



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

PLANNING COMMISSION AGENDA
March 20, 2024
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 February 21, 2024 meeting will be presented for approval.

NEW BUSINESS

1. PDEV23-00129: Alder Creek Marketplace Tentative Parcel Map and Planned Development Permit and Determination that the Project is Exempt from the California Environmental Quality Act

A Public Hearing to consider a request from Hunter Properties for approval of a Tentative Parcel Map and Planned Development Permit Modification for development of a 95,000-square-foot shopping center (Alder Creek Marketplace) on a 15.1-acre site located on the southwest corner of the intersection of East Bidwell Street and Alder Creek Parkway within the Folsom Plan Area. The General Plan Land Use designation for the project site is GC (General Commercial), while the Specific Plan land use designation is SP-GC-PD (Specific Plan-General Commercial-Planned Development). The City, as lead agency, has determined that the Alder Creek Marketplace project is entirely consistent with the Folsom Plan Area Specific Plan (FPASP) and, as a result, is exempt from further environmental review pursuant to Public Resources Code section 21083.3 and CEQA Guidelines section 15183. (Project Planner: Steve Banks/Applicant: Hunter Properties)

PLANNING COMMISSION / PLANNING MANAGER REPORT

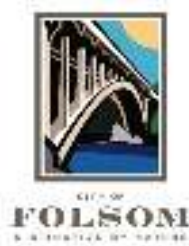
The next Planning Commission meeting is scheduled for **April 17, 2024**. Additional non-public hearing items may be added to the agenda; any such additions will be posted on the bulletin board in the foyer at City Hall at least 72 hours prior to the meeting.

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

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

NOTICE REGARDING CHALLENGES TO DECISIONS

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



PLANNING COMMISSION MINUTES
February 21, 2024
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 6:32 p.m. with Chair Eileen Reynolds presiding.

PLEDGE OF ALLEGIANCE: The Pledge of Allegiance was recited.

ROLL CALL:

Commissioners Present: Bill Romanelli, Commissioner (arrived during elections of Chair and Vice Chair)
James Ortega, Commissioner
Mathew Herrera, Commissioner
Daniel West, Vice Chair
Bill Miklos, Commissioner
Eileen Reynolds, Chair

Commissioners Absent: Ralph Peña, Commissioner

CITIZEN COMMUNICATION: None

MINUTES:

The minutes of the December 20, 2023 Regular Meeting were approved as submitted.

Election of Chair and Vice Chair

COMMISSIONER ORTEGA MOVED TO ELECT COMMISSIONER EILEEN REYNOLDS AS CHAIR OF THE PLANNING COMMISSION.

COMMISSIONER HERRERA SECONDED THE MOTION.

AYES: ORTEGA, HERRERA, WEST, MIKLOS, REYNOLDS

NOES: NONE

RECUSED: NONE

ABSENT: PEÑA, ROMANELLI

COMMISSIONER REYNOLDS WAS ELECTED TO SERVE AS CHAIR FOR 2023.

(Commissioner Romanelli arrived after election of Chair, prior to election of Vice Chair)

COMMISSIONER MIKLOS MOVED TO ELECT COMMISSIONER DANIEL WEST AS VICE CHAIR OF THE PLANNING COMMISSION.

COMMISSIONER ROMANELLI SECONDED THE MOTION.

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

COMMISSIONER WEST WAS ELECTED TO SERVE AS VICE CHAIR FOR 2023.

NEW BUSINESS

1. PDEV 23-00190: Alder Creek Apartments Planned Development Permit Extension and Determination that No Further Environmental Review is Required

CITY STAFF WILL REQUEST TO CONTINUE THIS ITEM OFF CALENDAR.

A Public Hearing to consider a request from The Spanos Corporation for a Planned Development Permit Extension for a one-year extension in time to a previously approved Planned Development Permit associated with development of the 265-unit Alder Creek Apartments project located at the southeast corner of Alder Creek Parkway and Westwood Drive within the Folsom Plan Area. The General Plan Land Use designation for the project site is MHD (Multifamily High Density), while the Specific Plan land use designation is SP-MHD-PD (Specific Plan-Multifamily High Density-Planned Development). An Environmental Checklist and Addendum to the Folsom Plan Area Specific Plan EIR/EIS was previously approved by the City Council for this project on February 23, 2021 in accordance with the California Environmental Quality Act (CEQA). Staff has determined that no new impacts will result from development of the subject project that were not already considered with the previous approval. No further environmental review is required. **(Project Planner: Steve Banks/Applicant: The Spanos Corporation)**

COMMISSIONER ROMANELLI MOVED TO CONTINUE ITEM 1.

COMMISSIONER MIKLOS SECONDED THE MOTION.

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

MOTION PASSED

2. PDEV 23-00129: Alder Creek Marketplace Tentative Parcel Map and Planned Development Permit and Determination that the Project is Exempt from the California Environmental Quality Act

CITY STAFF WILL REQUEST TO CONTINUE THIS ITEM OFF CALENDAR.

A Public Hearing to consider a request from Hunter Properties for approval of a Tentative Parcel Map and Planned Development Permit Modification for development of a 95,000-square-foot shopping center (Alder Creek Marketplace) on a 15.1-acre site located on the southwest corner of the intersection of East Bidwell Street and Alder Creek Parkway within the Folsom Plan Area. The General Plan Land Use designation for the project site is GC (General Commercial), while the Specific Plan land use designation is SP-GC-PD (Specific Plan-General Commercial-Planned Development). The City, as lead agency, has determined that the Alder Creek Marketplace project is entirely consistent with the Folsom Plan Area Specific Plan (FPASP) and Westland Eagle Specific Plan Amendment. No further environmental review is required. **(Project Planner: Steve Banks/Applicant: Hunter Properties)**

COMMISSIONER REYNOLDS MOVED TO CONTINUE ITEM 2.

COMMISSIONER ORTEGA SECONDED THE MOTION.

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

MOTION PASSED

3. USPT23-00091: Folsom Farm Livestock Slaughter and Processing and Determination that the Project is Exempt from CEQA

CITY STAFF WILL REQUEST TO CONTINUE THIS ITEM OFF CALENDAR.

A Public Hearing to consider a request from James A. Agostini for a Conditional Use Permit to allow for livestock slaughter and processing at Folsom Farm, located at 6775 and 6879 Folsom Auburn Road. The General Plan Land Use designation for the project site is SF (Single Family), while the Zoning designation is R-1-ML A (Single Family Residential Medium Lot District, Agricultural Combining District). The project is categorically exempt from environmental review under Section 15301 (Existing Facilities) of the California Environmental Quality Act (CEQA) Guidelines. **(Project Planner: Josh Kinkade/Applicant: James A. Agostini)**

COMMISSIONER HERRERA MOVED TO CONTINUE ITEM 3.

COMMISSIONER ORTEGA SECONDED THE MOTION.

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

MOTION PASSED

4. DRCL 23-00180: Broadstone Estates SHAWOOD Residential Design Review and Confirmation that No Further Environmental Review is Required

A Public Meeting to consider a request from Woodside Homes for Design Review approval for four individual master plans to be implemented on 41 single-family residential lots (Lots 41-81) within Village 2 of the previously approved Broadstone Estates Subdivision located at the southeast corner of the intersection of U.S. Highway 50 and Placerville Road within the Folsom Plan Area. The General Plan Land Use designation for the project site is SF (Single Family), while the Specific Plan land use designation is SP-SF-PD (Specific Plan- Single Family-Planned Development). An Addendum to the Folsom Plan Area Environmental Impact Report was previously approved for the Broadstone Estates Subdivision project (PN 15-308) on June 28, 2016 in accordance with the requirements of the California Environmental Quality Act (CEQA). Staff has determined that no new impacts will result from development of the subject project that were not already considered with the previous approval. No further environmental review is required. **(Project Planner: Steve Banks/Applicant: Woodside Homes)**

COMMISSIONER ROMANELLI MOVED TO APPROVE A RESIDENTIAL DESIGN REVIEW APPLICATION FOR 41 SINGLE-FAMILY RESIDENTIAL UNITS (VILLAGE 2, LOTS 41-81) WITHIN THE PREVIOUSLY APPROVED BROADSTONE ESTATES SUBDIVISION FOR THE BROADSTONE ESTATES SHAWOOD RESIDENTIAL DESIGN REVIEW PROJECT AS ILLUSTRATED ON ATTACHMENTS 5 THROUGH 11, BASED ON THE FINDINGS (FINDINGS A-H) AND SUBJECT TO THE CONDITIONS OF APPROVAL (CONDITIONS 1-14) ATTACHED TO THIS REPORT.

COMMISSIONER MIKLOS SECONDED THE MOTION.

AYES: ROMANELLI, ORTEGA, HERRERA, WEST, MIKLOS, REYNOLDS

NOES: NONE
RECUSED: NONE
ABSENT: PEÑA

MOTION PASSED

5. PDEV23-00179: Folsom Corporate Center Building 6 Sign Program Modification and Determination that the Project is Exempt from CEQA

A Public Hearing to consider a request from the applicant, Weidner CA, for a Planned Development Permit Modification to allow for internally illuminated signage at Folsom Corporate Center Building 6 located at 2365 Iron Point Road. The General Plan Land Use designation for the project site is IND (Industrial/Office Park), while the Zoning designation is M-L (PD) (Limited Manufacturing- Planned Development). The project is categorically exempt from environmental review under Section 15301 (Existing Facilities) of the California Environmental Quality Act (CEQA) Guidelines. **(Project Planner: Josh Kinkade/Applicant: Weidner CA)**

COMMISSIONER WEST MOVED TO APPROVE THE FOLSOM CORPORATE CENTER BUILDING 6 SIGN PROGRAM PLANNED DEVELOPMENT PERMIT MODIFICATION, AS ILLUSTRATED ON ATTACHMENT 5 (PDEV23-00179), BASED ON THE FINDINGS INCLUDED IN THIS REPORT (FINDINGS A-J) AND SUBJECT TO THE ATTACHED CONDITIONS OF APPROVAL (CONDITIONS 1-6) WITH THE FOLLOWING MODIFICATION:

Condition No. 5:

The final sign program shall state that all **face lit** internally illuminated signs facing Iron Point Road be equipped with a dimmer.

COMMISSIONER ORTEGA SECONDED THE MOTION.

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

MOTION PASSED

6. USPT23-00171: Social Vocational Services, Conditional Use Permit Project, and Determination that the Project is Exempt from CEQA

A Public Meeting to consider a request from Mike Novak for approval of a Conditional Use Permit for the operation of a 3,677-square-foot day care center for adults with intellectual and developmental disabilities at an existing 8,806-square-foot office building at 771 Oak Avenue Parkway. The zoning classification for the site is Business Professional, Planned Development (BP PD), while the General Plan land-use designation is Professional Office (PO) within the East Bidwell Corridor (EBC) Mixed-Use overlay zone. The project is categorically exempt under Section 15301 (Existing Facilities) of the California Environmental Quality Act (CEQA) Guidelines. **(Project Planner: Nathan Stroud / Applicant: Mike Novak)**

COMMISSIONER ROMANELLI MOVED TO APPROVE THE SOCIAL VOCATIONAL SERVICES CONDITIONAL USE PERMIT (USPT2300171), BASED ON THE FINDINGS INCLUDED IN THIS REPORT (FINDINGS A-F) AND SUBJECT TO THE ATTACHED CONDITIONS OF APPROVAL (CONDITIONS 1-13).

COMMISSIONER HERRERA SECONDED THE MOTION.

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

MOTION PASSED

7. USPT23-00194: Arthur Murray Dance Centers, Conditional Use Permit Project, and Determination that the Project is Exempt from CEQA

A Public Meeting to consider a request from Kate Gonzalez for approval of a Conditional Use Permit for the operation of a dance studio within an existing 3,450-square-foot office building at 2170 East Bidwell Street. The zoning classification for the site is Business Professional-Planned Development (BP-PD), while the General Plan land use designation is Professional Office (PO) within the East Bidwell Corridor (EBC) Mixed-Use overlay zone. The project is categorically exempt under Section 15301 (Existing Facilities) of the California Environmental Quality Act (CEQA) Guidelines. **(Project Planner: Nathan Stroud / Applicant: Kate Gonzalez)**

COMMISSIONER HERRERA MOVED TO APPROVE THE ARTHUR MURRAY DANCE STUDIO CONDITIONAL USE PERMIT (USPT23- 00194), BASED ON THE FINDINGS INCLUDED IN THIS REPORT (FINDINGS A-F) AND SUBJECT TO THE ATTACHED CONDITIONS OF APPROVAL (CONDITIONS 1-14).

COMMISSIONER REYNOLDS SECONDED THE MOTION.

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

MOTION PASSED

PLANNING COMMISSION / PLANNING MANAGER REPORT

Principal Planner, Steve Banks, shared the following with the Commission:

- The Commission was notified that the next meeting will be on March 20, 2024.

ADJOURNMENT

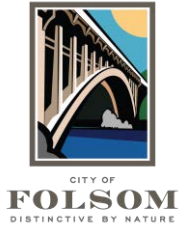
There being no further business to come before the Folsom Planning Commission, Chair Eileen Reynolds adjourned the meeting at 7:47 p.m.

RESPECTFULLY SUBMITTED,

Christina Kelley, ADMINISTRATIVE ASSISTANT

APPROVED:

Eileen Reynolds, CHAIR



Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project: Alder Creek Marketplace
File #: PDEV 23-00129
Requests: Tentative Parcel Map
Planned Development Permit
Location: The Alder Creek Marketplace is located at the southwest corner of the intersection of East Bidwell Street and Alder Creek Parkway within the Folsom Plan Area
Staff Contact: Steve Banks, Principal Planner, 916-461-6207
sbanks@folsom.ca.us

Property Owner

Name: Eagle Commercial Properties, LLC
Address: 10100 Santa Monica Boulevard
Los Angeles, CA 90067

Applicant

Name: Hunter Partners, LLC
Address: 10121 Miller Avenue
Suite 200
Cupertino, CA 95014

Recommendation: Conduct a public hearing and upon conclusion recommend approval of a Tentative Parcel Map and Planned Development Permit for development of the Alder Creek Marketplace project (PDEV 23-00129), based on the findings (Findings A-Z) and subject to the conditions of approval (Conditions 1-50) attached to this report.

Project Summary: The proposed project includes a request for approval of a Tentative Parcel Map and Planned Development Permit for development of a 95,000-square-foot commercial center (Alder Creek Marketplace) on a 15.1-acre site located at the southwest corner of the intersection of East Bidwell Street and Alder Creek Parkway. The Tentative Parcel Map is proposed to subdivide the 15.1-acre project site into seven (7) individual parcels for development of commercial uses. The Planned Development Permit is proposed to allow development of a 95,000-square-foot commercial center including eight (8) individual buildings that range in size from 2,500 square feet to 55,000 square feet.

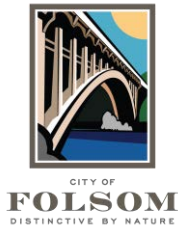
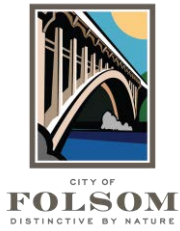


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- Attachment 1 - Description/Analysis
- Attachment 2 - Background
- Attachment 3 - Conditions of Approval
- Attachment 4 - Vicinity Map
- Attachment 5 - Tentative Parcel Map, dated January 19, 2024
- Attachment 6 - Preliminary Site Plan, dated January 23, 2024
- Attachment 7 - Preliminary Grading and Drainage Plan, dated January 19, 2024
- Attachment 8 - Preliminary Utility Plan, dated January 19, 2024
- Attachment 9 - Preliminary Landscape Plans, dated January 19, 2024
- Attachment 10 - Preliminary Stormwater Quality Plan, dated January 19, 2024
- Attachment 11 - Preliminary Off-Site Improvement Plan, dated January 19, 2024
- Attachment 12 - Preliminary Lighting Plan, dated January 19, 2024
- Attachment 13 - Preliminary Access and Circulation Plan, dated January 23, 2024
- Attachment 14 - Building Elevations and Renderings, dated January 23, 2024
- Attachment 15 - Floor and Roof Plans, dated January 23, 2024
- Attachment 16 - Color and Materials Board, dated January 23, 2024
- Attachment 17 - Uniform Sign Criteria, dated September 15, 2023
- Attachment 18 - Alder Creek Marketplace Booklet (Separate Bound Document)
- Attachment 19 - CEQA Exemption and Streamlining Analysis for the Alder Creek Marketplace Project
- Attachment 20 - Folsom Plan Area Specific Plan Consistency Analysis for the Alder Creek Marketplace Project
- Attachment 21 - Access and Circulation Analysis, dated January 30, 2024
- Attachment 22 - Environmental Noise Analysis, dated November 28, 2023
- Attachment 23 - Site Photographs



AGENDA ITEM NO. 1
Type: Public Hearing
Date: March 20, 2024

Submitted,

A handwritten signature in blue ink, appearing to read "Pam Johns", with a long horizontal flourish extending to the right.

PAM JOHNS
Community Development Director

**ATTACHMENT 1
DESCRIPTION/ANALYSIS**

APPLICANT’S PROPOSAL

The applicant, Hunter Partners, is requesting approval of a Tentative Parcel Map and Planned Development Permit for development of a 95,000-square-foot commercial center (Alder Creek Marketplace) on a 15.1-acre site located at the southwest corner of the intersection of East Bidwell Street and Alder Creek Parkway within the Folsom Plan Area.

The Tentative Parcel Map is proposed to subdivide the 15.1-acre project site into seven (7) individual parcels for development of various commercial uses. The Planned Development Permit is proposed for development of eight (8) commercial pad buildings within the 95,000-square-foot commercial center. The eight proposed pad buildings, which range from 2,500 square feet to 55,000 square feet in size, include a major grocery store, four retail/restaurant buildings with drive-thru lanes, two retail buildings, and a gas station with retail shop. In terms of building architecture and design, the proposed project features a modern agrarian architectural theme that blends traditional and modern building materials with earth tone colors. The following table provides specific details on each of the proposed buildings within the commercial center:

TABLE 1: PROJECT DETAILS TABLE

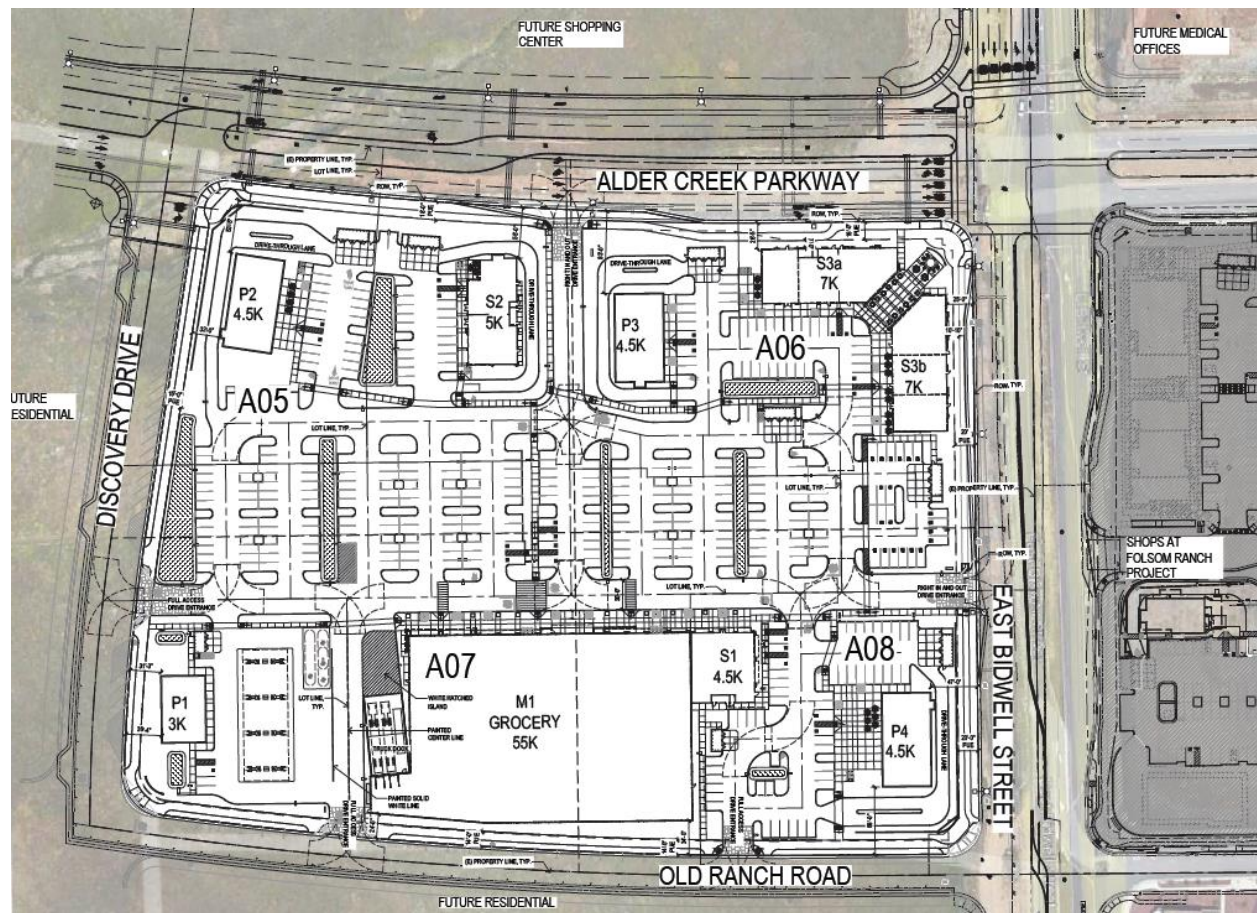
Alder Creek Marketplace		
Land Use	Map Description	Size
Major Grocery Store	M1	55,000 S.F.
Gas with Retail Shop	P1	3,000 S.F.
Retail/Restaurant with Drive-Thru	P2	4,500 S.F.
Retail/Restaurant with Drive-Thru	P3	4,500 S.F.
Retail/Restaurant with Drive-Thru	P4	4,500 S.F.
Retail/Restaurant with Drive-Thru	S2	5,000 S.F.
Retail Building	S1	4,500 S.F.
Retail Building	S3	14,000 S.F.
Totals		95,000 S.F.

Vehicle access to the project site will be provided by five new project driveways including one driveway on the south side of Alder Creek Parkway, one driveway on west side of East Bidwell Street, one driveway on east side of Discovery Drive, and two driveways on the north side of Old Ranch Way. The Alder Creek Parkway and East Bidwell Street driveways will be restricted to right-turns in and right-turns out only, while the Discovery Drive and Old Ranch Way driveways will allow all turning movements into and out of the project site. Bicycle and pedestrian circulation is accommodated by a combination of

Class I and Class II bicycle lanes, street-separated sidewalks, street-attached sidewalks, and internal pedestrian walkways.

Proposed on-site improvements include underground utilities, bio-retention stormwater planters, retaining walls, driveways, stamped asphalt aprons, 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 right-turn tapers and pockets on Alder Creek Parkway and East Bidwell Street, construction of a left-turn pocket on East Bidwell Street at Old Ranch Way, and construction of Discovery Way and Old Ranch Way along with associated infrastructure. The proposed Site Plan is shown in Figure 1 below.

FIGURE 1: PROPOSED SITE PLAN



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

- A. General Plan and Specific Plan Consistency
- B. Tentative Parcel Map
- C. Planned Development Permit
 - Development Standards
 - Building Architecture and Design
 - Signage
- D. Traffic/Access/Circulation
- E. Parking
- F. Noise Impacts
- G. Walls/Fencing
- H. Site Lighting
- I. Trash/Recycling
- J. Existing and Proposed Landscaping
- K. Frontage Improvements
- L. Off-Site Improvements
- M. 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 GC (General Commercial) and the adopted Specific Plan land use designation is SP-GC-PD (Specific Plan, General 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 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 2035 General Plan for the GC land use category by having an overall FAR of 0.14 whereas the FAR maximum target is 0.50. It is important to note that in March, 2020, a Minor Administrative Modification (MAM) was approved which resulted in the subject property being allocated a holding capacity of 130,000 gross square feet (GSF) intended for regional commercial (RC) land uses.

B. TENTATIVE PARCEL MAP

A Parcel Map (Attachment 5) is proposed to subdivide the existing 15.1-acre project site into seven (7) 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 allowed. This project qualifies for that exception because it is zoned General Commercial, has approved access to a public street, and the City Council has approved the street alignments and widths.

The seven proposed parcels, which will be developed with a total of eight commercial pad buildings, include numerous site improvements including but not limited to underground utilities, drainage features, driveways, stamped asphalt aprons, 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

Alder Creek Marketplace Parcel Summary				
Parcel #	Size	GP Designation	SP Designation	Land Use
1	1.72-Acres	GC*	SP-GC-PD*	General Commercial
2	1.36-Acres	GC*	SP-GC-PD*	General Commercial
3	1.42-Acres	GC*	SP-GC-PD*	General Commercial
4	2.48-Acres	GC*	SP-GC-PD*	General Commercial
5	2.25-Acres	GC*	SP-GC-PD*	General Commercial
6	4.44-Acres	GC*	SP-GC-PD*	General Commercial
7	1.44-Acres	GC*	SP-GC-PD*	General Commercial
Totals	15.11-Ac			

The Alder Creek Marketplace 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. 17 is included to reflect this requirement. Staff has determined that the proposed Tentative Parcel Map complies with all City requirements, as well as with the requirements of the State Subdivision Map Act.

C. 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.

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-GC-PD) properties. The table on the following page outlines the existing and proposed development standards for the Alder Creek Marketplace:

TABLE 3: ALDER CREEK MARKETPLACE DEVELOPMENT STANDARDS TABLE

Alder Creek Marketplace Development Standards					
	Floor Area Ratio (Max)	Front Yard Setback Minimum	Side Yard Setbacks	Rear Yard Setback Minimum	Building Height limit
General Commercial Standards (CC)	0.50	20 feet	0 feet	20 feet	50 feet
Proposed Project Standards	0.14	26 feet	10 feet	23 feet	40 feet

As shown in the table above, the proposed project meets all development standards established for the General 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 Alder Creek Marketplace features a modern agrarian 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 barn-shaped building elements and materials, varied roof forms, staggered roof heights and pitches, altered shapes, and trellis structures. The proposed project utilizes a variety of natural and modern building materials (brick, smooth plaster, terra cotta panels, ribbed metal siding, corrugated metal, perforated metal, and metal accents), which accentuate the agrarian-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 warm greys and whites, rustic bronze, red brick, and dark grey. 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 Alder Creek Marketplace is shown in the figures below and on the following pages.

FIGURE 2: BUILDING ELEVATION (MAJOR GROCERY STORE)

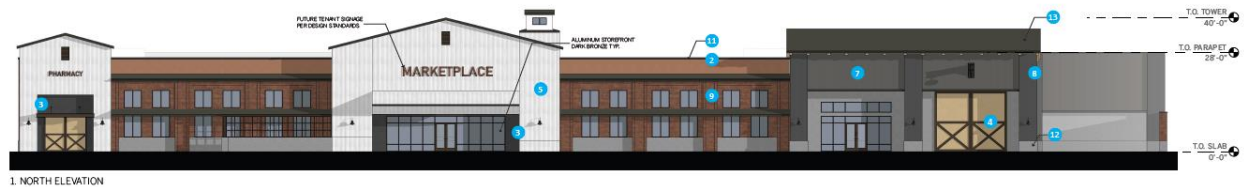


FIGURE 3: BUILDING ELEVATION (RETAIL BUILDING S1)



FIGURE 4: BUILDING ELEVATION (RETAIL BUILDING S2)

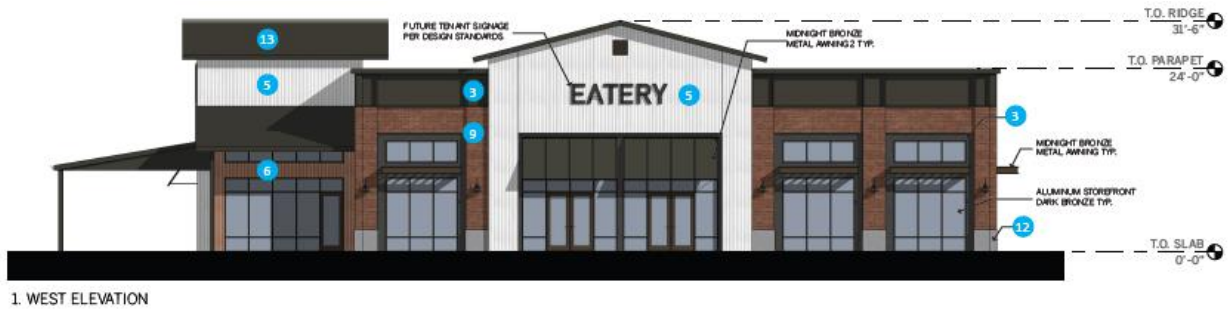


FIGURE 5: BUILDING ELEVATION (RETAIL BUILDING S3)



FIGURE 6: BUILDING ELEVATION (RETAIL/RESTAURANT BUILDING P1)



FIGURE 7: BUILDING ELEVATION (RETAIL/RESTAURANT BUILDING P2)



FIGURE 8: BUILDING ELEVATION (RETAIL/RESTAURANT BUILDING P3)



FIGURE 9: BUILDING ELEVATION (RETAIL/RESTAURANT BUILDING P4)

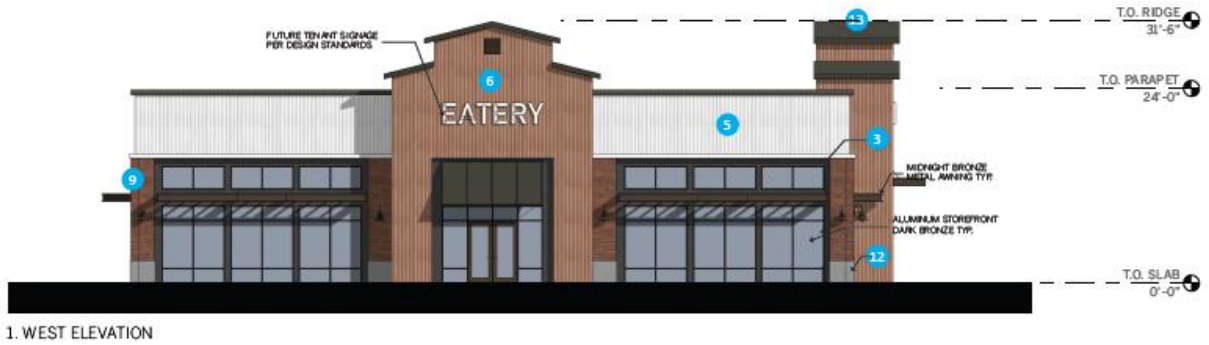


FIGURE 10: BUILDING RENDERING (EAST BIDWELL STREET)



FIGURE 11: BUILDING RENDERING (ALDER CREEK PARKWAY)



FIGURE 12: BUILDING RENDERING (ALDER CREEK PARKWAY ENTRANCE)



FIGURE 13: BUILDING RENDERING (INTERIOR VIEW)



FIGURE 14: BUILDING RENDERING (INTERIOR 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 agrarian architectural theme in order to complement the natural setting of the 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, Southpointe Shopping Center, 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 Alder Creek Marketplace, 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 and reinforces the agrarian design theme. Staff has also determined that the proposed materials and colors clearly compliment the agrarian-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 Alder Creek Marketplace to the Commission for consideration:

1. This approval is for the Alder Creek Marketplace, which includes development of eight, one-story commercial buildings totaling 95,000 square feet. The applicant shall submit building plans that comply with this approval and the attached building elevations and building renderings dated January 23, 2024.
2. The design, materials, and colors of the proposed Alder Creek Marketplace 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 driveway entrances at Alder Creek Parkway, East Bidwell Street, Old Ranch Way, and Discovery Drive.
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. 46).

Signage

The applicant has submitted a Uniform Sign Criteria (Attachment 17) for the Alder Creek Marketplace 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. In addition, the Sign Criteria provides for four decorative gateway identification fences situated at each of the four corners of the project site.

The proposed freestanding signs include two multi-tenant project identification monument signs and two fuel station monument signs. The proposed project identification monument signs, which are highlighted by an aluminum cabinet system supported by metal columns, are located along Alder Creek Parkway and East Bidwell Street at the two

primary project driveways respectively. The two fuel station monuments signs are located at project driveways on Discovery Drive and Old Ranch Way respectively. Identification for individual tenants includes building-attached wall signs. 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.

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 48 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 two monument signs including one monument sign (15 feet tall/60 S.F. sign area) facing Alder Creek Parkway and one monument sign (15 feet tall/60 S.F. sign area) facing East Bidwell Street. It is important to note that the two proposed fuel station monument sign (displays gas price information) located at project driveways on Discovery Drive and Old Ranch Way respectively are considered exempt signs under State law.

As part of the Planned Development Permit that has been submitted with the subject application, the applicant is requesting approval for two monument signs to provide identification for the shopping center. The applicant has indicated that the additional monument sign is necessary to provide adequate identification for the commercial center given that the development has primary driveway entrances on two major streets in Alder Creek Parkway and East Bidwell Street within the Folsom Plan Area.

