP that may be relevant to population and housing impacts (Exh. 4, pp. 5-9).</p> <p><b>Mitigation Measures:</b> None required</p> <p><b>Conclusion:</b> 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>										

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<b>15. PUBLIC SERVICES.</b>										
DEIR, pp. 3A.14-1 to -30; Water Addendum, pp. 3-15 to -16; Backbone Infrastructure MND, pp. 149 to 151										
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:										
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
Parks?	DEIR, pp. 3A.12-14 to -17 (in Parks and	No	No	No	No	No	No	No	No	None required

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	Recreation chapter)									
Other public facilities?	DEIR, pp. 3A.14-12 to -13 (emergency response); DEIR, p. 3A.14-30 (residual impacts to neighboring counties)	No	No	No	No	No	No	No	No	EIR MM 3A.14-1
<p><b>Discussion:</b> 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.</p> <p>The Project's proposed office and commercial development comports with approved planning for the FPASP area and parcel 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 parcel that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for full community commercial 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. See Exhibit 4 for discussion of the Project's consistency with public services policies in the FPASP that may be relevant to public services impacts (Exh. 4, p. 30).</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• EIR MM 3A.14-1</li> <li>• EIR MM 3A.14-2</li> <li>• EIR MM 3A.14-3</li> </ul> <p><b>Conclusion:</b> 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).</p>										
<b>16. RECREATION.</b>										
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the	DEIR, pp. 3A.12-12 to -17	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?
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?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	None required
<p><b>Discussion:</b> 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.</p> <p>The Project's proposed office and commercial development comports with approved planning for the FPASP area and parcel 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 parcel that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for full community commercial 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. See Exhibit 4 for discussion of the Project's consistency with recreation policies in the FPASP that may be relevant to recreation impacts (Exh. 4, pp. 12-13, 15-16).</p> <p><b>Mitigation Measure:</b></p> <ul style="list-style-type: none"> <li>EIR MM 3B.12-1</li> </ul> <p><b>Conclusion:</b> 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).</p>										

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17. TRANSPORTATION. Would the project:	DEIR, pp. 3A.15-1 to -157; Water Addendum, pp. 3-16 to -17; Backbone Infrastructure MND, pp. 153 to 161									
a. Conflict with a program plan, ordinance or policy establishing addressing 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.15-1 (a to ii, as applicable), 3A.15-2a to -2b, 3A.15-3, 3A.15-4 (a to y, as applicable)
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No significant traffic hazards were identified in the EIR	No	No	No	No	No	No	No	No	None required
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
<b>Discussion:</b> 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										

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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/sb-743/faq.html> [last visited March 2023]). This section does not provide 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.15-4l, 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.

The Project's proposed office and commercial development components with 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, evidenced in the April 2023 Access Evaluation by Kimley Horn (attached as Exhibit 5). This April 2023 evaluation assessed Project trip generation and site access to determine whether the Project would induce any effect peculiar to the Project or parcel that was not analyzed in previously prepared CEQA documents and associated reports, including a 2019 Transportation Impact Study prepared by T. Kear Transportation Planning & Management, Inc., for the Regency at Folsom Ranch project, which assessed the East Bidwell Street corridor and its intersection with Southpointe Drive and is incorporated by reference into Kimley Horn's April 2023 Evaluation, and, thus, included herein as an attachment to Exhibit 5. Kimley Horn found that the Project would not create conditions that require mitigation beyond that contemplated in the FPASP EIR, which requires applicants to "construct all feasible physical improvements necessary and available to reduce the severity of the project's significant transportation-related impacts" and pay a proportionate share of funding for certain plan area roadway and intersection improvements (see FPASP MMRP, pp. 53 to 54), as documented in the 2019 Transportation Impact Study (see Exh. 5, 2023 Access Evaluation [p. 4], 2019 Transportation Impact Study [pp. 79 to 87]). Accordingly, the Applicant will pay its proportionate share of funding for applicable roadway and intersections improvements and incorporate the following elements into Project design to improve traffic flow, as recommended by Kimley Horn (Exh. 5, p. 7):

- Construct the following turn lanes according to the specified dimensions:
  1. Northbound right-turn at Project site driveway shall total at least 315-feet (255-foot deceleration plus 60-foot bay taper)
  2. Northbound right-turn at Southpointe Drive shall total at least 315-feet (255-foot deceleration plus 60-foot bay taper)
  3. Southbound median left-turn at Project site driveway shall total at least 315-feet (255-foot deceleration plus 60-foot bay taper);
- Implement the traffic signalization and intersection improvements at East Bidwell Street/Southpointe Drive prior to occupancy, if not completed by other developments;
- Extend the pavement markings on Southpointe Drive to achieve an eastbound right-turn lane that extends back to East Bidwell Street;
- Provide and maintain adequate stopping sight-distance at the two project driveway intersections (East Bidwell Street and Southpointe Drive) and ensure landscaping and hardscape features (including utility appurtenances) do not obstruct the required sight triangles in a manner consistent with City of Folsom and Caltrans standards;
- Modify the orientation of Building "QSR-1" (see Exh. A; see also Exh. 5 [Exh. 2]) to relocate the drive-through lane entrance away from the primary onsite drive aisles;
- Install "KEEP CLEAR" and drive-through signage for Building "QSR-2" (see Exh. A; see also Exh. 5 [Exh. 2]) to allow additional vehicle storage along the building frontage rather than in the main drive aisle; and
- Extend north the median island along the Southpointe Drive access roadway, through the first drive aisle intersection to preserve the "Minimum Required Throat Depth" and minimize the likelihood for spillback into the public right-of-way; ensure that the resulting northbound left-turn lane has minimum dimensions of 70-feet of storage and a 60-foot taper.

In summary, the 2023 Access Evaluation, and the 2019 Transportation Impact Study, did not find any new Project impacts, any effects that are peculiar to the project or project site, or any substantially more severe impacts than those analyzed in the EIR. Thus, the Project does not induce any effect (direct or cumulative) peculiar to the Project or parcel that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for full community commercial buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. See Exhibit 4 for discussion of the Project's consistency with transportation policies in the FPASP that may be relevant to transportation impacts (Exh. 4, pp. 10-13).



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><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>EIR MM 3A.14-1</li> <li>EIR MM 3A.15-1 (a through ii, as applicable)</li> <li>EIR MM 3A.15-2a through MM 3A.15-2b</li> <li>EIR MM 3A.15-3</li> <li>EIR MM 3A.15-4 (a through y, as applicable)</li> </ul> <p><b>Conclusion:</b> 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>										
<p>IS. TRIBAL CULTURAL RESOURCES. Would the project:</p>										
<p>DEIR, pp. 3A.5-1 to -25; Water Addendum, pp. 3-8 to -9; Backbone Infrastructure MND, pp. 94 to 106</p>										
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	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>American tribe, and that is:</p> <ul style="list-style-type: none"> <li>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</li> <li>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</li> </ul>										

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?
significance of the resource to a California Native American tribe.										
<p><b>Discussion:</b> 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. 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.</p> <p>The Project's proposed office and commercial development comports with approved planning for the FPASP area and parcel 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 parcel that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for full community commercial 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. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 4 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. 4, pp. 19-20).</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• EIR MM 3A.5-1a</li> <li>• EIR MM 3A.5-1b</li> <li>• EIR MM 3A.5-2</li> <li>• EIR MM 3A.5-3</li> </ul> <p><b>Conclusion:</b> 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; Water Addendum, pp. 3-17 to -19; Backbone Infrastructure MND, pp. 162 to 165									
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric	DEIR, pp. 3A.16-13 to -43  Also see generally Backbone Infrastructure MND	No	No	No	No	No	No	No	No	EIR MMs 3A.16-1, 3A.16-3, 3A.16-4, 3A.16-5

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?
power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?										
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	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 of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	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?
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><b>Discussion:</b> 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).</p> <p>The Project's proposed office and commercial development comports with approved planning for the FPASP area and parcel 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 parcel that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for full community commercial 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. See Exhibit 4 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. 4, pp. 28-29, 30-31).</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• EIR MM 3A.16-1</li> <li>• EIR MM 3A.16-3</li> <li>• EIR MM 3A.16-4</li> <li>• EIR MM 3A.16-5</li> <li>• EIR MM 3B.16-3a</li> <li>• EIR MM 3B.16-3b</li> </ul> <p><b>Conclusion:</b> 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.S-14 to -29; Water Addendum, pp. 3-10 to -11; Backbone Infrastructure MND, pp. 120, 124 to 125									
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 in temporary or	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?
ongoing impacts to the environment?										
<p><b>Discussion:</b> 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. 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.</p> <p>The Project's proposed office and commercial development comports with approved planning for the FPASP area and parcel 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 parcel that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for full community commercial buildout, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards as they apply to other environmental resources areas as documented in this checklist. Accordingly, there is no substantial new information or circumstances that require new analysis or verification. See Exhibit 4 for discussion of the Project's consistency with wildfire policies in the FPASP that may be relevant to impacts associated with Wildfire (Exh. 4, p. 25).</p> <p><b>Mitigation Measures:</b> None Required</p> <p><b>Conclusion:</b> 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>										
<b>21. MANDATORY FINDINGS OF SIGNIFICANCE.</b>										
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 a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or	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?
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 view 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 adverse effects on human beings, either directly or indirectly?	FPASP CEQA Findings of Fact and Statement of Overriding Considerations, pp. 45 to 316	No	No	No	No	No	No	No	No	n/a
<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 other associated CEQA documents, 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>										



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>(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><b>Mitigation Measures:</b> See those listed in Sections V.C.1 (Aesthetics) to V.C.20 (Wildfire) above.</p>										

## D. CONCLUSION AND FINDINGS

As demonstrated in the above checklist, the City finds that the Project is exempt from CEQA under Public Resources Code section 21083.3, and per criteria in CEQA Guidelines sections 15168, subdivision (c), and 15183 because the Project is consistent with the FPASP EIR/EIS and Folsom South of U.S. Highway 50 Specific Plan Project EIR/EIS and associated addendums, as well as the Backbone Infrastructure MND, and any potential impacts are within the scope of the analysis and conclusions reached in those documents, inclusive of applicable feasible mitigation, and pursuant to CEQA Guidelines Section 15168, subdivision (c)(2), because none of the criteria in Section 15162 requiring preparation of a subsequent CEQA document are met (see also Section V.A.1, *supra*). Accordingly, the City of Folsom approves and adopts the Southpointe at Folsom Commercial Center (FPASP Parcel No. 141) CEQA Exemption and Streamlining Analysis.

Furthermore, although not required under CEQA, the City of Folsom makes the following findings to facilitate informed decision-making:

- Based on the preceding review, the City's FPASP EIR/EIS, and all other applicable CEQA documents, 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, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, and Utilities and Service Systems.
- 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, and all other applicable CEQA documents: Biological Resources, Noise, and Transportation. Thus, pursuant to CEQA Guidelines section 15183, subdivision (c), no further environmental analysis is required.
- The preceding review and its conclusions are based on substantial evidence found in this document and in the administrative record for the Project (see CEQA Guidelines, § 15091, subs. (b) and (e); Pub. Res. Code, § 21167.6, subd. (a)), including prior CEQA documents incorporated by reference. This evidence is available for review at the City of Folsom Community Development Department, located at 50 Natoma Street, Folsom, CA, 95630.
- The Project will advance the City of Folsom's objectives and policies for the FPASP area and the City. See Exhibit 4 for the Project's consistency with FPASP policies. Following are select examples of the how the Project will advance applicable General Plan polices:
  - Policy LU 3.1.5, East Bidwell Street, *Encourage new development along East Bidwell Street by creating a stronger mixed-use development pattern, both horizontal and vertical, with an emphasis on medium- and higher-density housing, while also addressing local and citywide demand for retail and*

*services.*— The Project will provide an assortment of retail (12,760 sf) and medical services (68,000 sf) along, and accessible from, East Bidwell Street.

- Policy EP 1.1.3, *Attract and Retain College Graduates, Encourage and support efforts by local educational institutions, businesses, and agencies to attract and retain college graduates in the local work force.*— The Project includes 68,000 sf of medical office space and will create several new professional medical and health positions requiring college degrees for existing and new residents.
  - Policy EP 2.2.2, *New Employment, Encourage professional, research and development, industrial, and office employers to locate in Folsom to provide more job opportunities for Folsom residents.*— The Project includes 68,000 sf of medical office space and will attract new medical and health employers who will provide more job opportunities for local residents.
  - Policy EP 5.1.1, *Diverse Retail, Encourage a diverse mix of community and regional retail options to serve Folsom and surrounding communities.*— The Project includes 12,270 sf of retail space and 3,700 sf of automobile servicing and retail space that will provide diverse retail opportunities for the City and surrounding communities, specifically for rural communities within Sacramento County just south of the Project site.
  - Policy M 4.2.2, *Parking, Maintain and implement a comprehensive on- and off-street parking system that serves the needs of residents and businesses while supporting the use of multiple modes of transportation.*— The Project will provide off-street parking that exceeds City requirements for several of the land uses being developed.
  - Policy SN 6.1.3, *Acoustical Analysis, Require an Acoustical Analysis prior to approval of proposed development of residential or other noise-sensitive land uses in a noise-impacted area.*— Although the Project site is not necessarily in a noise-impacted area, an acoustical analysis was performed for the Project (see Exhibit 6).
- The Project will confer several economic, social, technological, and other benefits to the City of Folsom and its communities, including, but not limited to:
    - The Project will create a mix of employment opportunities for local residents, notably, several higher-wage, professional positions within the medical and health industry, which will contribute toward a diverse and strong local economy within the City.
    - The Project will result in a reduction in commute time and mileage, and a commensurate reduction in local and regional traffic, for existing local workers in medical and health professions currently employed outside the City but who would benefit from the new local employment positions.
    - The Project will increase property and sales tax for the City, which in turn would help fund important local public services, such as fire and police services.
    - The Project will increase the number of local medical and health services with modern technological advantages.
    - The Project will develop a site that is identified in the General Plan and FPASP as a key commercial growth area in the City.
    - The Project will provide food and beverage, and convenience retail offerings, to the rural community south of the highway, where there are currently none.

## **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: Site Plan
- Exhibit 2: Folsom Ranch Central District Design Guidelines (Amended 2018)
- Exhibit 3: 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 4: Applicant's FPASP Policy Consistency Analysis (March 2023)
- Exhibit 5: Traffic Access Evaluation by Kimley Horn (April 2023), including attached Regency at Folsom Ranch Transportation Impact Study (November 2019) by T. Kear Transportation Planning & Management, Inc.
- Exhibit 6: Environmental Noise Assessment by Saxelby Acoustics LLC (March 2023)

## **Attachment 22**

# **Folsom Plan Area Specific Plan Consistency Analysis for the Southpointe at Folsom Ranch Commercial Center Project**

**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

Policy No.	Policy Description	Consistent?	Notes
<b>Section 4 - Land Use</b>			
<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.	N/A	Pursuant to the approved FPASP land use designation, the Project does not include residential development. Notwithstanding, it does include sidewalks around the perimeter and interior walkways connecting interior roadways and surrounding streets, which connect the Project to nearby sidewalks, bicycle lanes, parks, schools, and open space and trail areas.
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.	N/A	Pursuant to the approved FPASP land use designation, the Project does not include residential development.
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	Pursuant to the approved FPASP land use designation, the Project does not include residential development. Notwithstanding, the Project includes two or more defined points of pedestrian access.
4.4	Provide a variety of housing opportunities for residents to participate in the home-ownership market.	N/A	Pursuant to the approved FPASP land use designation, the Project does not include residential development.
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.	N/A	Pursuant to the approved FPASP land use designation, the Project does not include residential development.

**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

Policy No.	Policy Description	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.	N/A	Pursuant to the approved FPASP land use designation, the Project does not include residential development.
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	Pursuant to the approved FPASP land use designation, the Project does not include residential development.
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.	N/A	Pursuant to the approved FPASP land use designation, the Project does not include residential development.
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.	N/A	Pursuant to the approved FPASP land use designation, the Project does not include residential development.
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 plan 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.	N/A	Pursuant to the approved FPASP land use designation, the Project does not include residential development.

**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

Policy No.	Policy Description	Consistent?	Notes
<i>Commercial Policies</i>			
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. Notwithstanding, the Project will include 12,760 square feet (sf) of retail space, 3,700 sf of automobile service and retail space, 7,500 sf of restaurant space, 68,000 sf of space for medical services, and an open gathering space for tenants, and will therefore provide a variety of retail and service-based establishments, and a gathering space, that will serve the City of Folsom and immediately surrounding communities, specifically rural communities directly south of the Project site.
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 town center. Notwithstanding, see notes on Policy 4.10.
4.12	Commercial and office areas should be accessible via public transit routes, where feasible.	Yes	The Project is consistent with the applicable adopted Specific Plan, which addresses public transit routes. The Plan Area transit corridor is located north and east of the Project site (see FPASP, Figure 7.29), and the Project site may eventually be serviced by a shuttle bus service and/or the regional 'Hi bus' corridor along White Rock Road (see FPASP, pp. 7-38 to -39)



**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

<b>Policy No.</b>	<b>Policy Description</b>	<b>Consistent?</b>	<b>Notes</b>
<b>4.13</b>	The Plan Area land use plan should include commercial, light industrial/office park and public/quasipublic land uses in order to create employment.	Yes	The Project includes several commercial uses, including retail, medical office space, and restaurants, and, accordingly, will create a variety of local employment opportunities.
<b>4.14</b>	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 intensity.
<i>Open Space Policies</i>			
<b>4.15</b>	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.
<b>4.16</b>	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>			
<b>4.17</b>	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.	N/A	The Project does not include parks. Notwithstanding, the Project does not reduce the plan area land to be reserved for parks.
<b>4.18</b>	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.	N/A	The Project does not include parks. Notwithstanding, the Project does not reduce the plan area land to be dedicated for parks.
<b>4.19</b>	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.	N/A	The Project does not include parks or any residential development.

**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

<b>Policy No.</b>	<b>Policy Description</b>	<b>Consistent?</b>	<b>Notes</b>
<b>4.20</b>	Elementary school sites shall be co-located with parks to encourage joint-use of parks where feasible.	N/A	The Project does not include schools or parks.
<i>Public/Quasi-Public Policies</i>			
<b>4.21</b>	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.
<b>4.22</b>	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.	N/A	The Project does not include schools. Notwithstanding, the Project would not alter the location of proposed school sites.
<b>4.23</b>	Elementary school sites shall be co-located with parks to encourage joint-use of parks.	N/A	The Project does not include school or park uses.
<b>4.24</b>	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 <sup>2</sup> . 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.	N/A	The Project does not include public or quasi-public uses. Notwithstanding, the Project would not alter the location of proposed public/quasi-public sites.
<i>Section 5 - Housing Strategies</i>			
<i>City of Folsom General Plan Housing Element Policies Incorporated in the FPASP</i>			
<b>H-1.1</b>	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. Pursuant to the approved FPASP land use designation, the Project does not include residential development.

**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

Policy No.	Policy Description	Consistent?	Notes
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. Pursuant to the approved FPASP land use designation, the Project does not include residential development.
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. Pursuant to the approved FPASP land use designation, the Project does not include residential development.
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. Pursuant to the approved FPASP land use designation, the Project does not include residential development.
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. Notwithstanding, the Project will comply with all mitigation measures in the applicable adopted Mitigation Monitoring and Reporting Plans.
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. Pursuant to the approved FPASP land use designation, the Project does not include residential development.

**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

Policy No.	Policy Description	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. Notwithstanding, the Project will pay all applicable fees.
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. Pursuant to the approved FPASP land use designation, the Project does not include residential development.
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. Pursuant to the approved FPASP land use designation, the Project does not include residential development.
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. Pursuant to the approved FPASP land use designation, the Project does not include residential development.
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.	N/A	This policy directs the City in its decision-making and planning processes. Pursuant to the approved FPASP land use designation, the Project does not include residential development.
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. Pursuant to the approved FPASP land use designation, the Project does not include residential development.

**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

<b>Policy No.</b>	<b>Policy Description</b>	<b>Consistent?</b>	<b>Notes</b>
<b>H-5.7</b>	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.
<b>H-5.10</b>	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.
<b>H-6.2</b>	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.	N/A	This policy directs the City in its decision-making and planning processes. Pursuant to the approved FPASP land use designation, the Project does not include residential development.
<b>H-7.1</b>	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. Pursuant to the approved FPASP land use designation, the Project does not include residential development.
<b>H-7.2</b>	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. Notwithstanding, the Project will comply with all applicable development standards.
<b>H-7.3</b>	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. Pursuant to the approved FPASP land use designation, the Project does not include residential development.

**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

Policy No.	Policy Description	Consistent?	Notes
<b>H-7.4</b>	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. Pursuant to the approved FPASP land use designation, the Project does not include residential development.
<b>H-7.5</b>	The city shall encourage the increased use of renewable energy.	N/A	This policy directs the City in its decision-making and planning processes. Notwithstanding, the Project may choose to participate in regional renewable energy programs, such as the Sacramento Municipal Utility District's (SMUD) SolarShare program.
<b>H-7.6</b>	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. Pursuant to the approved FPASP land use designation, the Project does not include residential development.

**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

Policy No.	Policy Description	Consistent?	Notes
<b>Section 7 - Circulation</b>			
<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's interior circulation system will comply with all applicable design and development standards and will connect to existing roadways, or roadways to be constructed by other projects, which do or will connect current and future residents to the Project.
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 will comply with the Folsom Ranch, Central District Design Guidelines and City standards for commercial development.
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 Project's interior circulation system and roadway improvements 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.

Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis

Policy No.	Policy Description	Consistent?	Notes
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.	Yes	The Project includes two vehicle access points on Southpointe Drive and East Bidwell Street and will include an interior roundabout, along with other design features, for improvement traffic flow.
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.
<i>Public Transit Policies</i>			
7.8A	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: <ul style="list-style-type: none"> <li>• Alder Creek Parkway from Prairie City Road to East Bidwell Street.</li> <li>• East Bidwell Street from White Rock Road to U.S. Highway 50.</li> <li>• Rowberry Road (including the over-crossing of U.S. Highway 50).</li> </ul> The timing, extent of improvements and interim improvements shall be predicated on the extent and type of development proposed for the above referenced parcels	Yes	Pursuant to applicable mitigation, the Project will make its fair share contribution toward applicable roadway improvements.
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 transit.
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.



**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

<b>Policy No.</b>	<b>Policy Description</b>	<b>Consistent?</b>	<b>Notes</b>
<b>7.11</b>	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 transit.
<b>7.12</b>	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 transit.
<b>7.13</b>	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.
<b>7.14</b>	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.
<b>7.15</b>	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.	N/A	The guideline was used in the preparation of the Specific Plan, and The Project is consistent with the Specific Plan.
<i>Sidewalks, Trails and Bikeway Policies</i>			
<b>7.16</b>	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.
<b>7.17</b>	Public accessibility to open space and scenic areas within the Plan Area shall be provided via roadway, sidewalks, trail and bikeway connections, where appropriate.	N/A	The Project does not include any open space or scenic areas, but is consistent with the adopted Specific Plan and City standards that ensure adequate access to open space areas via roadways, sidewalks, and bicycle lanes.
<b>7.18</b>	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.

**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

<b>Policy No.</b>	<b>Policy Description</b>	<b>Consistent?</b>	<b>Notes</b>
<b>7.19</b>	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.
<b>7.20</b>	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.
<b>7.21</b>	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 roadways that will be developed with Class I or II bike lanes as part of the planned bicycle network.
<b>7.22</b>	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.	Yes	The Project will comply with the Folsom Ranch, Central District Design Guidelines and City standards for commercial development and will include interior walkways with shading via landscaping or other design throughout the commercial development and associated parking lots.
<b>7.23</b>	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.	Yes	The Project will include bicycle parking as required by applicable City standards for commercial development.
<b>Section 8 - Open Space</b>			
<b>8.1</b>	Open Space areas shall be created throughout the entirety of the Plan Area.	N/A	The Project does not include open space.
<b>8.2</b>	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.
<b>8.3</b>	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.

**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

<b>Policy No.</b>	<b>Policy Description</b>	<b>Consistent?</b>	<b>Notes</b>
<b>8.4</b>	Where feasible, locate schools and parks adjacent or near to open space.	N/A	The Project does not include schools, parks, or open space.
<b>8.5</b>	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.
<b>8.6</b>	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.
<b>8.7</b>	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: 8.7a: 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.
<b>8.8</b>	Locate Class I bicycle paths and paved and unpaved trails throughout the open space.	N/A	The Project does not include open space.
<b>8.9</b>	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.	N/A	The Project does not include any public infrastructure and the Project site does not include any identified cultural resources identified to be preserved, oak woodlands/trees, or hillsides, or tributaries.
<b>8.10</b>	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.
<b>8.11</b>	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.
<b>8.12</b>	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 nor is it located near Alder Creek.

**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

<b>Policy No.</b>	<b>Policy Description</b>	<b>Consistent?</b>	<b>Notes</b>
<b>8.13</b>	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.
<b>8.14</b>	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	This is a City requirement. The Project will comply with applicable FPASP design guidelines.
<b>8.15</b>	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.	N/A	The Project does not reduce the amount of open space in the Plan Area.
<b>Section 9 - Parks</b>			
<b>9.1</b>	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 parks.
<b>9.2</b>	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 parks.
<b>9.3</b>	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 include any parks.
<b>9.4</b>	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 include any parks.
<b>9.5</b>	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 include any parks.
<b>9.6</b>	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 parks.
<b>9.7</b>	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 include any parks.
<b>9.8</b>	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 include any parks.
<b>9.9</b>	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 include any parks.

**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

<b>Policy No.</b>	<b>Policy Description</b>	<b>Consistent?</b>	<b>Notes</b>
<b>9.10</b>	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 include any parks.
<b>9.11</b>	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 include any parks.
<b>9.12</b>	A Parks Master Plan shall be prepared for the Plan Area.	N/A	The Project does not include any parks.
<b>9.13</b>	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 include any parks.
<b>9.14</b>	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 include any parks.
<b>Section 10 - Resource Management &amp; Sustainable Design</b>			
<i>Wetland Policies</i>			
<b>10.1</b>	Delineated wetlands shall be preserved to the greatest extent possible within open space areas and corridors, or otherwise provided for in protected areas.	Yes	The Project site contains a seasonal wetland swale (see DEIR, p. 3A.3-19) that will be impacted by the Project; however, those impacts will be sufficiently mitigated in the manner approved in the FPASP MMRP and the certified 2011 EIR.
<b>10.2</b>	Where preservation is not feasible, mitigation measures shall be carried out as specified in the FPASP EIR/EIS.	Yes	See notes on Policy 10.1.
<b>10.3</b>	Water quality certification based on Section 401 of the Clean Water Act shall be obtained before issuance of the Section 404 permit.	Yes	See notes on Policy 10.1.

**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

Policy No.	Policy Description	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>	Yes	See notes on Policy 10.1.
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>	Yes	See notes on Policy 10.1.
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>	Yes	See notes on Policy 10.1.
10.7	<p>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.</p>	Yes	See notes on Policy 10.1.

**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

<b>Policy No.</b>	<b>Policy Description</b>	<b>Consistent?</b>	<b>Notes</b>
<i>Wildlife Policies</i>			
<b>10.8</b>	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 approved in the FPASP MMRP and the certified 2011 EIR. Notably, however, there is no known wildlife habit or species onsite.
<b>10.9</b>	A Swainson’s Hawk mitigation plan shall be prepared to avoid loss of nesting areas if applicable.	Yes	See notes on Policy 10.9.
<b>10.10</b>	An incidental take permit shall be obtained to avoid impacts on the Valley Elderberry Longhorn Beetle (VELB), unless delisting has occurred.	Yes	See notes on Policy 10.9.
<b>10.11</b>	Special-status bat roosts shall be protected as required by State and federal regulatory agencies.	Yes	See notes on Policy 10.9.
<b>10.12</b>	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.	Yes	The Project will comply with all required vector control regulations.
<i>Oak Woodlands &amp; Isolated Oak Tree Policies</i>			
<b>10.13</b>	Preserve and protect in perpetuity approximately 399-acres of existing oak woodlands.	N/A	The Project site does not contain any oak woodlands or oak tree canopy to be preserved.
<b>10.14</b>	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	See notes on Policy 10.13.
<b>10.15</b>	Oak trees included in residential and non-residential development parcel impacted oak woodlands are encouraged to be preserved wherever practical, provided preservation does not: 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.	N/A	See notes on Policy 10.13.

**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

Policy No.	Policy Description	Consistent?	Notes
	<p>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.</p> <p>e) Cost more to preserve the tree than to mitigate for its loss, based on the Isolated Oak Tree Mitigation requirements listed below.</p>		
<b>10.16</b>	Isolated oak trees in residential and non-residential development parcels shall be rated according to the [ ] national rating system developed by the American Society of Consulting Arborists (ASCA).	N/A	See notes on Policy 10.13.
<b>10.17</b>	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	See notes on Policy 10.13.
<b>10.18</b>	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.
<b>10.19</b>	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	See notes on Policy 10.13.
<b>10.20</b>	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	See notes on Policy 10.13.
<b>Cultural Resources Policies</b>			
	The following shall be prepared prior to extensive grading or excavation:		



**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

<b>Policy No.</b>	<b>Policy Description</b>	<b>Consistent?</b>	<b>Notes</b>
<b>10.21</b>	<p>10.21a: Existing archeological reports relevant to the Plan Area shall be reviewed by a qualified archaeologist.</p> <p>10.21b: Areas found to contain or likely to contain archaeological resources shall be fully surveyed, to the extent required, to characterize and record the site. Any artifacts that are uncovered should be recorded and preserved on-site or donated to an appropriate organization to archive.</p> <p>10.21c: An Archaeological Resources Report shall be prepared, as appropriate.</p> <p>10.21d: Copies of all records shall be submitted to the appropriate information center in the California Historical Resource Information System (CHRIS).</p>	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 Resource Information System (CHRIS).
<b>10.22</b>	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 include open space.
<b>10.23</b>	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.
<b>10.24</b>	Interpretive displays near cultural resources shall be unobtrusive and compatible with the visual form of the resources.	N/A	There are no cultural resources on the Project site that require displays.
<i>Water Quality Policies</i>			
<b>10.25</b>	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.
<b>10.26</b>	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 include trails.
<b>10.27</b>	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 include public recreational facilities.
<b>10.28</b>	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 best management practices will be incorporated in the notes section for the final improvement plans for the Project.

**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

Policy No.	Policy Description	Consistent?	Notes
<b>10.29</b>	All mitigation specified in the FPASP EIR/EIS shall be implemented.	Yes	All applicable mitigation measures in the FPASP MMRP and the certified 2011 EIR will be implemented.
<b>10.30</b>	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.

**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

Policy No.	Policy Description	Consistent?	Notes
<i>Alder Creek &amp; Floodplain Protection Policies</i>			
<b>10.31</b>	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 site is not located near Alder Creek and will not impact Alder Creek.
<b>10.32</b>	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	See notes on Policy 10.32.
<b>10.33</b>	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	See notes on Policy 10.32.
<b>10.34</b>	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	See notes on Policy 10.32.
<b>10.35</b>	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	See notes on Policy 10.32.
<b>10.36</b>	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	See notes on Policy 10.32.
<b>10.37</b>	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	See notes on Policy 10.32.

**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

<b>Policy No.</b>	<b>Policy Description</b>	<b>Consistent?</b>	<b>Notes</b>
<b>10.38</b>	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	See notes on Policy 10.32.
<b>10.39</b>	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	See notes on Policy 10.32.
<b>10.40</b>	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	See notes on Policy 10.32.
<b>10.41</b>	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	See notes on Policy 10.32.
<b>10.42</b>	Adhere to the recommendations and policies of the Alder Creek Watershed Management Action Plan where feasible.	N/A	See notes on Policy 10.32.
<i>Air Quality Policies</i>			
<b>10.43</b>	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 FPASP MMRP and the certified 2011 EIR.
<b>10.44</b>	The approved Operational Air Quality Mitigation measures shall be included as policies in the relevant sections of the FPASP.	Yes	See notes on Policy 10.44.
<b>10.45</b>	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	The Project does not include residential development and is not located within 500 feet of U.S. Highway 50.
<b>10.46</b>	Prohibit wood burning fireplaces in all residential construction.	N/A	The Project does not include residential development.
<b>10.47</b>	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 any residential development.

**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

<b>Policy No.</b>	<b>Policy Description</b>	<b>Consistent?</b>	<b>Notes</b>
<i>Noise Policies</i>			
<b>10.48</b>	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 applicable noise reduction mitigation measures in the in the FPASP MMRP and the certified 2011 EIR.
<b>10.49</b>	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.
<b>10.50</b>	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 applicable disclosures will be provided in any CC&Rs.
<b>10.51</b>	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>			
<b>10.52</b>	<p>Site specific development projects shall incorporate LID design strategies that include:</p> <p>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;</p> <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"> <li>· Bioretention facilities and swales (shallow vegetated depressions engineered to collect, store, and infiltrate runoff); and</li> <li>· 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).</li> </ul>	Yes	The Project is consistent with the City's Backbone Infrastructure Master Plan, which includes stormwater requirements. The Project has incorporated feasible LID design strategies described in this policy and will comply with all applicable drainage and water quality standards, rules, and regulations.

**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

Policy No.	Policy Description	Consistent?	Notes
<i>Landscaping Policies</i>			
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 will comply 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 site does not include any slopes greater than 25%.
10.55	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. 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. 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.	N/A	The Project does not include open space.
10.56	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.	Yes	The Project will comply with all design standards, including those associated with parking lot landscaping and shading. Current design includes shade trees throughout parking and walking areas.

Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis

Policy No.	Policy Description	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 will comply with all applicable energy conservation development standards. Specifically, the Project must adhere to California’s most recent energy efficiency standards for commercial buildings (see Building Energy Efficient Standards [Title 24, Part 6, and associated Administrative Regulations in Part 1]; 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 will incorporate 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.	N/A	The Project does not include residential development.
10.60	Multi-family and attached residential units shall be oriented toward southern exposures, where site conditions permit.	N/A	The Project does not include residential development.
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.

**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

<b>Policy No.</b>	<b>Policy Description</b>	<b>Consistent?</b>	<b>Notes</b>
<b>10.63</b>	Office park uses shall install automatic lighting and thermostat features.	Yes	The Project will include automatic lighting and thermostat features in office spaces.
<b>10.64</b>	Commercial and public buildings shall use energy efficient lighting with automatic controls to minimize energy use.	Yes	The Project will include energy efficient lighting and automatic controls, and all other features required by California’s most recent energy efficiency standards for commercial buildings (see Building Energy Efficient Standards [Title 24, Part 6, and associated Administrative Regulations in Part 1]; Public Resources Code, § 25000 et seq.).
<b>10.65</b>	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 will comply with the applicable Design Guidelines and standards and will feature Energy Star certified equipment as required. The required features will be verified during the building plan check process.
<b>10.66</b>	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. 10.66b - Standard rooftop mechanical equipment shall be located in such a manner so as not to preclude the installation of solar panels. 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.	Yes	The Project will comply with all applicable energy conservation development standards. Specifically, the Project must adhere to California’s most recent energy efficiency standards for commercial buildings (see Building Energy Efficient Standards [Title 24, Part 6, and associated Administrative Regulations in Part 1]; Public Resources Code, § 25000 et seq.)
<b>10.67</b>	Radiant solar heating or similar types of energy efficient technologies, shall be installed in all swimming pools.	N/A	The Project does not include swimming pools.



**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

<b>Policy No.</b>	<b>Policy Description</b>	<b>Consistent?</b>	<b>Notes</b>
<b>10.68</b>	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 residential development.
<b>10.69</b>	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 include any publicly owned buildings.
<b>10.70</b>	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.
<i>Water Efficiency Policies</i>			
<b>10.71</b>	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.
<b>10.72</b>	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.
<b>10.73</b>	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.