In reviewing the request for the additional monument sign, 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, Shops at Folsom Ranch, and the future Southpointe Shopping Center. 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 major street frontages (Alder Creek Parkway and East Bidwell Street) as well as two minor street frontages (Discovery Drive and Old Ranch Way). Based on the site design of the proposed project, staff has determined that two monument signs are necessary to provide adequate identification for the shopping center. Specifically, staff has determined that it is appropriate for the project to have a one monument sign at the Alder Creek Parkway project driveway and one monument sign at the East Bidwell Street project driveway as proposed by the project applicant.

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. As described previously, the Sign Criteria for the commercial center is proposing that each of the tenants be allowed 1.5 square feet of sign area per lineal foot of primary building frontage up to a maximum of 150 square feet of sign area which is consistent with the sign requirements of the Folsom Municipal Code.

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 Alder Creek Parkway as one of the gateways or symbolic entry points into the Plan Area. The Design Guidelines recommend that these gateways include significant design features including but not limited to monuments, water features, lighting, and ornamental plantings. To address the recommendations, the applicant has designed four decorative gateway fences to be placed within landscaped areas at the four corners of the project site. The decorative gateway fences include aluminum rails with metal pilasters containing a painted-on logo. The aforementioned design features, which are intended to recognize the history and agrarian roots of the project area, represent a symbolic entry point into the Plan Area as recommended by the Design Guidelines.

D. TRAFFIC/ACCESS/CIRCULATION

Existing Roadway Network

The 15.1-acre project site is located at the southwest corner of the intersection of Alder Creek Parkway and East Bidwell Street. 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

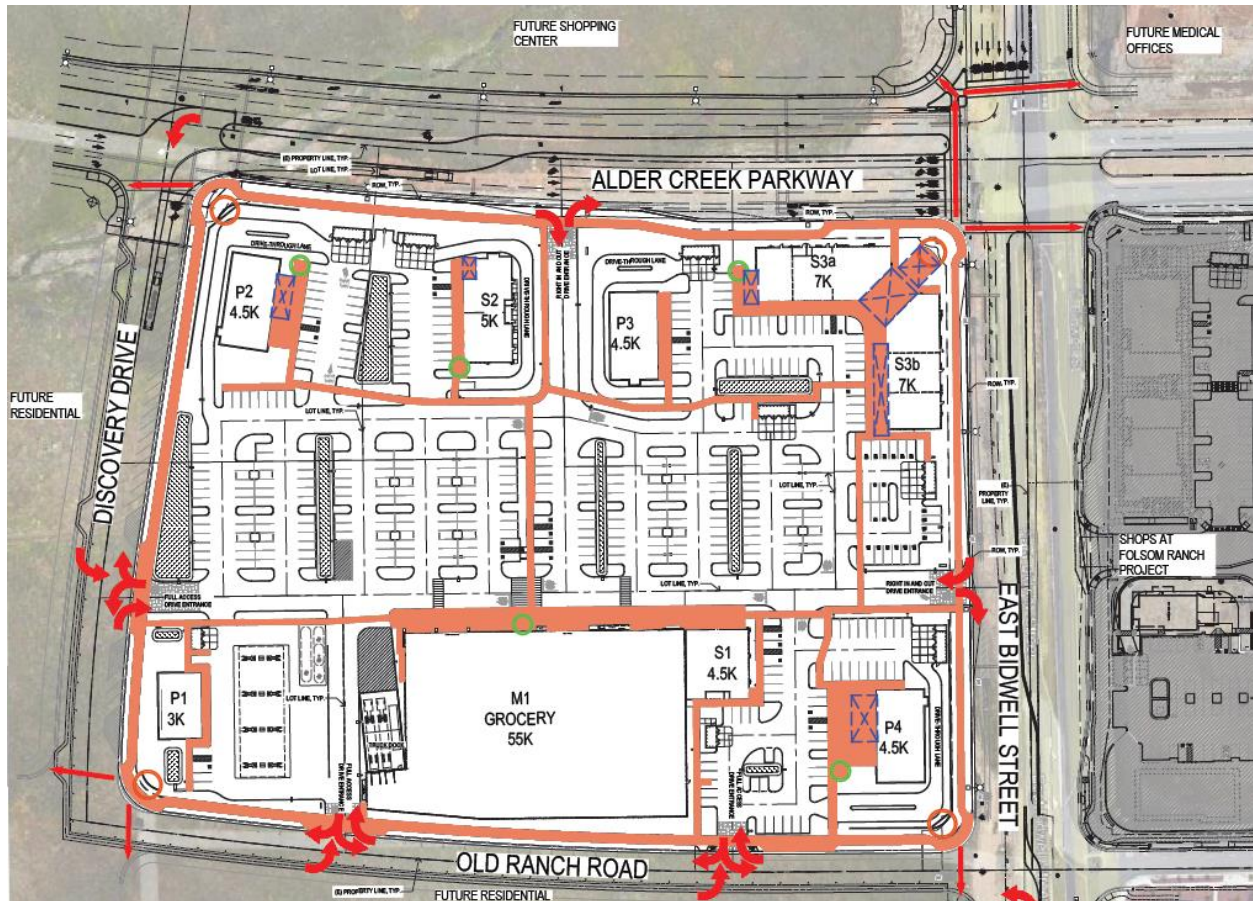
via East Bidwell Street. Direct access to the project site is provided by five new driveways located on Alder Creek Parkway, East Bidwell Street, Discovery Drive, and Old Ranch Way respectively. Existing roadways in the project area include Alder Creek Parkway, East Bidwell Street, and Old Ranch Way. In the vicinity of the project site, Alder Creek Parkway is a four-lane, median-divided roadway with bicycle lanes that runs from East Bidwell Street to Placerville Road. Alder Creek Parkway between Bidwell Street and Discovery Drive to the west has been constructed but is currently not open to the public. In the project area, East Bidwell Street is a six-lane, median-divided roadway with bicycle lanes. In the project vicinity, Old Ranch Way is a two-lane, non-divided roadway that runs from East Bidwell Street east to Dragon Fly Way. The portion of Old Ranch Way from East Bidwell Street west to Discovery Drive has not been constructed yet. In addition, Discovery Drive, which represents the western boundary of the project site, has not been constructed yet. The segments of Discovery Drive and Old Ranch Way referenced above are required to be constructed with development of the proposed project.

Proposed Roadway and Bicycle/Pedestrian Network:

In order to serve the proposed 95,000-square-foot commercial center, the applicant is proposing to construct a number of roadway improvements as shown on the submitted Site Plan (Attachment 6) and Access and Circulation Plan (Attachment 13) including but not limited to constructing Old Ranch Way between East Bidwell Street and Discovery Drive, constructing Discovery Drive between Alder Creek Parkway and Old Ranch Way, constructing a northbound left-turn lane on East Bidwell Street at the East Bidwell Street/Old Ranch Way intersection, constructing an eastbound right-turn taper at the Alder Creek Drive project driveway, constructing an eastbound right-turn lane on Alder Creek Parkway at East Bidwell Street, constructing a southbound right-turn lane on East Bidwell Street at the East Bidwell Street project driveway, and constructing a southbound right-turn lane on East Bidwell Street at Old Ranch Way.

Bicycle and pedestrian circulation is accommodated by a combination of Class II and Class III bicycle lanes, street-separated sidewalks, street-attached sidewalks, and internal pedestrian walkways. An Access and Circulation Exhibit associated with the proposed project is shown in Figure 15 on the following page.

FIGURE 15: ACCESS AND CIRCULATION EXHIBIT



Traffic:

The Folsom Plan Area Specific Plan (FPASP) 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 the project will be subject to which are all accounted for in the Public Facilities Financing Plan (PFFP). 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 January 30, 2024, Kimley Horn completed an Access and Circulation Study (Attachment 21) to evaluate access and circulation-related impacts associated with the Alder Creek Marketplace 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 located south of the project site and an Access and Circulation Study (June 4, 2021) that was prepared for the Parcels 61 and 77 Tentative Parcel Map project which is located to the north of the project site.

The proposed Alder Creek Marketplace project is expected to generate a total of 335 AM peak hour trips and 858 PM peak hour trips. The Study determined that the project-related vehicle trips are consistent with the number of vehicle trips assumed to be generated at the project site by the two prior Traffic Studies prepared for the Toll Brothers Subdivision project and the Parcels 61 and 77 Parcel Map project respectively. As a result, the Study determined that the proposed project would not create conditions that would require traffic-related mitigation at any of the adjacent or nearby street intersections. It should be noted that the Study assumed that Alder Creek Parkway and East Bidwell Street would be built out to their ultimate width/geometry. In addition, the Study assumed that the intersections of Alder Creek Parkway/East Bidwell Street, Alder Creek Parkway/Discovery Drive, and East Bidwell Street/Old Ranch Way would also be built out to their ultimate configuration. City staff has confirmed that the aforementioned roadway and intersection improvements have been completed.

Access and Circulation

The Study analyzed site access and circulation to ensure that the five proposed project driveways located Alder Creek Parkway, East Bidwell Street, Discovery Drive, and Old Ranch Way respectively were adequately spaced and did not result in any sight triangle obstructions for drivers entering and exiting the project site. The Study determined all of the project driveways are spaced sufficiently to meet the City's minimum driveway spacing requirements (minimum of 150-feet from adjacent intersection). However, the Study did recommend that adequate sight-distance be maintained at all five project driveways by limiting the placement of landscape and hardscape features adjacent to these driveways.

The Study also evaluated the design of the on-site circulation system including the queuing capacity of the four retail/restaurant buildings with drive-thru lanes. With respect to the retail/restaurant drive-thru lanes and vehicle queuing, the Study recommended that the drive-thru lane for building S2 be extended to accommodate at least three additional vehicles and that the orientation of the drive-thru entrance be modified to relocate the drive-thru entrance further away from the Alder Creek Parkway driveway. The Study also recommended that on-site signing and pavement markings be added for the building P4 drive-thru in order to deter vehicles within the drive-thru lane from queuing into the drive aisle that provides access to the easternmost Old Ranch Way driveway. Lastly, the Study recommended that pavement markings, signs, and/or manual traffic control be utilized to direct spill-back queue positioning along building P2 rather than toward the building S2 drive-thru lane exit. In response to these recommendations from the Study, the applicant revised the site plan to relocate the building S2 drive-thru lane and relocate the easternmost project driveway on Old Ranch Way in order to the potential queuing issue associated with the building P4 drive-thru.

The Study evaluated internal access and circulation within the Alder Creek Marketplace to ensure that adequate vehicle, bicycle, and pedestrian safety was provided. The Study noted that the primary east-west drive aisle within the project site (adjacent to grocery store building M1) provides a straight and continuous unobstructed path for vehicles traveling between East Bidwell Street and Discovery Drive which may result in safety issues for pedestrians traveling to and from the grocery store into the parking lot area to the north. To address this issue, the Study recommends that pedestrian warning and striping be utilized to the pedestrian crossings at the grocery store entrances. In addition, the Study recommends that side street stop-sign control be utilized to provide clear right-of-way assignment at the intersection of the northernmost east-west drive aisle and the driveway entrance on Alder Creek Parkway. The applicant revised the site plan to include these recommendations as well.

Bus Rapid Transit (BRT)

As shown in the Folsom Plan Area Specific Plan (Figure 7.29), a future transit corridor is planned to be located adjacent to the project site within the Alder Creek Parkway right-of-way. The transit corridor includes a 38-foot-wide planted median that eventually as transit demand increases, will be reduced to 16-feet to allow for construction of two additional travel lanes for either dedicated or mixed-flow regional “Hi Bus” transit service (high frequency bus service). In addition, it anticipated that bus rapid transit (BRT) stops will eventually be placed along eastbound and westbound Alder Creek Parkway to serve the proposed commercial project.

Based on consistency with the approved Specific Plan and Transit Corridor Plan, and the design of adjacent future developments, staff recommends that the both the westbound and eastbound BRT operations be center-running within the Alder Creek Parkway right-of-way. Although it will be Sacramento Regional Transit, in consultation with the City,

that will determine the ultimate location of BRT. Condition No. 44 is included to reflect this requirement.

The Sacramento Regional Transit District (SacRT) is currently responsible for providing bus service to the City of Folsom. SacRT currently operates three bus routes (Routes 10, 20, and 30) within the City, all of which are located north of U.S. Highway 50, and none of which service the Folsom Plan Area. The City, in partnership with SacRT and other stakeholders (local medical partners) recently applied for a Caltrans grant (Grant Application Titled “Sustainable Transit Connections to Health Services Planning and Feasibility Study”) for the purpose of developing a bus rapid transit service and funding plan which would include route design, ridership forecasts, station area planning, public engagement, and providing operating and capital funds for new bus services.

The aforementioned grant project will align with several current planning efforts, including, but not limited to the Folsom Light Rail Modernization Double Track Project, SACOG’s Green Means Go Green House Reduction Program, and the City’s General Plan and Folsom Plan Areas Specific Increased Residential Capacity Project by developing a new transit route that would serve the fastest growing area of the city (Folsom Plan Area) which is currently unserved by fixed-route transit. The grant project is necessary in order to capitalize on a unique convergence of developments in our region; including the imminent enhancements to the Regional Transit’s Gold Line, the early development stages of four new regional medical facilities (UC Davis, Dignity Health, Kaiser Permanente, and Sutter Health), and the growth of the Folsom Plan Area south of Highway 50.

As mentioned previously, there is currently no bus service or rapid bus service provided within the Folsom Plan Area including the area adjacent to the project site at the intersection of Alder Creek Parkway and East Bidwell Street. In anticipation of bus transit service being provided in future along Alder Creek Parkway in the Folsom Plan Area, SacRT has reached out to City staff expressing a desire for the proposed project to accommodate a future bus turnout and a future bus stop along the south side of Alder Creek Parkway adjacent to the project site. To accommodate this request by SacRT, staff recommends that the owner/applicant dedicate a bus transit easement along the south side of Alder Creek Parkway between Discovery Drive and East Bidwell Street in order to accommodate a bus turnout and a bus stop. Staff further recommends that the final location and design of the bus turnout and bus stop be subject to review and approval by the Community Development Department with consultation being provided by the Sacramento Regional Transit District to ensure compliance with SacRT Design Guidelines for Bus and Light Rail Facilities.

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

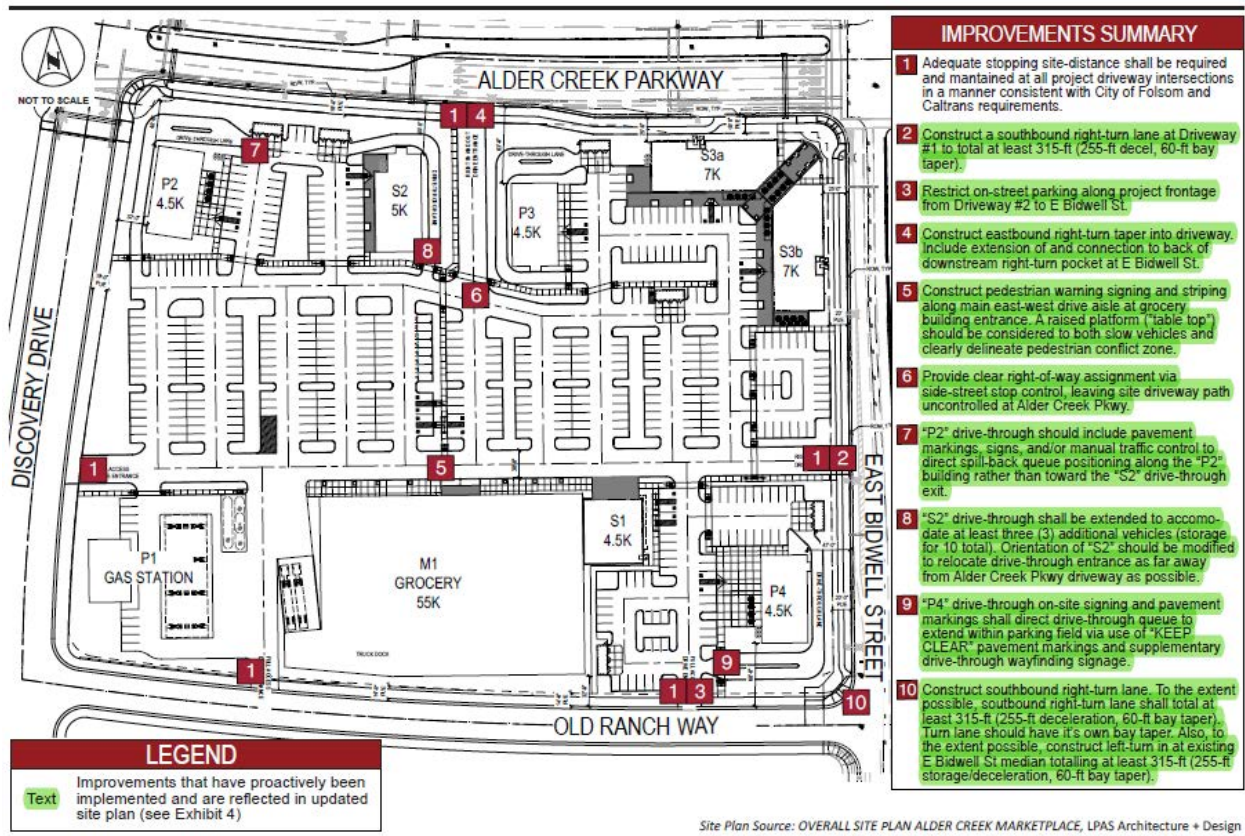
(Condition No. 44):

1. Adequate stopping site distance shall be required and maintained at all project driveway intersections in a manner consistent with the City of Folsom and Caltrans requirements (limiting landscape and hardscape materials with the required sight-distance triangle areas).
2. The owner/applicant shall construct a 315-foot-long southbound right-turn lane at the East Bidwell Street project driveway which includes a 255-foot-long deceleration lane and a 60-foot-long taper.
3. On-street parking located along the north side of Old Ranch Way between the easternmost project driveway and East Bidwell Street shall be prohibited. The owner/applicant shall install signage and pavements markings indicating that no parking is permitted within this area to the satisfaction of the Community Development Department.
4. The owner/applicant shall construct a 100-foot-long eastbound right-turn taper on Alder Creek Parkway at the Alder Creek Parkway project driveway. In addition, the owner/applicant shall construction an approximately 110-foot-long extension of and connection to the existing right-turn pocket on eastbound Alder Creek Parkway.
5. The owner/applicant shall construct a pedestrian warning sign and striping plan along the main east-west drive aisle at the grocery store (Building M1) building entrances to the satisfaction of the Community Development Department (addressed by applicant as shown on site plan).
6. The owner/applicant shall install side street stop-sign control to provide clear right-of-way assignment at the intersection of the northernmost east-west drive aisle and the driveway entrance on Alder Creek Parkway to the satisfaction of the Community Development Department (addressed by applicant as shown on site plan).
7. Pavement markings, signs, and/or manual traffic control shall be utilized to direct spill-back queue positioning along building P2 rather than toward the building S2 drive-thru lane exit to the satisfaction of the Community Development Department.
8. The drive-thru lane for building S2 shall be extended to accommodate at least three additional vehicles and that the orientation of the drive-thru entrance be modified to relocate the drive-thru entrance further away from the Alder Creek Parkway driveway (addressed by applicant as shown on site plan).

9. On-site signing and pavement markings shall be added for the building P4 drive-thru in order to deter vehicles within the drive-thru lane from queuing into the drive aisle that provides access to the easternmost Old Ranch Way driveway (addressed by applicant as shown on site plan).
10. To the extent possible, the owner/applicant shall construct a 315-foot-long southbound right-turn lane at the East Bidwell Street/Old Ranch Way intersection which includes a 255-foot-long deceleration lane and a 60-foot-long taper. In addition, to the extent possible, the owner/applicant shall construct a 315-foot-long northbound left-turn lane at the intersection of East Bidwell Street/Old Ranch Way which includes a 255-foot-long storage/deceleration lane and a 60-foot-long taper.
11. “Stop” signs and appropriate pavement markings shall be installed at the internal approach to all project driveways (Alder Creek Parkway, East Bidwell Street, Discovery Drive, and Old Ranch Way) to the satisfaction of the Community Development Department.
12. Bus Rapid Transit (Anticipated BRT) Alignment: The westbound and eastbound BRT operations shall be center-running within the Alder Creek Parkway right-of-way to the satisfaction of the Community Development Department with consultation being provided by the Sacramento Regional Transit District.
13. The owner/applicant shall dedicate a bus transit easement along the south side of Alder Creek Parkway between Discovery Drive and the Alder Creek Parkway project driveway in order to accommodate a bus turnout and a bus stop. The final location and design of the of the bus turnout and bus stop shall be subject to review and approval by the Community Development Department with consultation being provided by the Sacramento Regional Transit District to ensure compliance with SacRT Design Guidelines for Bus and Light Rail Facilities.

Figure 16 shown on the following page illustrates and describes the traffic, access, and circulation recommendations from the Traffic Study.

FIGURE 16: TRAFFIC STUDY RECOMMENDATIONS EXHIBIT



E. PARKING

The proposed project features a total of 389 uncovered parking spaces including 20 DCFC (Direct Current Fast Charging) electric vehicle charging stations which is the equivalent of 100 Level 2 charging stations. In addition, there are 16 spaces for vehicles pumping gas at the fuel station and 46 spaces for vehicles queuing in the drive-thru lanes at the four retail/restaurant pads. The Folsom Plan Area Specific Plan has established specific parking standards for projects located on sites with the GC (General 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 GC land use designation:

TABLE 4: ALDER CREEK MARKETPLACE 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
M1	55,000 S.F.	NA	Retail/Grocery	3 Space/1,000 S.F.	165
P1	3,000 S.F.	NA	Gas/Retail	3 Space/1,000 S.F.	9
P2	4,500 S.F.	114	Retail/Restaurant	1 Space/3 Seats	38
P3	4,500 S.F.	114	Retail/Restaurant	1 Space/3 Seats	38
P4	4,500 S.F.	114	Retail/Restaurant	1 Space/3 Seats	38
S1	4,500 S.F.	NA	Retail	3 Space/1,000 S.F.	14
S2	5,000 S.F.	129	Retail/Restaurant	1 Space/ 3 Seats	43
S3	14,000 S.F.	NA	Retail	3 Space/1,000 S.F.	42
Total Parking Required					387
Total Parking Provided (389 striped spaces/62 unstriped spaces)					389

As shown on the table above, the proposed project meets the parking requirements established by Folsom Plan Area Specific Plan by providing 389 parking spaces whereas 387 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. 17) 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 38 bicycle parking spaces that are evenly distributed throughout the project, meets the bicycle parking requirements of the Folsom Plan Area Specific Plan by providing 38 bicycle parking spaces whereas 38 spaces are required.

F. NOISE IMPACTS

A supplemental Environmental Noise Assessment (Assessment) was prepared by Saxelby Acoustics on November 28, 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. 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, grocery store loading dock activity, drive-thru speakers associated with four retail/restaurant uses, and mechanical equipment associated with the commercial buildings in the development. In addition, off-site noise impacts associated with increased vehicle traffic on the adjacent roadways was also analyzed. The Assessment concluded

that the aforementioned on-site and off-site noise sources associated with the proposed project would not exceed the applicable City of Folsom noise standards with the exception of the grocery store loading dock located in the southwest corner of the project site.

The Assessment determined that the predicted daytime and nighttime noise levels associated with the proposed project would slightly exceed the City's daytime (50 dBA) and nighttime (45 dBA) outdoor noise thresholds for future residences to the south and west of the project site across Old Ranch Way and Discovery Drive respectively. The Assessment noted that the loading dock area associated with the grocery store building was the source of the noise that would cause exceedance of the City's outdoor noise standards. To reduce this noise impact and achieve compliance with the City's outdoor noise standards, staff recommends that a ten-foot-tall sound wall be constructed along the western boundary of the grocery store loading dock. In addition, staff recommends that the final location, design, and materials of the sound wall be subject to review and approval by the Community Development Department. Condition No. 49 is included to reflect these requirements. The project is also still subject to the noise mitigation measures identified within the 2011 FPASP EIR/EIS. 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 18-24 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. 48 is included to reflect these requirements.

G. WALLS/FENCING

The proposed project includes the construction of retaining walls, seat walls, and decorative fencing. The proposed concrete masonry retaining walls, which range from two to four feet in height, are located in the northwest and southeast corners of the project site. The applicant is also proposing to construct on number of short concrete seat walls throughout the project site as an amenity to provide additional seating for customers and employees. Lastly, the applicant is proposing to construct a series of four-foot-tall decorative metal gateway fences within landscaped areas at each of the four corners of the project site. Staff recommends that the final location, design, height, materials, and

colors of the retaining walls, seat walls, and gateway fences 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. 22 is included to reflect this requirement.

H. 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. 31 is included to reflect these requirements.

I. 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 concrete masonry unit (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. 39 is included to reflect this requirement.

J. 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, an 18-foot-wide landscape along the frontage of Alder Creek Parkway, and 15-foot-wide landscape easements along the frontages of Discovery Drive and Old Ranch Way respectively. 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 Chinese Pistache, Crape Myrtle, Desert Willow, Frontier Elm, Fruitless Olive, Japanese Zelkova, London Plane,

Prospector Elm, and Valley Oak

Proposed shrubs and groundcover will feature drought-tolerant plant materials consisting of Breeze Mat Rush, Cleveland Sage, Color Guard Adam's Needle, Flax Lily, Little Ollie Olive, Pink Muhly Grass, and Weeping Bottlebrush. The preliminary landscape plan meets the Community Commercial Development Standards (FPASP) requirement by landscaping 25% 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 52% shade in the parking lot area within fifteen (15) years. Staff recommends that final landscape plans and specifications be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit. Condition No. 41 is included to reflect this requirement.

K. FRONTAGE IMPROVEMENTS

As mentioned previously within this staff report, the 15.1-acre project site is currently undeveloped and as a result has limited frontage improvements on Alder Creek Parkway (streets, streetlights, curb, gutter, bike lane, and median landscaping) and East Bidwell Street (streets, streetlights, curb, gutter, and bike lane). Discovery Drive and Old Ranch Way and their associated frontage improvements have not been constructed yet. Staff recommends that the owner/applicant be required to submit detailed plans for all curbs, gutters, sidewalks, landscaping, and lighting prior to construction to ensure compliance with the Folsom Ranch Central District Design Guidelines. Condition No.26 is included to reflect this requirement.

L. OFF-SITE IMPROVEMENTS

As shown on the submitted Preliminary Off-Site Improvement Plan (Attachment 11), the proposed project includes a number of off-site improvements including but not limited to construction of Old Ranch Way and associated frontage improvements between East Bidwell Street and Discovery Drive, construction of Discovery Drive and associated frontage improvements between Alder Creek Drive and Old Ranch Way, construction of a southbound right-turn lane at the East Bidwell Street project driveway, construction of a southbound right-turn lane at the East Bidwell Street/Old Ranch Way intersection, construction of an eastbound right-turn taper on Alder Creek Parkway at the Alder Creek Parkway project driveway, construction of an extension to the existing right-turn pocket on eastbound Alder Creek Parkway, and construction of a northbound left-turn lane at the intersection of East Bidwell Street/Old Ranch Way. Staff recommends that the required public and private improvements associated with Alder Creek Parkway, East Bidwell Street, Discovery Drive, and Old Ranch Way 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. Condition No. 26 is included to reflect these requirements.

M. 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 goods 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 a modern agrarian architectural theme 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 third retail commercial development to be approved/constructed (Shops at Folsom Ranch and Southpointe Commercial Center) 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 (grocery store, retail stores, restaurants, and fuel station) 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 (Alder Creek Parkway, East Bidwell Street, Discovery Drive, and Old Ranch Way). 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 Alder Creek Parkway, East Bidwell Street, Discovery Drive, and Old Ranch Way respectively, pedestrian sidewalks and walkways are also being constructed along the project's four street frontages.

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 Alder Creek Parkway, East Bidwell Street, Discovery Drive, and Old Ranch Way. Street sidewalks will also be constructed along the project's frontage with Alder Creek Parkway, East Bidwell Street, Discovery Drive, and Old Ranch Way.

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 twenty (20) fast charging electric vehicle charging stations will be provided within the commercial center which is the equivalent of 100 Level 2 chargers. The electric vehicle parking spaces/charging stations are centrally located in a parking lot area adjacent to East Bidwell Street.

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 applicable to 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; 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 a grocery store, retail shops, restaurants, fast-food restaurants, and a fuel station.

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 November 29, 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 vehicles in the parking lot, restaurant drive-thru speakers, a grocery store loading dock area, 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 with the exception of the grocery store loading dock area, for which a sound wall is required to address the potential project-related noise impacts.

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 (Alder Creek Parkway and East Bidwell Street) that will provide access to future public transportation options including but not limited to bus rapid transit.

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-GC-PD (Specific Plan, Community Commercial, Planned Development District) 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 95,000-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

Under Public Resources Code section 21083.3, an EIR for a planning or zoning action may be used to eliminate, or reduce the scope of, environmental review for later development projects that are consistent with the planning or zoning action. For purposes of this analysis, “consistent” means that the project’s proposed density is equal to or less than the density for the project site in the prior planning or zoning action and the project complies with any density-related standards in the plan. Although this provision originally applied only to residential projects, it was later amended and now also applies to commercial, industrial, and mixed use projects.

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.) The lead agency must also consider whether substantial new information shows that impacts of the project will be more significant than described in the previous EIR, together with significant off-site and cumulative impacts that were not discussed in the previous EIR. 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 Alder Creek Marketplace project is entirely consistent with the Folsom Plan Area Specific Plan (FPASP). The Folsom Plan Area Specific Plan is the equivalent of a zoning code 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 noted above, the maximum FAR for the General Commercial land use designation in the FPASP, which applies to the subject parcel, is .50, while the FAR for the proposed project is 0.14. This meets the definition of “consistent” for purposes of Public Resources Code section 21083.3.

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 19).

Site specific studies were prepared for this project to analyze noise (Noise Assessment-Attachment 22) and traffic (Traffic Analysis-Attachment 21). Along with the attached CEQA Checklist, these studies document the basis 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 are applicable to the proposed project.

Based on all of this information, the City has determined that the proposed project is consistent with 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, the Alder Creek Marketplace project qualifies for the exemption in Public Resources Code section 21083.3 and CEQA Guidelines section 15183.

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 and Planned Development Permit for the Alder Creek Marketplace project as illustrated on Attachments 5-18.
- This approval is based on the findings (Findings A-Z) and subject to the conditions of approval (Conditions 1-50) attached to this report.

GENERAL FINDINGS

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

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 ALDER CREEK MARKETPLACE 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 ENVIRONMENTAL EFFECTS PECULIAR TO THE ALDER CREEK MARKETPLACE PROJECT, OR THE PARCEL ON WHICH THE PROJECT WILL BE LOCATED, THAT WERE NOT PREVIOUSLY ADDRESSED IN THE FOLSOM PLAN AREA SPECIFIC PLAN EIR/EIS.
- F. THE CITY HAS DETERMINED THAT ANY SIGNIFICANT OR POTENTIALLY SIGNIFICANT IMPACTS ASSOCIATED WITH THE ALDER CREEK MARKETPLACE PROJECT WERE ADDRESSED IN THE FOLSOM PLAN AREA SPECIFIC PLAN EIR/EIS.

- G. THE CITY HAS DETERMINED THAT NO SUBSTANTIAL NEW INFORMATION EXISTS TO SHOW THAT ON SITE, OFF SITE, OR CUMULATIVE 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 APPLIED TO THE ALDER CREEK MARKETPLACE PROJECT AND AS SUCH WILL BE UNDERTAKEN AS A PART OF THE PROJECT
- I. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE ALDER CREEK MARKETPLACE 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 NO ADDITIONAL ENVIRONMENTAL REVIEW IS REQUIRED FOR THE ALDER CREEK MARKETPLACE PROJECT PURSUANT TO PUBLIC RESOURCES CODE SECTION 21083.3 AND CEQA GUIDELINES SECTION 15183.

TENTATIVE PARCEL MAP FINDINGS

- K. THE PROPOSED TENTATIVE PARCEL MAP ALONG 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 TENTATIVE PARCEL 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 TENTATIVE PARCEL MAP AND THE TYPE OF PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.
- N. THE DESIGN OF THE TENTATIVE PARCEL 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.