**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

<b>Policy No.</b>	<b>Policy Description</b>	<b>Consistent?</b>	<b>Notes</b>
<i>Material Conservation &amp; Resource Efficiency Policies</i>			
<b>10.74</b>	Use “Green” certified construction products whenever feasible.	Yes	The Project will comply with all green construction requirements associated within the City Code and State requirements, such as those included in Title 24.
<b>10.75</b>	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.
<b>10.76</b>	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.
<b>10.77</b>	Topsoil 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.
<i>Environmental Quality Policies</i>			
<b>10.78</b>	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.
<b>10.79</b>	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.
<b>10.80</b>	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	See note on Policy 10.79.

**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

<b>Policy No.</b>	<b>Policy Description</b>	<b>Consistent?</b>	<b>Notes</b>
<b>10.81</b>	Particleboard, medium density fiberboard (MDF) and hardwood plywood shall comply with low formaldehyde emission standards.	Yes	See note on Policy 10.79.
<b>10.82</b>	Limit the use of volatile organic compounds (VOC) in all construction materials.	Yes	See note on Policy 10.79.
<b>Section 11 - Public Services and Facilities</b>			
<b>11.1</b>	Public schools will be constructed in the Plan Area in accordance with the City Charter and state law.	N/A	The Project does not include public schools.
<b>11.2</b>	All public service facilities shall participate in the City’s recycling program.	N/A	The Project does not include public service facilities.
<b>11.3</b>	Energy efficient technologies shall be incorporated in all Public Service buildings.	N/A	The Project does not include public service buildings.
<b>11.4</b>	Passive solar design and/or use of other types of solar technology shall be incorporated in all public service buildings.	N/A	The Project does not include public service buildings.
<b>11.5</b>	The city shall strive to ensure that all public service buildings shall be built to silver LEED NC standards.	N/A	The Project does not include public service buildings.
<b>11.6</b>	Utilize Crime Prevention Through Environmental Design (CPTED) principles in the design of all public service buildings.	N/A	The Project does not include public service buildings.
<b>11.7</b>	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	The Project does not include public service facilities.
<b>11.8</b>	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.
<b>Section 12 - Utilities</b>			
<b>12.1</b>	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 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

<b>Policy No.</b>	<b>Policy Description</b>	<b>Consistent?</b>	<b>Notes</b>
<b>12.2</b>	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.
<b>12.3</b>	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	The Project does not include public utilities facilities nor is the subject parcel zoned for public utilities.
<b>12.4</b>	Utilize Best Management Practices (BMPs) where feasible and appropriate.	Yes	BMPs will be utilized where feasible and appropriate.
<b>12.5</b>	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 will comply with permit requirements.
<b>12.6</b>	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 other City requirements and standards, as updated from time to time.
<b>Section 13 - Implementation</b>			
<i>Financing Policies</i>			
<b>13.1</b>	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.
<b>13.2</b>	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.
<b>13.3</b>	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.
<b>13.4</b>	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.
<b>13.5</b>	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.

**Exhibit 4: Southpointe at Folsom Commercial Center—FPASP Policy Consistency Analysis**

Policy No.	Policy Description	Consistent?	Notes
<b>13.6</b>	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>			
<b>13.7</b>	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>			
<b>13.8</b>	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.	N/A	The policy applies to the City and does not apply to individual developers. The Project will comply with all requirements of the applicable service districts.

## **Attachment 23**

### **Access and Circulation Analysis Dated April 21, 2023**

**To:** Steven Banks, Principal Planner  
City of Folsom

**From:** Matt Weir, P.E., T.E., PTOE, RSP<sub>1</sub>

**Re:** *Access Evaluation*  
*Southpointe at Folsom*

**Date:** April 21, 2023

Per your request, we have prepared this access evaluation for Southpointe at Folsom (“project”) in Folsom Ranch. The assumptions upon which this evaluation was prepared were identified by the City of Folsom<sup>1</sup>. The following is a discussion of our evaluation, findings, and recommendations.

**I. Land Use, Trip Generation, and Access**

- o *Project Overview (Exhibit 1)*
  - Medical Office, 68,000-square feet (sf)
  - Strip Retail Plaza, 12,800-sf
  - Fast-Foot Restaurant with Drive-Through Window, 4,000-sf
  - Fast-Foot Restaurant with Drive-Through Window, 3,500-sf
  - Convenience Store/Gas Station, 16 vehicle fueling pumps
- o *Trip Generation Summary*
  - Highest peak-hour driveway volume (Table 1)<sup>2</sup>:  
399-trips IN (AM), 457-trips OUT (PM)

**Table 1 – Trip Generation Summary**

Land Use (ITE Code <sup>1</sup> )	Size	Daily Trips	AM Peak-Hour				PM Peak-Hour					
			Total Trips	In		Out		Total Trips	In		Out	
				%	Trips	%	Trips		%	Trips	%	Trips
Medical Office (720)	68.0 (KSF)	2,814	170	79%	135	21%	35	274	30%	82	70%	192
Strip Retail Plaza <40k (822)	12.8 (KSF)	768	34	59%	20	41%	14	93	49%	46	51%	47
Fast-Food Restaurant w/ Drive-Through Window (934)	7.5 (KSF) <sup>2</sup>	3,506	334	51%	171	49%	163	248	52%	129	48%	119
Convenience Store/Gas Station-GFA (2-4k) (945)	16 (VFP)	3,383	257	50%	128	50%	129	295	50%	147	50%	148
<i>Subtotal:</i>		<i>10,471</i>	<i>795</i>		<i>454</i>		<i>341</i>	<i>910</i>		<i>404</i>		<i>506</i>
Internal Capture (14% AM, 11% PM) <sup>3</sup>		-1,152	-110		-55		-55	-98		-49		-49
<b>Subtotal (Driveway Trips):</b>		<b>9,319</b>	<b>685</b>		<b>399</b>		<b>286</b>	<b>812</b>		<b>355</b>		<b>457</b>
Fast-Food Restaurant Pass-by (50% AM, 55% PM) <sup>1</sup>		-1,823	-167		-85		-82	-136		-71		-65
Gas Station Pass-by (76% AM, 75% PM) <sup>1</sup>		-2,537	-196		-98		-98	-221		-110		-111
<b>Net New External Trips:</b>		<b>4,959</b>	<b>322</b>		<b>216</b>		<b>106</b>	<b>455</b>		<b>174</b>		<b>281</b>

VFP = Vehicle Fueling Positions, KSF = 1000 SF GFA

Sources: <sup>1</sup>Trip Generation Manual, 11<sup>th</sup> Edition, ITE

<sup>2</sup>Combined KSF of both proposed Restaurants on site

<sup>3</sup>Internal capture between land uses approximated using NCHRP 684 methodology

<sup>1</sup> Email from Steve Banks, City of Folsom, December 14, 2022.

<sup>2</sup> Trip Generation Manual, 11<sup>th</sup> Edition, Institute of Transportation Engineers (ITE).

- *Access and Auxiliary Lane Conditions*  
Site is proposed to be served by two access driveways (**Exhibit 1**):
  - **East Bidwell Street Driveway** – full-access (no left-turns out), Side-Street Stop Controlled (SSSC)
    - The location of this driveway (approximately 570-feet downstream from the East Bidwell Street/White Rock Road signalized intersection and approximately 380-feet upstream from the East Bidwell Street/Southpointe Drive signalized intersection,) differs from the City’s driveway spacing requirements (located at least 400-feet downstream and 600 feet upstream of an intersection containing left-turn pockets)<sup>3</sup>.
    - Includes construction of a 250-foot northbound right-turn lane (150-foot plus 100-foot taper)
    - Includes construction of a 260-foot median, southbound left-turn lane (180-foot plus 80-foot taper)
  - **Southpointe Drive Driveway** – full-access, SSSC
    - The location of this driveway (approximately 250-feet from the adjacent signalized intersection) satisfies the City’s driveway spacing requirements for collector roadways (located at least 150-feet from adjacent intersections)<sup>4</sup>.
    - Includes pavement delineation to achieve a trap, eastbound right-turn lane and a 270-foot westbound left-turn lane (110-foot plus 60-foot taper)
    - An overview of the Southpointe Drive intersections with East Bidwell Street and this site access driveway are provided in **Exhibit 2**. The conditions depicted in **Exhibit 2** are representative of the configuration at the time the project is operational (approximately mid-2024).

An adjacent intersection will accommodate the site’s concentrated ingress and egress trips:

- **East Bidwell Street @ Southpointe Drive Intersection** – full access, currently All-Way Stop Controlled (AWSC) and required to be signalized (as discussed herein)
  - Includes construction of a 250-foot northbound right-turn lane (150-foot plus 100-foot taper)

A previously completed traffic study prepared for the Regency (Toll Brothers) at Folsom Ranch project<sup>4</sup> is understood to form the basis of the ultimate East Bidwell Street corridor and the intersection with Regency Parkway/Southpointe Drive. This prior effort is included by reference allowing this access evaluation to focus exclusively on ingress and egress for the project. Accordingly, in addition to the assumptions summarized above, the following considerations were also incorporated as part of this evaluation:

- *Project Sites’ Land Use*  
Figure 13 (Enhanced SACSIM Representation of the Folsom Plan Area Specific Plan (with 44 zones)) and Table 20 (Cumulative 2036 AM and PM Peak-hour Trip Generation by TAZ) of the prior traffic study prepared for the Regency (Toll Brothers) at Folsom Ranch project<sup>4</sup> contemplated the Specific Plan land uses for the project site (total of 125,00-

<sup>3</sup> Sections 12.3 and 12.9, *Design Standards*, City of Folsom, August 25, 2020.

<sup>4</sup> *Regency at Folsom Ranch Transportation Impact Study*, T. Kear Transportation Planning & Management, Inc., November 20, 2019.



square feet of CC+MU) in the large Traffic Analysis Zone (#1804<sup>5</sup>). Accordingly, this TAZ and the associated assumptions have adequately accounted for the Southpointe at Folsom project. The project is consistent with the Specific Plan's land use assumptions.

- *East Bidwell Street/Southpointe Drive*  
Figure 23 (East Bidwell St/Driveway 6: Cumulative with Proposed SPA Recommended Geometry) of the prior traffic study prepared for the Regency (Toll Brothers) at Folsom Ranch project<sup>4</sup> indicates full access with the implementation of traffic signal control. It is important to note the prior traffic study concludes that the addition of that project (Regency at Folsom Ranch) alone did not trigger the need for this signalization. However, other development projects (Mangini Ranch Apartments and Mangini Ranch Bungalows) have subsequently been conditioned to design and construct this traffic control modification. While it is reasonable to expect that this intersection will be fully signalized prior to the opening of this project (Southpointe at Folsom) based on the current status of these other projects' approvals, this project (Southpointe at Folsom) shall implement the subject signalization and intersection improvements should the other projects fail to complete. Furthermore, the intersection lane configuration recently constructed includes one additional westbound approach lane from what was previously specified in the aforementioned Figure 23<sup>4</sup>.

## II. Trip Assignment

It was necessary to estimate the peak-hour turning movements associated with the Southpointe at Folsom project along East Bidwell St and Southpointe Drive to allow for an evaluation and recommendation of lane configurations and potential treatments. These trips were developed as summarized below:

- *Global Trip Assignment*  
Per Figure 8 (Project Trip Distribution) of the prior traffic study<sup>4</sup>
  - ~75% of the trips originate from or are destined for points north
  - ~15% of the trips originate from or are destined for points assumed to access White Rock Rd (Capital SouthEast Connector) south of the project site
  - ~10% of the trips originate from or are destined for the adjacent residential developments (5% to/from west, 5% to/from east)
- *"Project-Only" Peak-Hour Driveway Volumes*
  - **Exhibit 3** depicts the estimated project-only driveway volumes. When combined with background traffic these volumes create the conditions upon which the evaluations and recommendations contained herein were based.

## III. Access Review

Based on our coordination with the City and project team, and review of the prior traffic study prepared for the Regency (Toll Brothers) at Folsom Ranch<sup>4</sup> and related project documentation, we offer the following general comments and recommendations for the conditions of approval anticipated to result from the completion of the Southpointe at Folsom project:

- *General Comments*
  - The construction of the project requires connection to Southpointe Drive and, as a result, the existing neighborhood to the east. As previously noted, only approximately 5-percent of the site generated trips are anticipated to originate from or be destined for the residential communities to the east (**Exhibit 3**). While concerns have previously been shared by residents that this Southpointe Drive link may lead to increased cut-through traffic through the existing

<sup>5</sup> TAZ #1804 also includes extensive residential (SF, MLD, MMD, and MHD) uses, as well as an elementary school.

neighborhoods, the circuitous route would minimize any potential impact resulting from cut-through traffic through existing neighborhoods to the east. In fact, it is anticipated that traffic using Southpointe Drive to access the project would be predominantly traffic originating in these neighborhoods and those farther east along Sparrow Drive, rather than true “cut-through” traffic originating in or destined for points farther north or east. In addition, the Southpointe Drive geometry to the east in the adjacent communities (90-degree turns), multiple pedestrian crossings, and on-street parking all combine to create a slow and more localized travel environment.

- The project’s construction of the noted frontage improvements along East Bidwell Street and Southpointe Drive will complete the roadway network in the immediate project vicinity. This project will be conditioned to complete the subject improvements, including conditions set forth in other adjacent projects if the adjacent projects do not move forward.
  - Left-turn entering volumes from southbound East Bidwell Street, while understood to be a component of the prior study’s volumes<sup>4</sup>, represent just a portion of the anticipated peak-hour demand. As noted, the prior study<sup>4</sup> contemplated traffic associated with a larger development area (larger TAZ). Nevertheless, because the project is consistent with the prior study (and therefore consistent with the Specific Plan), the proposed project would not create conditions that require mitigations/treatments beyond those already documented in the prior study.
  - The two access points and delineated on-site circulation paths are appropriate to serve the project’s uses. Adequate circulation is provided to allow for reasonable, safe, and efficient emergency, delivery, and refuse vehicle access.
  - Adequate stopping sight-distance shall be provided and maintained at the two project driveway intersections (East Bidwell Street and Southpointe Drive). Landscaping and hardscape features (including utility appurtenances) shall not obstruct the required sight triangles in a manner consistent with City of Folsom<sup>6</sup> and Caltrans<sup>7</sup> standards.
  - The East Bidwell Street intersection with the site access driveway will restrict left-turns out. This is a common configuration supported by the City in which left-turns in are provided but the higher conflict left-turns out are eliminated. Traffic desiring to make this movement (outbound left-turn) would have to turn right and make a downstream u-turn at the Southpointe Drive signalized intersection. Alternatively, these vehicles may elect to use the full-access Southpointe Drive access point to approach East Bidwell Street from the east to make the left-turn to continue south.
- *Turn Pocket Dimensions*
- The East Bidwell Street left- and right-turn lanes proposed to be constructed by the project (northbound right-turns at the driveway and at Southpointe Drive, and the southbound median left-turn at the driveway) shall total at least 315-feet (255-foot storage/deceleration plus 60-foot bay taper). These dimensions represent an assumed entry speed of 40-mph which includes a 10-mph speed reduction from the adjacent through lane<sup>8</sup>.

<sup>6</sup> Section 11.9, *Design Standards*, City of Folsom, August 25, 2020.

<sup>7</sup> Section 405.1, *Caltrans’ Highway Design Manual*, Caltrans, July 1, 2020.

<sup>8</sup> Section 405.2(d), *Caltrans’ Highway Design Manual*, Caltrans, July 1, 2020.

## IV. Drive-Through Facilities and On-Site Circulation Review

### o *Drive-Through Facilities*

As depicted in the project site plan (**Exhibit 1**), the project proposes two quick-serve restaurants, each with a drive-through window. At the time of this study the specific users for these two facilities had not been identified by the project applicant. Per direction provided by the City<sup>9</sup>, minimum drive-through storage of 10-vehicles (measured from the pick-up window without blocking driveways) is required to be provided.

Based on our review of the project site plan (**Exhibit 1**), we offer the following recommendations:

- Northern “QSR 1” (4,000-sf/90-seat)  
Drive-through storage for approximately 14-vehicles is indicated as being provided. Because the primary access route for vehicles approaching this use is from the adjacent East Bidwell Street driveway, the orientation of this facility shall be modified to relocate the drive-through lane entrance away from the primary onsite drive aisles. As currently depicted, in the event of exceptional queuing (either from special events or from a specific user not known at this time) it is anticipated that the queue spillback would likely block the on-site drive aisles and roundabout, thereby creating an operational condition that may ultimately cause vehicle spillback into the public right-of-way (East Bidwell Street). Reorienting this use such that the drive-through entrance is not proximate to the main drive-aisles will allow additional vehicle storage to be contained within the site and will ensure safe and efficient operations.
- Southern “QSR 2” (3,500-sf/70-seat)  
Drive-through storage for approximately 13-vehicles is indicated as being provided. Because the primary access route for vehicles approaching this use is from the adjacent East Bidwell Street driveway, the on-site signing and pavement delineations associated with this facility shall require the drive-through queue to extend along the building frontage rather than out into the main drive aisle. As currently depicted, in the event of exceptional queuing (either from special events or from a specific user not known at this time) it is anticipated that the queue spillback would likely block the on-site drive aisles and could extend back to the roundabout, thereby creating an operational condition that may ultimately cause vehicle spillback into the public right-of-way (East Bidwell Street). The use of “KEEP CLEAR” pavement delineations and supplementary drive-through wayfinding signage will allow additional vehicle storage to be contained within the site and will help to ensure safe and efficient operations. Conceptual applications are depicted in **Exhibit 4**.

### o *On-Site Circulation*

Based on our review of the project sit plan (**Exhibit 1**), we offer the following recommendations:

- The project applicant shall extend the median island north, through the first drive aisle intersection, to the stop/limit line for vehicles exiting onto Southpointe Drive (**Exhibit 4**), in consideration of the “Minimum Required Throat Depth (MRTD),” aka the Southpointe Drive site access driveway’s on-site layout and anticipated vehicular circulation. This median extension will serve to physically restrict entering vehicles from turning left into the eastern parking field and, more importantly, will restrict vehicles from turning left into the exiting driveway

<sup>9</sup> Telephone conversation with City of Folsom Community Development staff, April 10, 2023.

approach to Southpointe Drive, a movement that is reasonably anticipated to result in frequent blockage and the potential for spillback out into the public right-of-way. Through this median extension, the northbound left-turn lane shall have minimum dimensions of 70-feet of storage and a 60-foot taper.

## V. Summary of Recommendations

Based on the assessment documented above, the following is a summary of our findings and recommendations. **Exhibit 5** supplements this discussion and summarizes the various recommendations.

- East Bidwell Street
  - The project applicant shall construct the following turn lanes according to the specified dimensions:
    - **[#1]** Northbound right-turn at the site driveway shall total at least 315-feet (255-foot deceleration plus 60-foot bay taper)
    - **[#2]** Northbound right-turn at Southpointe Drive shall total at least 315-feet (255-foot deceleration plus 60-foot bay taper)
    - **[#3]** Southbound median left-turn at the site driveway shall total at least 315-feet (255-foot deceleration plus 60-foot bay taper)
  - **[#4]** The project applicant shall implement the traffic signalization and intersection improvements prior to occupancy if not completed by others.
  - **[#5]** The location of the project driveway (approximately 570-feet downstream from the East Bidwell Street/White Rock Road signalized intersection and approximately 380-feet upstream from the East Bidwell Street/Southpointe Drive signalized intersection,) differs from the City's driveway spacing requirements (located at least 400-feet downstream and 600-feet upstream of an intersection containing left-turn pockets). The City Engineer shall determine the adequacy of this driveway spacing.
- Southpointe Drive
  - **[#6]** Associated with the site access driveway intersection, the project applicant shall extend the pavement markings to achieve a trap, eastbound right-turn lane that extends back to East Bidwell Street
- Driveway Intersections
  - **[#7]** The project applicant/owner shall provide and maintain adequate stopping sight-distance at the two project driveway intersections (East Bidwell Street and Southpointe Drive). Landscaping and hardscape features (including utility appurtenances) shall not obstruct the required sight triangles in a manner consistent with City of Folsom and Caltrans standards.
- On-Site Features
  - **[#8]** The orientation of "QSR-1" shall be modified to relocate the drive-through lane entrance away from the primary onsite drive aisles.
  - **[#9]** "KEEP CLEAR" and drive-through wayfinding signing shall be used for "QSR-2" to allow additional vehicle storage along the building frontage rather than out into the main drive aisle.
  - **[#10]** The median island along the Southpointe Drive access roadway shall be extended north, through the first drive aisle intersection to preserve MRTD and minimize the likelihood for spillback into the public right-of-way. The resulting northbound left-turn lane shall have minimum dimensions of 70-feet of storage and a 60-foot taper.

## Attachments

**Exhibit 1** – Site Plan Concept

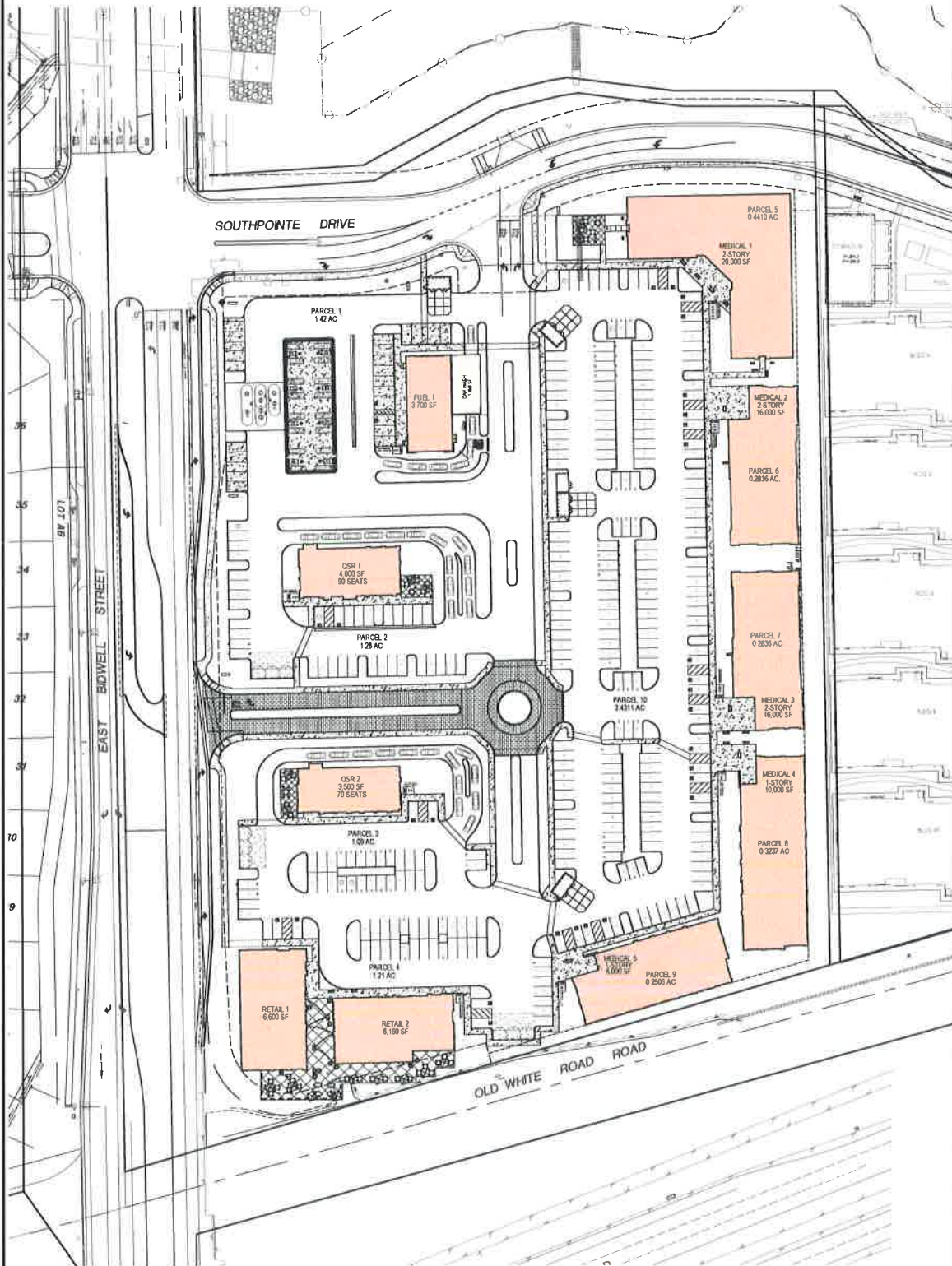
**Exhibit 2** – Southpointe Drive Corridor

**Exhibit 3** – Project-Only Volumes, Driveway Trip Assignment

**Exhibit 4** – Recommended On-Site Modifications

**Exhibit 5** – Summary of Project Recommendations

**SOUTHPOINTE  
AT FOLSOM**  
SITE PLAN CONCEPT - ALTERNATIVE (ROUNDBOUT)  
DATE: DECEMBER 18, 2022 (UPDATED FEBRUARY 16, 2023)

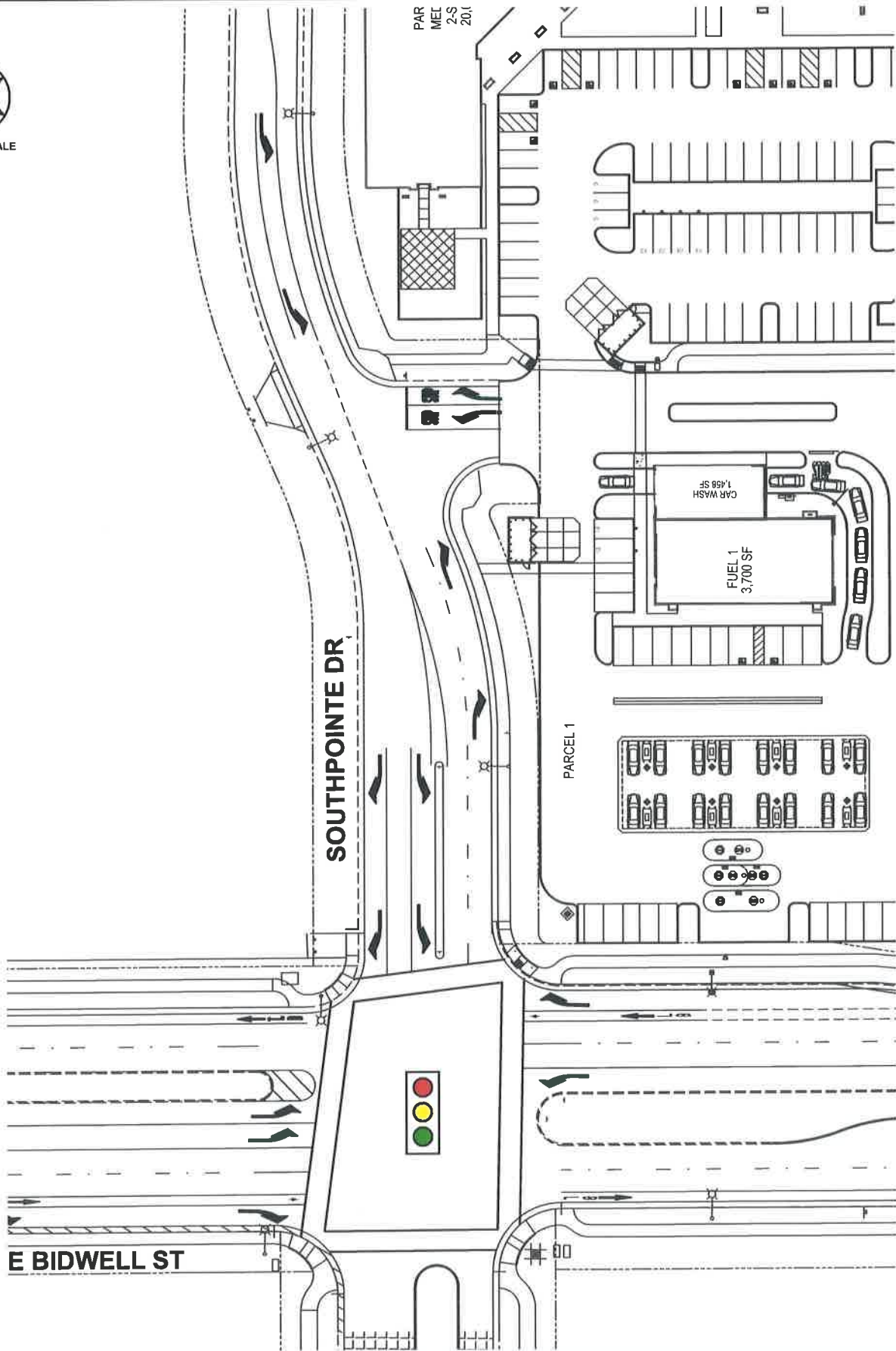


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888 Serrano Drive, Suite 100 • Folsom, CA 95630 • 916-927-0200

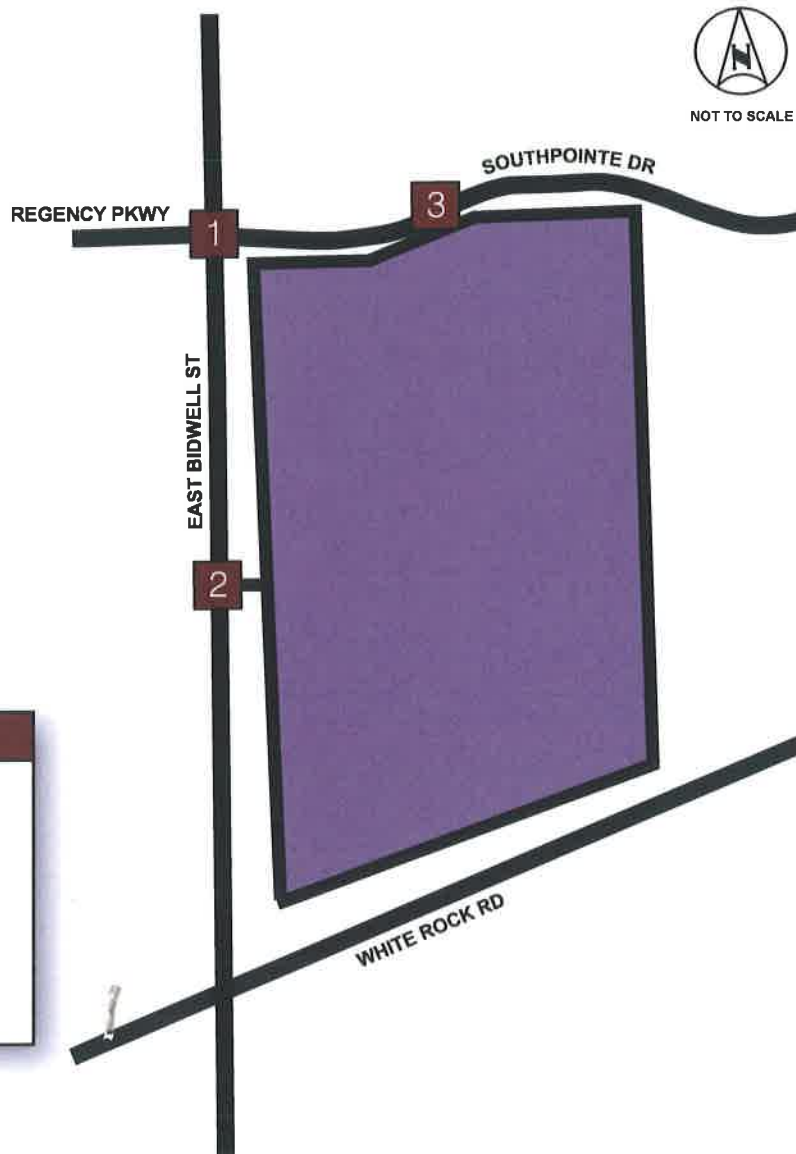
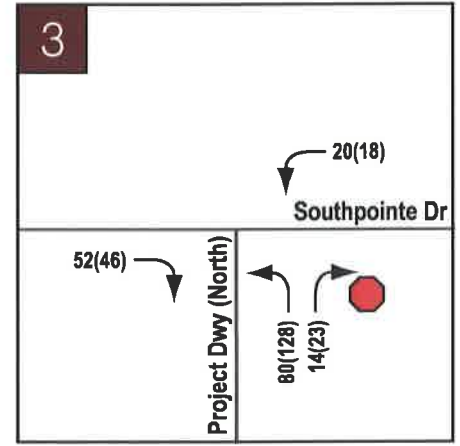
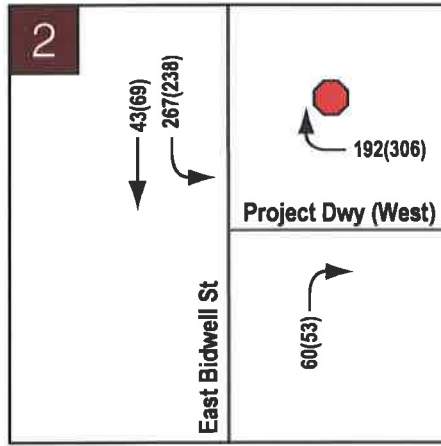
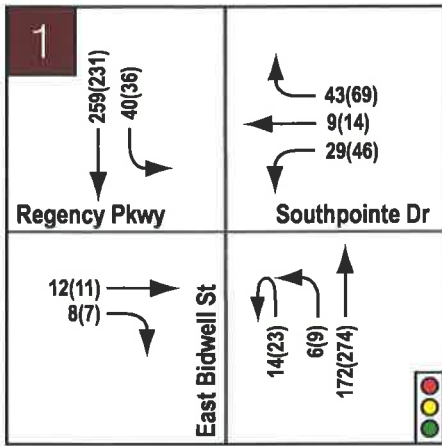
Drawn By: A.B.  
Job Number: 21-0042-00  
Approval Date:  
Submittal Date: 07.24.2021  
Revised Date: 02.02.22