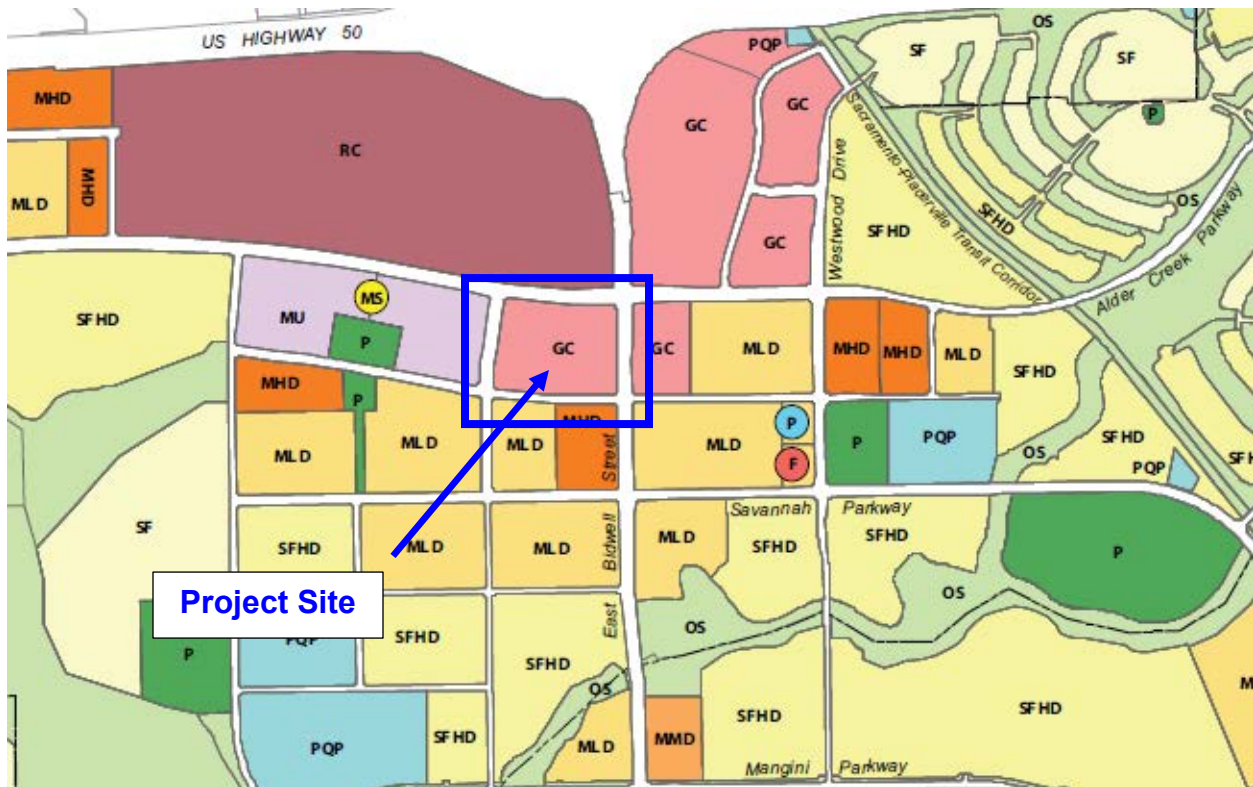
ATTACHMENT 2 BACKGROUND AND SETTING

BACKGROUND:

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

The Alder Creek Marketplace project site is comprised of a single parcel (FPASP Parcel 77) as shown in the Folsom Plan Area Specific Plan. Parcel 77 is currently designated as General Commercial (GC) which provides for development of a variety of commercial land uses up to a maximum of 130,000 square feet of total floor area. On March 17, 2020, the City approved a Minor Administrative Modification (MAM) for Parcels 61, 77, 78, and 85A within the Folsom Plan Area for the purpose of shifting residential units and commercial gross square footage within parcels owned by Eagle Commercial Properties for the purpose of meeting the maximum development intent of the four aforementioned properties. The approved MAM resulted in the subject property (Parcel 77) being allocated a commercial holding capacity of 130,000 gross square feet (GSF) intended for regional commercial (RC) land uses. An excerpt from the FPASP Land Use Map is shown on the following page.

FIGURE 17: FOLSOM PLAN AREA SPECIFIC PLAN LAND USE MAP



SETTING

The rectangular-shaped 15.1-acre project site (APN: 072-3190-055), which has previously been rough-graded, is relatively flat and contains native grasses with no trees. The project site is bounded by Alder Creek Drive to the north with undeveloped commercially-zoned property beyond, future Old Ranch Way to the south with undeveloped residential-zoned property beyond, East Bidwell Street to the east with commercial development beyond, and future Discovery Drive to the west with undeveloped mixed-use-zoned property beyond. A photograph of the project site is shown in Figure 18 on the following page.

FIGURE 18: PHOTOGRAPH OF PROJECT SITE



Attachment 3

Conditions of Approval

CONDITIONS OF APPROVAL FOR THE ALDER CREEK MARKETPLACE PROJECT (PDEV 23-00129) SOUTHWEST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND ALDER CREEK PARKWAY TENTATIVE PARCEL MAP AND PLANNED DEVELOPMENT PERMIT			
Condition No.	Condition of Approval	When Required	Responsible Department
GENERAL REQUIREMENTS			
1.	<p><i>Final Development Plans</i> The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> 1. Tentative Parcel Map, dated January 19, 2024 2. Preliminary Site Plan, dated January 23, 2024 3. Preliminary Grading and Drainage Plan, dated January 19, 2024 4. Preliminary Utility Plan, dated January 19, 2024 5. Preliminary Landscape Plans, dated January 19, 2024 6. Preliminary Stormwater Quality Plan, dated January 19, 2024 7. Preliminary Off-Site Improvement Plan, dated January 19, 2024 8. Preliminary Lighting Plan, dated January 19, 2024 9. Preliminary Access and Circulation Plan, dated January 23, 2024 10. Building Elevations and Renderings, dated January 23, 2024 11. Floor and Roof Plans, dated January 23, 2024 12. Color and Materials Board, dated January 23, 2024 13. Uniform Sign Criteria, dated September 15, 2023 <p>The Tentative Parcel Map and Planned Development Permit are approved for the development of a 95,000-square-foot commercial center (Alder Creek Marketplace). 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><i>Plan Submittal</i> 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)

CONDITIONS OF APPROVAL FOR THE ALDER CREEK MARKETPLACE PROJECT (PDEV 23-00129) SOUTHWEST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND ALDER CREEK PARKWAY TENTATIVE PARCEL MAP AND PLANNED DEVELOPMENT PERMIT				
Condition No.		Condition of Approval	When Required	Responsible Department
3.		<p>Validity The project approvals granted under this staff report shall remain in effect for two years from final date of approval (expiration date: March 12, 2026). 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)

CONDITIONS OF APPROVAL FOR THE ALDER CREEK MARKETPLACE PROJECT (PDEV 23-00129) SOUTHWEST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND ALDER CREEK PARKWAY TENTATIVE PARCEL MAP AND PLANNED DEVELOPMENT PERMIT				
Condition No.		Condition of Approval	When Required	Responsible Department
4.		<p><i>Improvements in the PFFP</i> 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 (P)(B), PW, FD, EWR, PR

CONDITIONS OF APPROVAL FOR THE ALDER CREEK MARKETPLACE PROJECT (PDEV 23-00129) SOUTHWEST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND ALDER CREEK PARKWAY TENTATIVE PARCEL MAP AND PLANNED DEVELOPMENT PERMIT			
Condition No.	Condition of Approval	When Required	Responsible Department
5.	<p><i>Indemnity for City</i> The owner/applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney’s fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The owner/applicant’s obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.</p>	OG	CD (E)(B) PW, PR, FD, PD
6.	<p><i>Tentative Parcel Map and Planned Development Permit</i> The Tentative Parcel 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

CONDITIONS OF APPROVAL FOR THE ALDER CREEK MARKETPLACE PROJECT (PDEV 23-00129) SOUTHWEST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND ALDER CREEK PARKWAY TENTATIVE PARCEL MAP AND PLANNED DEVELOPMENT PERMIT				
Condition No.		Condition of Approval	When Required	Responsible Department
7.		<p><i>ARDA and Amendments</i> 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	CD (E)
8.		<p><i>Mitigation Monitoring</i> 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><i>Taxes and Fees</i> 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><i>Assessments</i> 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><i>FPASP Development Impact Fees</i> 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 (March 20, 2024), 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><i>Legal Counsel</i> 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>Consultant Services 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)
MAP REQUIREMENTS				
14.		<p>Public Utility Easements The owner/applicant shall dedicate a twenty-foot-wide (20') 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>Copies of Parcel Map 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 in various formats including PDF and AutoCAD files to the City of Folsom Community Development Department.</p>	I	CD (P)
16.		<p>Map Submittal Requirements 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)
17.		<p>Reciprocal Easements 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)
18.		<p>Deferred Improvement Agreement 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)

19.		<p><i>Covenants, Conditions, and Restrictions</i> CC&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)
20.		<p><i>Recorded Parcel Map</i> Upon recordation of the Parcel Map, the owner/applicant shall provide a digital copy of the recorded Final Map (in both PDF and AutoCAD format) to the Community Development Department and Environmental and Water Quality Department.</p>	M	CD (E)

GRADING PERMIT REQUIREMENTS

21.		<p><i>Off-site improvements / Rights of Entry</i> 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)
22.		<p><i>Retaining Walls, Seat Walls, Gateway Fences.</i> The final location, design, height, materials, and colors of all retaining walls, seat walls, and gateway fences 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)
23.		<p><i>Prepare Traffic Control Plan.</i> 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"> • Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage. • Maintaining alternate one-way traffic flow past the lay down area and site access when feasible. • 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). • 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. • 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. 	G, I	CD (E)

24.		<i>State and Federal Permits</i> The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.	G, I	CD (P)(E)
25.		<i>Geotechnical Assessment</i> The owner/applicant shall provide a geotechnical report of the site as part of their improvement plan submittal, inclusive of any proposed wall calculations. The report and calculations are subject to review and approval by the Community Development Department.	G	CD (E) PW
IMPROVEMENT PLAN REQUIREMENTS				
26.		<i>Improvement Plans</i> The improvement plans for the required public and private improvements, including but not limited to street and frontage improvements on Alder Creek Parkway, East Bidwell Street, Discovery Drive, and Old Ranch Way 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 any permit including grading, encroachment or Building Permit. The project is also required to provide a joint trench plan or show joint trench improvements on the plan set for reference.	B	CD (E)
27.		<i>Required Improvements</i> Required public and private improvements, including but not limited to street and frontage improvements on Alder Creek Parkway, East Bidwell Street, Discovery Drive, and Old Ranch Way shall be completed prior to the first issuance of a Certificate of Occupancy.	O	CD (E)
28.		<i>Sewer/Water/Drainage Studies</i> 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>Standard Construction Specifications</u> and the <u>Design and Procedures Manual and Improvement Standards</u> .	I	CD (E)
29.		<i>Lot and Building Configurations</i> Final lot and building configurations may be modified to allow for overland release of storm events greater than the capacity of the underground system.	I, G	CD (E)

30.		<p><i>Standard Construction Specifications and Details</i> 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)
31.		<p><i>Lighting Plan</i> 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)
32.		<p><i>Utility Coordination</i> The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to recording the Parcel Map.</p>	I	CD (P)(E)
33.		<p><i>Replacing Hazardous Facilities</i> 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)
34.		<p><i>Future Utility Lines</i> 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)

35.		<p><i>Water Meter Fixed Network System</i> 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
36.		<p><i>Vertical Curb</i> All curbs located adjacent to landscaping, whether natural or manicured, and where parking is allowed shall be vertical.</p>	I	CD (P)(B)

37.		<p><i>Best Management Practices</i></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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38.		<p><i>Litter Control</i> 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)
39.		<p><i>Trash/Recycling</i> 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)

FIRE DEPT REQUIREMENTS				
40.		<p><i>All-Weather Access, Fire Hydrants, Fire Protection Devices, and Addressing</i></p> <ul style="list-style-type: none"> • 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. • 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. • 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. • Prior to the issuance of any improvement plans or building permits, the Community Development and Fire Departments shall review and approve all detailed design plans for accessibility of emergency fire equipment, fire hydrant flow location, and other construction features. • All fire protection devices shall be designed to be located on site: fire hydrants, fire department connections, post indicator valves, etc. cannot be used to serve the building. A water model analysis that proves the minimum fire flow will be required before any permits are issued. 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. 	G, I, B	CD (P), FD

LANDSCAPE REQUIREMENTS				
41.		<p><i>Landscaping Plans</i> Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans shall comply with all State and local rules, regulations, Governor’s declarations, and restrictions pertaining to water conservation and outdoor landscaping.</p> <p>Landscaping shall meet shade requirements as outlined in the Folsom Plan Area Specific Plan where applicable. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, view protection, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. The owner/applicant shall comply with city-wide landscape rules or regulations on water usage. The owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions on all landscaping in the Alder Creek Marketplace project.</p>	I, OG	CD(P), PW
42.		<p><i>Landscape Maintenance</i> 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)

43.		<i>Right of Way Landscaping</i> Landscaping along all road rights of way including Alder Creek Parkway, East Bidwell Street, Discovery Drive, and Old Ranch Way (directly adjacent to the project site) shall be installed with the first phase of the development if the project is developed in multiple phases.	I, OG	CD (P), PW
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TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS

44.		<p><i>Access and Circulation Analysis</i> In accordance with the Access and Circulation Analysis dated, January 30, 2024, 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</u></p> <ul style="list-style-type: none"> • Prior to issuance of the first certificate of occupancy, the owner/applicant shall configure East Bidwell Street as follows, the design of which is subject to the City of Folsom approval: <ul style="list-style-type: none"> ○ Construct a 315-foot-long southbound right-turn lane at the East Bidwell Street project driveway which includes a 255-foot-long deceleration lane and a 60-foot-long taper. ○ Construct a 315-foot-long southbound right-turn lane at the East Bidwell Street/Old Ranch Way intersection which includes a 255-foot-long deceleration lane and a 60-foot-long taper. ○ Construct a 315-foot-long northbound left-turn lane at the intersection of East Bidwell Street/Old Ranch Way which includes a 255-foot-long storage/deceleration lane and a 60-foot-long taper. ○ The owner/applicant shall restore all existing irrigation and landscaping impacted by the installation of the deceleration lanes and tapers to the satisfaction of the Parks and Recreation and Community Development Departments. ○ Construct frontage improvements along the west side of East Bidwell Street from Alder Creek Parkway to Old Ranch Way including but not limited to sidewalk, landscaping, and irrigation to complete the roadway section as shown on the Tentative Parcel Map (Attachment 5). 	B, O	CD (E)
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<p>44. Cont.</p>		<p><u>Alder Creek Parkway</u></p> <ul style="list-style-type: none"> • Prior to issuance of the first certificate of occupancy, the owner/applicant shall configure Alder Creek Parkway as follows: <ul style="list-style-type: none"> ○ Construct a 100-foot-long eastbound right-turn taper on Alder Creek Parkway at the Alder Creek Parkway project driveway. ○ Construct an approximately 110-foot-long extension of and connection to the existing right-turn pocket on eastbound Alder Creek Parkway. ○ Construct frontage improvements along the south side of Alder Creek Parkway from Discovery Drive to East Bidwell Street including but not limited to sidewalk, landscaping, and irrigation to complete the roadway section as shown on the Tentative Parcel Map (Attachment 5). <p><u>Discovery Drive</u></p> <ul style="list-style-type: none"> • Prior to issuance of the first certificate of occupancy, the owner/applicant shall configure Discovery Drive as follows: <ul style="list-style-type: none"> ○ Construct Discovery Drive within ultimate right-of-way as a two-lane urban street between Alder Creek Parkway and Old Ranch Way. ○ Construct frontage improvements along the east side of Discovery Drive from Alder Creek Parkway to Old Ranch Way including but not limited to curb, gutter, sidewalk, landscaping, irrigation, and lighting to complete the roadway section as shown on the Tentative Parcel Map. 	<p>B, O</p>	<p>CD (E)</p>
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<p>44. Cont.</p>		<p><u>Old Ranch Way</u></p> <ul style="list-style-type: none"> • Prior to issuance of the first certificate of occupancy, the owner/applicant shall configure Old Ranch Way as follows: <ul style="list-style-type: none"> ○ Construct Old Ranch Way within ultimate right-of-way as a two-lane urban street between East Bidwell Street and Discovery Drive. ○ Construct frontage improvements along the north side of Old Ranch Way from East Bidwell Street to Discovery Drive including but not limited to curb, gutter, sidewalk, landscaping, irrigation, and lighting to complete the roadway section as shown on the Tentative Parcel Map. ○ On-street parking located along the north side of Old Ranch Way between the easternmost project driveway and East Bidwell Street shall be prohibited. The owner/applicant shall install signage and pavements markings indicating that no parking is permitted within this area to the satisfaction of the Community Development Department. <p><u>On-Site Requirements</u></p> <ul style="list-style-type: none"> ○ Adequate stopping site distance shall be required and maintained at all project driveway intersections in a manner consistent with the City of Folsom and Caltrans requirements (limiting landscape and hardscape materials within the required sight-distance triangle areas). ○ The owner/applicant shall construct a pedestrian warning sign and striping plan along the main east-west drive aisle at the grocery store (Building M1) building entrances to the satisfaction of the Community Development Department. ○ The owner/applicant shall install side street stop-sign control to provide clear right-of-way assignment at the intersection of the northernmost east-west drive aisle and the driveway entrance on Alder Creek Parkway to the satisfaction of the Community Development Department. 		
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<p>44. Cont.</p>		<p><u>On-Site Requirements (Continued)</u></p> <ul style="list-style-type: none"> ○ Pavement markings, signs, and/or manual traffic control shall be utilized to direct spill-back queue positioning along building P2 rather than toward the building S2 drive-thru lane exit to the satisfaction of the Community Development Department. ○ The drive-thru lane for building S2 shall be extended to accommodate at least three additional vehicles and that the orientation of the drive-thru entrance be modified to relocate the drive-thru entrance further away from the Alder Creek Parkway driveway. ○ On-site signing and pavement markings shall be added for the building P4 drive-thru in order to deter vehicles within the drive-thru lane from queuing into the drive aisle that provides access to the easternmost Old Ranch Way driveway. ○ “Stop” signs and appropriate pavement markings shall be installed at the internal approach to all project driveways (Alder Creek Parkway, East Bidwell Street, Discovery Drive, and Old Ranch Way) to the satisfaction of the Community Development Department. ○ Bus Rapid Transit (Anticipated BRT) Alignment: The westbound and eastbound BRT operations shall be center-running within the Alder Creek Parkway right-of-way to the satisfaction of the Community Development Department with consultation being provided by the Sacramento Regional Transit District. ○ The owner/applicant shall dedicate a bus transit easement along the south side of Alder Creek Parkway between Discovery Drive and the Alder Creek Parkway project driveway in order to accommodate a bus turnout and a bus stop. The final location and design of the of the bus turnout and bus stop shall be subject to review and approval by the Community Development Department with consultation being provided by the Sacramento Regional Transit District to ensure compliance with SacRT Design Guidelines for Bus and Light Rail Facilities. 		
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45.		<p><i>Vehicle and Bicycle Parking</i> A minimum of 389 vehicle parking spaces shall be provided for the project including 20 fast charging electric vehicle charging stations. In addition, a minimum of 38 bicycle parking spaces evenly distributed throughout the project site shall be provided to serve the Alder Creek Marketplace.</p>	B	CD (E)
ARCHITECTURE/SITE DESIGN REQUIREMENTS				
46.		<p><i>Architectural Requirements</i> The project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> 1. This approval is for the Alder Creek Marketplace, which includes development of eight, one-story commercial buildings totaling 95,000 square feet. The applicant shall submit building plans that comply with this approval and the attached building elevations and building renderings dated January 23, 2024. 2. The design, materials, and colors of the proposed Alder Creek Marketplace 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 driveway entrances at Alder Creek Parkway, East Bidwell Street, Old Ranch Way, and Discovery Drive. 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. 	B	CD (P)

47.		<p>Signage Requirements A maximum of two monument signs be permitted for the project including one monument sign at the project entrance on Alder Creek Parkway and one monument sign at the project entrance on East Bidwell Street. The final location, height, size, and design of the monument signs and the wall-mounted 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 monument signs or wall-mounted signs.</p>	B	CD (P)
NOISE REQUIREMENTS				
48.		<p>Noise Requirements (Construction and Operational) 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)
49.		<p>Noise Requirements (Sound Wall) A ten-foot-tall sound wall shall be constructed along the western boundary of the grocery store loading dock. In addition, the final location, design, and materials of the sound wall shall be subject to review and approval by the Community Development Department.</p>	I, B	CD (P)(E)
POLICE/SECURITY REQUIREMENT				
50.		<p>Police Requirements The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered:</p> <ul style="list-style-type: none"> • A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. • Security measures for the safety of all construction equipment and unit appliances. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting. 	G, I, B	PD

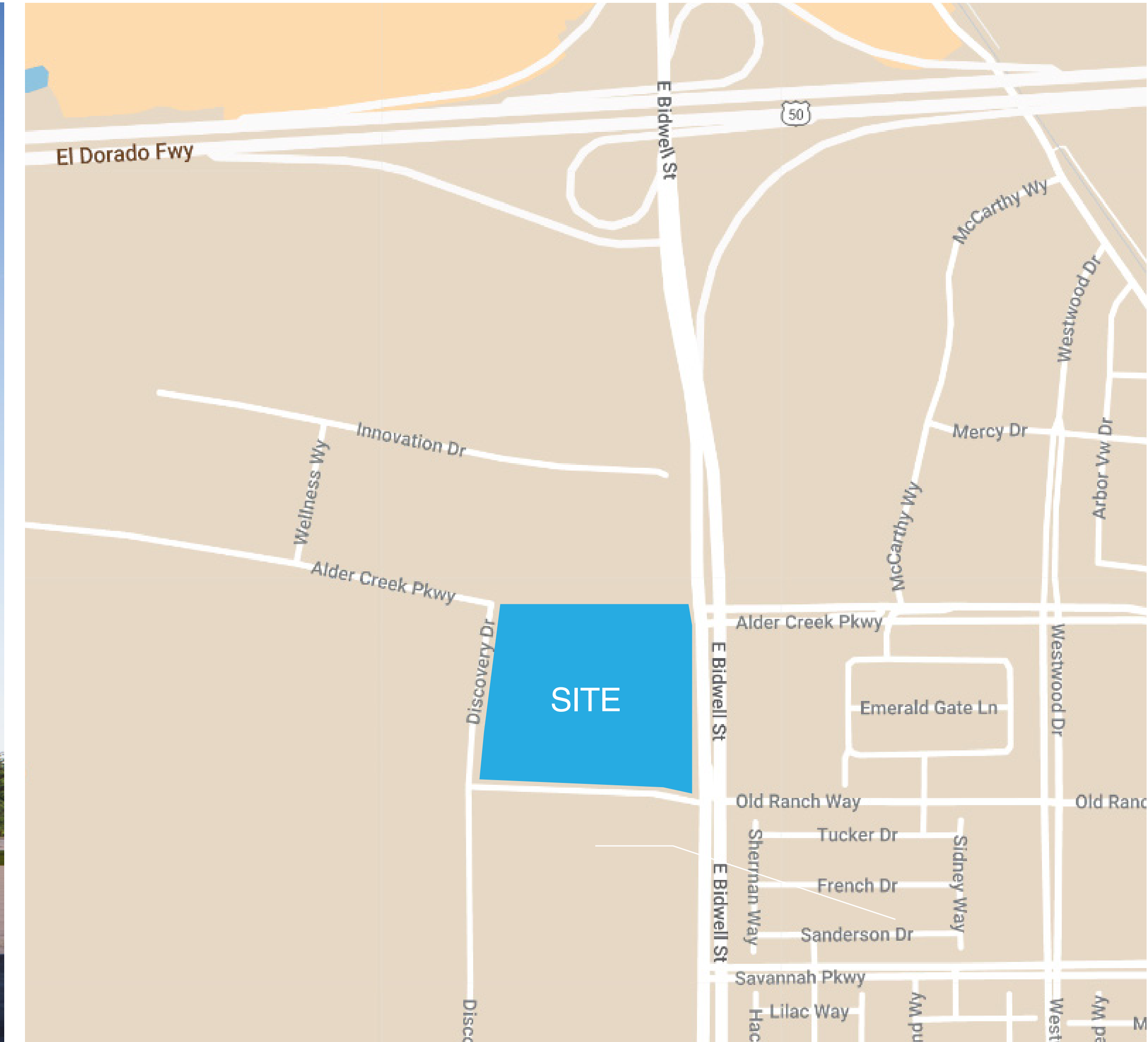
CONDITIONS

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

RESPONSIBLE DEPARTMENT		WHEN REQUIRED	
CD	Community Development Department Planning Division Engineering Division Building Division Fire Division	I	Prior to approval of Improvement Plans
(P)		M	Prior to approval of Final Map
(E)		B	Prior to issuance of first Building Permit
(B)		O	Prior to approval of Occupancy Permit
(F)		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



ALDER CREEK MARKETPLACE

Folsom, CA

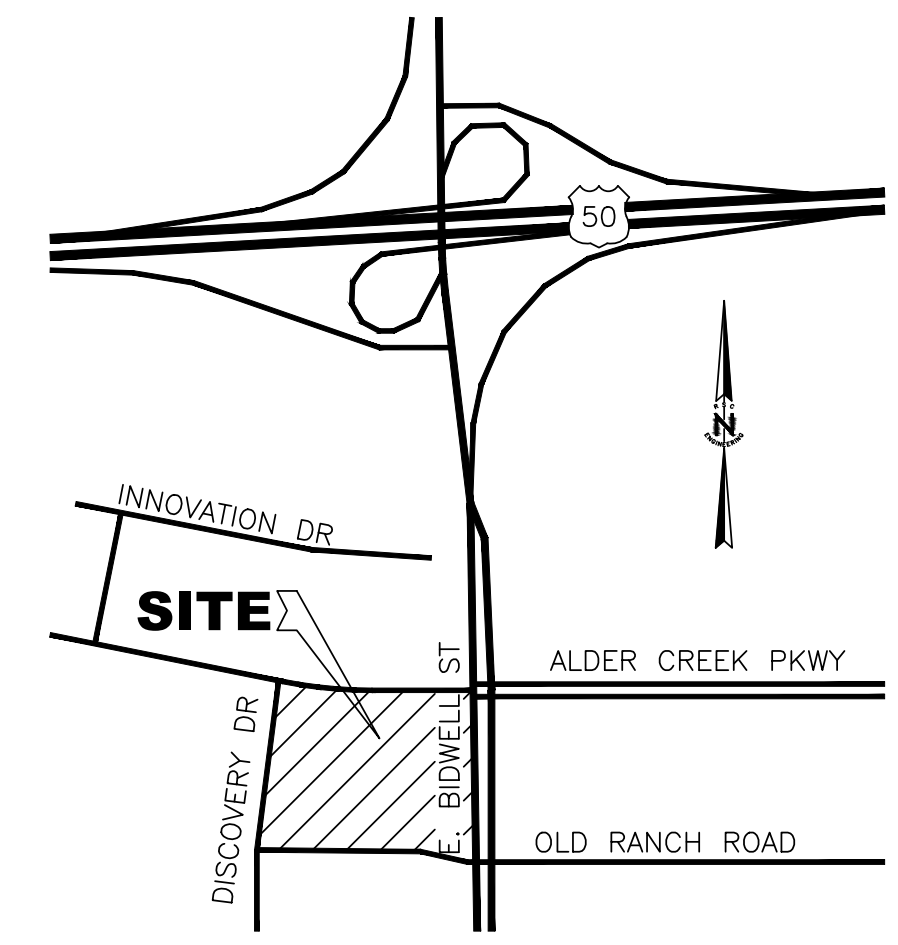
ENTITLEMENT PACKAGE

PROJECT NO. 1405-0002

September 15, 2023

Attachment 5

Tentative Parcel Map
Dated January 19, 2024



VICINITY MAP
NOT TO SCALE

ASSESSOR PARCEL NUMBER:
072-3190-055

EXISTING SITE ACREAGE:
12.985± AC (NET)
15.100± AC (GROSS)

PROPOSED SITE ACREAGE:
12.124± AC (NET)
15.100± AC (GROSS)

EXISTING LAND USE/ZONING:
A PORTION OF THE FOLSOM AREA SPECIFIC PLAN

PROPOSED NUMBER OF PARCELS:
7

GENERAL PLAN DESIGNATION:
RC

ZONING DESIGNATION:
SP-RC-PD

PROPOSED LAND USE:
GENERAL COMMERCIAL

SETBACK REQUIREMENTS:
FRONT YARD SETBACK: 20 FEET (MEASURED FROM BACK OF SIDEWALK)
SIDE YARD SETBACK: 0 FEET
REAR YARD SETBACK: 0 FEET

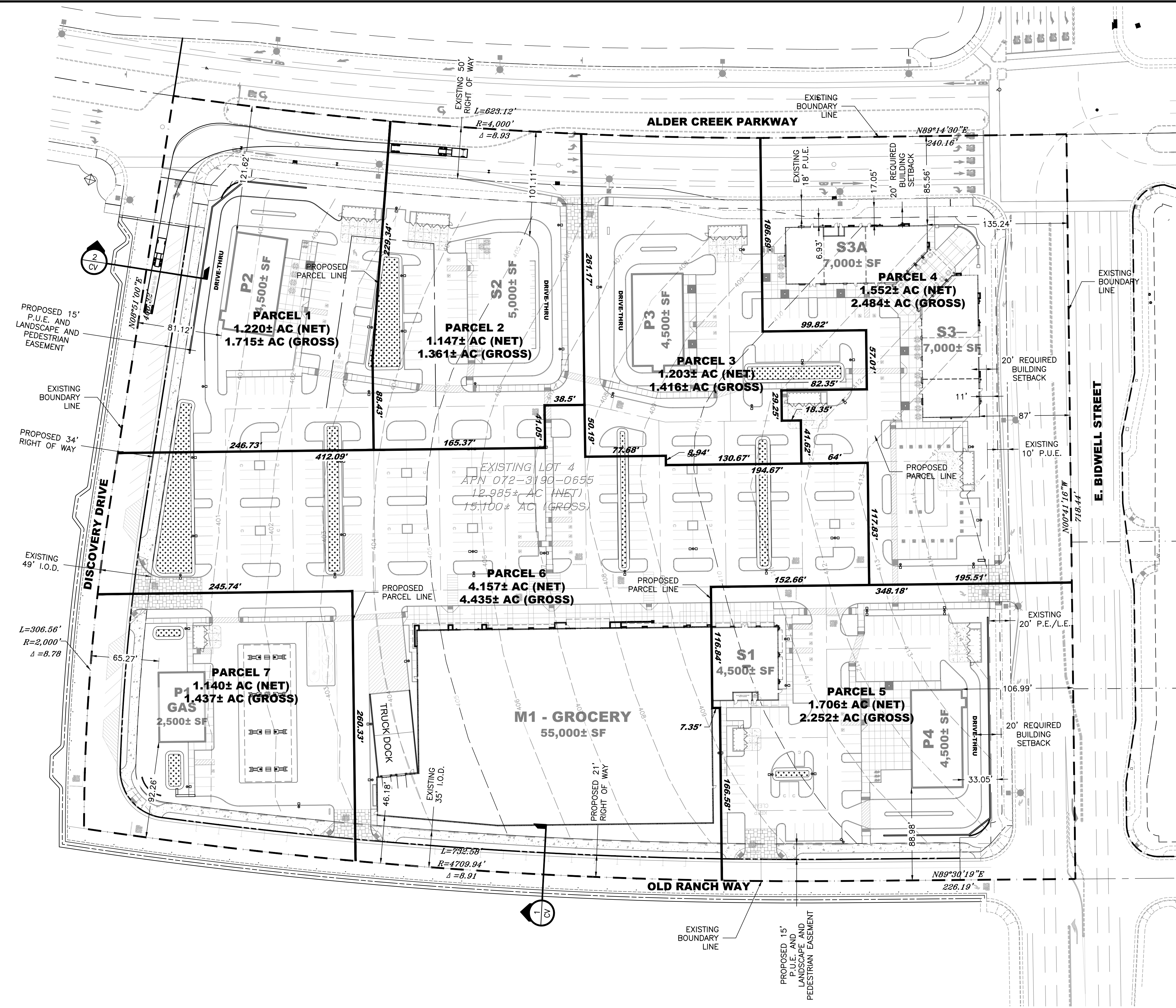
CONTOUR INTERVAL:
1' AND 5' INTERVALS
EXISTING CONTOURS PER MACKAY AND SOMPS, DATED OCTOBER 2022

FLOODZONE DESIGNATION:
LOCATED IN ZONE X PER FIRM MAP NO. 06067C0119H, EFFECTIVE DATE OF AUGUST 16, 2012

LEGEND:

- EXISTING BOUNDARY LINE
- - - EXISTING EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED PARCEL LINE
- PROPOSED RIGHT OF WAY

- NOTES:**
- LOT DIMENSIONS AND ACREAGES ARE APPROXIMATE AND SUBJECT TO CHANGE.
 - LOT LINES AND LOT AREAS MAY BE ADJUSTED AT THE TIME OF THE FINAL MAP(S), PROVIDED NO ADDITIONAL LOTS ARE CREATED, SUBJECT TO APPROVAL OF THE CITY OF FOLSOM. FLEXIBILITY IN LOT CONFIGURATION AS SHOWN HEREON IS ALLOWED PROVIDED THE NEW CONFIGURATION IS IN SUBMITTAL COMPLIANCE WITH THE APPROVED SPECIFIC PLAN, SUBJECT TO THE APPROVAL OF THE CITY OF FOLSOM.
 - THE FINAL MAPPING AND SUBSEQUENT DEVELOPMENT OF LOTS MAY BE PHASED. PHASING IS TO BE CONSISTENT WITH DEVELOPMENT AGREEMENT.
 - LOT NUMBERING IS FOR IDENTIFICATION PURPOSES ONLY AND DOES NOT INDICATE ORDER OF DEVELOPMENT.
 - ADDITIONAL EASEMENTS TO ACCOMMODATE NEW PUBLIC UTILITY IMPROVEMENTS, ACCESS REQUIRED FOR LOT DEVELOPMENT, OR OTHER SIMILAR MAPPING REQUIREMENTS NEEDED TO ACCOMPLISH THE FINAL DESIGN MAY BE ADDED PRIOR TO EACH FINAL MAP BASED ON THIS TENTATIVE MAP.
 - DEVIATIONS REQUESTED:
 - BUILDING SETBACK FROM ALDER CREEK PARKWAY TO BE 7' FROM THE PUBLIC SIDEWALK
 - BUILDING SETBACK FROM EAST BIDWELL STREET TO BE 10' FROM THE PUBLIC SIDEWALK
 - STREET SECTION TO SHOW RIGHT OF WAY AT BACK OF CURB ON OLD RANCH WAY AND DISCOVERY DRIVE. 15' P.U.E./LANDSCAPE AND PEDESTRIAN EASEMENT PROPOSED FROM RIGHT OF WAY/BACK OF CURB.