NOT TO SCALE



Southpointe at Folsom | Access Evaluation

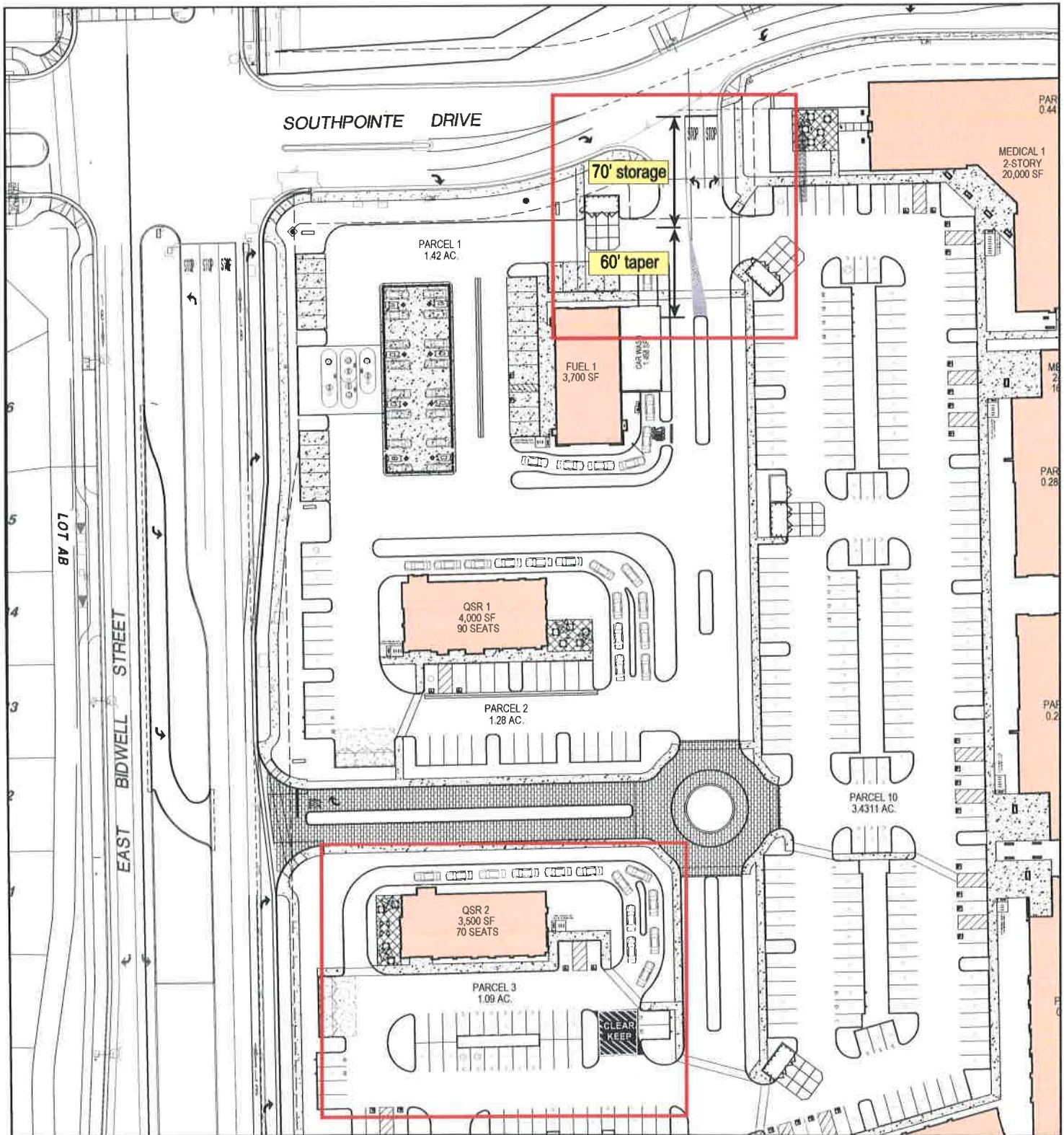


**LEGEND**

-  Project Location
-  Study Intersection
-  Signal Control
-  Stop Control
- xx(xx) AM(PM) Project Trip Assignment

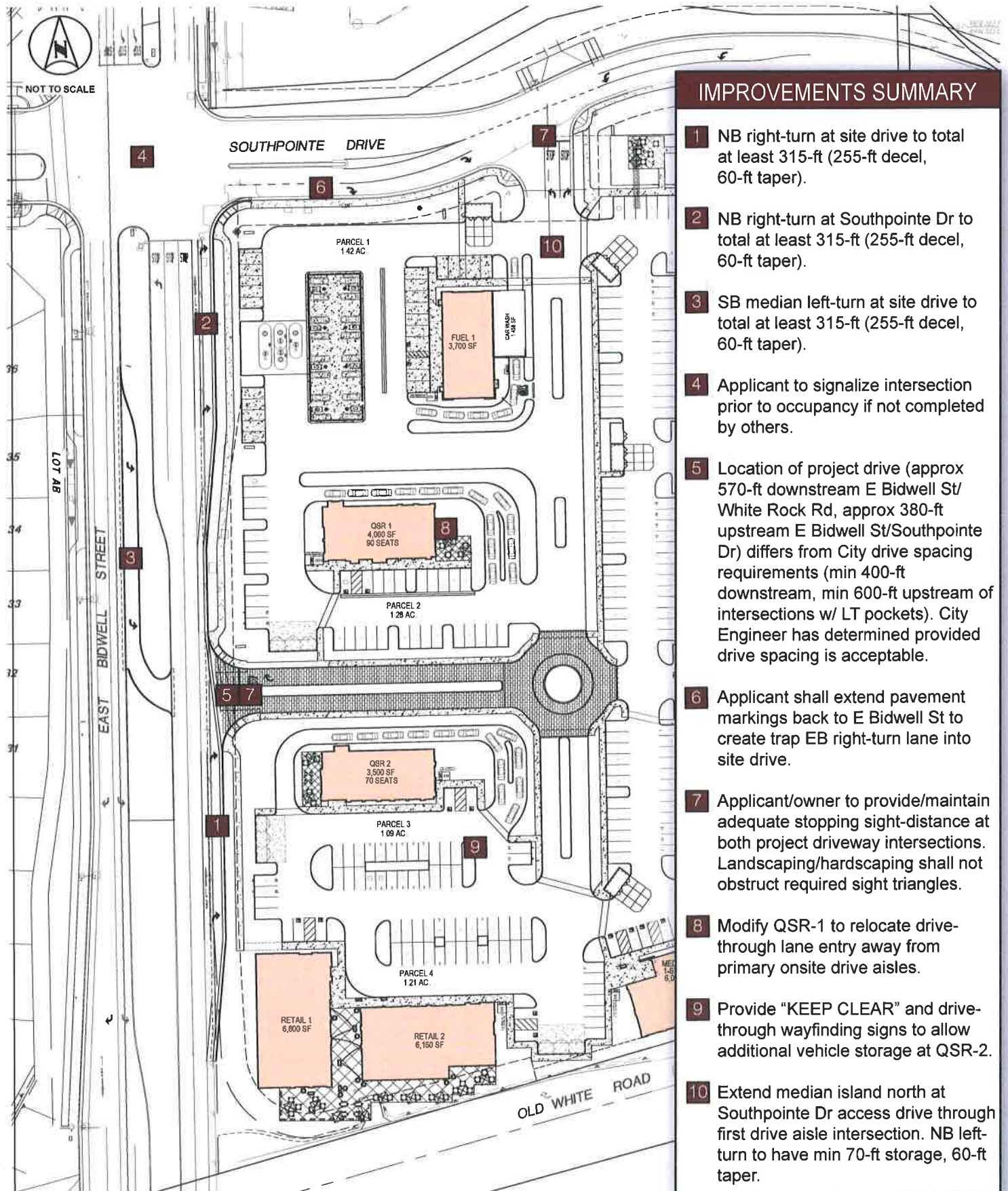


Southpointe at Folsom | Access Evaluation



**LEGEND**

 Proposed Median Extension



**IMPROVEMENTS SUMMARY**

- 1** NB right-turn at site drive to total at least 315-ft (255-ft decel, 60-ft taper).
- 2** NB right-turn at Southpointe Dr to total at least 315-ft (255-ft decel, 60-ft taper).
- 3** SB median left-turn at site drive to total at least 315-ft (255-ft decel, 60-ft taper).
- 4** Applicant to signalize intersection prior to occupancy if not completed by others.
- 5** Location of project drive (approx 570-ft downstream E Bidwell St/ White Rock Rd, approx 380-ft upstream E Bidwell St/Southpointe Dr) differs from City drive spacing requirements (min 400-ft downstream, min 600-ft upstream of intersections w/ LT pockets). City Engineer has determined provided drive spacing is acceptable.
- 6** Applicant shall extend pavement markings back to E Bidwell St to create trap EB right-turn lane into site drive.
- 7** Applicant/owner to provide/maintain adequate stopping sight-distance at both project driveway intersections. Landscaping/hardscaping shall not obstruct required sight triangles.
- 8** Modify QSR-1 to relocate drive-through lane entry away from primary onsite drive aisles.
- 9** Provide "KEEP CLEAR" and drive-through wayfinding signs to allow additional vehicle storage at QSR-2.
- 10** Extend median island north at Southpointe Dr access drive through first drive aisle intersection. NB left-turn to have min 70-ft storage, 60-ft taper.

## **Attachment 24**

### **Environmental Noise Analysis Dated March 16, 2023**



## Environmental Noise Assessment

# Southpointe at Folsom Commercial

City of Folsom, California

March 16, 2023

Project #230104

Prepared for:

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**Table of Contents**

**INTRODUCTION** ..... 1

**ENVIRONMENTAL SETTING** ..... 1

*BACKGROUND INFORMATION ON NOISE* ..... 1

**EXISTING NOISE AND VIBRATION ENVIRONMENTS** ..... 6

*EXISTING NOISE RECEPTORS* ..... 6

*EXISTING GENERAL AMBIENT NOISE LEVELS* ..... 6

**FUTURE TRAFFIC NOISE ENVIRONMENT AT OFF-SITE RECEPTORS** ..... 7

*OFF-SITE TRAFFIC NOISE IMPACT ASSESSMENT METHODOLOGY* ..... 7

**EVALUATION OF PROJECT OPERATIONAL NOISE ON EXISTING SENSITIVE RECEPTORS** ..... 9

*ROOFTOP HVAC* ..... 9

*PARKING LOT CIRCULATION* ..... 9

*EVALUATION OF DRIVE-THRU SPEAKER BOX NOISE* ..... 9

*GAS STATION CAR WASH* ..... 9

*RESULTS* ..... 10

**CONSTRUCTION NOISE ENVIRONMENT** ..... 13

**CONSTRUCTION VIBRATION ENVIRONMENT** ..... 13

**REGULATORY CONTEXT** ..... 14

*FEDERAL* ..... 14

*STATE* ..... 14

*LOCAL* ..... 14

*CRITERIA FOR ACCEPTABLE VIBRATION* ..... 16

**IMPACTS AND MITIGATION MEASURES** ..... 18

*THRESHOLDS OF SIGNIFICANCE* ..... 18

*PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES* ..... 19

**REFERENCES** ..... 23

**List of Figures**

Figure 1: Site Plan ..... 2

Figure 2: Noise Measurement Sites and Receptor Locations ..... 3

Figure 3: Daytime Project Operational Noise Contours,  $L_{eq}$  ..... 11

Figure 4: Nighttime Project Operational Noise Contours,  $L_{eq}$  ..... 12

**List of Tables**

Table 1: Typical Noise Levels..... 4  
 Table 2: Summary of Existing Background Noise Measurement Data ..... 7  
 Table 3: Predicted Traffic Noise Level and Project-Related Traffic Noise Level Increases ..... 8  
 Table 4: EPAP Traffic Noise Level and Project-Related Traffic Noise Level Increases ..... 8  
 Table 5: Cumulative Traffic Noise Level and Project-Related Traffic Noise Level Increases ..... 8  
 Table 6: Construction Equipment Noise ..... 13  
 Table 7: Vibration Levels for Various Construction Equipment..... 13  
 Table 8: City of Folsom Stationary Noise Level Standards..... 14  
 Table 9: Stationary Noise Level Standards..... 15  
 Table 10: Interior Noise Level Standards ..... 15  
 Table 11: Effects of Vibration on People and Buildings ..... 17  
 Table 12: Significance of Changes in Noise Exposure ..... 19

**Appendices**

- Appendix A: Acoustical Terminology
- Appendix B: Field Noise Measurement Data
- Appendix C: Traffic Noise Calculations

## INTRODUCTION

The Southpointe at Folsom Commercial project is located in the City of Folsom, California. The project includes the construction of five new medical office buildings, two retail buildings, two fast food restaurants, and a fuel station. The project will be bordered by multi-family residential uses to the east, East Bidwell Street to the west, and White Rock Road to the south. Existing single family residential uses are located west and northeast of the project site.

**Figure 1** shows the project site plan. **Figure 2** shows an aerial photo of the project site.

## ENVIRONMENTAL SETTING

### BACKGROUND INFORMATION ON NOISE

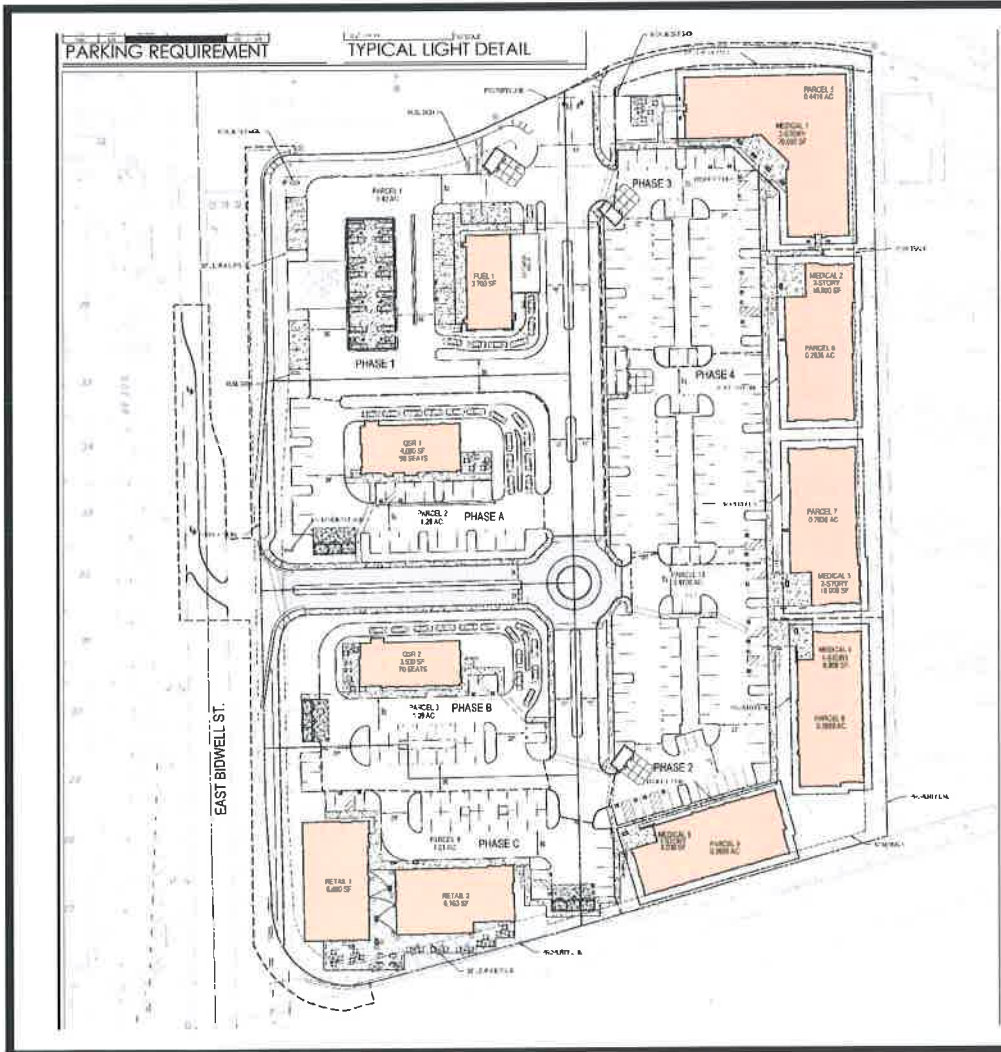
#### *Fundamentals of Acoustics*

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.



**Southpointe at Folsom  
Commercial Project**

City of Folsom, California

**Figure 1  
Project Site Plan**





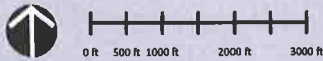


**Southpointe at Folsom Commercial**

City of Folsom, California

**Figure 2**  
Noise Measurement Sites

- Legend**
- Project Site
  - ▲ Noise Measurement - Long Term
  - Noise Measurement Site - Short Term



Projection: UTM Zone 10 / WGS84 / meters  
Rev. Date: 03/14/2023



The decibel scale is logarithmic, not linear. In other words, two sound levels 10-dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10-dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound, and twice as loud as a 60 dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool is the average, or equivalent, sound level ( $L_{eq}$ ), which corresponds to a steady-state A weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The  $L_{eq}$  is the foundation of the composite noise descriptor,  $L_{dn}$ , and shows very good correlation with community response to noise.

The day/night average level (DNL or  $L_{dn}$ ) is based upon the average noise level over a 24-hour day, with a +10-decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because  $L_{dn}$  represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

**Table 1** lists several examples of the noise levels associated with common situations. **Appendix A** provides a summary of acoustical terms used in this report.

**TABLE 1: TYPICAL NOISE LEVELS**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft.)	--100--	
Gas Lawn Mower at 1 m (3 ft.)	--90--	
Diesel Truck at 15 m (50 ft.), at 80 km/hr. (50 mph)	--80--	Food Blender at 1 m (3 ft.) Garbage Disposal at 1 m (3 ft.)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft.)	--70--	Vacuum Cleaner at 3 m (10 ft.)
Commercial Area Heavy Traffic at 90 m (300 ft.)	--60--	Normal Speech at 1 m (3 ft.)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Source: Caltrans, *Technical Noise Supplement, Traffic Noise Analysis Protocol*. September, 2013.

### ***Effects of Noise on People***

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1-dBA cannot be perceived;
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference;
- A change in level of at least 5-dBA is required before any noticeable change in human response would be expected; and
- A 10-dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6-dB per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres, or a street with moving vehicles, would typically attenuate at a lower rate.

## EXISTING NOISE AND VIBRATION ENVIRONMENTS

### EXISTING NOISE RECEPTORS

Some land uses are considered more sensitive to noise than others. Land uses often associated with sensitive receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Sensitive noise receptors may also include threatened or endangered noise sensitive biological species, although many jurisdictions have not adopted noise standards for wildlife areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise.

Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. In the vicinity of the project site, sensitive land uses include existing single-family residential uses to the north and west of the project site and future multi-family residential uses east of the project site.

### EXISTING GENERAL AMBIENT NOISE LEVELS

The primary noise source on the project site is traffic noise emanating from East Bidwell Street and White Rock Road. Secondary noise sources include construction noise from nearby developments.

To quantify the existing ambient noise environment in the project vicinity, Saxelby Acoustics conducted continuous (24-hr.) noise level measurements at two locations near the project site and one short-term measurement. Noise measurement locations are shown on **Figure 2**. A summary of the noise level measurement survey results is provided in **Table 2**. **Appendix B** contains the complete results of the noise monitoring.