EXISTING PARCEL SIZES (NET):

EXISTING LOT	APN	NET AREA (SF)	NET AREA (AC)
4	072-3190-055	565,640±	12.985±
TOTAL		565,640±	12.985±

EXISTING PARCEL SIZES (GROSS):

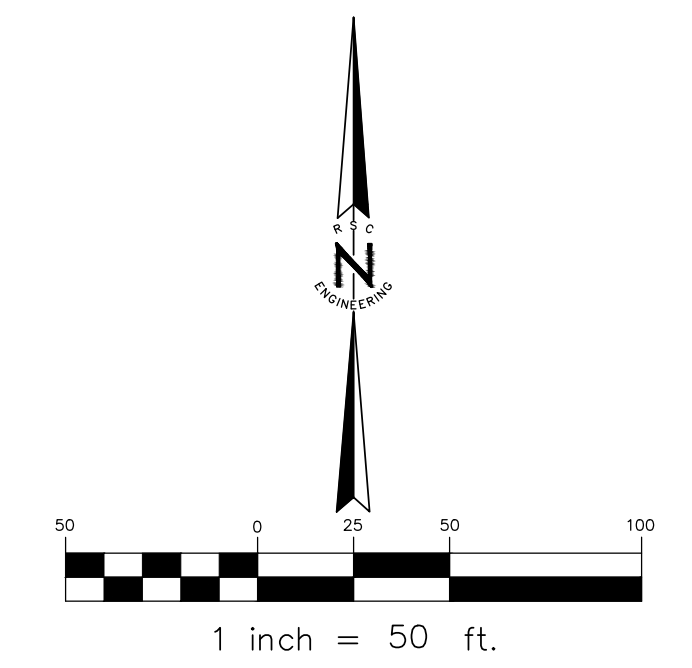
EXISTING LOT	APN	GROSS AREA (SF)	GROSS AREA (AC)
4	072-3190-055	657,773±	15.100±
TOTAL		657,773±	15.100±

RESULTANT PARCEL SIZES (NET):

PARCEL	BUILDING	NET AREA (SF)	NET AREA (AC)
1	P2	53,149±	1.220±
2	S2	49,944±	1.147±
3	P3	52,413±	1.203±
4	S3A/B	67,600±	1.552±
5	P4 & S1	74,292±	1.706±
6	M1	181,057±	4.157±
7	P1	49,648±	1.140±
TOTAL		528,104±	12.124±

RESULTANT PARCEL SIZES (GROSS):

PARCEL	BUILDING	GROSS AREA (SF)	GROSS AREA (AC)
1	P2	74,716±	1.715±
2	S2	59,227±	1.361±
3	P3	61,697±	1.416±
4	S3A/B	108,212±	2.484±
5	P4 & S1	98,092±	2.252±
6	M1	193,171±	4.435±
7	P1	62,608±	1.437±
TOTAL		657,773±	15.100±



NO.	DATE	BY	DESCRIPTION



RSC ENGINEERING
 1420 Rocky Ridge Drive, Suite 150
 Roseville, CA 95661
 Ph: 916.788.2884 Fax: 916.788.4408

PROJECT NO: 276-002
 DRAWN BY: RSC Eng
 CHECKED BY: RSC Eng
 DESIGNED BY: RSC Eng

**TENTATIVE PARCEL MAP FOR
 ALDER CREEK PHASE 2**
 E. BIDWELL ST. & OLD RANCH WAY
 FOLSOM, CA 95630

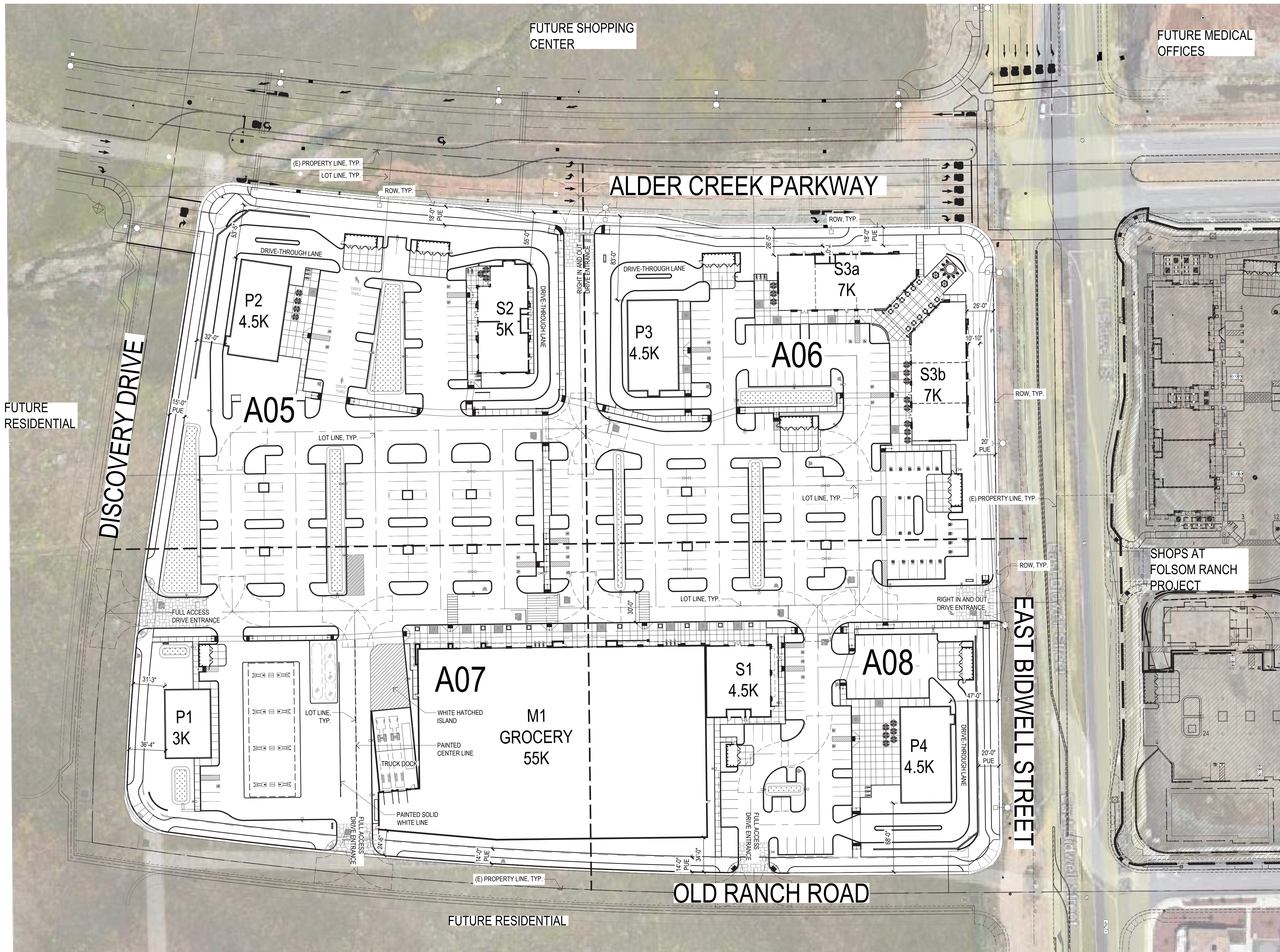
SHEET TITLE
TENTATIVE PARCEL MAP

SHEET NO.
2 OF 2

DATE: JANUARY 19, 2024

Attachment 6

Preliminary Site Plan
Dated January 23, 2024



DEVIATION:
 1. BUILDING SETBACK FROM ALDER CREEK PARKWAY TO BE 7' FROM PUBLIC SIDEWALK AND 26' - 5" FROM PROPERTY LINE.

CBC 11B COMMERCIAL PARKING SUMMARY:			
REQUIRED PARKING BY CITY CODE:	345	STALLS	
TOTAL PROVIDED PARKING:	389	STALLS	
STANDARD PARKING STALLS:			
PROVIDED STALLS	389	STALLS	REQUIRED ACCESSIBLE PARKING 8 STALLS
PROVIDED ACCESSIBLE VAN	6	STALLS	
PROVIDED ACCESSIBLE STANDARD	17	STALLS	
ELECTRIC VEHICLE PARKING:			
PROVIDED ELECTRIC CHARGING STATION DCFC*	16	STALLS	REQUIRED ELECTRIC CHARGING STATIONS 20 STALLS
PROVIDED ELECTRIC CHARGING STATIONS	4	STALLS	REQUIRED ELECTRIC ACCESSIBLE 2 STALLS
PROVIDED ELECTRIC VAN ACCESSIBLE	1	STALLS	REQUIRED ELECTRIC STANDARD ACCESSIBLE 1 STALLS
PROVIDED ELECTRIC STANDARD ACCESSIBLE	1	STALLS	REQUIRED ELECTRIC VEHICLE CAPABLE 57 STALLS
PROVIDED ELECTRIC AMBULATORY	0	STALLS	REQUIRED ELECTRIC VEHICLE STALLS 77 STALLS
PROVIDED ELECTRIC VEHICLE CAPABLE	0	STALLS	
TOTAL PROVIDED EV CHARGING STATIONS	20	STALLS	
* ONE DCFC EV CHARGER EQUAL TO FIVE LEVEL 2 EV CHARGER			
BIKE PARKING:			
PROVIDED BIKE PARKING	38	STALLS	REQUIRED BIKE PARKING 38 STALLS

ALDER CREEK MARKETPLACE

PARCEL SIZE: 15.100 +/- ACRES (LOT 4 - GROSS)
 BUILDABLE AREA: +/- 12.124 ACRES (NET)

LEASE AREAS:

MAJOR 1 - GROCERY:	55,000 SF
PAD 1 - GAS STATION:	3,000 SF
PAD 2 - DRIVE-THRU (100 SEATS):	4,500 SF
PAD 3 - DRIVE-THRU (100 SEATS):	4,500 SF
PAD 4 - DRIVE-THRU (100 SEATS):	4,500 SF
SHOPS 1 - RETAIL :	4,500 SF
SHOPS 2 - RETAIL/ DRIVE-THRU:	5,000 SF
SHOPS 3a - RETAIL:	7,000 SF
SHOPS 3b - RETAIL:	7,000 SF

TOTAL LEASE AREA: 95,000 SF

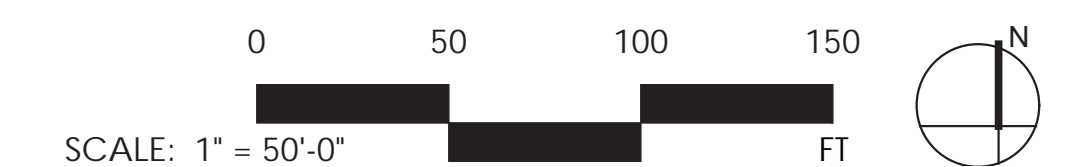
CITY PARKING REQUIREMENT:

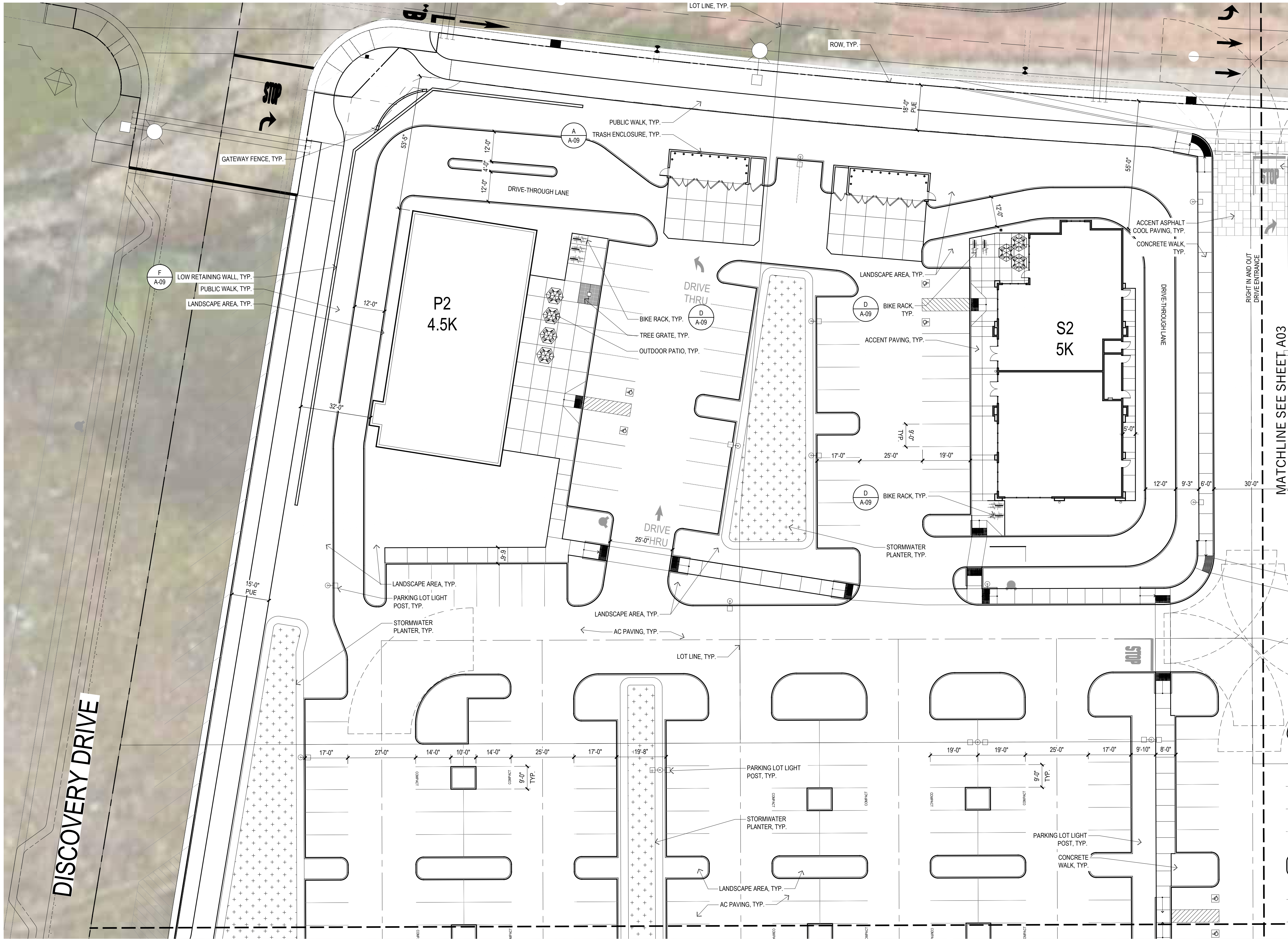
RETAIL REQ. PARKING (3/ 1,000 SF*)	245
DRIVE THRU REQ. PARKING (1 PER 3 SEATS)	100
TOTAL REQUIRED STALLS:	345

PROVIDED STALLS: **389**
 PROVIDED PARKING RATIO: **4.1/ 1,000 SF**

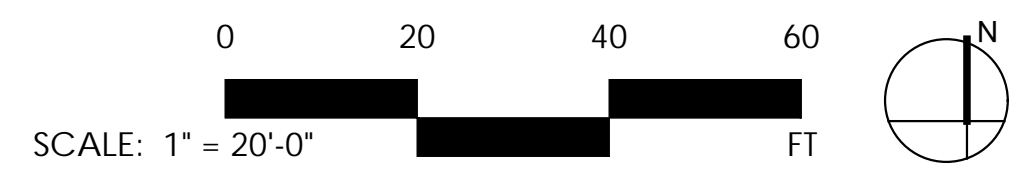
*If located within a shopping center or other mixed-use development which is predominantly retail commercial, the retail commercial parking requirement applies, provided that there are mutual parking agreements and the total cumulative gross floor area of the eating establishment(s) do(es) not exceed ten percent of the gross floor area of the shopping center.

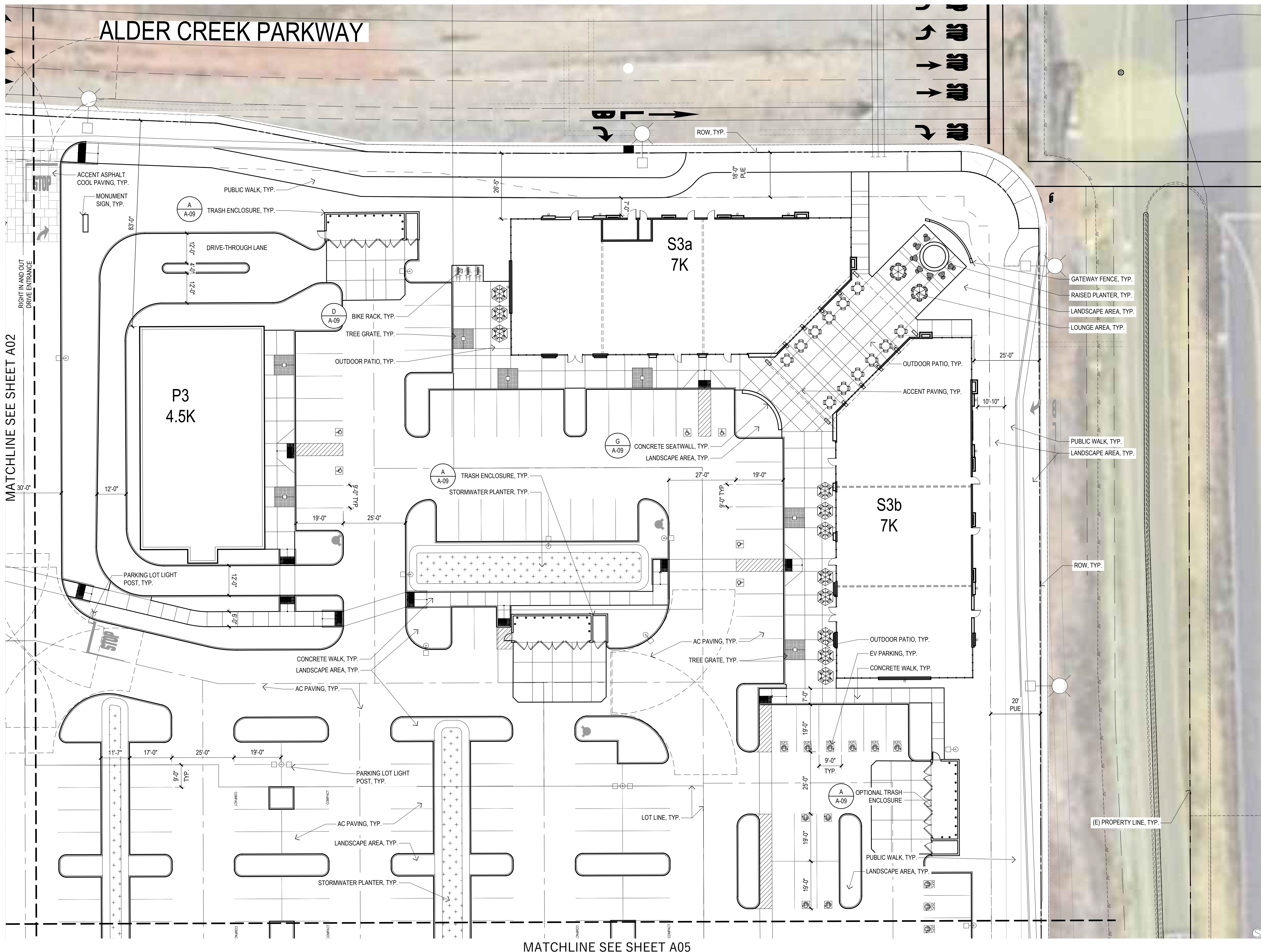
PARKING STALL DIMENSIONS: 9' WIDE X 19' DEEP





MATCHLINE SEE SHEET A04

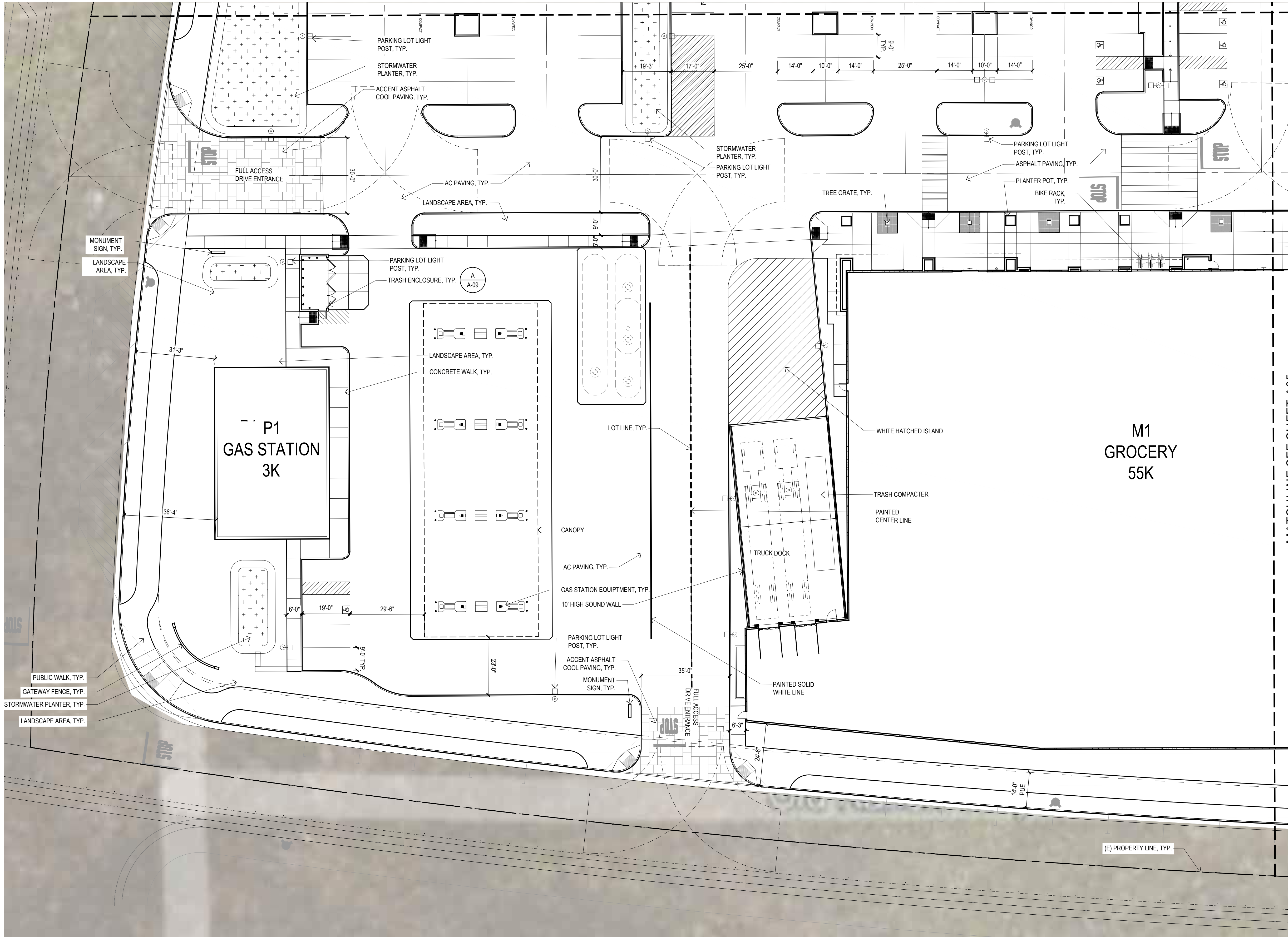




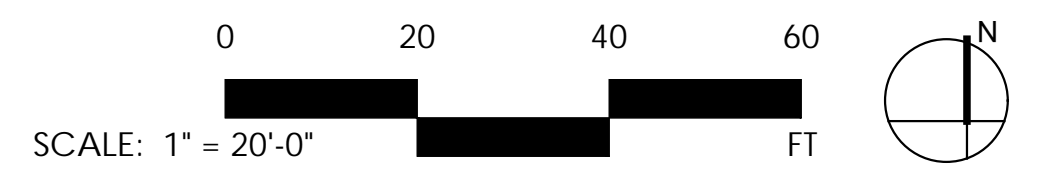
*The Folsom Plan Area Specific Plan General Commercial (SP-GC) has a front yard set back of 20' from back of sidewalk, which we want to reduce to have a better corner feature. We would like East Bidwell St. front yard setback to be 10' from back of sidewalk. We would like Alder Creek Pkwy front yard setback to be 7' from back of sidewalk. There is an exception to our setback in the Town Center where the front yard setback is 0 from back of curb.

The shops 3 building at the corner of East Bidwell and Alder Creek Parkway has been designed following the Town Center Urban Elements include a significant corner with a prominent steel framed entry archway. Alder Creek Pkwy, and East Bidwell both have detached walks that provide a significant set back from street. Our proposed setback on Alder Creek Pkwy is a 10' landscape strip, 8' sidewalk, and 7' setback from the back of walk to face of building, which is 25' from the Right of way/ back of curb to building face.

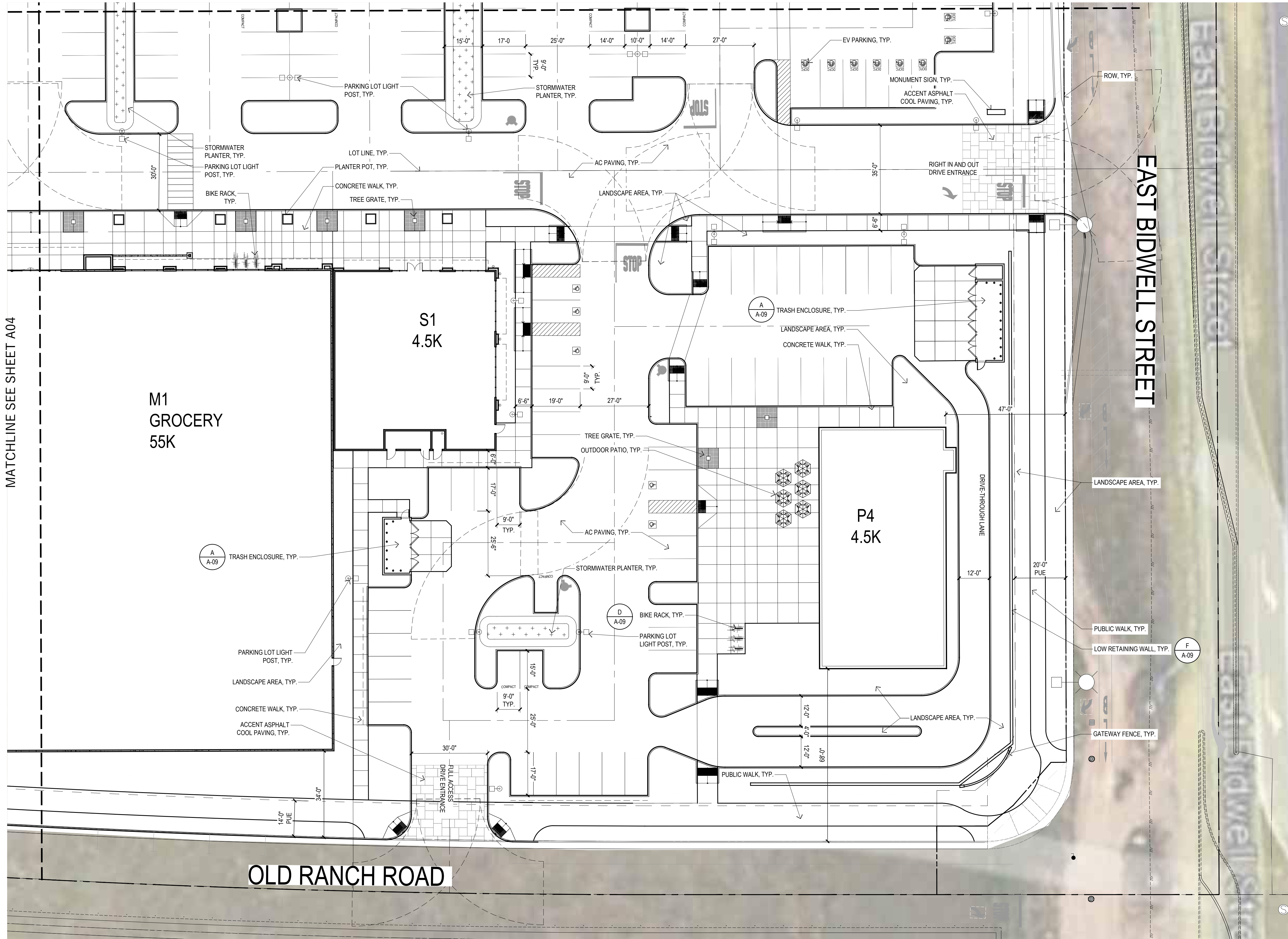
Our proposed setback on East Bidwell St. is a 8' landscape strip, 6' sidewalk, and 10' setback from the back of walk to face of building, which is 24' from the Right of way/ back of curb to building face. The property to the north of Alder Creek Market Place is a Regional Commercial (SP-RC) and has a front yard setback of 0' and the property to the west is the Town Center and has a front yard setback of 0'. Our proposed setback would be more constant with the surrounding properties and allow an architectural feature at a prominent corner.



MATCHLINE SEE SHEET A05

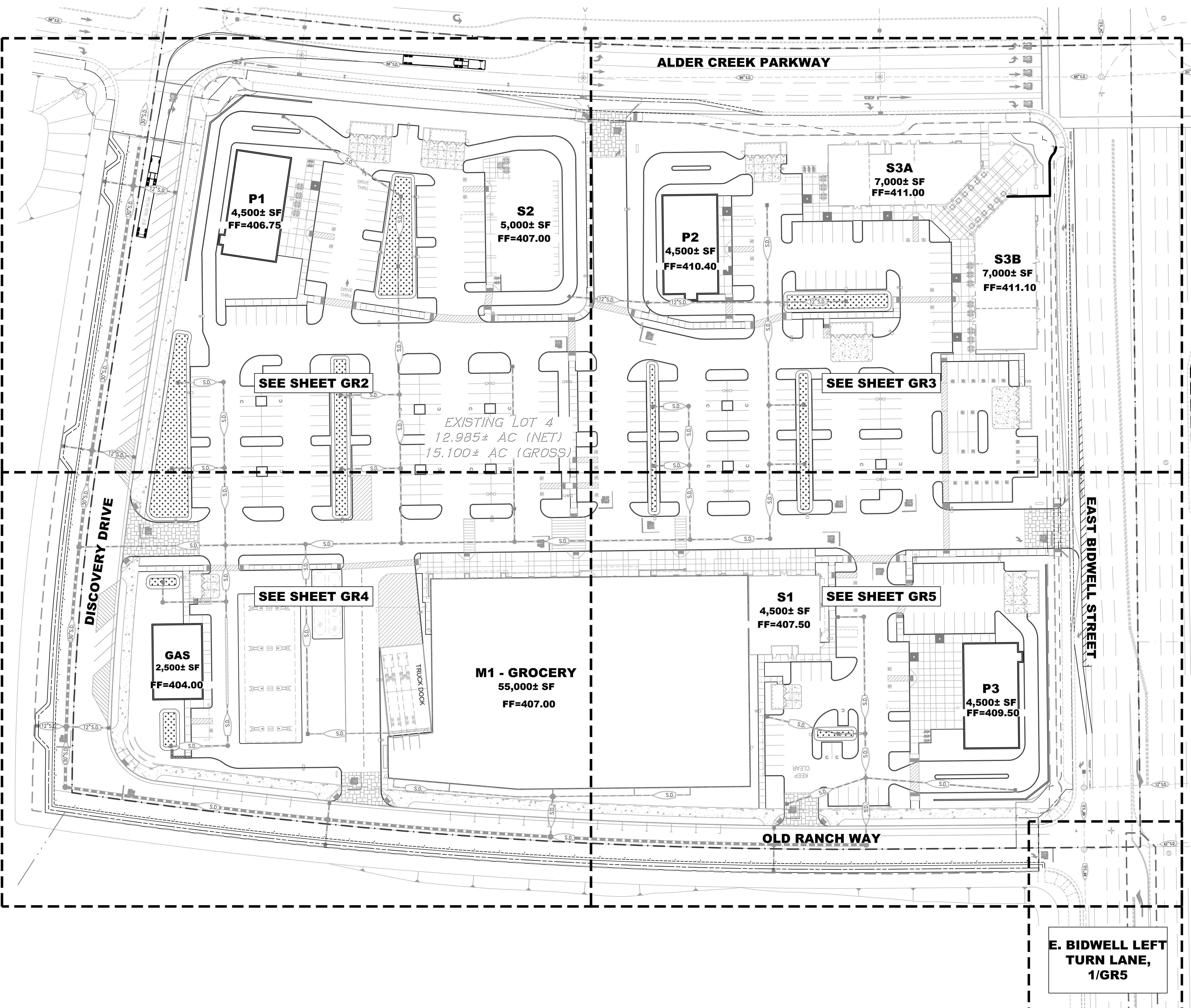


MATCHLINE SEE SHEET A03



Attachment 7

Preliminary Grading and Drainage Plan Dated January 19, 2024



EAGLE COMMERCIAL PARTNERS, LLC
 100 PINE ST, 29TH FLOOR
 SAN FRANCISCO, CA 94111

REV	DATE	DESCRIPTION



RSC ENGINEERING
 1420 Rocky Ridge Drive, Suite 150
 Roseville, CA 95661
 Ph: 916.788.2884 Fax: 916.788.4408

PROJECT NO: 276-002
 DRAWN BY: RSC Eng
 CHECKED BY: RSC Eng
 DESIGNED BY: RSC Eng

ALDER CREEK RETAIL
 ALDER CREEK PKWY & E. BIDWELL ST.
 FOLSOM, CA 95630

SHEET TITLE
PRELIMINARY OVERALL GRADING PLAN

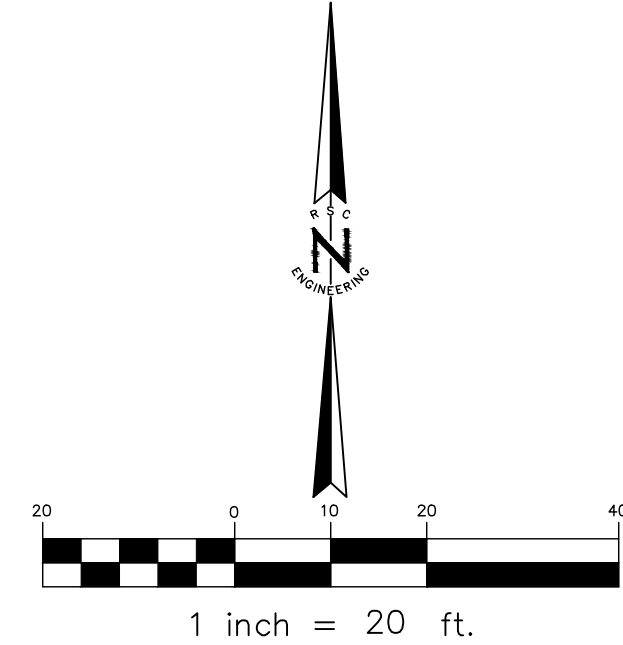
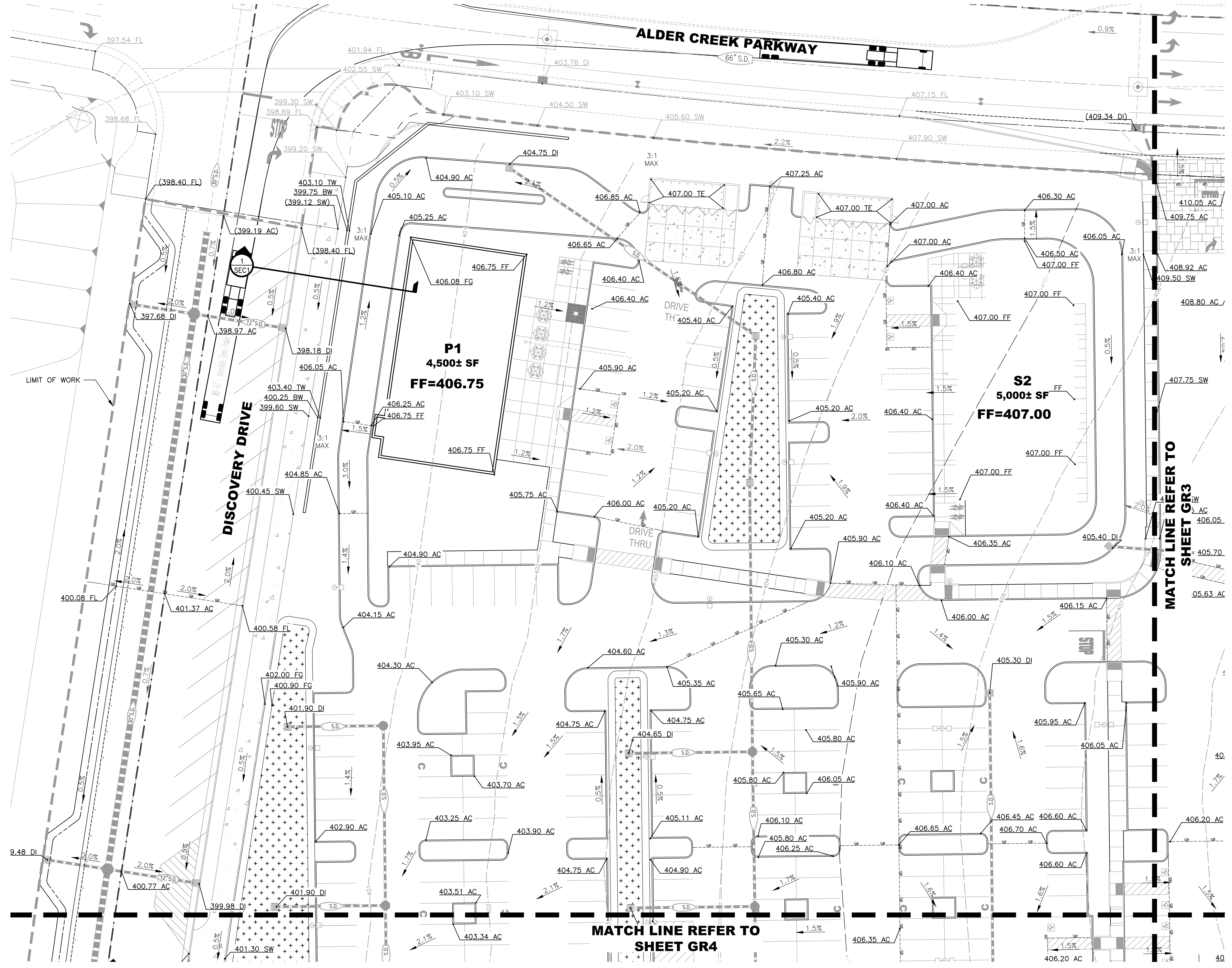
SHEET NO.
GR1

DATE: JANUARY 19, 2024

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 PLOT DATE: Jan 18, 2024 - 5:27:27 PM

LEGEND

- 165.70 AC PROPOSED TOP OF AC ELEVATION
- 165.70 FL PROPOSED FLOW LINE ELEVATION
- 165.70 TC PROPOSED TOP OF CURB ELEVATION
- (165.70 FG) MATCH EXISTING ELEVATION
- 165.70 AC EXISTING TOP OF AC ELEVATION
- 165.70 FL EXISTING FLOW LINE ELEVATION
- 165.70 TC EXISTING TOP OF CURB ELEVATION
- - - - - PROPOSED GRADE BREAK
- 2.5% GRADE SLOPE AS INDICATED
- - - - - PROPOSED YARD SWALE FLOW LINE
- - - - - EXISTING MINOR CONTOUR
- - - - - EXISTING MAJOR CONTOUR



EAGLE COMMERCIAL PARTNERS, LLC
 100 PINE ST, 29TH FLOOR
 SAN FRANCISCO, CA 94111

REV	DATE	DESCRIPTION



RSC ENGINEERING
 1420 Rocky Ridge Drive, Suite 150
 Roseville, CA 95661
 Ph: 916.788.2884 Fax: 916.788.4408

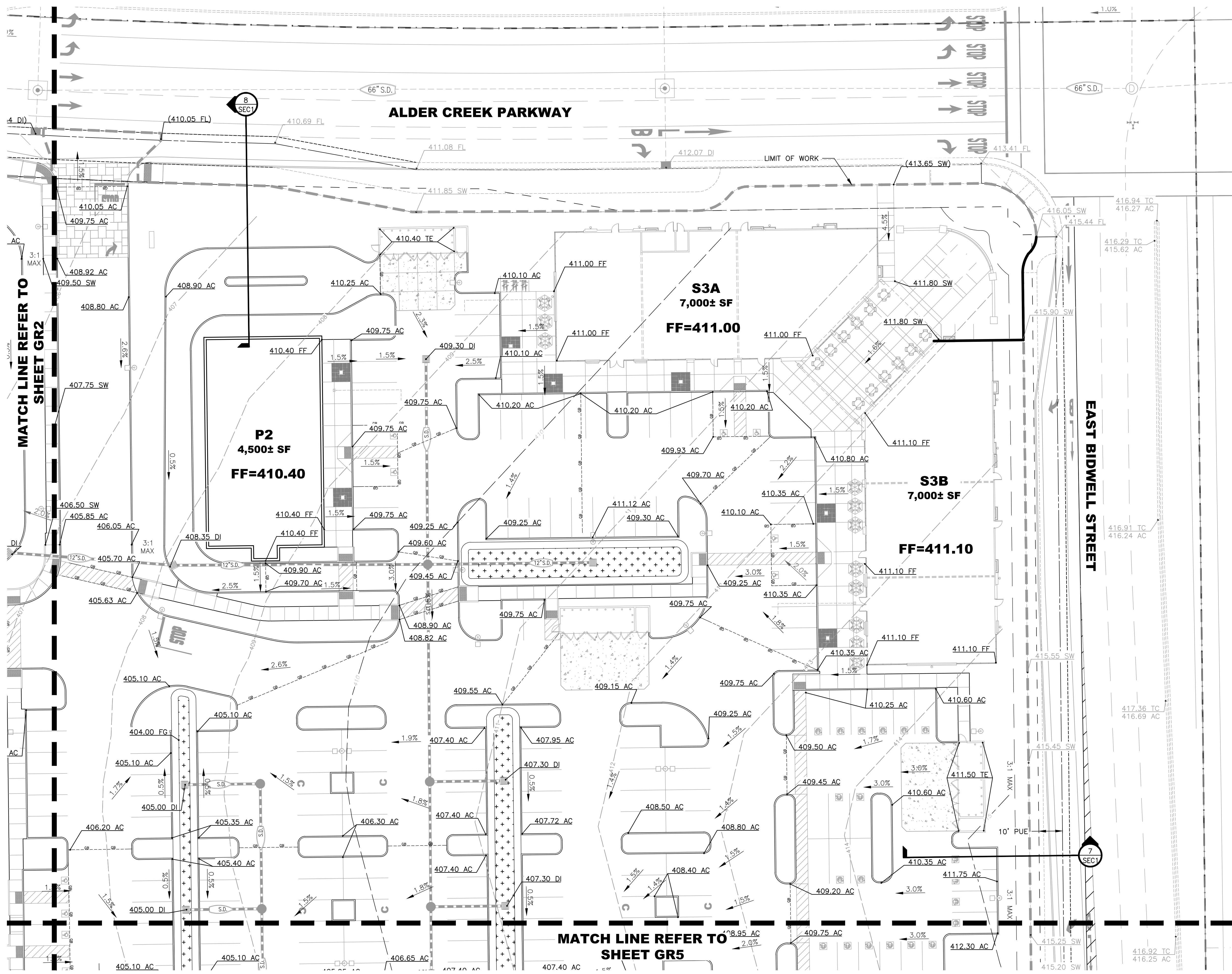
PROJECT NO: 276-002
 DRAWN BY: RSC Eng
 CHECKED BY: RSC Eng
 DESIGNED BY: RSC Eng

ALDER CREEK RETAIL
 ALDER CREEK PKWY & E. BIDWELL ST.
 FOLSOM, CA 95630

SHEET TITLE
PRELIMINARY GRADING PLAN

SHEET NO.
GR2

DATE: JANUARY 19, 2024



LEGEND

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—165.70 FL	PROPOSED FLOW LINE ELEVATION
—165.70 TC	PROPOSED TOP OF CURB ELEVATION
(-165.70 FG)	MATCH EXISTING ELEVATION
—165.70 AC	EXISTING TOP OF AC ELEVATION
—165.70 FL	EXISTING FLOW LINE ELEVATION
—165.70 TC	EXISTING TOP OF CURB ELEVATION
---	PROPOSED GRADE BREAK
2.5%	GRADE SLOPE AS INDICATED
---	PROPOSED YARD SWALE FLOW LINE
-164-	EXISTING MINOR CONTOUR
-165-	EXISTING MAJOR CONTOUR

EAGLE COMMERCIAL PARTNERS, LLC
 100 PINE ST, 29TH FLOOR
 SAN FRANCISCO, CA 94111

REV	DATE	DESCRIPTION



RSC ENGINEERING
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PROJECT NO: 276-002
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 DESIGNED BY: RSC Eng

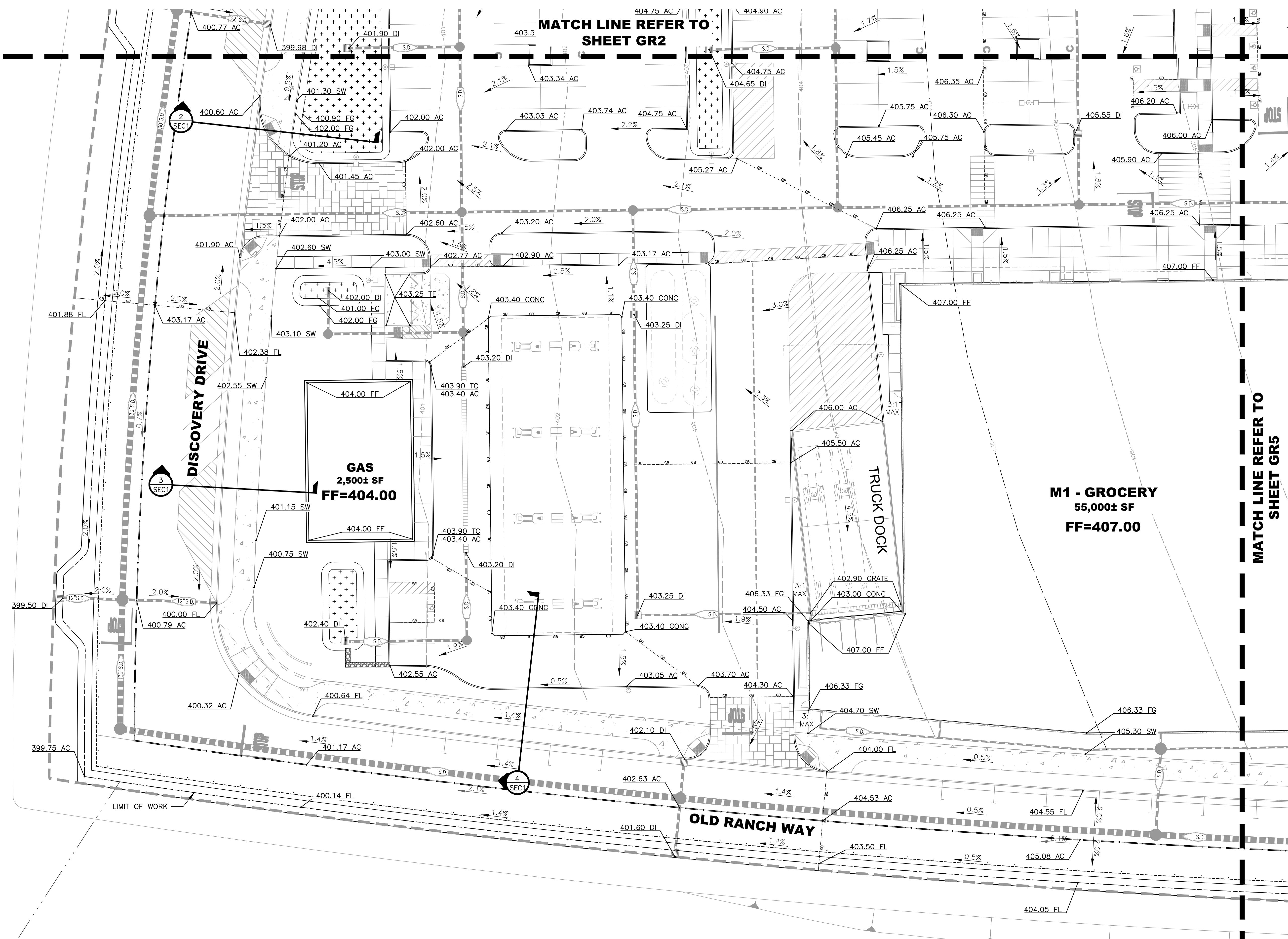
ALDER CREEK RETAIL
 ALDER CREEK PKWY & E. BIDWELL ST.
 FOLSOM, CA 95630

SHEET TITLE
PRELIMINARY GRADING PLAN

SHEET NO.
GR3

DATE: JANUARY 19, 2024

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 PLOT DATE: Jan 18, 2024 11:35 AM
 PLOT SCALE: 1/4" = 1'-0"



LEGEND

—165.70 AC	PROPOSED TOP OF AC ELEVATION
—165.70 FL	PROPOSED FLOW LINE ELEVATION
—165.70 TC	PROPOSED TOP OF CURB ELEVATION
(-165.70 FG)	MATCH EXISTING ELEVATION
—165.70 AC	EXISTING TOP OF AC ELEVATION
—165.70 FL	EXISTING FLOW LINE ELEVATION
—165.70 TC	EXISTING TOP OF CURB ELEVATION
- - - - -	PROPOSED GRADE BREAK
2.5%	GRADE SLOPE AS INDICATED
- - - - -	PROPOSED YARD SWALE FLOW LINE
- - - - -	EXISTING MINOR CONTOUR
- - - - -	EXISTING MAJOR CONTOUR

EAGLE COMMERCIAL PARTNERS, LLC
 100 PINE ST, 29TH FLOOR
 SAN FRANCISCO, CA 94111

REV	DATE	DESCRIPTION



RSC ENGINEERING
 1420 Rocky Ridge Drive, Suite 150
 Roseville, CA 95661
 Ph: 916.788.2884 Fax: 916.788.4408

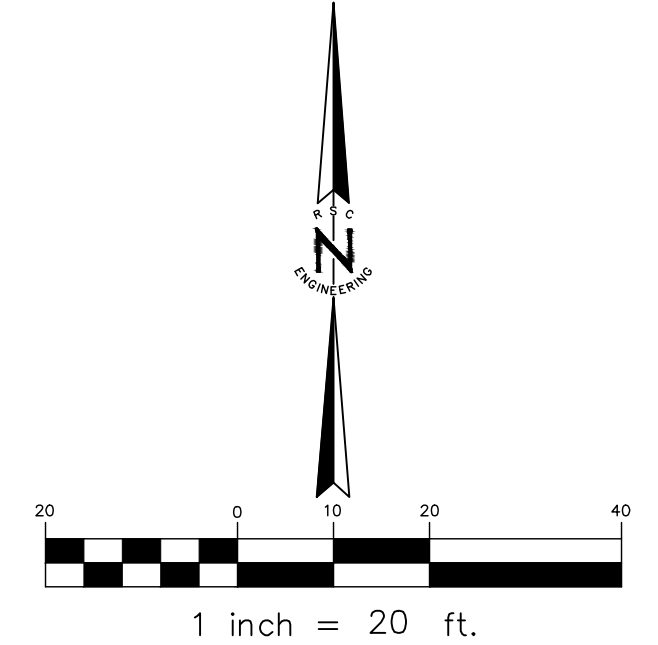
PROJECT NO: 276-002
 DRAWN BY: RSC Eng
 CHECKED BY: RSC Eng
 DESIGNED BY: RSC Eng

ALDER CREEK RETAIL
 ALDER CREEK PKWY & E. BIDWELL ST.
 FOLSOM, CA 95630

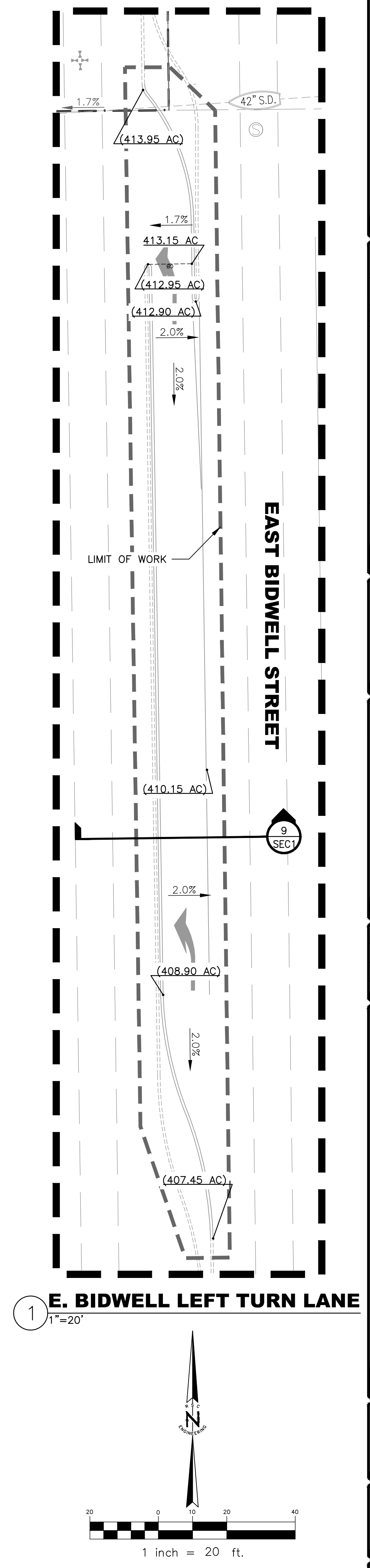
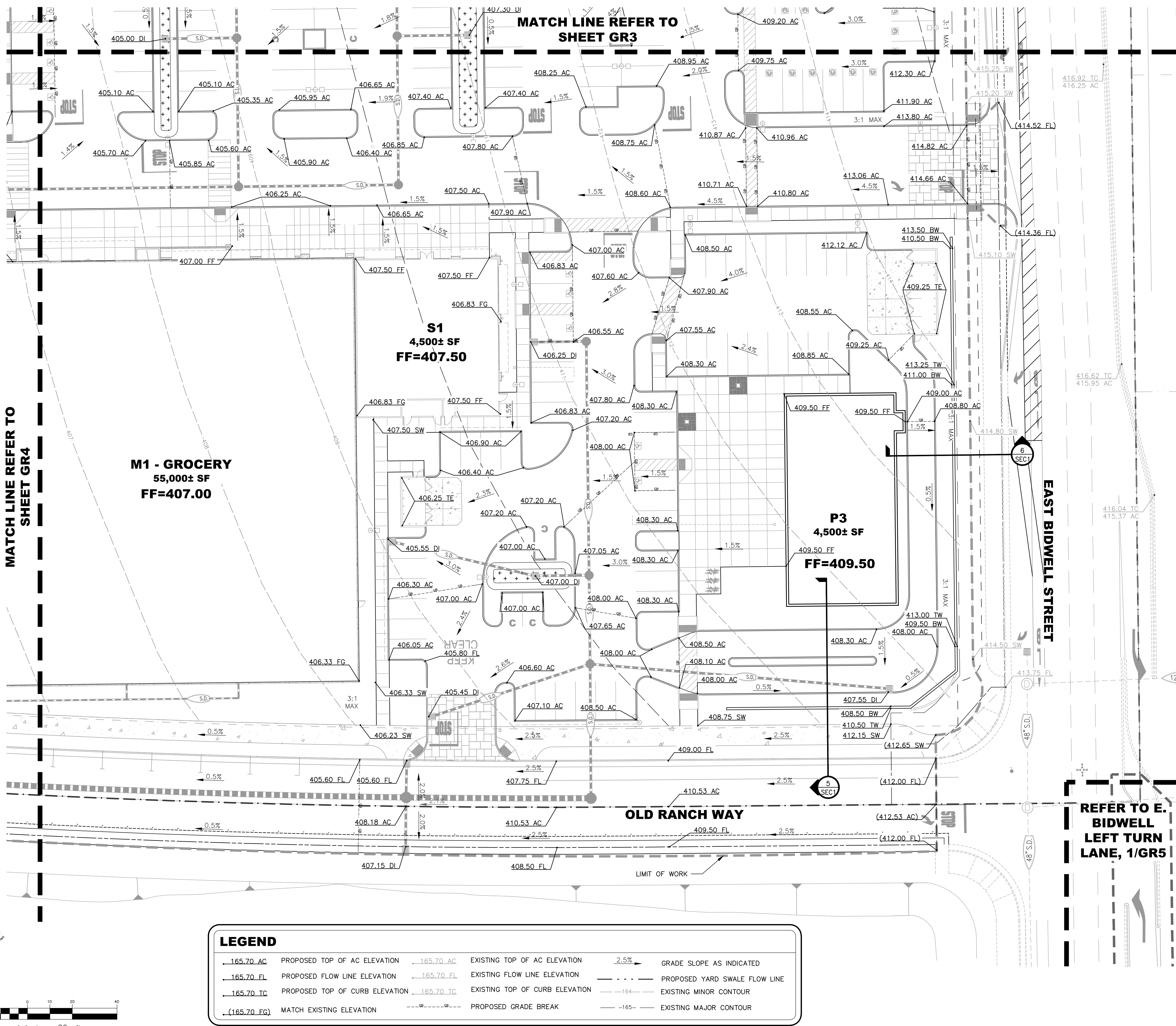
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PRELIMINARY GRADING PLAN

SHEET NO.
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DATE: JANUARY 19, 2024



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 PLOT DATE: Jan 18, 2024 11:53:57 AM



EAGLE COMMERCIAL PARTNERS, LLC
100 PINE ST, 29TH FLOOR
SAN FRANCISCO, CA 94111

REV	DATE	DESCRIPTION



RSC ENGINEERING
1420 Rocky Ridge Drive, Suite 150
Roseville, CA 95661
Ph: 916.768.2884 Fax: 916.788.4408

PROJECT NO: 276-002
DRAWN BY: RSC Eng
CHECKED BY: RSC Eng
DESIGNED BY: RSC Eng

ALDER CREEK RETAIL
ALDER CREEK PKWY & E. BIDWELL ST.
FOLSOM, CA 95630

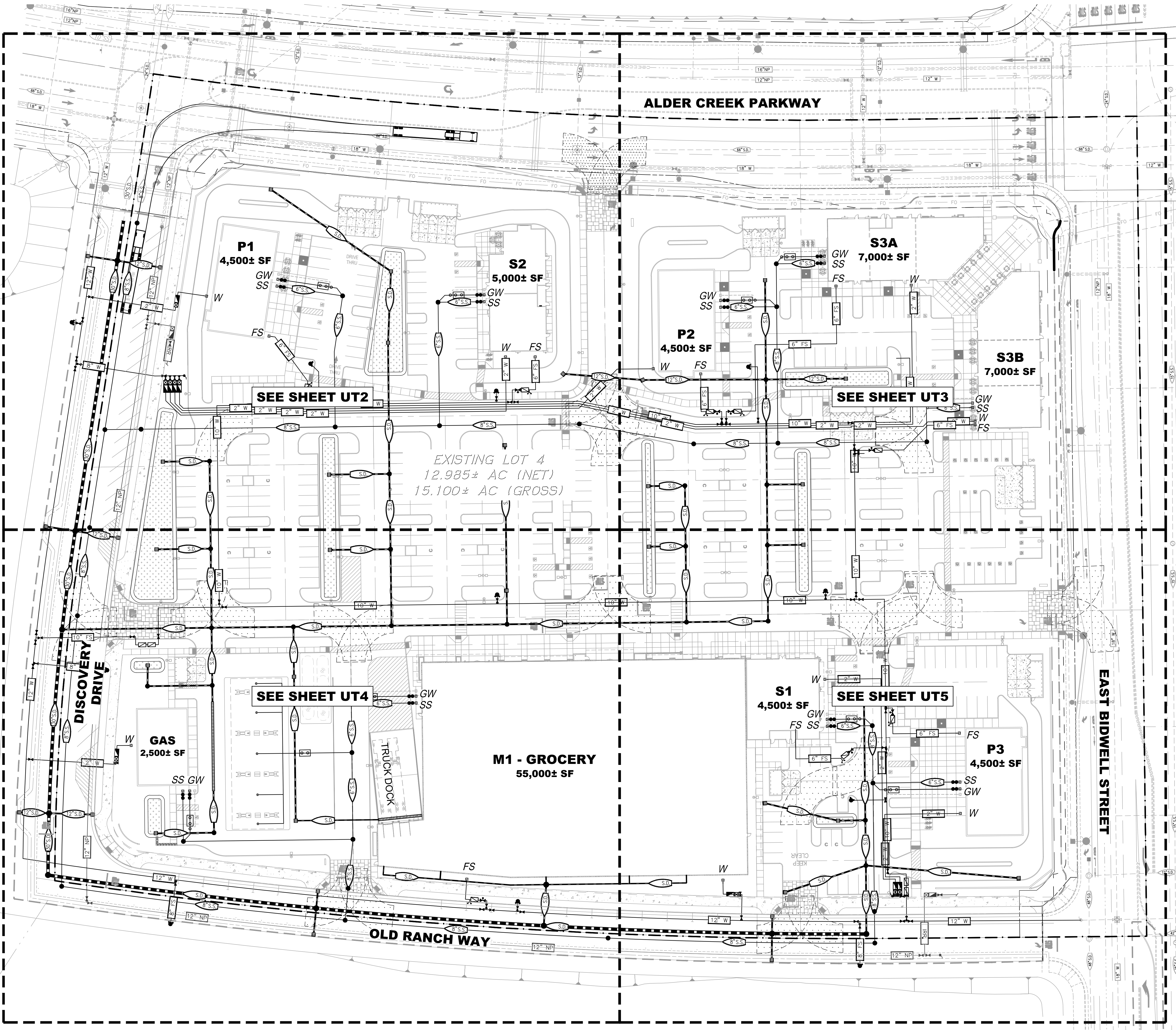
SHEET TITLE
PRELIMINARY GRADING PLAN

SHEET NO.
GR5

DATE: JANUARY 19, 2024

Attachment 8

Preliminary Utility Plan Dated January 19, 2024



LEGEND

- PROPOSED WATER LINE
- EXISTING WATER LINE
- PROPOSED NON-POTABLE WATER LINE
- EXISTING NON-POTABLE WATER LINE
- PROPOSED SANITARY SEWER
- EXISTING SANITARY SEWER
- PROPOSED STORM DRAIN
- EXISTING STORM DRAIN
- PROPOSED FIRE PROTECTION ASSEMBLY
- PROPOSED BACKFLOW PREVENTER
- PROPOSED FIRE DEPARTMENT CONNECTION
- PROPOSED FIRE HYDRANT
- PROPOSED SANITARY SEWER MANHOLE
- EXISTING SANITARY SEWER MANHOLE
- PROPOSED STORM DRAIN MANHOLE
- EXISTING STORM DRAIN MANHOLE
- PROPOSED STORM DRAIN INLET
- EXISTING STORM DRAIN INLET
- PROPOSED GALLON GREASE INTERCEPTOR
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- LIMIT OF WORK
- PROPOSED FIRE TRUCK ACCESS ROUTE

25'
 R=50'
 R=25'

- W** — DOMESTIC SERVICE WATER CONNECTION
- FS** — FIRE SPRINKLER SERVICE CONNECTION
- SS** — 6" SANITARY SEWER CONNECTION
- GW** — 4" GREASE WASTE SEWER CONNECTION

EAGLE COMMERCIAL PARTNERS, LLC
 100 PINE ST., 29TH FLOOR
 SAN FRANCISCO, CA 94111

REV.	DATE	DESCRIPTION



RSC ENGINEERING
 1420 Rocky Ridge Drive, Suite 150
 Roseville, CA 95661
 Ph: 916.788.2884 Fax: 916.788.4408

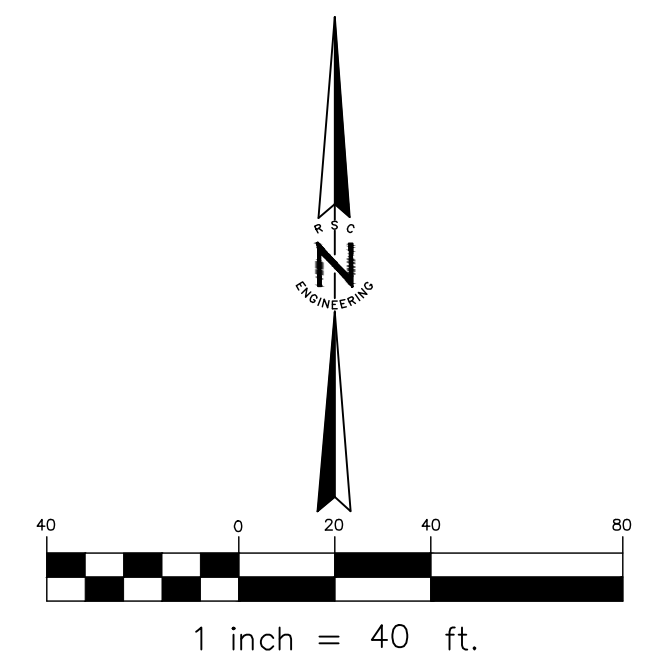
PROJECT NO: 276-002
 DRAWN BY: RSC Eng
 CHECKED BY: RSC Eng
 DESIGNED BY: RSC Eng