The sound level meters were programmed to record the maximum, median, and average noise levels at each site during the survey. The maximum value, denoted  $L_{max}$ , represents the highest noise level measured. The average value, denoted  $L_{eq}$ , represents the energy average of all the noise received by the sound level meter microphone during the monitoring period. The median value, denoted  $L_{50}$ , represents the sound level exceeded 50 percent of the time during the monitoring period.

Larson Davis Laboratories (LDL) model 820 and 831 precision integrating sound level meters were used for the ambient noise level measurement survey. The meters were calibrated before and after use with a CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

**TABLE 2: SUMMARY OF EXISTING BACKGROUND NOISE MEASUREMENT DATA**

Location	Date	L <sub>dn</sub>	Daytime L <sub>eq</sub>	Daytime L <sub>50</sub>	Daytime L <sub>max</sub>	Nighttime L <sub>eq</sub>	Nighttime L <sub>50</sub>	Nighttime L <sub>max</sub>
LT-1: 75 ft. to CL of East Bidwell St.	1/20/23	65	64	67	83	57	53	77
	1/21/23	63	63	66	82	53	51	75
LT-2: 100 ft. to CL of White Rock Rd.	1/20/23	69	66	57	85	62	46	83
	1/21/23	67	67	56	88	57	41	81
ST-1: 460 ft. to CL of East Bidwell St.	1/19/23 10:59 AM	N/A	56	55	67	N/A	N/A	N/A

- All values shown in dBA
- Daytime hours: 7:00 a.m. to 10:00 p.m.
- Nighttime Hours: 10:00 p.m. to 7:00 a.m.
- Source: Saxelby Acoustics, 2023.

## FUTURE TRAFFIC NOISE ENVIRONMENT AT OFF-SITE RECEPTORS

### OFF-SITE TRAFFIC NOISE IMPACT ASSESSMENT METHODOLOGY

To assess noise impacts due to project-related traffic increases on the local roadway network, traffic noise levels are predicted at sensitive receptors for existing and future, project and no-project conditions.

Existing, Existing Plus Approved Projects (EPAP), and Cumulative noise levels due to traffic are calculated using the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108). The model is based upon the Calveno reference noise factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site.

The FHWA model was developed to predict hourly L<sub>eq</sub> values for free-flowing traffic conditions. To predict traffic noise levels in terms of L<sub>dn</sub>, it is necessary to adjust the input volume to account for the day/night distribution of traffic.

Project trip generation volumes were provided by the project traffic engineer (Kimley Horn 2023), truck usage and vehicle speeds on the local area roadways were estimated from field observations. Existing, EPAP, and Cumulative traffic volumes for the local roadway network were obtained from the Regency at Folsom Ranch Transportation Impact Study (T.Kear, 2019). The predicted increases in traffic noise levels on the local roadway network for Existing, EPAP, and Cumulative conditions which would result from the project are provided in terms of L<sub>dn</sub>.

Traffic noise levels are predicted at the sensitive receptors located at the closest typical setback distance along each project-area roadway segment. In some locations, sensitive receptors may not receive full shielding from noise barriers or may be located at distances which vary from the assumed calculation distance.

Tables 3-5 summarize the modeled traffic noise levels at the nearest sensitive receptors along each roadway segment in the project area. Appendix C provides the complete inputs and results of the FHWA traffic modeling.

**TABLE 3: PREDICTED TRAFFIC NOISE LEVEL AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES**

Roadway	Segment	Predicted Exterior Noise Level (dBA L <sub>dn</sub> ) at Closest Sensitive Receptors		
		Existing No Project	Existing + Project	Change
East Bidwell Street	North of Mangini Parkway	55.7	57.7	2.0
East Bidwell Street	North of White Rock Road	54.1	56.2	2.1

**TABLE 4: EPAP TRAFFIC NOISE LEVEL AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES**

Roadway	Segment	Predicted Exterior Noise Level (dBA L <sub>dn</sub> ) at Closest Sensitive Receptors		
		EPAP No Project	EPAP + Project	Change
East Bidwell Street	North of Mangini Parkway	57.2	58.7	1.5
East Bidwell Street	North of White Rock Road	55.3	57.0	1.7

**TABLE 5: CUMULATIVE TRAFFIC NOISE LEVEL AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES**

Roadway	Segment	Predicted Exterior Noise Level (dBA L <sub>dn</sub> ) at Closest Sensitive Receptors		
		Cumulative No Project	Cumulative + Project	Change
East Bidwell Street	North of Mangini Parkway	57.7	59.0	1.3
East Bidwell Street	North of White Rock Road	53.9	56.1	2.2

Based upon the Tables 3-5 data, the proposed project is predicted to result in an increase in a maximum traffic noise level increase of 2.2 dBA.

## EVALUATION OF PROJECT OPERATIONAL NOISE ON EXISTING SENSITIVE RECEPTORS

Rooftop HVAC equipment, on-site vehicle circulation, truck deliveries, drive-thru speakers, and the proposed gas station car wash are considered to be the primary noise sources for this project. The following assumptions were used to predict noise produced by the proposed project.

### ROOFTOP HVAC

Saxelby Acoustics assumed each quick-service restaurant and the fuel station would have three ten-ton packaged units and one ten-ton air-cooled chiller unit. Saxelby Acoustics also assumed that each retail space would be serviced by one ten-ton packaged unit and each medical office building would include a 50-ton packaged HVAC rooftop unit. The unit is estimated to produce noise levels of 59 dBA  $L_{eq}$  at 50 feet according to manufacturer's data. All equipment is assumed to operate continuously during the daytime, and 25% of the time at night. Saxelby Acoustics assumed that the HVAC units would be installed on the rooftop of the proposed commercial building surrounded by 4-foot parapets.

### PARKING LOT CIRCULATION

The commercial component of the project is projected to generate 910 on-site trips in the afternoon peak hour (Kimley Horn, 2023). Saxelby Acoustics assumed that up to 25 of these trips could be trucks. Parking lot movements are predicted to generate a sound exposure level (SEL) of 71 dBA SEL at 50 feet for cars and 85 dBA SEL at 50 feet for trucks. Nighttime traffic outside of the AM or PM peak hour is estimated to be approximately 25% of daytime trips during nighttime hours (10:00 p.m. to 7:00 a.m.). Saxelby Acoustics data.

### EVALUATION OF DRIVE-THRU SPEAKER BOX NOISE

The proposed quick service restaurants will likely use speaker boxes to collect customer orders. Saxelby Acoustics assumed that speaker boxes would produce an average noise level of 68 dBA  $L_{eq}$  at a distance of 3 feet. It was assumed that each quick service restaurant would utilize up to 2 speakers.

### GAS STATION CAR WASH

Based upon typical car wash blowers, the noise emissions from the proposed car wash dryers are expected to be 72 dB at a distance of 50 feet, from the exit end of the car wash and 71 dB at 50 feet from the entrance. These sound levels are based upon continuous operation. However, typically the dryers would operate no longer than 60 seconds per cycles with a maximum of approximately 13 cycles during a busy hour. Therefore, the dryers are predicted to operate for a maximum period of 13 minutes or 780 seconds in a busy hour. In order to calculate the hourly average ( $L_{eq}$ ) sound level resulting from a peak hour of operation, the following equation can be used.

$$L_{eq} = SPL + 10 * (\log N_{eq}) - 35.6, \text{ dB where:}$$

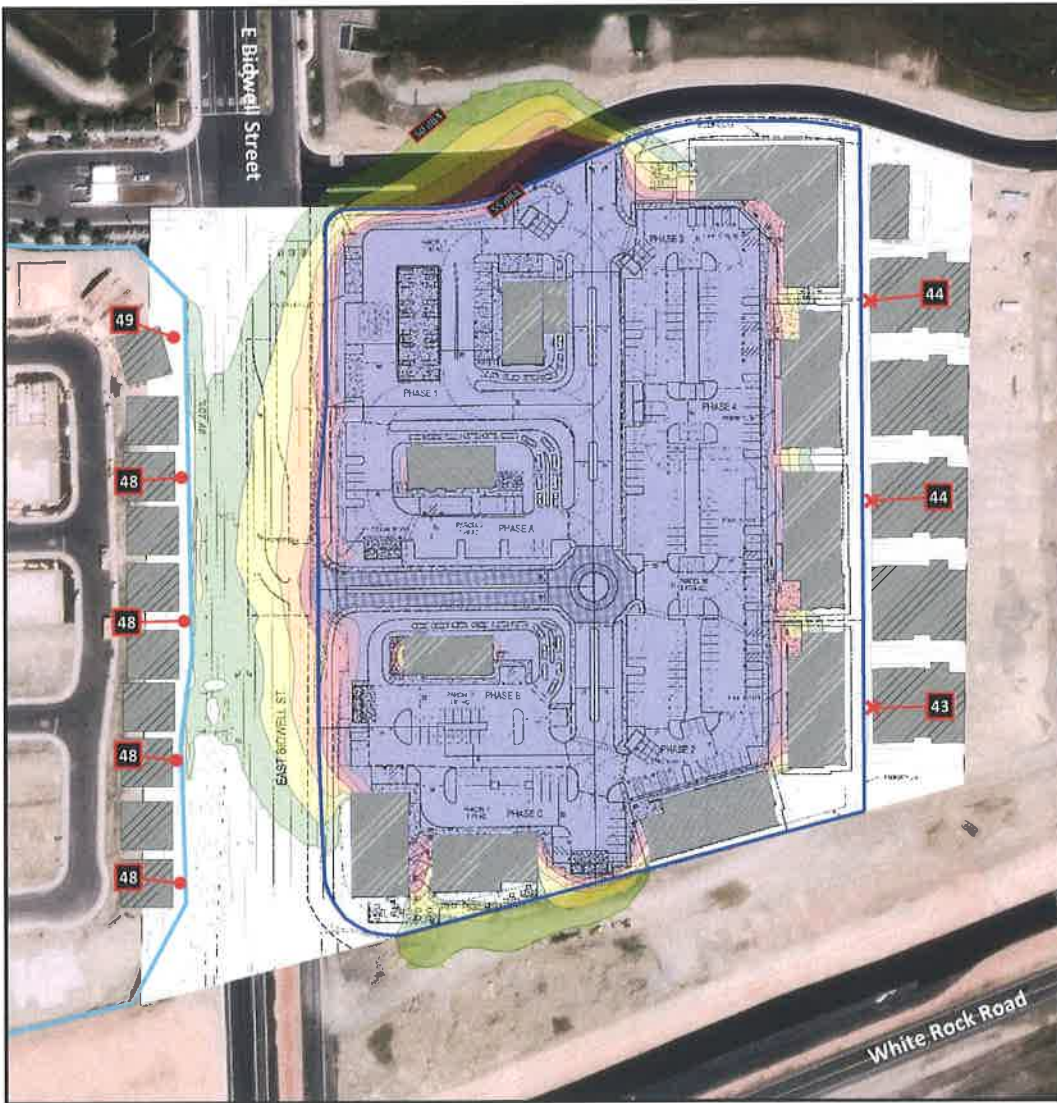
SPL is the steady sound pressure level of the dryers (72 dB or 71 dB), and  $10 * (\log N_{eq})$  is 10 times the logarithm of the number seconds per hour that the dryers could operate (780 s), and 35.6 is 10 times the logarithm of the number seconds in an hour. Based upon this equation, the car wash is predicted to generate average sound levels of 65.3 dB at a distance of 50 feet from the exit end of the car wash and 64.3 dB at a distance of 50 feet from the entrance of the car wash.

Additionally, the gas station could include a canister type vacuum. A typical cannister vacuum unit produces noise levels of 64 dBA at 25 feet according to manufacturer's data. Saxelby Acoustics conservatively assumed that the vacuum could operate continuously during a busy daytime hour.

## RESULTS

Saxelby Acoustics used the SoundPLAN noise model to calculate noise levels at the nearest sensitive receptors. Input data included the gas station car wash, parking lot noise generation, and drive-thru speakers, as discussed above. The project noise level contours for the daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) average ( $L_{eq}$ ) are shown in **Figure 3** and **Figure 4**, respectively.





**Southpointe Folsom Commercial**

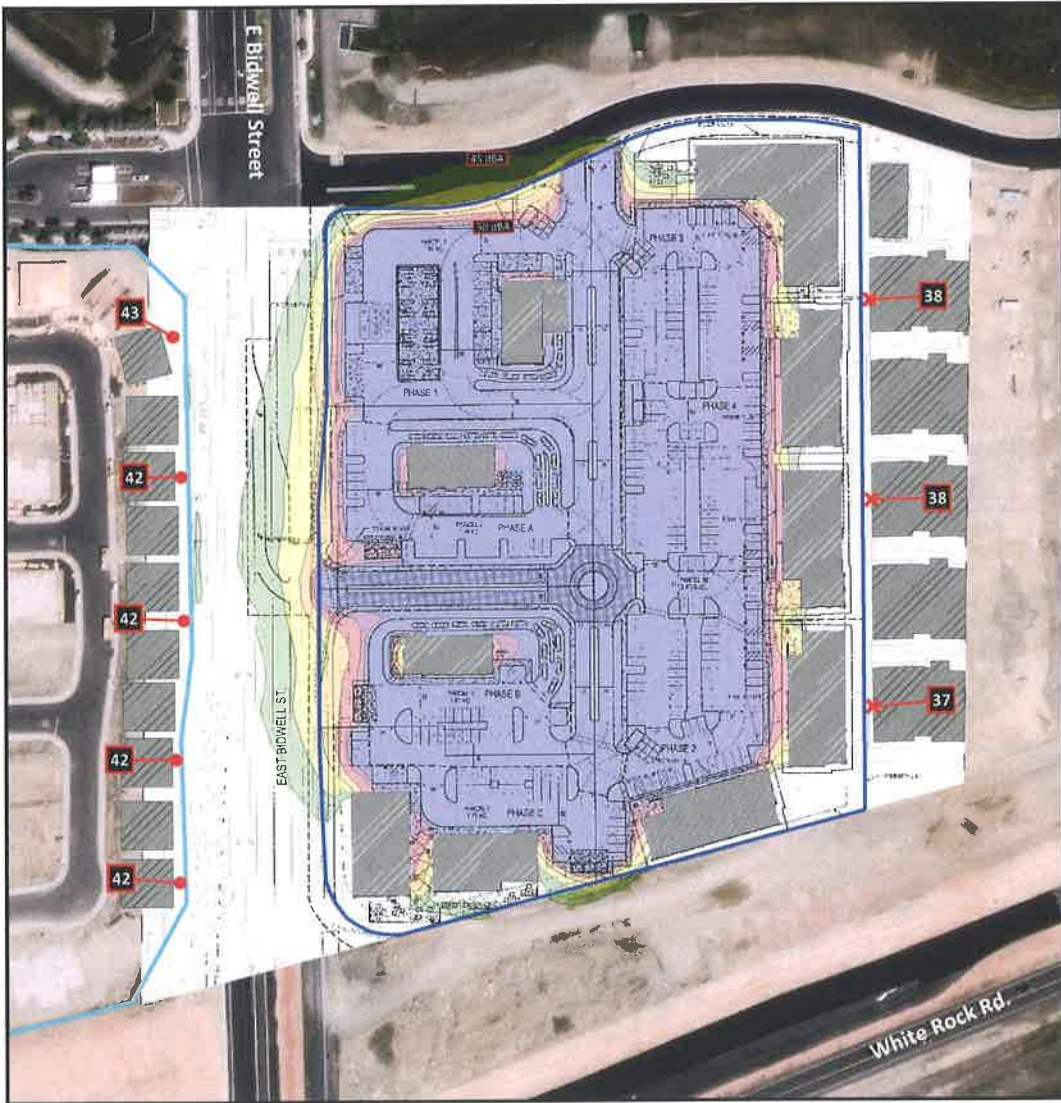
City of Folsom, California

**Figure 3**  
**Operational Noise Levels**  
**Day L50, dB(A)**

<b>Noise Level, dB(A)</b>		<b>Legend</b>	
50 <	< 51		Project Building
51 <	< 52		Building
52 <	< 53		Project Site
53 <	< 54		Sound Wall
54 <	< 55		
55 <			

Scale 1:150  
0 30 60 120 180 240 feet





**Southpointe Folsom Commercial**

City of Folsom, California

**Figure 4**

**Nighttime Operational Noise Levels  
Night 50, dB(A)**

Noise Level, dB(A)



**Legend**

- Project Building
- Building
- Project Site
- Sound Wall

Scale 1:150



## CONSTRUCTION NOISE ENVIRONMENT

During the construction of the proposed project, noise from construction activities would temporarily add to the noise environment in the project vicinity. As shown in **Table 6**, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dB at a distance of 50 feet.

**TABLE 6: CONSTRUCTION EQUIPMENT NOISE**

Type of Equipment	Maximum Level, dBA at 50 feet
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: Roadway Construction Noise Model User's Guide. Federal Highway Administration. FHWA-HEP-05-054. January 2006.

## CONSTRUCTION VIBRATION ENVIRONMENT

The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading, utilities placement, and parking lot construction occur. **Table 7** shows the typical vibration levels produced by construction equipment.

**TABLE 7: VIBRATION LEVELS FOR VARIOUS CONSTRUCTION EQUIPMENT**

Type of Equipment	Peak Particle Velocity at 25 feet (inches/second)	Peak Particle Velocity at 50 feet (inches/second)	Peak Particle Velocity at 100 feet (inches/second)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210 (Less than 0.20 at 26 feet)	0.074	0.026

Source: Transit Noise and Vibration Impact Assessment Guidelines. Federal Transit Administration. May 2006.

## REGULATORY CONTEXT

### FEDERAL

There are no federal regulations related to noise that apply to the Proposed Project.

### STATE

#### **California Environmental Quality Act**

The California Environmental Quality Act (CEQA) Guidelines, Appendix G, indicate that a significant noise impact may occur if a project exposes persons to noise or vibration levels in excess of local general plans or noise ordinance standards, or cause a substantial permanent or temporary increase in ambient noise levels. CEQA standards are discussed more below under the Thresholds of Significance section.