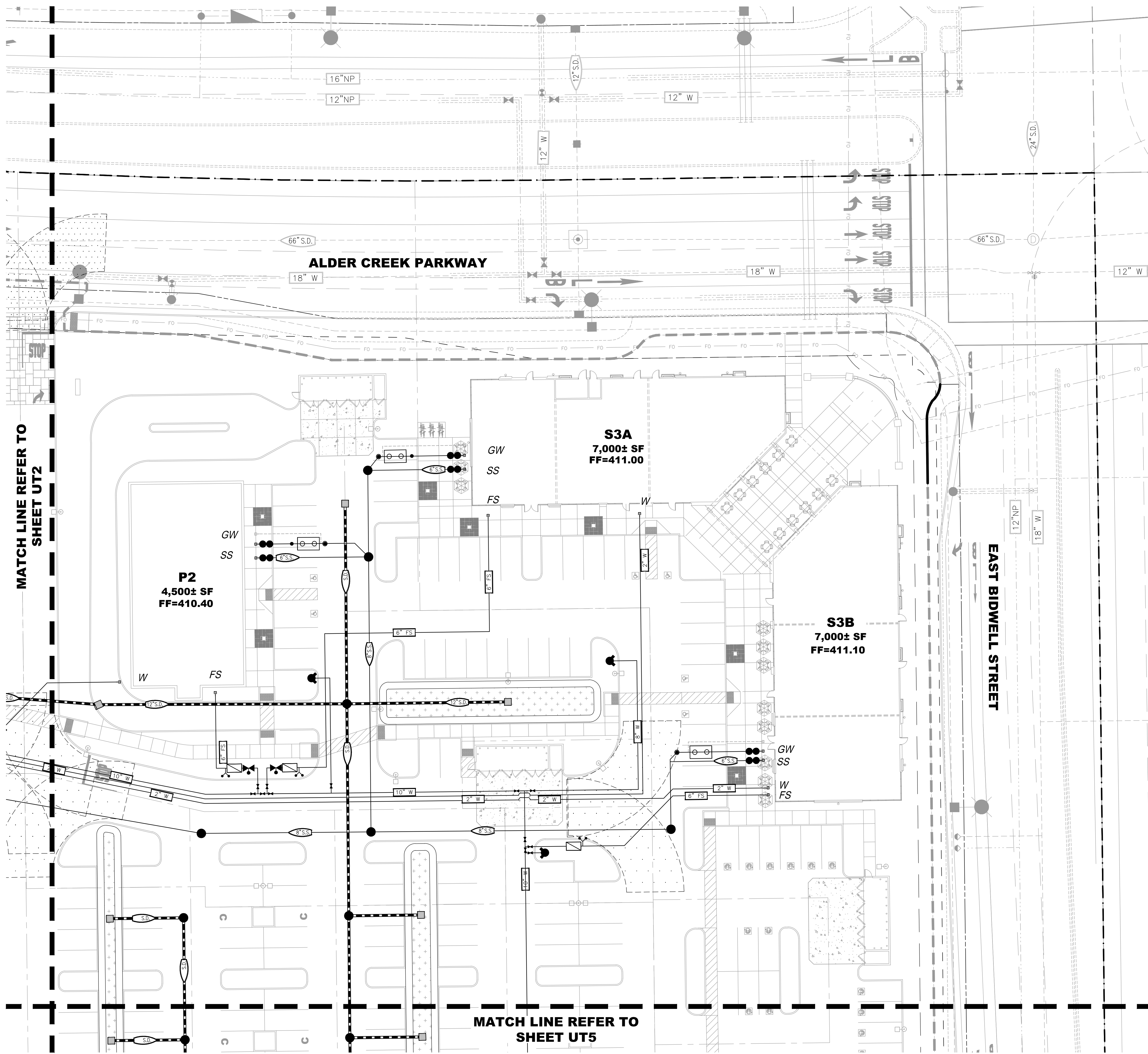
ALDER CREEK RETAIL
 ALDER CREEK PKWY & E. BIDWELL ST.
 FOLSOM, CA 95630

SHEET TITLE
PRELIMINARY UTILITY PLAN

SHEET NO.
UT1

DATE: JANUARY 19, 2024





LEGEND

- 12" W — PROPOSED WATER LINE
- 8" W — EXISTING WATER LINE
- 12" NP — PROPOSED NON-POTABLE WATER LINE
- 8" NP — EXISTING NON-POTABLE WATER LINE
- 8" S.S. — PROPOSED SANITARY SEWER
- 8" S.S. — EXISTING SANITARY SEWER
- 12" S.D. — PROPOSED STORM DRAIN
- 12" S.D. — EXISTING STORM DRAIN
- [Symbol] — PROPOSED FIRE PROTECTION ASSEMBLY
- [Symbol] — PROPOSED BACKFLOW PREVENTER
- [Symbol] — PROPOSED FIRE DEPARTMENT CONNECTION
- [Symbol] — PROPOSED FIRE HYDRANT
- [Symbol] — PROPOSED SANITARY SEWER MANHOLE
- [Symbol] — EXISTING SANITARY SEWER MANHOLE
- [Symbol] — PROPOSED STORM DRAIN MANHOLE
- [Symbol] — EXISTING STORM DRAIN MANHOLE
- [Symbol] — PROPOSED STORM DRAIN INLET
- [Symbol] — EXISTING STORM DRAIN INLET
- [Symbol] — PROPOSED GALLON GREASE INTERCEPTOR
- --- EXISTING PROPERTY LINE
- --- EXISTING EASEMENT
- --- LIMIT OF WORK
- [Symbol] — PROPOSED FIRE TRUCK ACCESS ROUTE
- W — DOMESTIC SERVICE WATER CONNECTION
- FS — FIRE SPRINKLER SERVICE CONNECTION
- SS — 6" SANITARY SEWER CONNECTION
- GW — 4" GREASE WASTE SEWER CONNECTION

EAGLE COMMERCIAL PARTNERS, LLC
 100 PINE ST., 29TH FLOOR
 SAN FRANCISCO, CA 94111

REV.	DATE	BY	ENG. INC.	CITY APPROVED	DESCRIPTION



RSC ENGINEERING
 1420 Rocky Ridge Drive, Suite 150
 Roseville, CA 95661
 Ph: 916.788.2884 Fax: 916.788.4408

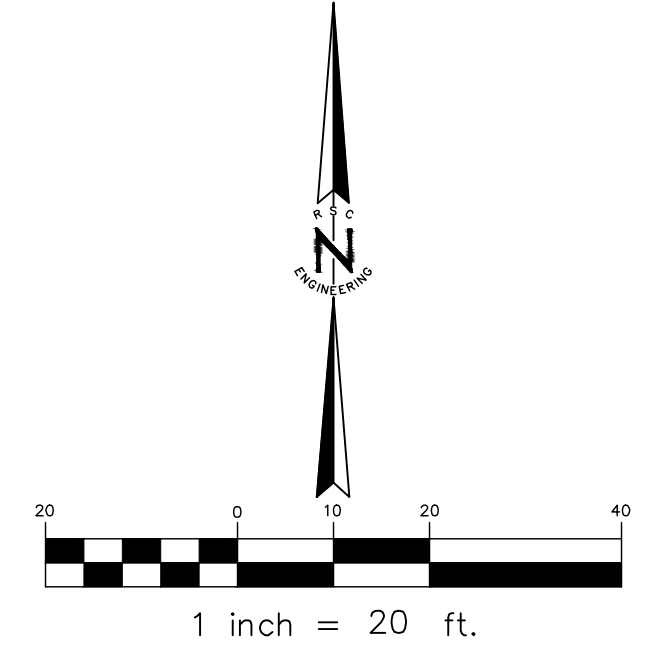
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 DRAWN BY: RSC Eng
 CHECKED BY: RSC Eng
 DESIGNED BY: RSC Eng

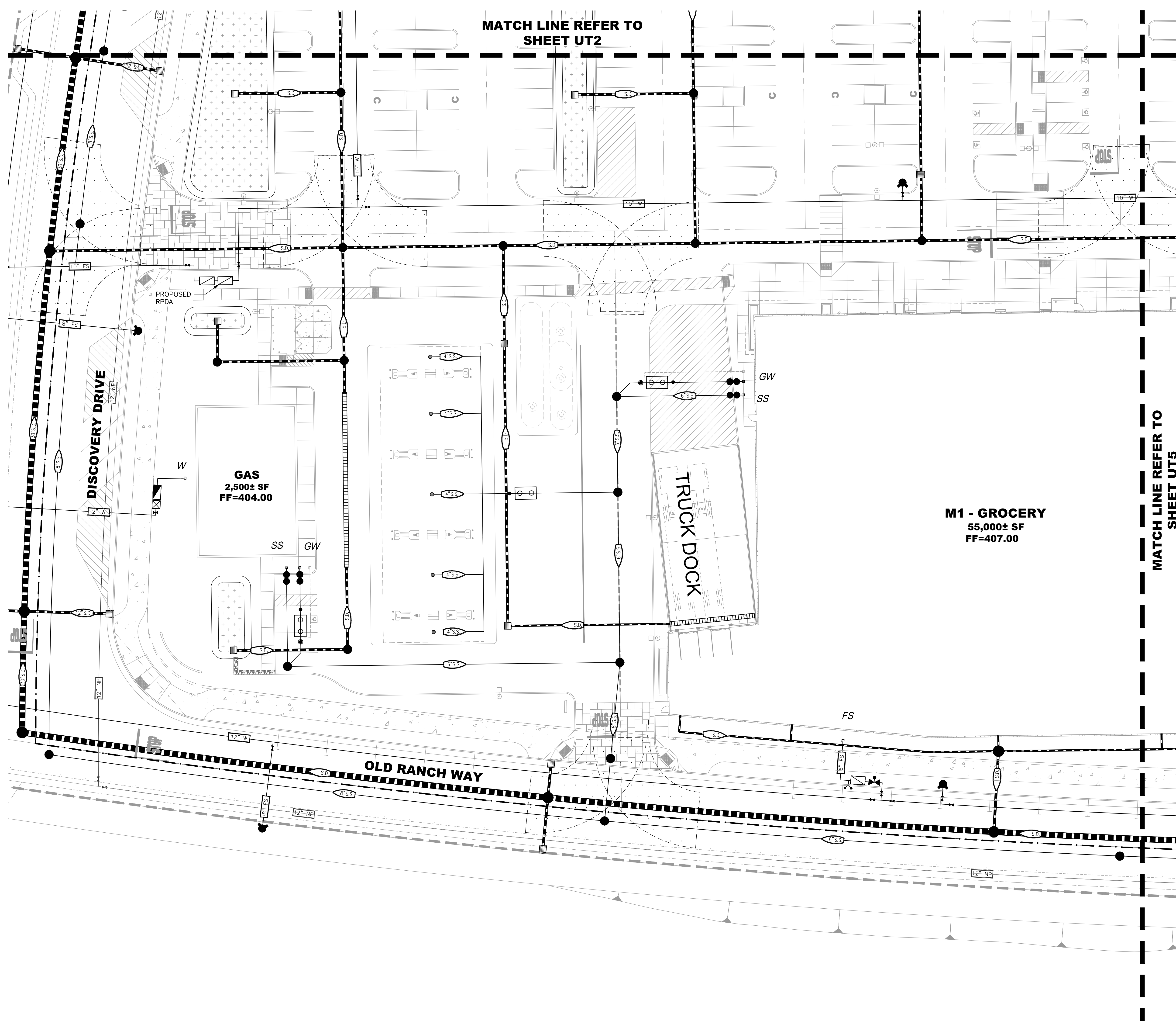
ALDER CREEK RETAIL
 ALDER CREEK PKWY & E. BIDWELL ST.
 FOLSOM, CA 95630

SHEET TITLE
PRELIMINARY UTILITY PLAN

SHEET NO.
UT3

DATE: JANUARY 19, 2024





LEGEND

- W
- W
- NP
- NP
- S.S.
- S.S.
- S.D.
- S.D.
- GW — 4" GREASE WASTE SEWER CONNECTION

EAGLE COMMERCIAL PARTNERS, LLC
 100 PINE ST., 29TH FLOOR
 SAN FRANCISCO, CA 94111

REV.	DATE	DESCRIPTION



RSC ENGINEERING
 1420 Rocky Ridge Drive, Suite 150
 Roseville, CA 95661
 Ph: 916.788.2884 Fax: 916.788.4408

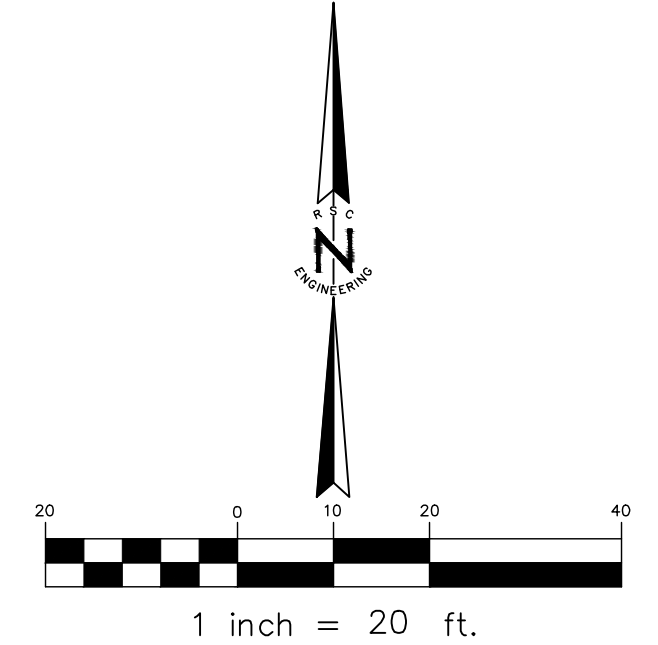
PROJECT NO: 276-002
 DRAWN BY: RSC Eng
 CHECKED BY: RSC Eng
 DESIGNED BY: RSC Eng

ALDER CREEK RETAIL
 ALDER CREEK PKWY & E. BIDWELL ST.
 FOLSOM, CA 95630

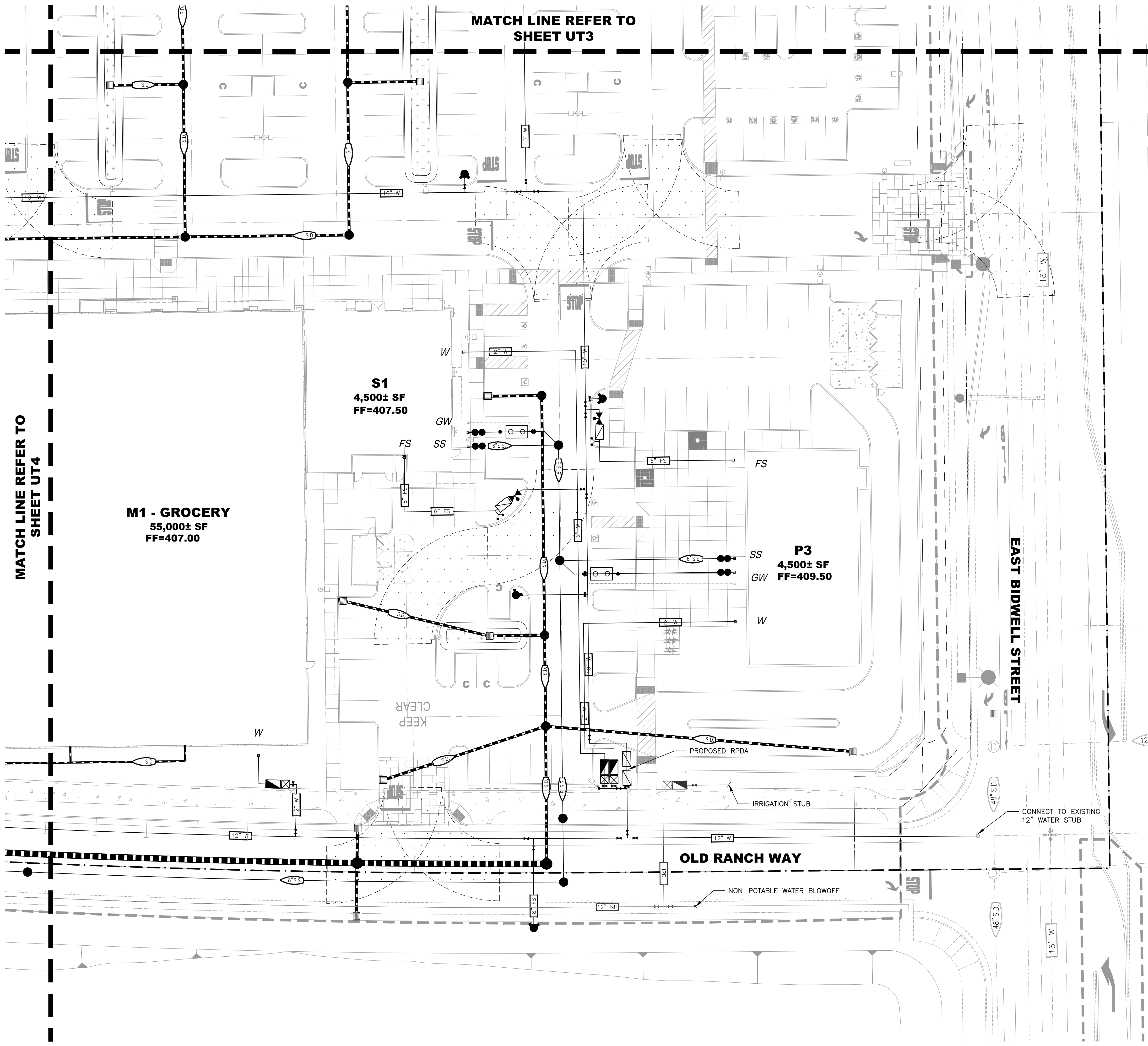
SHEET TITLE
PRELIMINARY UTILITY PLAN

SHEET NO.
UT4

DATE: JANUARY 19, 2024



08/20/24, 10:00 AM (Preliminary) Commercial UT 19002_01.dwg
 USER: JAVIERVAZQUEZ DATE: 07/23/24 11:30
 PLOT DATE: Jan 18, 2024 11:53:46 AM



LEGEND

- 12" W — PROPOSED WATER LINE
- 8" W — EXISTING WATER LINE
- 12" NP — PROPOSED NON-POTABLE WATER LINE
- 8" W — EXISTING NON-POTABLE WATER LINE
- 8" S.S. — PROPOSED SANITARY SEWER
- 8" S.S. — EXISTING SANITARY SEWER
- 12" S.D. — PROPOSED STORM DRAIN
- 12" S.D. — EXISTING STORM DRAIN
- PROPOSED FIRE PROTECTION ASSEMBLY
- PROPOSED BACKFLOW PREVENTER
- PROPOSED FIRE DEPARTMENT CONNECTION
- PROPOSED FIRE HYDRANT
- — PROPOSED SANITARY SEWER MANHOLE
- — EXISTING SANITARY SEWER MANHOLE
- — PROPOSED STORM DRAIN MANHOLE
- — EXISTING STORM DRAIN MANHOLE
- — PROPOSED STORM DRAIN INLET
- — EXISTING STORM DRAIN INLET
- — PROPOSED GALLON GREASE INTERCEPTOR
- — EXISTING PROPERTY LINE
- — EXISTING EASEMENT
- — LIMIT OF WORK
- — PROPOSED FIRE TRUCK ACCESS ROUTE

W — DOMESTIC SERVICE WATER CONNECTION
 FS — FIRE SPRINKLER SERVICE CONNECTION
 SS — 6" SANITARY SEWER CONNECTION
 GW — 4" GREASE WASTE SEWER CONNECTION

EAGLE COMMERCIAL PARTNERS, LLC
100 PINE ST., 29TH FLOOR
SAN FRANCISCO, CA 94111

REV.	DATE	DESCRIPTION



RSC ENGINEERING
1420 Rocky Ridge Drive, Suite 150
Roseville, CA 95661
Ph: 916.788.2884 Fax: 916.788.4408

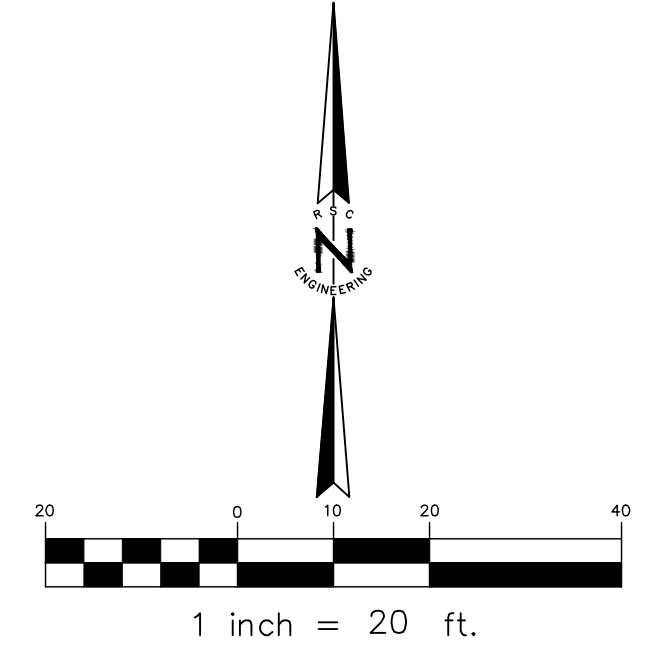
PROJECT NO: 276-002
DRAWN BY: RSC Eng
CHECKED BY: RSC Eng
DESIGNED BY: RSC Eng

ALDER CREEK RETAIL
ALDER CREEK PKWY & E. BIDWELL ST.
FOLSOM, CA 95630

SHEET TITLE
PRELIMINARY UTILITY PLAN

SHEET NO.
UT5

DATE: JANUARY 19, 2024



01/19/24 09:00 (Preliminary) Commercial/UT5002_01.dwg
LAST MODIFIED: 01/19/24 14:30
PLOT DATE: 01/19/24 16:28
PLOT SCALE: 1/2"=1'-0"

Attachment 9

Preliminary Landscape Plan and Details Dated January 19, 2024



WATER EFFICIENT LANDSCAPE ORDINANCE:

"I have complied with the criteria of City of Folsom Water Efficient Landscape Ordinance and applied them for the efficient use of water in the landscape and irrigation design plan."

M. W. 5680 12.01.2023
Applicant Signature License Number Date

- LANDSCAPE NOTES:**
- ALL SHRUB AND GROUND COVER PLANTERS TO BE IRRIGATED USING IN-LINE SUBSURFACE DRIP TUBING. INSTALL 2 WIRE CONTROLLER.
 - ALL PLANTERS TO BE TOP DRESSED WITH 3" OR MULCH.
 - INSTALL TREE ROOT BARRIERS FOR TREES WITHIN 4'-0" OF CONCRETE PAVING OR CURB.

TREE SPECIES DIVERSITY:

GENUS: 259 (TOTAL TREES) X 0.25 (25%) = 65 (MAXIMUM ALLOWED OF 1 GENUS)
 SPECIES: 259 (TOTAL TREES) X 0.20 (20%) = 52 (MAXIMUM ALLOWED OF 1 SPECIES)
 CULTIVAR: 259 (TOTAL TREES) X 0.15 (15%) = 39 (MAXIMUM ALLOWED OF 1 CULTIVAR)

*ALL PROPOSED TREES ON THIS PROJECT ARE UNDER THE MAXIMUM ALLOWED TREE COUNTS AND MEET THE CITY OF FOLSOM TREE SPECIES DIVERSITY CRITERIA.

TREE SPECIES DIVERSITY

Tree Species	Tree Siz	Coverage	Qty	Area	Shade Total
<i>Quercus lobata</i>	35'	Full	54	962	51,948
<i>Ulmus parvifolia 'Allee'</i>		Three-Qtrs	11	722	7,942
<i>Zelkova serrata 'Green Vase'</i>		Half	13	481	6,253
		Quarter	5	241	1,205
			Total		67,348
<i>Pistacia c. 'Keith Davey'</i>	30'	Full	38	706	26,828
		Three-Qtrs	6	530	3,180
		Half	6	354	2,124
		Quarter	0	177	0
			Total		32,132
<i>Chilopsis linearis</i>	20'	Full	1	314	314
<i>Ginkgo biloba 'Autumn Gold'</i>		Three-Qtrs	0	236	0
<i>Lagerstroemia 'Natchez'</i>		Half	46	157	7,222
		Quarter	0	79	0
			Total		7,536
Total Tree Shaded Area Provided				107,016	
Percent of Parking Shaded				52.2%	
Total Parking Area				205,000	

TREE SHADE CALCULATION

PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	CONT	WATER USE	QTY
TREES				
	<i>Chilopsis linearis</i> Desert Willow	15 gal	Low	20
	<i>Ginkgo biloba 'Fairmount'</i> Fairmount Maidenhair Tree	24"box	Med	29
	<i>Lagerstroemia indica x fauriei</i> 'Natchez' Natchez Crape Myrtle	15 gal	Low	17
	<i>Olea europaea 'Swan Hill'</i> Swan Hill Fruitless Olive	24"box	Low	11
	<i>Pistacia chinensis 'Keith Davey'</i> Keith Davey Chinese Pistache	24"box	Low	50
	<i>Platanus x acerifolia 'Bloodgood'</i> Bloodgood London Plane Tree	24"box	Med	16
	<i>Quercus lobata</i> Valley Oak	24"box	Low	9
	<i>Ulmus parvifolia 'Allee'</i> Allee® Lacebark Elm	24"box	Med	37
	<i>Ulmus wilsoniana 'Prospector'</i> Prospector Elm	24"box	Low	11
	<i>Ulmus x 'Frontier'</i> Frontier Elm	24"box	Low	36
	<i>Zelkova serrata 'Green Vase'</i> Green Vase Japanese Zelkova	24"box	Med	23

SHRUBS

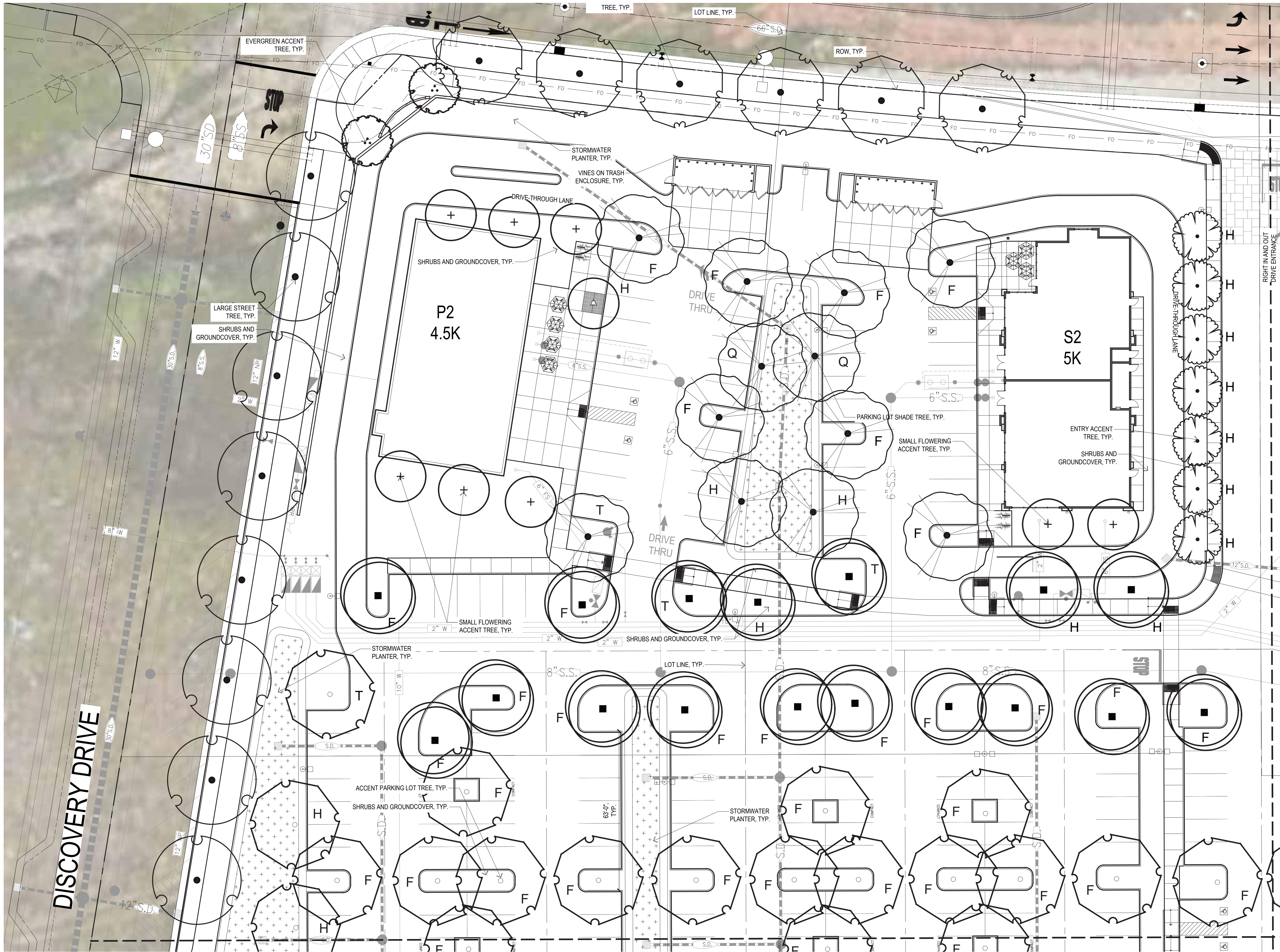
<i>Aloe x 'Safari Rose'</i> Safari Rose Aloe	5 gal	Low
<i>Callistemon viminalis 'Little John'</i> Little John Weeping Bottlebrush	5 gal	Low
<i>Dianella revoluta 'DR5000'</i> Little Rev™ Flax Lily	5 gal	Low
<i>Euonymus japonicus 'Green Spire'</i> Green Spire Japanese Euonymus	5 gal	Med
<i>Hesperaloe parviflora 'Desert Flamenco'</i> Desert Flamenco Red Yucca	5 gal	Low
<i>Lomandra longifolia 'Breeze'</i> Breeze™ Mat Rush	5 gal	Low
<i>Muhlenbergia capillaris 'Pink Cloud'</i> Pink Cloud Pink Muhly Grass	5 gal	Low
<i>Olea europaea 'Little Ollie'</i> TM Little Ollie Olive	5 gal	Low
<i>Salvia clevelandii 'Allen Chickering'</i> Allen Chickering Cleveland Sage	5 gal	Low
<i>Yucca filamentosa 'Color Guard'</i> Color Guard Adam's Needle	5 gal	Low

VINE

<i>Parthenocissus tricuspidata 'Veitchii'</i> Boston Ivy	5 gal	Low
---	-------	-----

SYMBOL	BOTANICAL / COMMON NAME	CONT	WATER USE	SPACING	QTY
GROUND COVERS					
	<i>Bulbine frutescens 'Hallmark'</i> Hallmark Bulbine	1 gal	Low	36" o.c.	
	<i>Festuca californica 'River House Blues'</i> River House Blues California Fescue	1 gal	Low	24" o.c.	
	<i>Myoporum parvifolium 'Prostratum'</i> Prostrate Trailing Myoporum	1 gal	Low	24" o.c.	





PLANT SCHEDULE

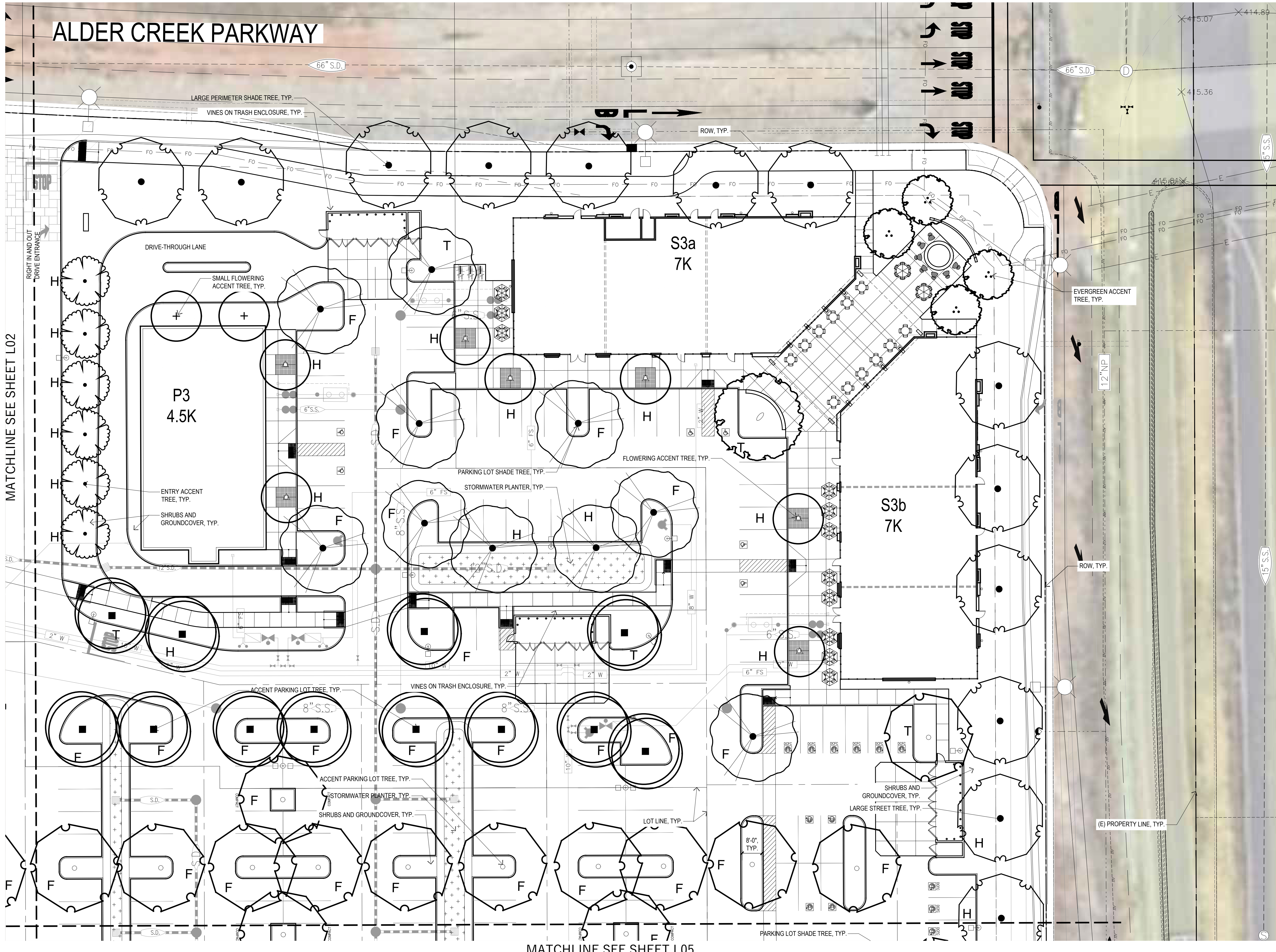
SYMBOL	BOTANICAL / COMMON NAME	CONT	WATER USE
TREES			
+	<i>Chilopsis linearis</i> Desert Willow	15 gal	Low
⊙	<i>Ginkgo biloba</i> 'Fairmount' Fairmount Maidenhair Tree	24"box	Med
△	<i>Lagerstroemia indica</i> x <i>fauriei</i> 'Natchez' Natchez Crape Myrtle	15 gal	Low
⊙	<i>Olea europaea</i> 'Swan Hill' Swan Hill Fruitless Olive	24"box	Low
⊙	<i>Pistacia chinensis</i> 'Keith Davey' Keith Davey Chinese Pistache	24"box	Low
⊙	<i>Platanus</i> x <i>acerifolia</i> 'Bloodgood' Bloodgood London Plane Tree	24"box	Med
⊙	<i>Quercus lobata</i> Valley Oak	24"box	Low
⊙	<i>Ulmus parvifolia</i> 'Allee' Allee® Lacebark Elm	24"box	Med
⊙	<i>Ulmus wilsoniana</i> 'Prospector' Prospector Elm	24"box	Low
⊙	<i>Ulmus</i> x 'Frontier' Frontier Elm	24"box	Low
⊙	<i>Zelkova serrata</i> 'Green Vase' Green Vase Japanese Zelkova	24"box	Med

MATCHLINE SEE SHEET L03

MATCHLINE SEE SHEET L04



ALDER CREEK PARKWAY

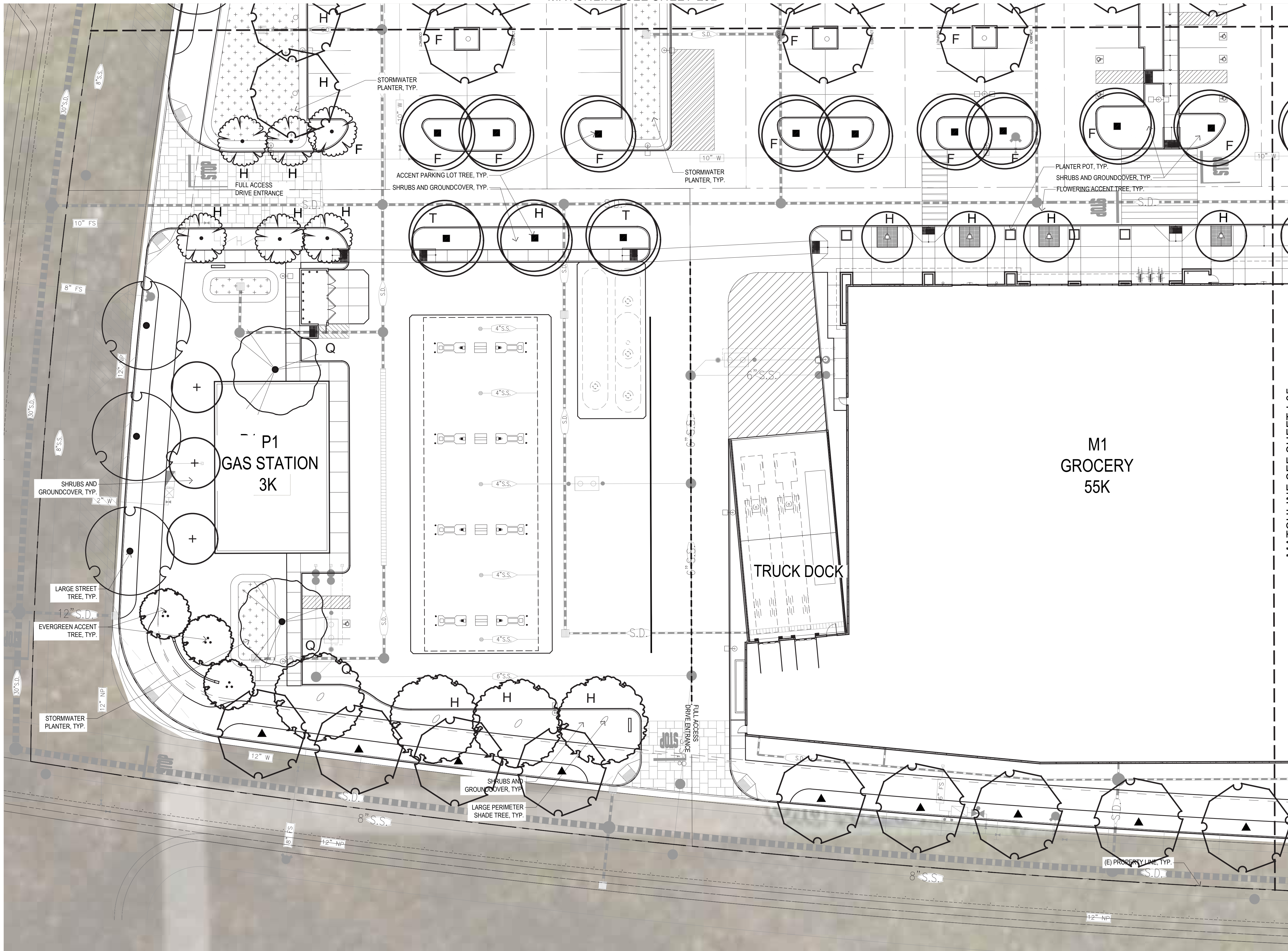


PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	CONT	WATER USE
TREES			
+	<i>Chilopsis linearis</i> Desert Willow	15 gal	Low
⊙	<i>Ginkgo biloba</i> 'Fairmount' Fairmount Maidenhair Tree	24"box	Med
△	<i>Lagerstroemia indica</i> x <i>fauriei</i> 'Natchez' Natchez Crape Myrtle	15 gal	Low
⊙	<i>Olea europaea</i> 'Swan Hill' Swan Hill Fruitless Olive	24"box	Low
⊙	<i>Pistacia chinensis</i> 'Keith Davey' Keith Davey Chinese Pistache	24"box	Low
⊙	<i>Platanus x acerifolia</i> 'Bloodgood' Bloodgood London Plane Tree	24"box	Med
⊙	<i>Quercus lobata</i> Valley Oak	24"box	Low
⊙	<i>Ulmus parvifolia</i> 'Allee' Allee® Lacebark Elm	24"box	Med
⊙	<i>Ulmus wilsoniana</i> 'Prospector' Prospector Elm	24"box	Low
⊙	<i>Ulmus</i> x 'Frontier' Frontier Elm	24"box	Low
⊙	<i>Zelkova serrata</i> 'Green Vase' Green Vase Japanese Zelkova	24"box	Med



MATCHLINE SEE SHEET L02

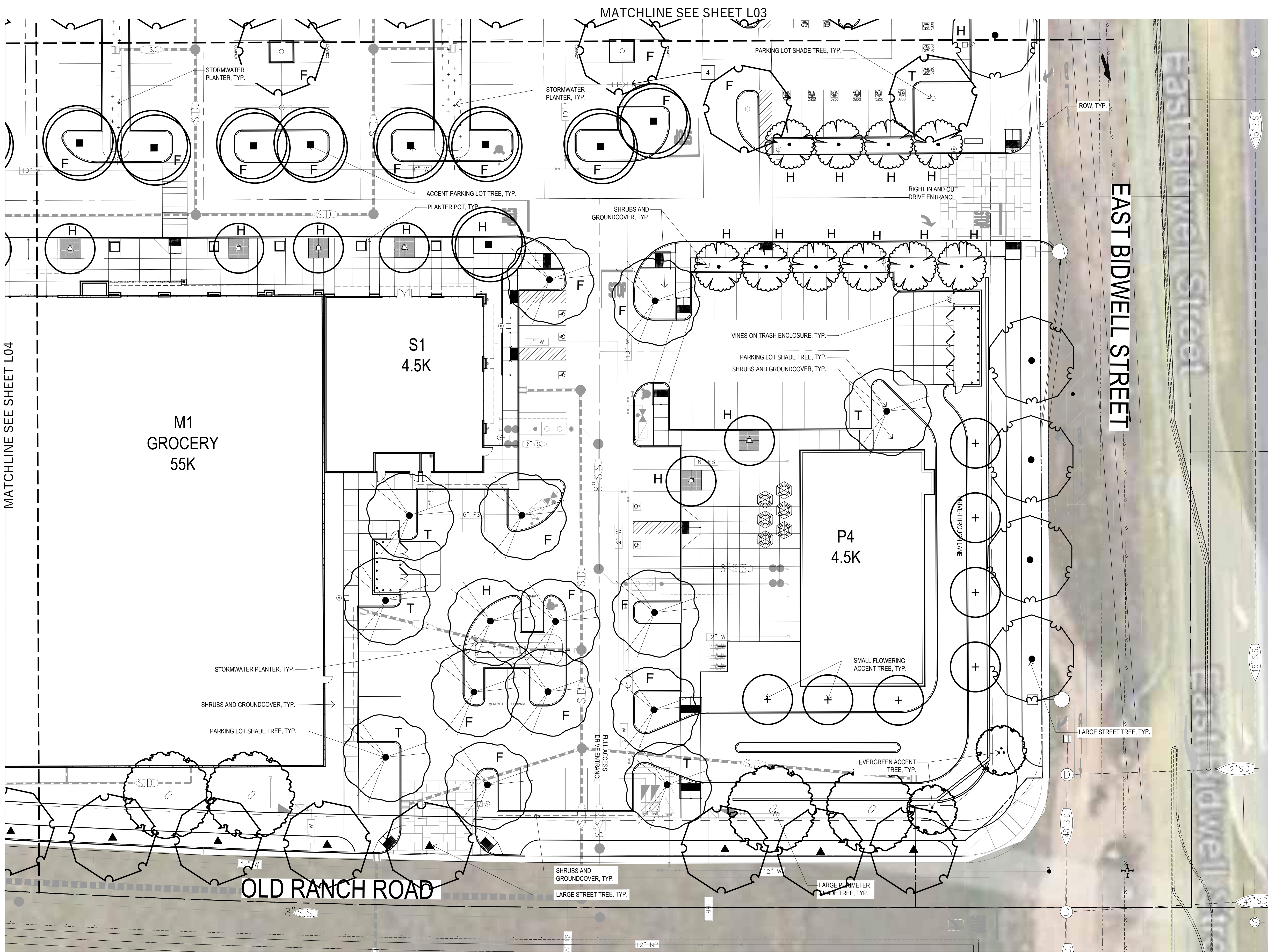


MATCHLINE SEE SHEET L05

PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	CONT	WATER USE
TREES			
+	<i>Chilopsis linearis</i> Desert Willow	15 gal	Low
⊙	<i>Ginkgo biloba</i> 'Fairmount' Fairmount Maidenhair Tree	24"box	Med
△	<i>Lagerstroemia indica</i> x <i>fauriei</i> 'Natchez' Natchez Crape Myrtle	15 gal	Low
⊙	<i>Olea europaea</i> 'Swan Hill' Swan Hill Fruitless Olive	24"box	Low
⊙	<i>Pistacia chinensis</i> 'Keith Davey' Keith Davey Chinese Pistache	24"box	Low
▲	<i>Platanus x acerifolia</i> 'Bloodgood' Bloodgood London Plane Tree	24"box	Med
○	<i>Quercus lobata</i> Valley Oak	24"box	Low
○	<i>Ulmus parvifolia</i> 'Allee' Allee® Lacebark Elm	24"box	Med
○	<i>Ulmus wilsoniana</i> 'Prospector' Prospector Elm	24"box	Low
○	<i>Ulmus</i> x 'Frontier' Frontier Elm	24"box	Low
○	<i>Zelkova serrata</i> 'Green Vase' Green Vase Japanese Zelkova	24"box	Med





PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	CONT	WATER USE
TREES			
+	<i>Chilopsis linearis</i> Desert Willow	15 gal	Low
⊙	<i>Ginkgo biloba</i> 'Fairmount' Fairmount Maidenhair Tree	24"box	Med
△	<i>Lagerstroemia indica</i> x <i>fauriei</i> 'Natchez' Natchez Crape Myrtle	15 gal	Low
⊙	<i>Olea europaea</i> 'Swan Hill' Swan Hill Fruitless Olive	24"box	Low
⊙	<i>Pistacia chinensis</i> 'Keith Davey' Keith Davey Chinese Pistache	24"box	Low
⊙	<i>Platanus</i> x <i>acerifolia</i> 'Bloodgood' Bloodgood London Plane Tree	24"box	Med
⊙	<i>Quercus lobata</i> Valley Oak	24"box	Low
⊙	<i>Ulmus parvifolia</i> 'Allee' Allee® Lacebark Elm	24"box	Med
⊙	<i>Ulmus wilsoniana</i> 'Prospector' Prospector Elm	24"box	Low
⊙	<i>Ulmus</i> x 'Frontier' Frontier Elm	24"box	Low
⊙	<i>Zelkova serrata</i> 'Green Vase' Green Vase Japanese Zelkova	24"box	Med

MATCHLINE SEE SHEET L04

MATCHLINE SEE SHEET L03

EAST BIDWELL STREET

OLD RANCH ROAD



1. BENCH



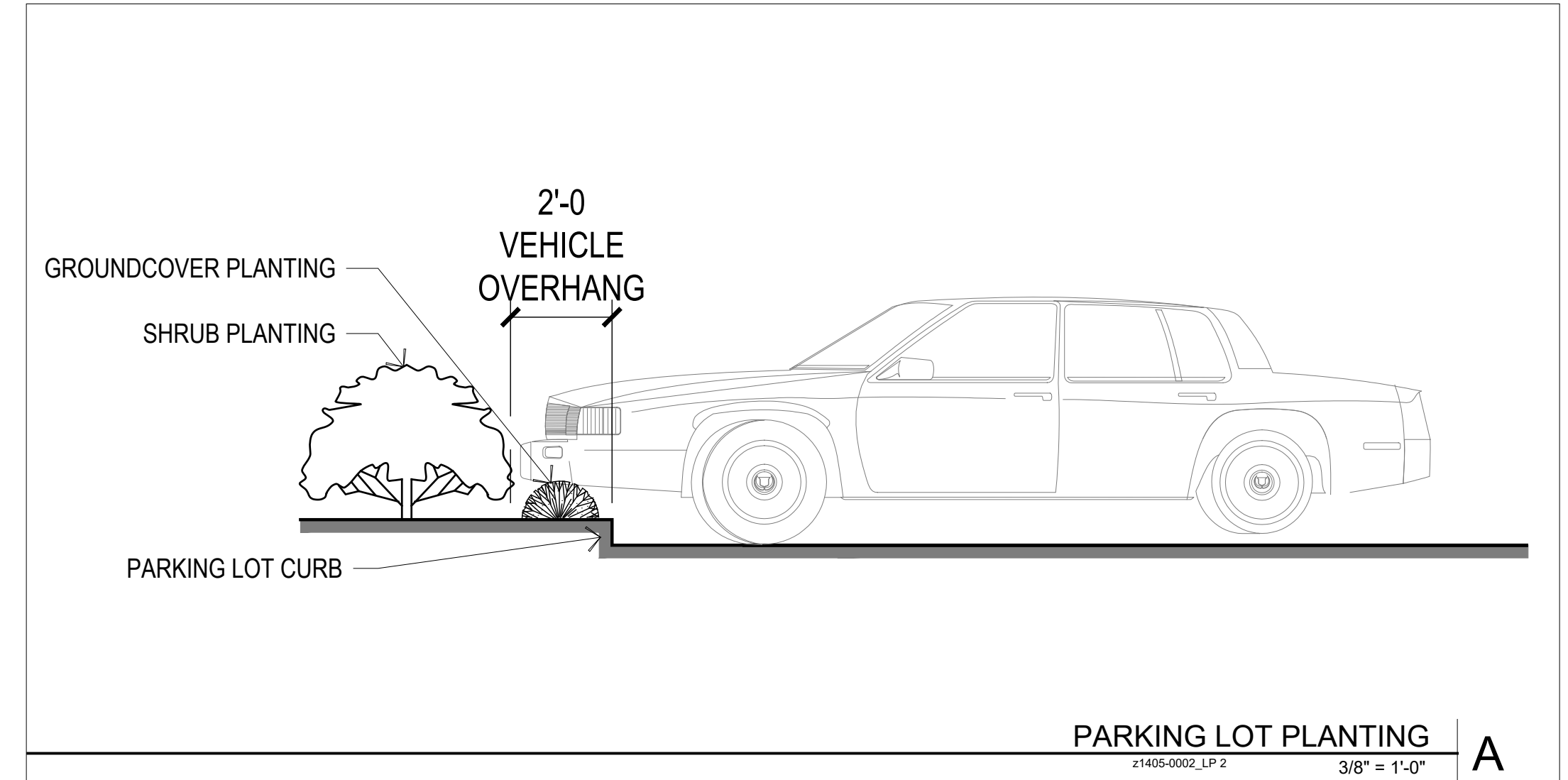
2. BIKE RACK



3. TRASH RECEPTACLE



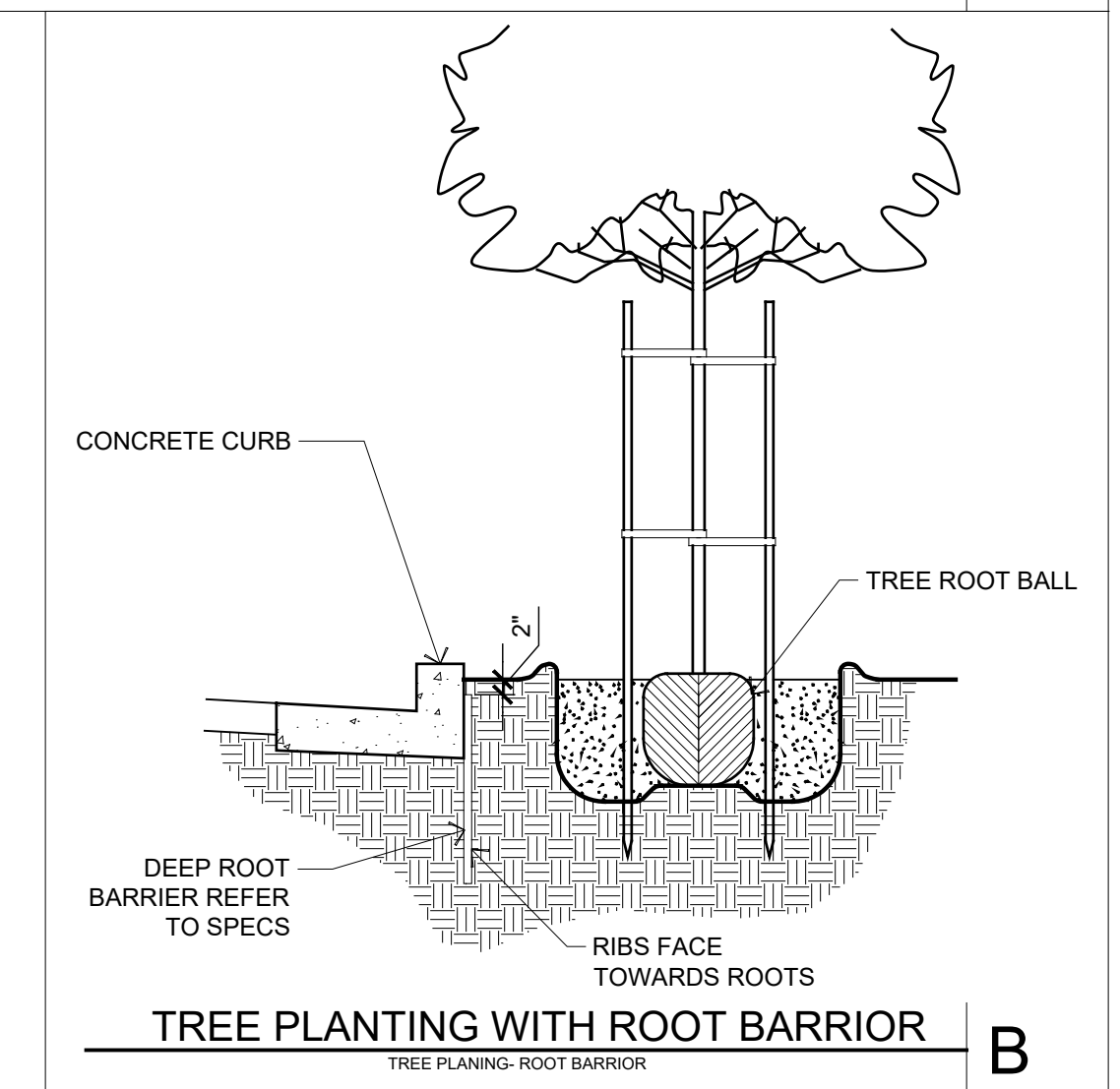
4. PARKING LOT LIGHT POSTS



5. TREE GRATE



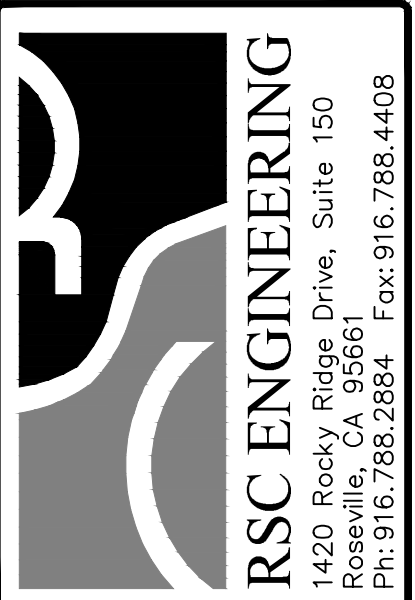
6. PLANTER POT



Attachment 10

Preliminary Stormwater Quality Plan Dated January 19, 2024

REV	DATE	DESCRIPTION



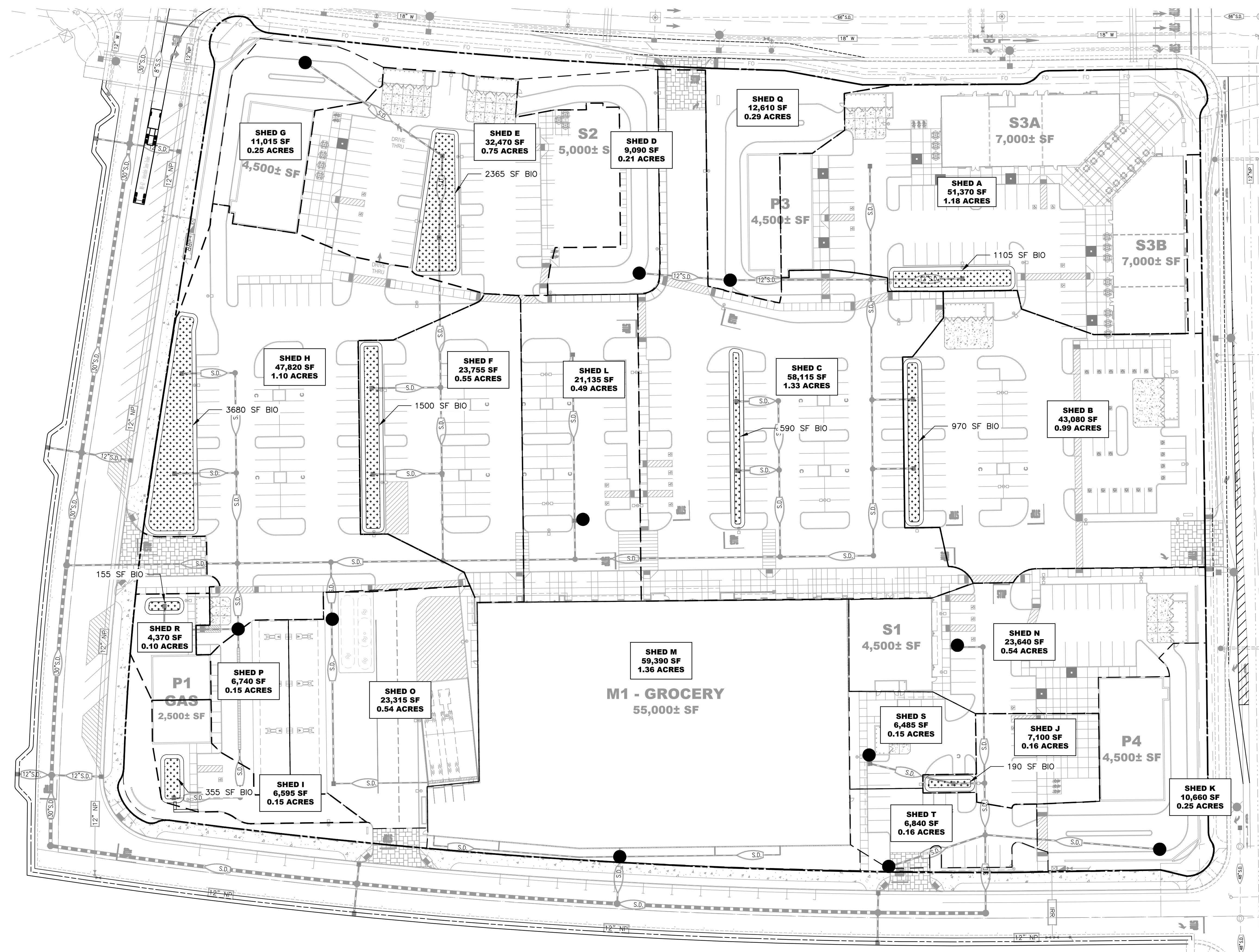
PROJECT NO: 276-002
 DRAWN BY: RSC Eng
 CHECKED BY: RSC Eng
 DESIGNED BY: RSC Eng

ALDER CREEK RETAIL
 ALDER CREEK PKWY & E. BIDWELL ST.
 FOLSOM, CA 95630

SHEET TITLE
PRELIMINARY STORMWATER QUALITY PLAN

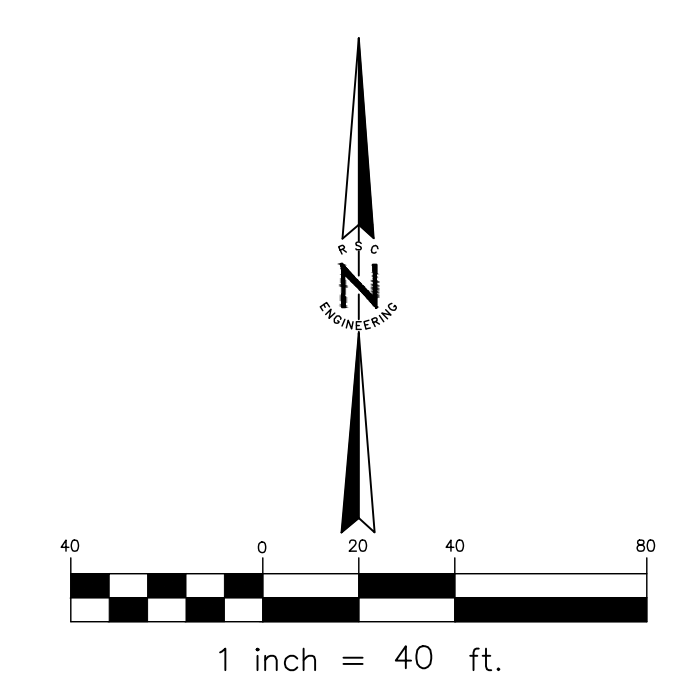
SHEET NO.
SWQ

DATE: JANUARY 19, 2024



LEGEND

- STORMWATER PLANTER
- LOCATION OF STORMFILTER PROPRIETARY DEVICE IN ASSOCIATED SHED
- SWQ DRAINAGE SHED BOUNDARY



DRAINAGE MANAGEMENT AREAS DRAINING TO STORMWATER PLANTERS

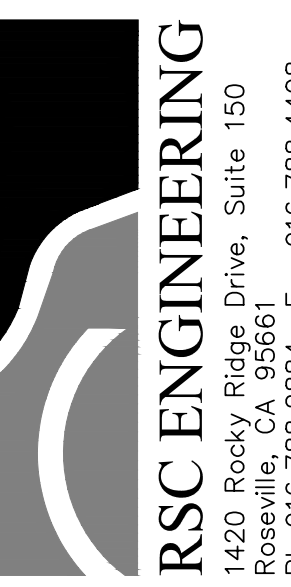
DMA NUMBER	BMP NUMBER	TOTAL DMA AREA (SF)	STORMWATER PLANTER AREA (SF)	STORMWATER PLANTER DEPTH (INCHES)	SOIL MEDIA DEPTH (INCHES)	STORMWATER GRAVEL DEPTH (INCHES)	STORMWATER VOLUME PROVIDED (CF)	WATER QUALITY VOLUME REQUIRED (CF)
A	1	51370	1105	12	18	9	1105	1,841
B	2	43080	970	12	18	9	970	1,544
C	3	58115	590	12	18	9	590	2,082

DMA NUMBER	BMP NUMBER	TOTAL DMA AREA (SF)	STORMWATER PLANTER AREA (SF)	STORMWATER PLANTER DEPTH (INCHES)	SOIL MEDIA DEPTH (INCHES)	STORMWATER GRAVEL DEPTH (INCHES)	STORMWATER VOLUME PROVIDED (CF)	WATER QUALITY VOLUME REQUIRED (CF)
E	5	30470	2365	12	18	9	2365	1,092
F	6	23755	1500	12	18	9	1500	851
H	8	47820	3680	12	18	9	3680	1,714
I	10	6595	355	12	18	9	355	236
J	11	7100	190	12	18	9	190	254
R	12	4370	155	12	18	9	155	157
TOTAL							10910	9771