### LOCAL

#### **City of Folsom General Plan**

The City of Folsom General Plan provides noise level criteria for stationary noise sources affecting sensitive receptors. The standards are reproduced in **Table 8** below:

**TABLE 8: CITY OF FOLSOM STATIONARY NOISE LEVEL STANDARDS**

Noise Level Descriptor	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly $L_{eq}$ , dB	55	45
Maximum Level, dB	70	65

Noise levels are measured at the property line of the noise-sensitive use.

Source : City of Folsom General Plan 2035 Table SN-2

#### **City of Folsom Municipal Code**

The City of Folsom Municipal Code provides noise level criteria for stationary noise sources affecting sensitive receptors. The standards are reproduced below:

##### 8.42.040 Exterior noise standards:

A. It is unlawful for any person at any location within the incorporated area of the city to create any noise, or to allow the creation of any noise, on property owned, leased, occupied or otherwise controlled by such person which causes the exterior noise level when measured at any affected single- or multiple-family residence, school, church, hospital or public library situated in either the incorporated or unincorporated area to exceed the noise level standards as set forth in the following table:

**TABLE 9: STATIONARY NOISE LEVEL STANDARDS**

Noise Level Category	Cumulative Number of minutes in any 1-hour time period	dBA Daytime (7 a.m. to 10 p.m.)	dBA Nighttime (10 p.m. to 7 a.m.)
1	30	50	45
2	15	55	50
3	5	60	55
4	1	65	60
5	0	70	65

Source : City of Folsom Municipal Code Table 8.42.040

- B. In the event the measured ambient noise level exceeds the applicable noise level standard in any category above, the applicable standard shall be adjusted so as to equal the ambient noise level.
- C. Each of the noise level standards specified above shall be reduced by 5 dB(A) for simple tone noises, noises consisting primarily of speech or music, or for recurring noises.
- D. If the intruding noise source is continuous and cannot reasonably be discontinued or stopped for a time period whereby the ambient noise level can be measured, the noise level measured while the source is in operation shall be the noise level standards as specified above. (Ord. 764 § 3 (part), 1993)

8.42.050 Interior noise standards.

- A. It is unlawful for any person, at any location within the city, to operate or cause to be operated within a dwelling unit, any source of sound or to allow the creation of any noise which causes the noise level when measured inside a receiving dwelling unit situated in the area either within the city or adjacent to the city to exceed the noise level standards as set forth in the following table:

**TABLE 10: INTERIOR NOISE LEVEL STANDARDS**

Noise Level Category	Cumulative Number of minutes in any 1-hour time period	dBA Daytime (7 a.m. to 10 p.m.)	dBA Nighttime (10 p.m. to 7 a.m.)
1	5	45	35
2	1	50	40
3	0	55	45

Source : City of Folsom Municipal Code Table 8.42.050

- B. In the event the measured ambient noise level exceeds the applicable noise level standard in any category above, the applicable standard shall be adjusted so as to equal the ambient noise level.
- C. Each of the noise level standards specified above shall be reduced by 5 dB(A) for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.

D. If the intruding noise source is continuous and cannot reasonably be discontinued or stopped for a time period whereby the ambient noise level can be measured, the noise level measured while the source is in operation shall be the noise level standards as specified above. (Ord. 764 § 3 (part), 1993)

8.42.060 Noise source exemptions.

The following activities shall be exempt from the provisions of this chapter:

C. Noise sources associated with construction, provided such activities do not take place before 7 a.m. or after 6 p.m. on any day except Saturday or Sunday, or before 8 a.m. or after 5 p.m. on Saturday or Sunday;

F. Noise sources associated with a lawful commercial or industrial activity caused by mechanical devices or equipment, including air conditioning or refrigeration systems, installed prior to the effective date of this chapter. This exemption shall expire 1 year after the effective date of this chapter;

G. Noise sources associated with the collection of waste or garbage from property devoted to commercial or industrial uses;

8.42.070 Air conditioning and refrigeration.

Notwithstanding the provisions of Section 8.42.040 or 8.42.050, where the intruding noise source when measured as provided in Section 8.42.030 is an air-conditioning or refrigeration system or associated equipment installed prior to the effective date of this chapter, the exterior noise level shall not exceed 55 dBA, except where such equipment is otherwise exempt from the provisions of this chapter. The exterior noise level shall not exceed 50 dBA for such equipment installed or in use after 1 year after the effective date of this chapter. (Ord. 764 § 3 (part), 1993)

**Summary of Applicable Noise Level Standards**

Both the City of Folsom General Plan and Municipal Code provide noise level standards for stationary noise sources; the more restrictive municipal code standards of 50 dBA  $L_{50}$  and 70 dBA  $L_{max}$  during daytime (7:00 a.m. to 10:00 p.m.) hours and 45 dBA  $L_{50}$  and 65  $L_{max}$  during nighttime (10:00 p.m. to 7:00 a.m.) hours shall apply at the property line of the adjacent residential uses. Construction noise shall be exempt from the municipal code per section 8.42.060.

**CRITERIA FOR ACCEPTABLE VIBRATION**

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. **Table 11**, which was developed by Caltrans, shows the vibration levels which would normally be required to result in damage to structures. The vibration levels are presented in terms of peak particle velocity in inches per second.

**Table 11** indicates that the threshold for architectural damage to structures is 0.20 in/sec p.p.v. A threshold of 0.20 in/sec p.p.v. is considered to be a reasonable threshold for short-term construction projects.

**TABLE 11: EFFECTS OF VIBRATION ON PEOPLE AND BUILDINGS**

Peak Particle Velocity		Human Reaction	Effect on Buildings
mm/second	in/second		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: *Transportation Related Earthborne Vibrations*. Caltrans. TAV-02-01-R9601. February 20, 2002.

## IMPACTS AND MITIGATION MEASURES

### THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines states that a project would normally be considered to result in significant noise impacts if noise levels conflict with adopted environmental standards or plans or if noise generated by the project would substantially increase existing noise levels at sensitive receivers on a permanent or temporary basis. Significance criteria for noise impacts are drawn from CEQA Guidelines Appendix G (Items XI [a-c]).

Would the project:

- a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b. Generate excessive groundborne vibration or groundborne noise levels?
- c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The proposed project is not located within two miles of a public or private airport, therefore item “c” is not discussed any further in this study.

### ***Noise Level Increase Criteria for Long-Term Project-Related Noise Level Increases***

The California Environmental Quality Act (CEQA) guidelines define a significant impact of a project if it “increases substantially the ambient noise levels for adjoining areas.” Generally, a project may have a significant effect on the environment if it will substantially increase the ambient noise levels for adjoining areas or expose people to severe noise levels. In practice, more specific professional standards have been developed. These standards state that a noise impact may be considered significant if it would generate noise that would conflict with local project criteria or ordinances, or substantially increase noise levels at noise sensitive land uses. The potential increase in traffic noise from the project is a factor in determining significance. Research into the human perception of changes in sound level indicates the following:

- A 3-dB change is barely perceptible,
- A 5-dB change is clearly perceptible, and
- A 10-dB change is perceived as being twice or half as loud.

A limitation of using a single noise level increase value to evaluate noise impacts is that it fails to account for pre-project noise conditions. **Table 12** is based upon recommendations made by the Federal Interagency Committee on Noise (FICON) to provide guidance in the assessment of changes in ambient noise levels resulting from aircraft operations. The recommendations are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed by the noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, it has been accepted that they are applicable to all sources of noise described in terms of cumulative noise exposure metrics such as the  $L_{dn}$ .



**TABLE 12: SIGNIFICANCE OF CHANGES IN NOISE EXPOSURE**

Ambient Noise Level Without Project, $L_{dn}$	Increase Required for Significant Impact
<60 dB	+5.0 dB or more
60-65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

Source: Federal Interagency Committee on Noise (FICON).

Based on the **Table 12** data, an increase in the traffic noise level of 5 dB or more would be significant where the pre-project noise levels are less than 60 dB  $L_{dn}$ , or 3 dB or more where existing noise levels are between 60 to 65 dB  $L_{dn}$ . Extending this concept to higher noise levels, an increase in the traffic noise level of 1.5 dB or more may be significant where the pre-project traffic noise level exceeds 65 dB  $L_{dn}$ . The rationale for the **Table 12** criteria is that, as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause annoyance.

**PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES**

**Impact 1:** *Would the project generate 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?*

**Traffic Noise Increases at Off-Site Receptors**

Based upon the **Table 12** FICON criteria, where existing traffic noise levels are greater than 65 dBA  $L_{dn}$ , at the outdoor activity areas of noise-sensitive uses, a +1.5 dBA  $L_{dn}$  increase in roadway noise levels will be considered significant. Where traffic noise levels are between 60 dBA  $L_{dn}$  and 65 dBA  $L_{dn}$ , a +3.0 dB  $L_{dn}$  increase in roadway noise levels will be considered significant. Where traffic noise levels are less than 60 dBA  $L_{dn}$ , a +5.0 dB  $L_{dn}$  increase in roadway noise levels will be considered significant.

According to **Tables 3-5**, the maximum increase in traffic noise at the nearest sensitive receptors is predicted to be 2.2 dBA under the cumulative scenario. All no-project scenario noise levels are predicted to be less than 60 dBA  $L_{dn}$ . Therefore, impacts resulting from increased traffic noise would be considered *less-than-significant*, and no mitigation is required.

**Operational Noise at Existing Sensitive Receptors**

As shown on **Figures 3 and 4**, the project is predicted to expose nearby residences to noise levels up to 49 dBA,  $L_{50}$  during daytime (7:00 a.m. to 10:00 p.m.) hours and 43 dBA  $L_{50}$  during nighttime (10:00 p.m. to 7:00 a.m.) hours. The predicted project noise levels would meet the City of Folsom noise level standards for non-transportation noise sources of 50 dBA  $L_{50}$  during daytime hours and 45 dBA  $L_{50}$  during nighttime hours.

It should be noted that maximum noise levels generated by the residential HVAC units and on-site vehicle circulation are predicted to be 20 dBA, or less, than the average ( $L_{50}$ ) values. The City of Folsom has a maximum ( $L_{max}$ ) noise level standard of 70 dBA  $L_{max}$  during daytime and 65 dBA  $L_{max}$  during nighttime, which are both 20 dBA higher than the  $L_{50}$  standards. Therefore, where average noise levels are in compliance with the  $L_{50}$  standards, maximum noise levels will also meet the City’s standards. Based upon the predicted average noise

levels of 49 dBA  $L_{50}$  during daytime and 43 dBA  $L_{50}$  during nighttime, the maximum noise levels will be 69/63 dBA  $L_{max}$  and comply with the City's maximum standards.

Therefore, impacts resulting from project operational noise would be considered *less-than-significant*, and no mitigation is required.

### **Construction Noise**

During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. As indicated in **Table 6**, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dBA  $L_{max}$  at a distance of 50 feet. Construction activities would also be temporary in nature and are anticipated to occur during normal daytime working hours.

Noise would also be generated during the construction phase by increased truck traffic on area roadways. A project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from the construction site. This noise increase would be of short duration and would occur during daytime hours.

Noise from localized point sources (such as construction sites) typically decreases by approximately 6 dBA with each doubling of distance from source to receptor. Given this noise attenuation rate and assuming no noise shielding from either natural or human-made features (e.g., trees, buildings, fences), outdoor receptors within approximately 1,600 feet of construction sites could experience maximum instantaneous noise levels of greater than 60 dBA when on-site construction-related noise levels exceed approximately 90 dBA at the boundary of the construction site. As previously discussed, nearby noise-sensitive receptors consist predominantly of residential dwellings located near the northern, western, and eastern boundaries of the project site.

The City of Folsom Noise Ordinance exempts noise sources associated with construction, provided such activities do not take place before 7 a.m. or after 6 p.m. on any day except Saturday or Sunday, or before 8 a.m. or after 5 p.m. on Saturday or Sunday. Although construction activities are temporary in nature and would occur during normal daytime working hours, construction-related noise could result in sleep interference at existing noise-sensitive land uses in the vicinity of the construction if construction activities were to occur outside the normal daytime hours.

The proposed project falls within the Folsom Plan Area Specific Plan, and therefore is subject to the Specific Plan construction noise mitigation measures. These measures are reproduced below:

**Mitigation Measure 3A.11-1: 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:

- 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 off-site 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 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.
- 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.

**Implementation:** Project applicant(s) and primary contractor(s) of all project phases.

**Timing:** Before and during construction activities in the SPA and within El Dorado Hills.

**Enforcement:** 1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development Department. 2. For the two roadway connections off-site into El Dorado Hills: El Dorado County Development Services Department.

Implementation of these measures would reduce construction-related noise to acceptable levels. Therefore, this would be considered a *less-than-significant* impact, and no mitigation would be required.

**Impact 2:      *Would the project generate excessive groundborne vibration or groundborne noise levels?***

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural.

The **Table 7** data indicate that construction vibration levels anticipated for the project are less than the 0.2 in/sec threshold at distances of 26 feet. Sensitive receptors which could be impacted by construction related vibrations, especially vibratory compactors/rollers, are located further than 26 feet from typical construction activities. At distances greater than 26 feet construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours.

This is a **less-than-significant** impact and no mitigation is required.

**Impact 3:      *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

There are no airports within two miles of the project vicinity. Therefore, this impact is not applicable to the proposed project.

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## Appendix A: Acoustical Terminology

<b>Acoustics</b>	The science of sound.
<b>Ambient Noise</b>	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
<b>ASTC</b>	Apparent Sound Transmission Class. Similar to STC but includes sound from flanking paths and correct for room reverberation. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
<b>Attenuation</b>	The reduction of an acoustic signal.
<b>A-Weighting</b>	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
<b>Decibel or dB</b>	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
<b>CNEL</b>	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by +5 dBA and nighttime hours weighted by +10 dBA.
<b>DNL</b>	See definition of Ldn.
<b>IIC</b>	Impact Insulation Class. An integer-number rating of how well a building floor attenuates impact sounds, such as footsteps. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
<b>Frequency</b>	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz (Hz).
<b>Ldn</b>	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
<b>Leq</b>	Equivalent or energy-averaged sound level.
<b>Lmax</b>	The highest root-mean-square (RMS) sound level measured over a given period of time.
<b>L(n)</b>	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L50 is the sound level exceeded 50% of the time during the one-hour period.
<b>Loudness</b>	A subjective term for the sensation of the magnitude of sound.
<b>NIC</b>	Noise Isolation Class. A rating of the noise reduction between two spaces. Similar to STC but includes sound from flanking paths and no correction for room reverberation.
<b>NNIC</b>	Normalized Noise Isolation Class. Similar to NIC but includes a correction for room reverberation.
<b>Noise</b>	Unwanted sound.
<b>NRC</b>	Noise Reduction Coefficient. NRC is a single-number rating of the sound-absorption of a material equal to the arithmetic mean of the sound-absorption coefficients in the 250, 500, 1000, and 2,000 Hz octave frequency bands rounded to the nearest multiple of 0.05. It is a representation of the amount of sound energy absorbed upon striking a particular surface. An NRC of 0 indicates perfect reflection; an NRC of 1 indicates perfect absorption.
<b>RT60</b>	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
<b>Sabin</b>	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 Sabin.
<b>SEL</b>	Sound Exposure Level. SEL is a rating, in decibels, of a discrete event, such as an aircraft flyover or train pass by, that compresses the total sound energy into a one-second event.
<b>SPC</b>	Speech Privacy Class. SPC is a method of rating speech privacy in buildings. It is designed to measure the degree of speech privacy provided by a closed room, indicating the degree to which conversations occurring within are kept private from listeners outside the room.
<b>STC</b>	Sound Transmission Class. STC is an integer rating of how well a building partition attenuates airborne sound. It is widely used to rate interior partitions, ceilings/floors, doors, windows and exterior wall configurations. The STC rating is typically used to rate the sound transmission of a specific building element when tested in laboratory conditions where flanking paths around the assembly don't exist. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
<b>Threshold of Hearing</b>	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
<b>Threshold of Pain</b>	Approximately 120 dB above the threshold of hearing.
<b>Impulsive</b>	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
<b>Simple Tone</b>	Any sound which can be judged as audible as a single pitch or set of single pitches.



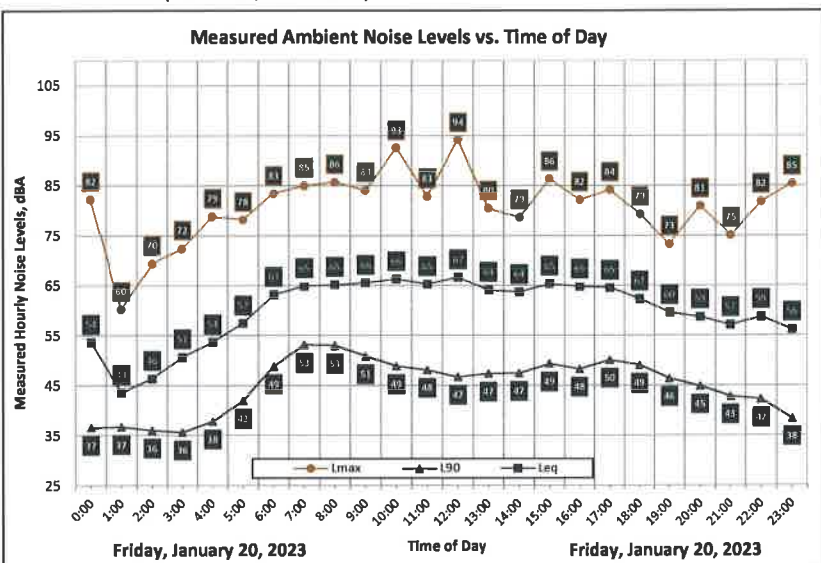
## **Appendix B: Continuous and Short-Term Ambient Noise Measurement Results**



**Appendix B1a: Continuous Noise Monitoring Results**

Date	Time	Measured Level, dBA			
		L <sub>max</sub>	L <sub>max</sub>	L <sub>50</sub>	L <sub>50</sub>
Friday, January 20, 2023	0:00	54	82	50	37
Friday, January 20, 2023	1:00	44	60	46	37
Friday, January 20, 2023	2:00	46	70	46	36
Friday, January 20, 2023	3:00	51	72	46	36
Friday, January 20, 2023	4:00	54	79	48	38
Friday, January 20, 2023	5:00	57	78	59	42
Friday, January 20, 2023	6:00	63	83	67	49
Friday, January 20, 2023	7:00	65	85	69	53
Friday, January 20, 2023	8:00	65	86	69	53
Friday, January 20, 2023	9:00	66	84	69	51
Friday, January 20, 2023	10:00	66	93	69	49
Friday, January 20, 2023	11:00	65	83	69	48
Friday, January 20, 2023	12:00	67	94	69	47
Friday, January 20, 2023	13:00	64	80	68	47
Friday, January 20, 2023	14:00	64	79	68	47
Friday, January 20, 2023	15:00	65	86	69	49
Friday, January 20, 2023	16:00	65	82	69	48
Friday, January 20, 2023	17:00	65	84	69	50
Friday, January 20, 2023	18:00	62	79	67	49
Friday, January 20, 2023	19:00	60	73	65	46
Friday, January 20, 2023	20:00	59	81	62	45
Friday, January 20, 2023	21:00	57	75	59	43
Friday, January 20, 2023	22:00	59	82	60	42
Friday, January 20, 2023	23:00	56	85	52	38

Site: LT-1  
 Project: Southpointe at Folsom Commercial  
 Meter: 812-2  
 Location: North of Project Site  
 Calibrator: CAL200  
 Coordinates: (38.6215076, -121.1125772)



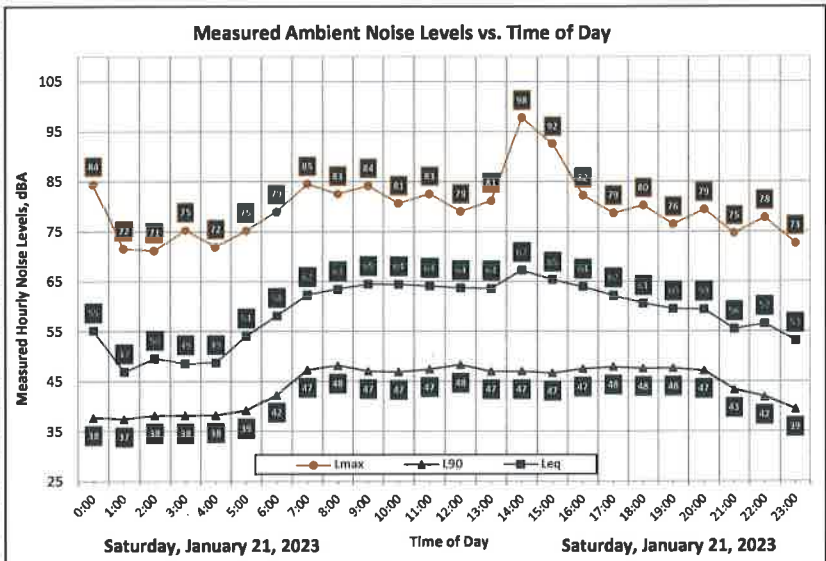


**Appendix B1b: Continuous Noise Monitoring Results**

Date	Time	Measured Level, dBA			
		L <sub>max</sub>	L <sub>max1</sub>	L <sub>50</sub>	L <sub>90</sub>
Saturday, January 21, 2023	0:00	55	84	52	38
Saturday, January 21, 2023	1:00	47	72	46	37
Saturday, January 21, 2023	2:00	50	71	47	38
Saturday, January 21, 2023	3:00	49	75	44	38
Saturday, January 21, 2023	4:00	49	72	44	38
Saturday, January 21, 2023	5:00	54	75	51	39
Saturday, January 21, 2023	6:00	58	79	60	42
Saturday, January 21, 2023	7:00	62	85	66	47
Saturday, January 21, 2023	8:00	63	83	68	48
Saturday, January 21, 2023	9:00	65	84	68	47
Saturday, January 21, 2023	10:00	64	81	68	47
Saturday, January 21, 2023	11:00	64	83	69	47
Saturday, January 21, 2023	12:00	64	79	68	48
Saturday, January 21, 2023	13:00	64	81	68	47
Saturday, January 21, 2023	14:00	67	98	68	47
Saturday, January 21, 2023	15:00	65	92	68	47
Saturday, January 21, 2023	16:00	64	82	68	47
Saturday, January 21, 2023	17:00	62	79	67	48
Saturday, January 21, 2023	18:00	61	80	65	48
Saturday, January 21, 2023	19:00	60	76	64	48
Saturday, January 21, 2023	20:00	59	79	64	47
Saturday, January 21, 2023	21:00	56	75	58	43
Saturday, January 21, 2023	22:00	57	78	58	42
Saturday, January 21, 2023	23:00	53	73	52	39

Site: LT-1  
 Project: Southpointe at Folsom Commercial  
 Location: North of Project Site  
 Coordinates: (38.6215076, -121.1125772)

Meter: 812-2  
 Callibrator: CAL200



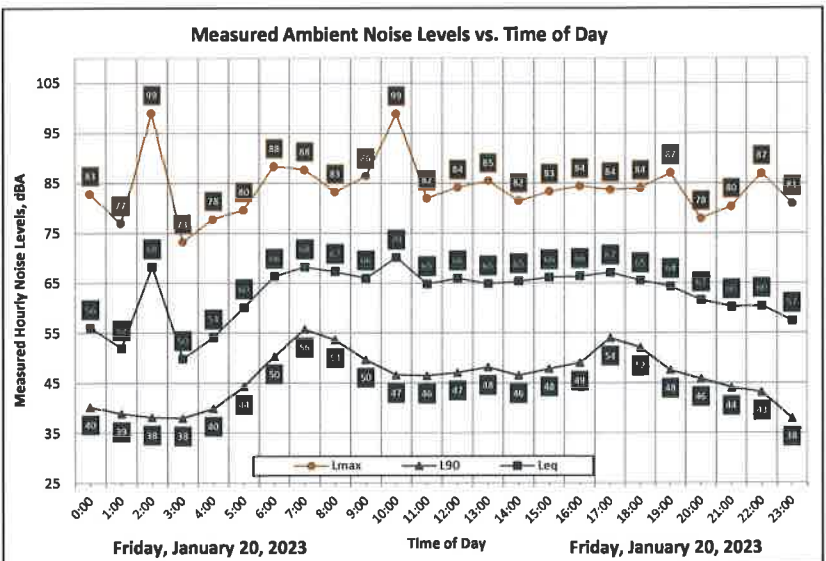
Statistics	Leq	Lmax	L50	L90
Day Average	63	82	66	47
Night Average	53	75	51	39
Day Low	56	75	58	43
Day High	67	98	69	48
Night Low	47	71	44	37
Night High	58	84	60	42
Ldn	63	Day %	95	
CNEL	64	Night %	5	



**Appendix B2a: Continuous Noise Monitoring Results**

Date	Time	Measured Level, dBA			
		L <sub>max</sub>	L <sub>max</sub>	L <sub>50</sub>	L <sub>90</sub>
Friday, January 20, 2023	0:00	56	83	44	40
Friday, January 20, 2023	1:00	52	77	42	39
Friday, January 20, 2023	2:00	68	99	40	38
Friday, January 20, 2023	3:00	50	73	42	38
Friday, January 20, 2023	4:00	54	78	43	40
Friday, January 20, 2023	5:00	60	80	50	44
Friday, January 20, 2023	6:00	66	88	57	50
Friday, January 20, 2023	7:00	68	88	62	56
Friday, January 20, 2023	8:00	67	83	61	54
Friday, January 20, 2023	9:00	66	86	58	50
Friday, January 20, 2023	10:00	70	99	57	47
Friday, January 20, 2023	11:00	65	82	56	46
Friday, January 20, 2023	12:00	66	84	56	47
Friday, January 20, 2023	13:00	65	85	57	48
Friday, January 20, 2023	14:00	65	82	58	46
Friday, January 20, 2023	15:00	66	83	59	48
Friday, January 20, 2023	16:00	66	84	59	49
Friday, January 20, 2023	17:00	67	84	62	54
Friday, January 20, 2023	18:00	65	84	60	52
Friday, January 20, 2023	19:00	64	87	55	48
Friday, January 20, 2023	20:00	62	78	52	46
Friday, January 20, 2023	21:00	60	80	50	44
Friday, January 20, 2023	22:00	60	87	49	43
Friday, January 20, 2023	23:00	57	81	44	38

Site: LT-2  
 Project: Southpointe at Folsom Commercial  
 Meter: 820-8  
 Location: Southern Project Boundary  
 Calibrator: CAL200  
 Coordinates: (38.6257620, -121.1136893)



Statistics	Leq	Lmax	L50	L90
Day Average	66	85	57	49
Night Average	62	83	46	41
Day Low	60	78	50	44
Day High	70	99	62	56
Night Low	50	73	40	38
Night High	68	99	57	50
Ldn	69	Day %	82	
CNEL	69	Night %	18	

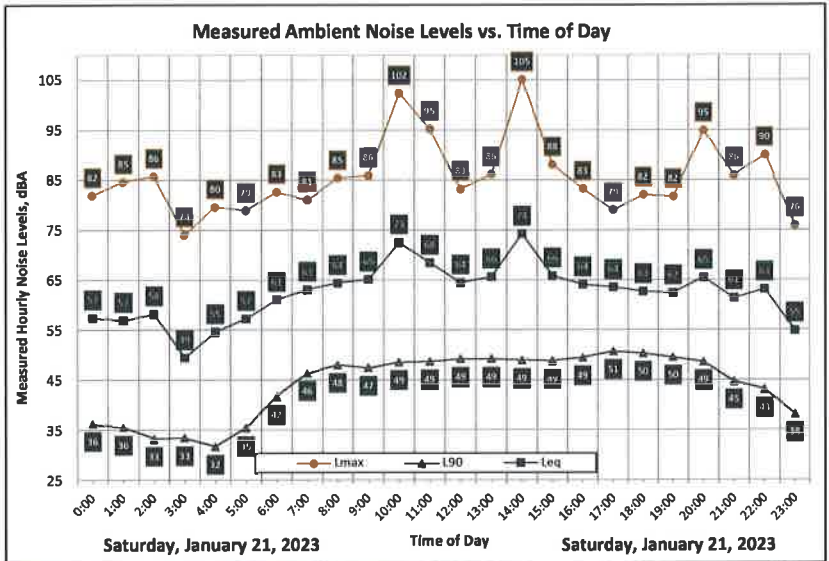


**Appendix B2b: Continuous Noise Monitoring Results**

Date	Time	Measured Level, dBA			
		L <sub>max</sub>	L <sub>max</sub>	L <sub>50</sub>	L <sub>90</sub>
Saturday, January 21, 2023	0:00	57	82	43	36
Saturday, January 21, 2023	1:00	57	85	39	36
Saturday, January 21, 2023	2:00	58	86	37	33
Saturday, January 21, 2023	3:00	49	74	36	33
Saturday, January 21, 2023	4:00	55	80	35	32
Saturday, January 21, 2023	5:00	57	79	42	35
Saturday, January 21, 2023	6:00	61	83	49	42
Saturday, January 21, 2023	7:00	63	81	55	46
Saturday, January 21, 2023	8:00	64	85	56	48
Saturday, January 21, 2023	9:00	65	86	56	47
Saturday, January 21, 2023	10:00	73	102	58	49
Saturday, January 21, 2023	11:00	68	95	57	49
Saturday, January 21, 2023	12:00	64	83	58	49
Saturday, January 21, 2023	13:00	66	86	58	49
Saturday, January 21, 2023	14:00	74	105	59	49
Saturday, January 21, 2023	15:00	66	88	58	49
Saturday, January 21, 2023	16:00	64	83	58	49
Saturday, January 21, 2023	17:00	64	79	56	51
Saturday, January 21, 2023	18:00	63	82	56	50
Saturday, January 21, 2023	19:00	62	82	55	50
Saturday, January 21, 2023	20:00	65	95	54	49
Saturday, January 21, 2023	21:00	61	86	49	45
Saturday, January 21, 2023	22:00	63	90	48	43
Saturday, January 21, 2023	23:00	55	76	42	38

Statistics	Leq	Lmax	L50	L90
Day Average	67	88	56	49
Night Average	57	81	41	37
Day Low	61	79	49	45
Day High	74	105	59	51
Night Low	49	74	35	32
Night High	61	90	49	43
Ldn	67	Day %	95	
CNEL	68	Night %	5	

Site: LT-2  
 Project: Southpointe at Folsom Commercial  
 Location: Southern Project Boundary  
 Coordinates: (38.6257620, -121.1136893)  
 Meter: 820-8  
 Calibrator: CAL200



**Appendix B3 : Short Term Noise Monitoring Results**

**Site: ST-1**

**Project: Southpointe at Folsom**

**Meter: LDL 831-5**

**Location: North East of the project Boundary**

**Calibrator: CAL200**

**Coordinates: (38.6254550, -121.1123351)**

**Start: 2023-01-19 10:59:03**

**Stop: 2023-01-19 11:09:03**

**SLM: Model 831**

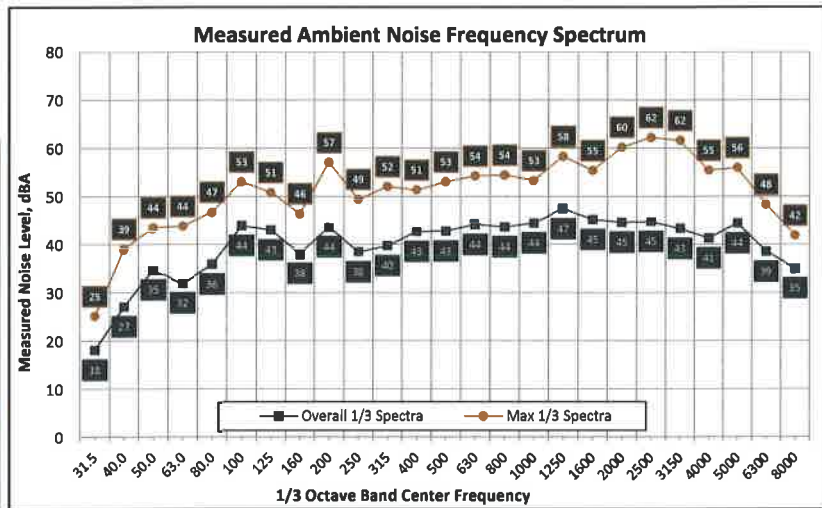
**Serial: 2658**

**Measurement Results, dBA**

Duration: 0:10  
 $L_{eq}$ : 56  
 $L_{max}$ : 67  
 $L_{min}$ : 46  
 $L_{50}$ : 55  
 $L_{90}$ : 49

**Notes**

Primary noise source was distant traffic noise from Bidwell Street. Secondary noise sources include construction noise south of the noise measurement site.



## Appendix C: Traffic Noise Calculation Inputs and Results



**Appendix C-1**

**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**

**Project #:** 230104

**Description:** Southpointe at Folsom Commercial - Existing Traffic

**Ldn/CNEL:** Ldn

**Hard/Soft:** Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No			Level, dBA
												60	65	70	
1	East Bidwell St.	North of Mangini Parkway	10,830	92	0	8	1.0%	1.0%	35	75	-5	84	39	18	55.7
2	East Bidwell St.	North of White Rock Road	9,840	92	0	8	1.0%	1.0%	35	90	-5	79	37	17	54.1



**Appendix C-2**

**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**

Project #: 230104

Description: Southpointe at Folsom Commercial - Existing Plus Project Traffic

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No			Level, dBA
												60 dBA	65 dBA	70 dBA	
1	East Bidwell St.	North of Mangini Parkway	16,910	92	0	8	1.0%	1.0%	35	75	-5	113	52	24	57.7
2	East Bidwell St.	North of White Rock Road	15,880	92	0	8	1.0%	1.0%	35	90	-5	108	50	23	56.2



**Appendix C-3**

**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**

**Project #:** 230104

**Description:** Southpointe at Folsom Commercial - EPAP

**Ldn/CNEL:** Ldn

**Hard/Soft:** Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset			Level, dBA
												60 dBA	65 dBA	70 dBA	
1	East Bidwell St.	North of Mangini Parkway	15,330	92	0	8	1.0%	1.0%	35	75	-5	106	49	23	57.2
2	East Bidwell St.	North of White Rock Road	12,900	92	0	8	1.0%	1.0%	35	90	-5	94	44	20	55.3





**Appendix C-4**

**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**

**Project #:** 230104

**Description:** Southpointe at Folsom - EPAP Plus Project

**Ldn/CNEL:** Ldn

**Hard/Soft:** Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset			Level, dBA
												60 dBA	65 dBA	70 dBA	
1	East Bidwell St.	North of Mangini Parkway	21,410	92	0	8	1.0%	1.0%	35	75	-5	132	61	28	58.7
2	East Bidwell St.	North of White Rock Road	18,940	92	0	8	1.0%	1.0%	35	90	-5	122	57	26	57.0



**Appendix C-5**

**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**

Project #: 230104

Description: Southpointe at Folsom Commercial - Cumulative

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No			Level, dBA
												60 dBA	65 dBA	70 dBA	
1	East Bidwell St.	North of Mangini Parkway	16,850	92	0	8	1.0%	1.0%	35	75	-5	113	52	24	57.7
2	East Bidwell St.	North of White Rock Road	9,310	92	0	8	1.0%	1.0%	35	90	-5	76	35	16	53.9



**Appendix C-6**

**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**

**Project #:** 230104

**Description:** Southpointe at Folsom Commercial - Cumulative Plus Project

**Ldn/CNEL:** Ldn

**Hard/Soft:** Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No			Level, dBA
												60	65	70	
1	East Bidwell St.	North of Mangini Parkway	22,950	92	0	8	1.0%	1.0%	35	75	-5	139	64	30	59.0
2	East Bidwell St.	North of White Rock Road	15,410	92	0	8	1.0%	1.0%	35	90	-5	106	49	23	56.1