Attachment 11

Preliminary Off-Site Improvement Plan Dated January 19, 2024

REV.	DATE	DESCRIPTION



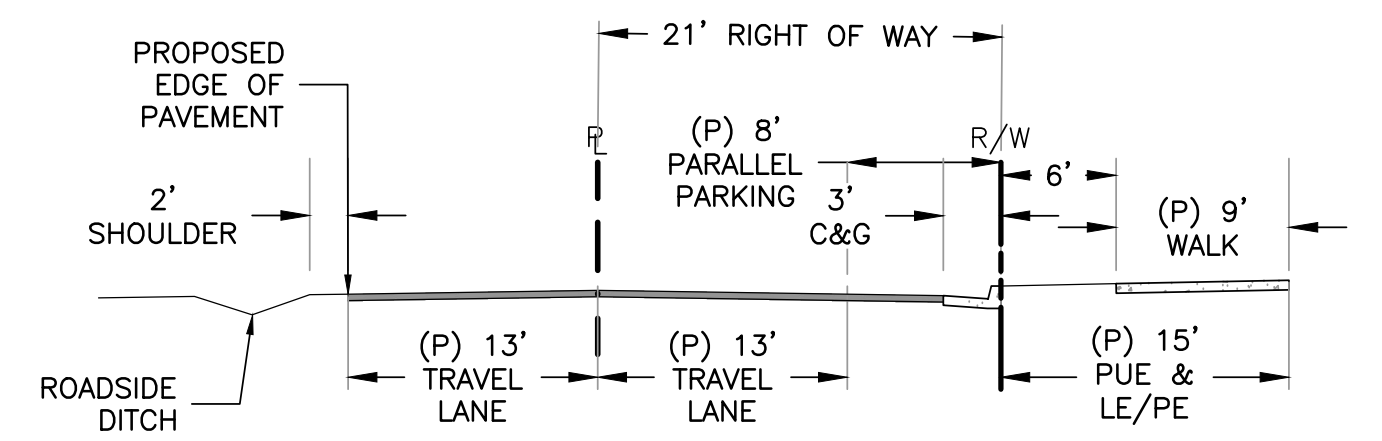
PROJECT NO: 276-002
 DRAWN BY: RSC Eng
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 DESIGNED BY: RSC Eng

ALDER CREEK RETAIL
ALDER CREEK PKWY & E. BIDWELL ST.
FOLSOM, CA 95630

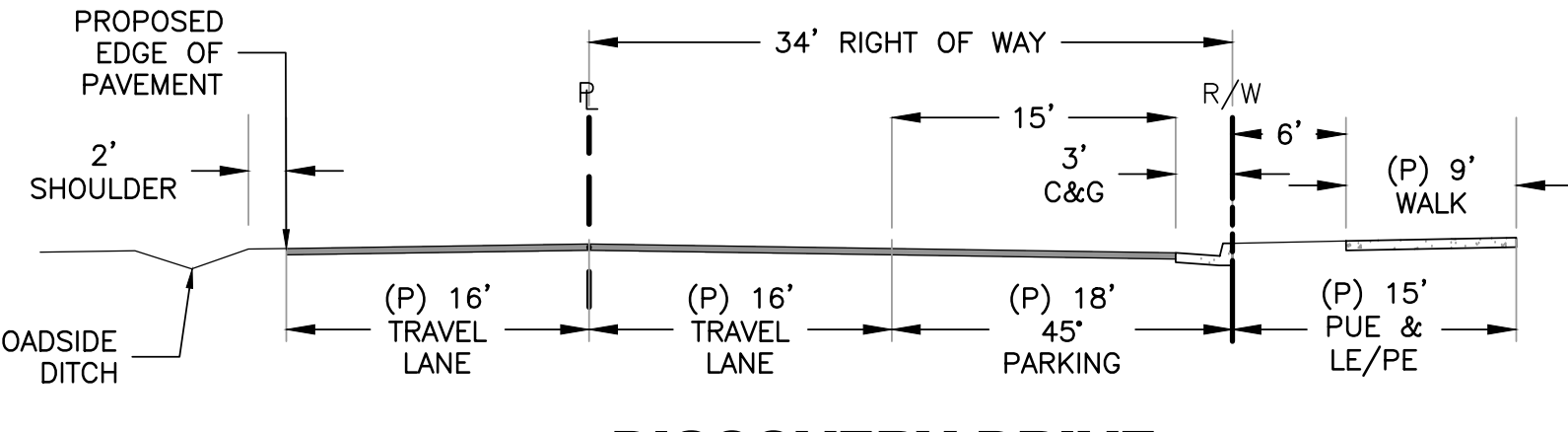
SHEET TITLE
PRELIMINARY OFFSITE PLAN

SHEET NO.
OFF

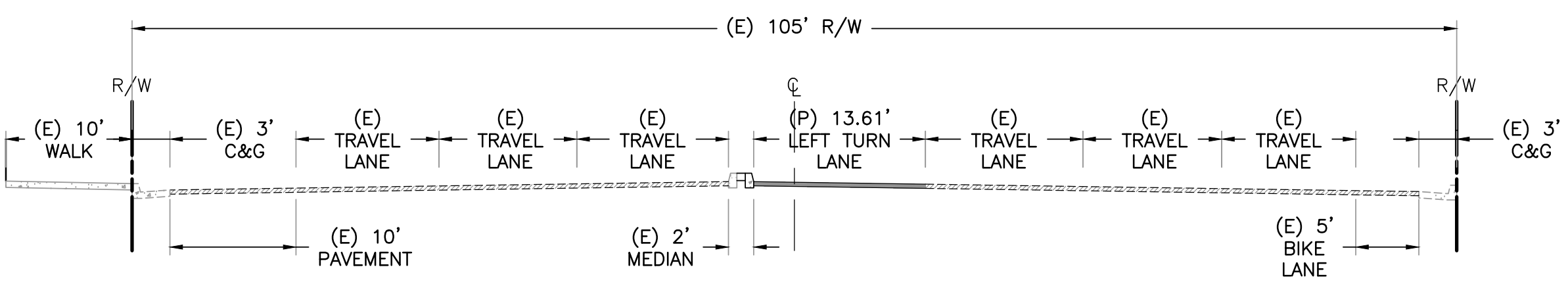
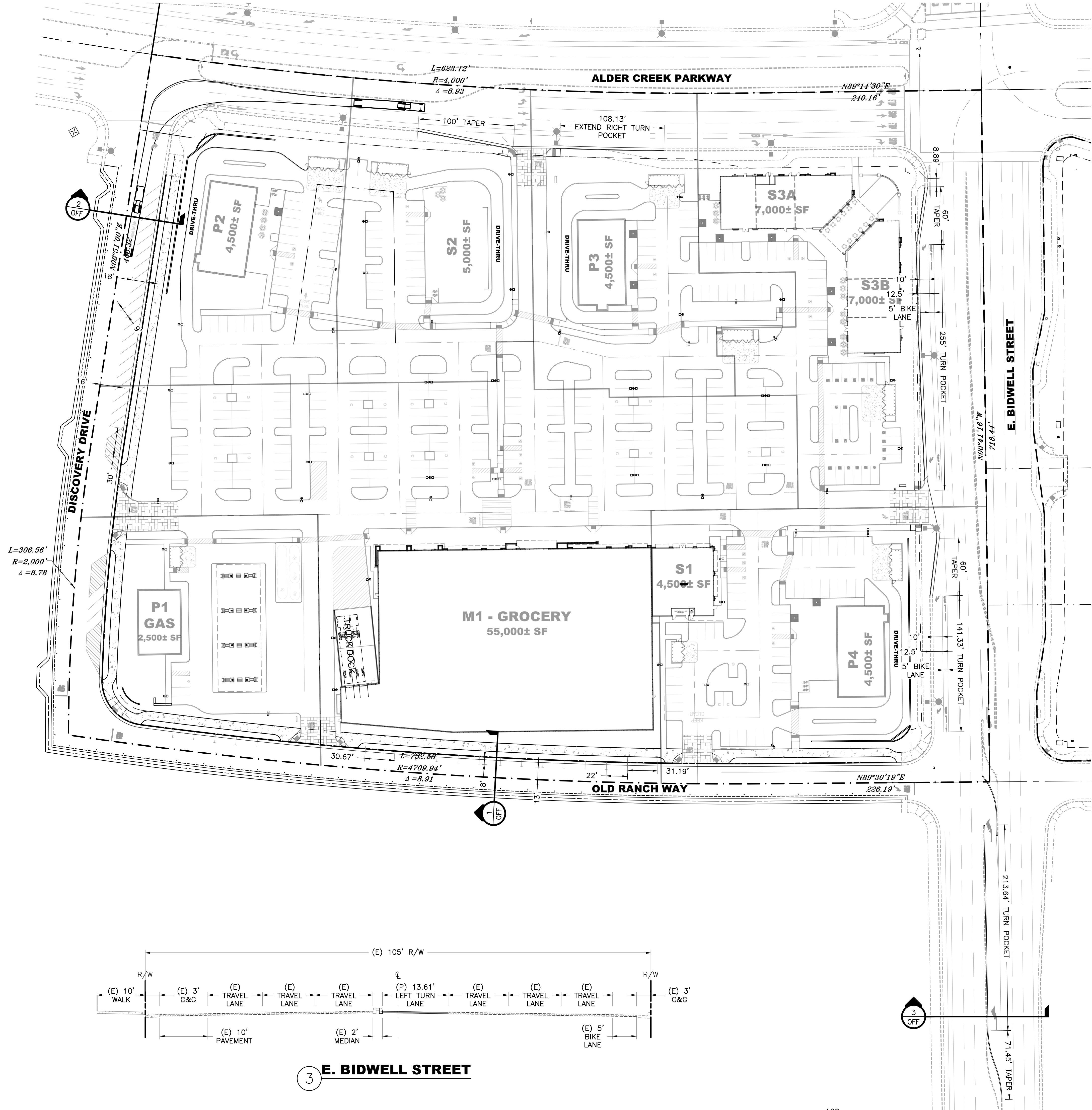
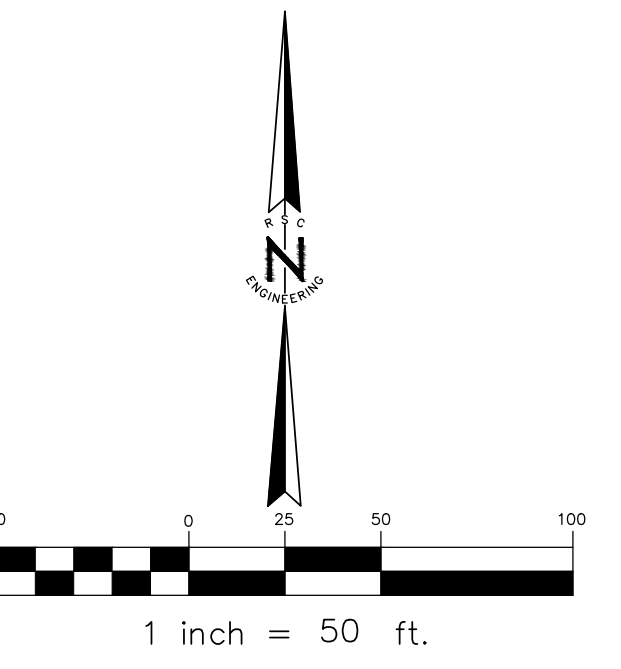
DATE: JANUARY 19, 2024



1 OLD RANCH ROAD



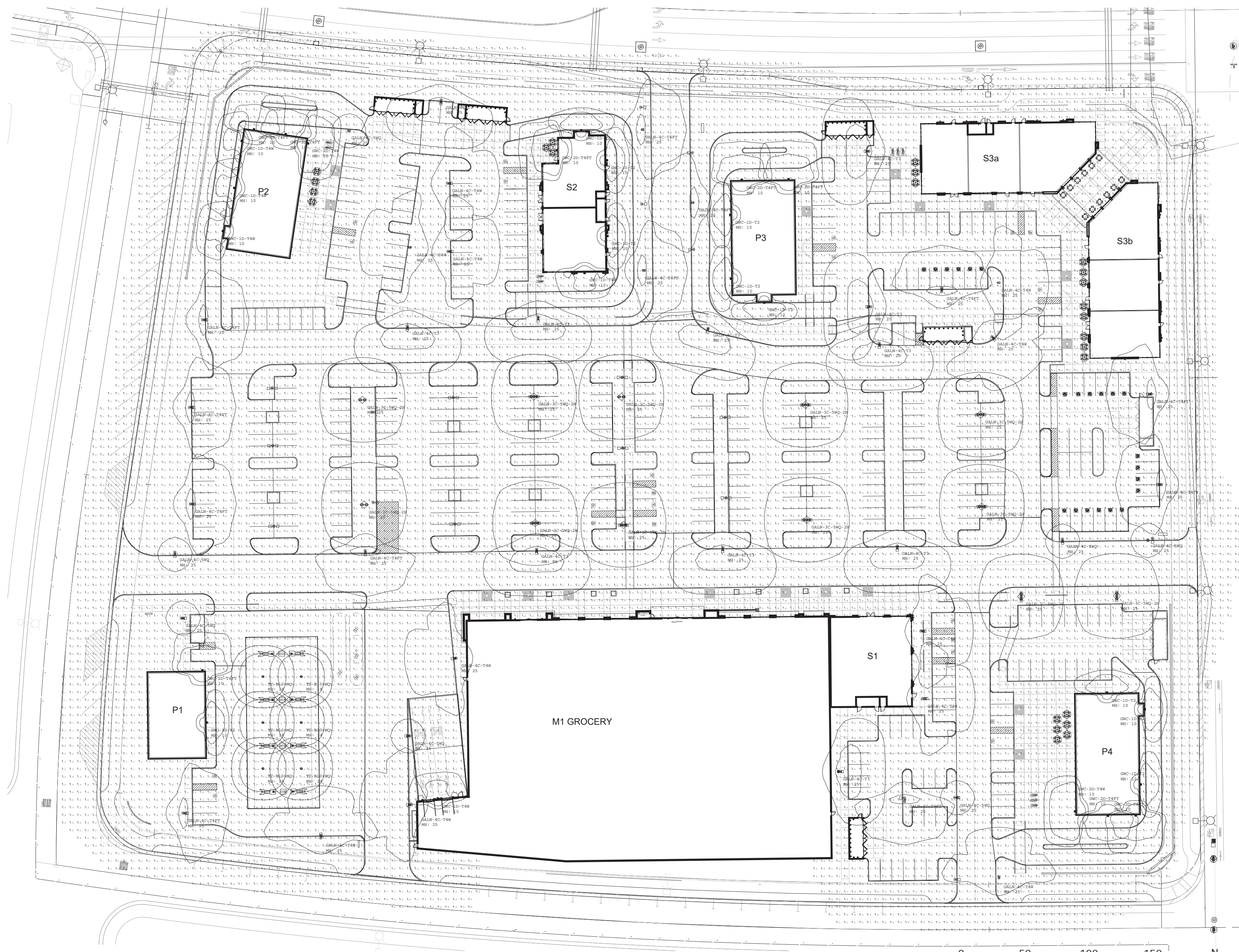
2 DISCOVERY DRIVE



3 E. BIDWELL STREET

Attachment 12

Preliminary Lighting Plan Dated January 19, 2024





McGraw-Edison TT TopTier
Parking Garage Luminaire

Product Features

- Interactive Menu
- Product Specifications
- Optical Configurations
- Mounting Details
- Energy and Performance Data
- Control Options

Quick Facts

- Lumen packages range from 2,757 - 22,831
- Efficacies up to 146 lumens per watt
- Utilizes patented waveguide technology for maximum visual comfort
- Surface, pendant, trunion, wall and direct conduit mount options

Dimensional Details

Surface Mount
UL 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000



McGraw-Edison GALN Galleon II
Area / Site Luminaire

Product Features

- Interactive Menu
- Product Specifications
- Optical Configurations
- Mounting Details
- Energy and Performance Data
- Control Options

Quick Facts

- Lumen packages range from 3,300 - 73,500 (33W - 652W)
- 17 optical distributions
- Efficiency up to 159 lumens per watt

Dimensional Details

Standard Pole Mount Arm

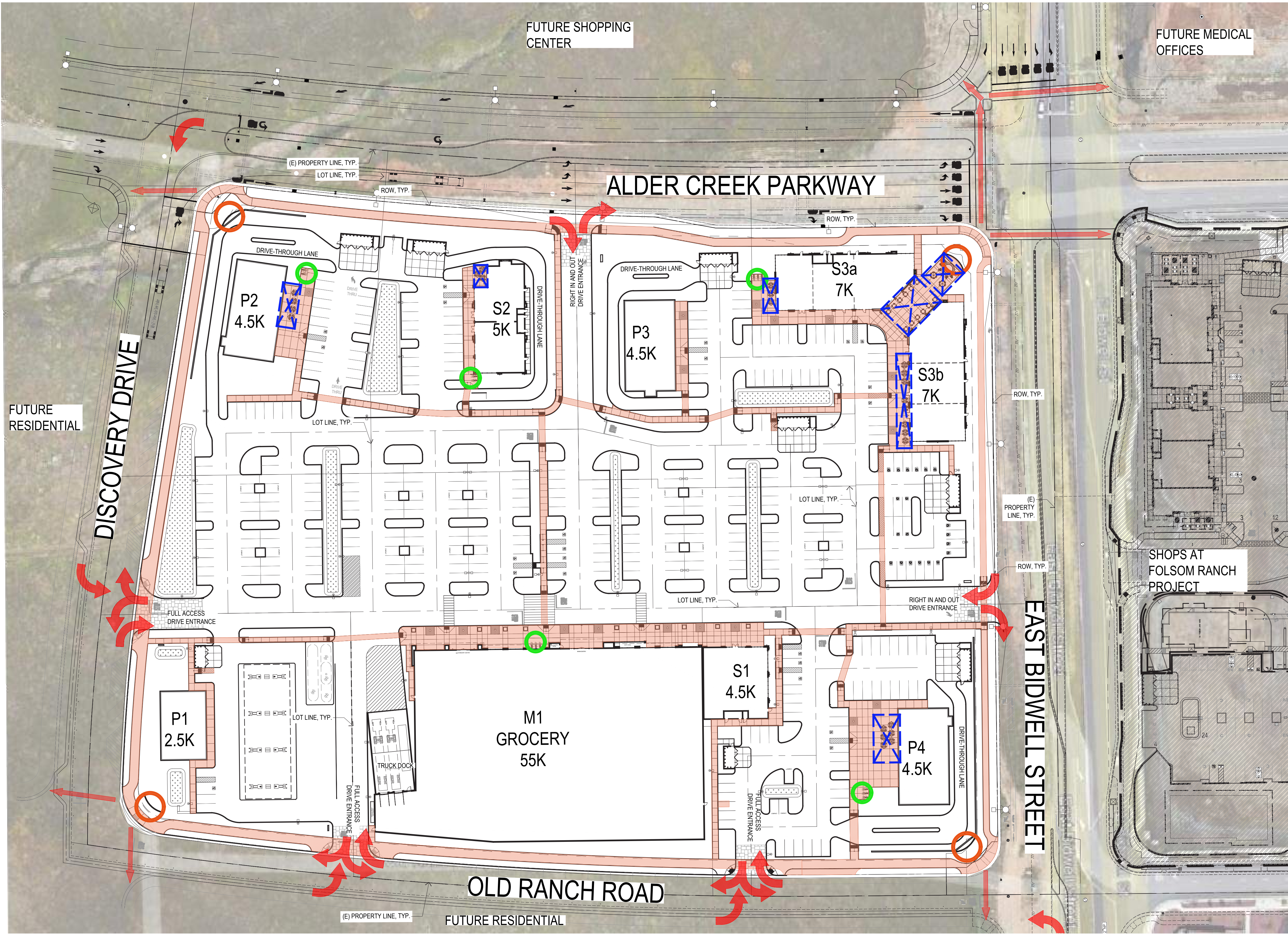
Surface Mount
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Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Central East Parking	Illuminance	Fc	3.10	6.1	1.6	1.94	3.81
Central West Parking	Illuminance	Fc	3.21	6.3	1.7	1.89	3.71
East Entrance & Drive	Illuminance	Fc	4.83	7.0	1.7	2.84	4.12
East Parking	Illuminance	Fc	3.74	6.4	2.1	1.78	3.05
Grocery Truck Dock	Illuminance	Fc	3.69	7.5	1.8	2.05	4.17
North Central Drive	Illuminance	Fc	4.50	8.7	1.8	2.50	4.83
North Entrance & Drive	Illuminance	Fc	3.79	5.1	1.2	3.16	4.25
P2 Drive Thru	Illuminance	Fc	5.24	13.5	2.2	2.38	6.14
P2 Parking	Illuminance	Fc	2.60	4.6	1.0	2.60	4.60
P3 Drive Thru	Illuminance	Fc	5.17	11.0	2.4	2.15	4.58
P3 Parking	Illuminance	Fc	3.10	5.6	1.0	3.10	5.60
P4 Drive Thru	Illuminance	Fc	4.67	14.1	2.0	2.34	7.05
P4 Parking	Illuminance	Fc	2.96	5.9	1.2	2.47	4.92
S1 Parking	Illuminance	Fc	3.92	6.9	1.2	3.27	5.75
S2 Drive Thru	Illuminance	Fc	4.13	8.1	2.3	1.80	3.52
S2 Parking	Illuminance	Fc	3.71	6.2	1.5	2.47	4.13
Service Station	Illuminance	Fc	3.90	13.4	1.3	3.00	10.31
Service Station Canopy	Illuminance	Fc	10.61	22.3	2.4	4.42	9.29
Southeast Entrance & Drive	Illuminance	Fc	3.61	5.6	1.0	3.61	5.60
Southwest Entrance & Drive	Illuminance	Fc	3.50	6.8	1.2	2.92	5.67
West Entrance & Drive	Illuminance	Fc	3.47	7.9	1.4	2.48	5.64

Symbol	Qty	Label	Arrangement	Lum. Watts	Lum. Lumens	LLD	LDD	BF	LLF	BUG Rating	[MANUFAC]	Description	Filename
[Symbol]	12	GALN-3C-5WQ-2H	Back-Back	160	17455	1.000	0.900	1.000	0.900	B4-U0-G2	COOPER LIGHTING SOLUTIONS - MCGRAW-EDISON (FORMERLY EATON)	GALN-SA3C-830-U-5WQ_2@180	GALN-SA3C-830-U-5WQ_17455 lumens.ies
[Symbol]	7	GALN-4C-5WQ	Single	213	23130	1.000	0.900	1.000	0.900	B5-U0-G3	COOPER LIGHTING SOLUTIONS - MCGRAW-EDISON (FORMERLY EATON)	GALN-SA4C-830-U-5WQ	GALN-SA4C-830-U-5WQ_23130 lumens.ies
[Symbol]	11	GALN-4C-T3	Single	213	21916	1.000	0.900	1.000	0.900	B3-U0-G3	COOPER LIGHTING SOLUTIONS - MCGRAW-EDISON (FORMERLY EATON)	GALN-SA4C-830-U-T3	GALN-SA4C-830-U-T3_21916 lumens.ies
[Symbol]	12	GALN-4C-T4FT	Single	213	22052	1.000	0.900	1.000	0.900	B3-U0-G4	COOPER LIGHTING SOLUTIONS - MCGRAW-EDISON (FORMERLY EATON)	GALN-SA4C-830-U-T4FT	GALN-SA4C-830-U-T4FT_22052 lumens.ies
[Symbol]	11	GALN-4C-T4W	Single	213	22117	1.000	0.900	1.000	0.900	B3-U0-G4	COOPER LIGHTING SOLUTIONS - MCGRAW-EDISON (FORMERLY EATON)	GALN-SA4C-830-U-T4W	GALN-SA4C-830-U-T4W_22117 lumens.ies
[Symbol]	10	GWC-1D-T2	Single	66	6461	1.000	0.900	1.000	0.900	B1-U0-G2	COOPER LIGHTING SOLUTIONS - MCGRAW-EDISON (FORMERLY EATON)	GWC-SA1D-830-U-T2	GWC-SA1D-830-U-T2.ies
[Symbol]	5	GWC-1D-T4W	Single	66	6539	1.000	0.900	1.000	0.900	B1-U0-G2	COOPER LIGHTING SOLUTIONS - MCGRAW-EDISON (FORMERLY EATON)	GWC-SA1D-830-U-T4W	GWC-SA1D-830-U-T4W.ies
[Symbol]	8	GWC-2D-T4FT	Single	128	12945	1.000	0.900	1.000	0.900	B2-U0-G3	COOPER LIGHTING SOLUTIONS - MCGRAW-EDISON (FORMERLY EATON)	GWC-SA2D-830-U-T4FT	GWC-SA2D-830-U-T4FT.ies
[Symbol]	2	GWC-2D-T4W	Single	128	12778	1.000	0.900	1.000	0.900	B2-U0-G3	COOPER LIGHTING SOLUTIONS - MCGRAW-EDISON (FORMERLY EATON)	GWC-SA2D-830-U-T4W	GWC-SA2D-830-U-T4W.ies
[Symbol]	6	TT-D10-MQ	Single	193.8	18802	1.000	0.900	1.000	0.900	B4-U0-G3	COOPER LIGHTING SOLUTIONS - MCGRAW-EDISON (FORMERLY EATON)	TT-D10-830-U-MQ	TT-D10-830-U-MQ.ies

Attachment 13

Preliminary Access and Circulation Plan Dated January 23, 2024



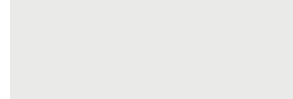



SITE AMENITIES AND PEDESTRIAN CIRCULATION PLAN
1"=50'-0"

LEGEND





Attachment 14

Building Elevations and Renderings Dated January 23, 2024



COLORS

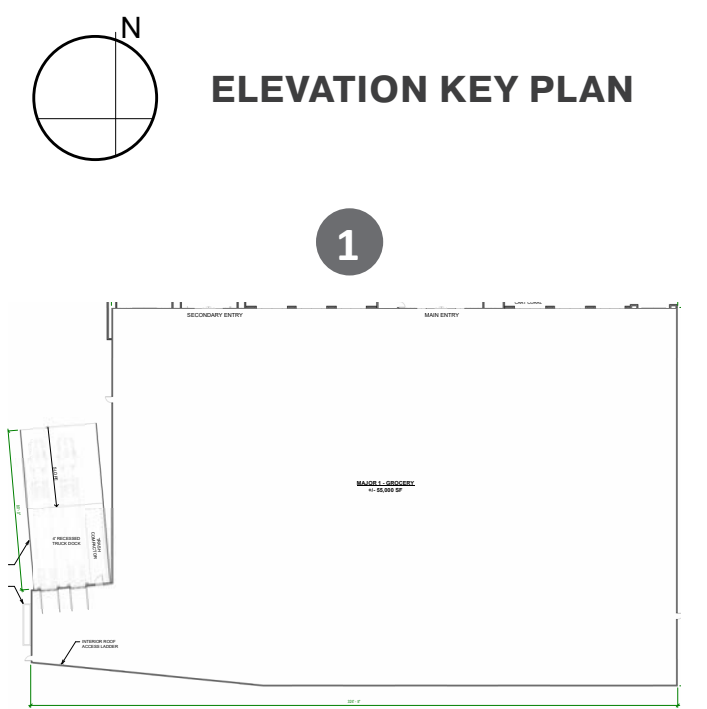
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SW 9544
-  **02. SIERRA REDWOOD**
SW 8598
-  **03. CAVIAR**
SW 6990
-  **04. TARNISHED TRUMPET**
SW 9026

MATERIALS

-  **05. MINI V-BEAM METAL SIDING**
AEP SPAN - REGAL WHITE
-  **06. MINI V-BEAM METAL SIDING**
AEP SPAN - TERRA COTTA
-  **07. BOX RIB METAL SIDING**
AEP SPAN - ZINC GREY
-  **08. BOX RIB METAL SIDING**
AEP SPAN - MIDNIGHT BRONZE

-  **09. THIN BRICK**
HC MUDDOX - REDWOOD
-  **10. METAL ACCENT**
TERRA-COTTA
-  **11. METAL ACCENT**
MIDNIGHT BRONZE
-  **12. G.F.R.C. WALL BASE**
SMOOTH CONCRETE

-  **13. STANDING SEAM METAL ROOF**
MIDNIGHT BRONZE
-  **14. 1/2" ROUND PERFORATED METAL**
MCNICHOLS - PAINTED TERRA-COTTA
-  **15. SLOTTED PERFORATED METAL**
MCNICHOLS - PAINTED ZINC GREY



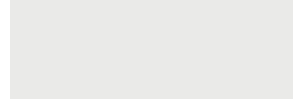



1. NORTH ELEVATION



2. EAST ELEVATION

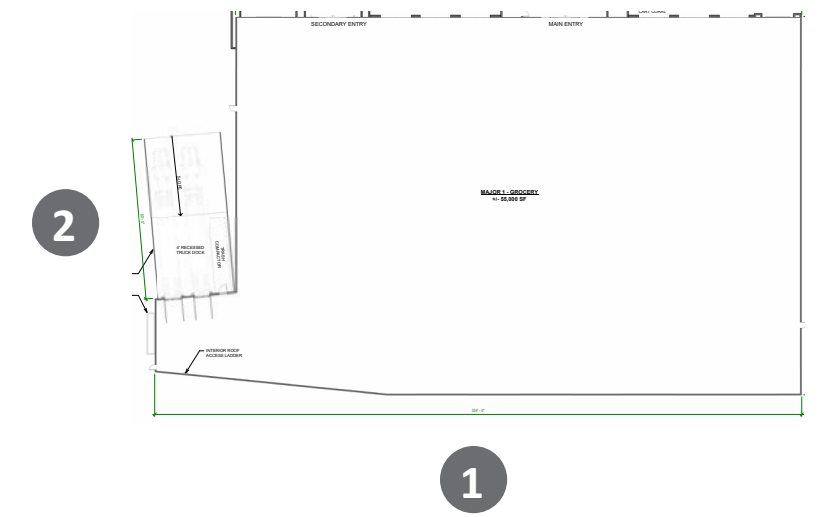


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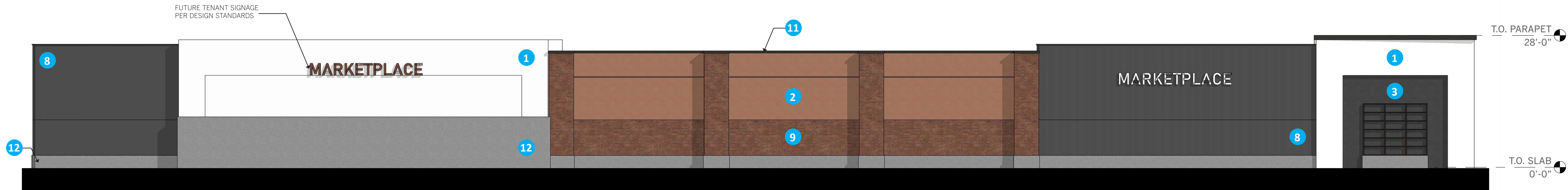
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SW 9544
-  **02. SIERRA REDWOOD**
SW 8598
-  **03. CAVIAR**
SW 6990
-  **04. TARNISHED TRUMPET**
SW 9026

MATERIALS

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AEP SPAN - REGAL WHITE
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AEP SPAN - TERRA COTTA
-  **07. BOX RIB METAL SIDING**
AEP SPAN - ZINC GREY
-  **08. BOX RIB METAL SIDING**
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HC MUDDOX - REDWOOD
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TERRA-COTTA
-  **11. METAL ACCENT**
MIDNIGHT BRONZE
-  **12. G.F.R.C. WALL BASE**
SMOOTH CONCRETE
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MIDNIGHT BRONZE
-  **14. 1/2" ROUND PERFORATED METAL**
MCNICHOLS - PAINTED TERRA-COTTA
-  **15. SLOTTED PERFORATED METAL**
MCNICHOLS - PAINTED ZINC GREY



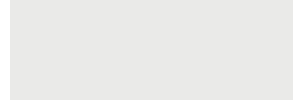



2. WEST ELEVATION







1. SOUTH ELEVATION






COLORS

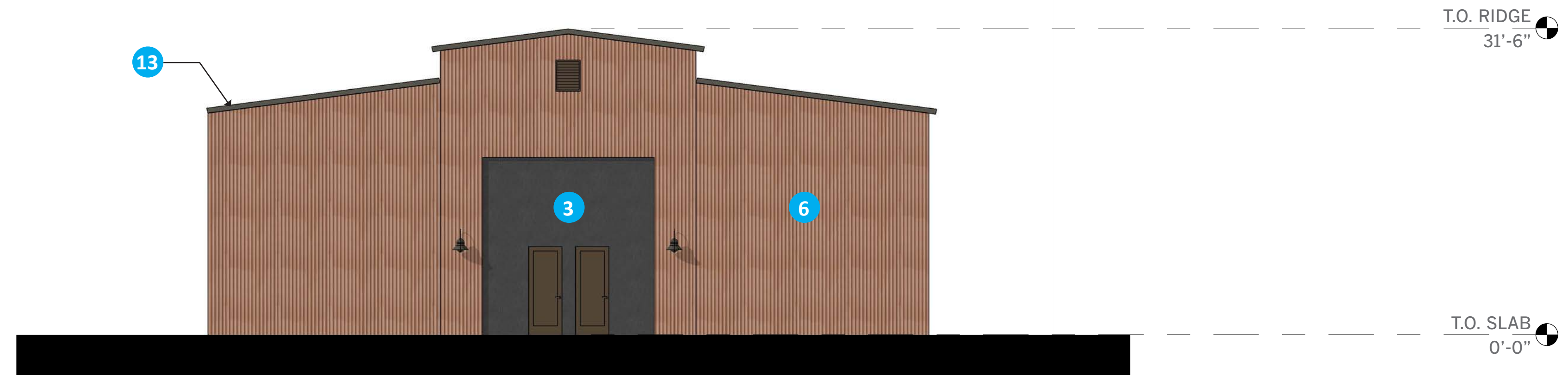
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SW 9544
-  **02. SIERRA REDWOOD**
SW 8598
-  **03. CAVIAR**
SW 6990
-  **04. TARNISHED TRUMPET**
SW 9026

MATERIALS

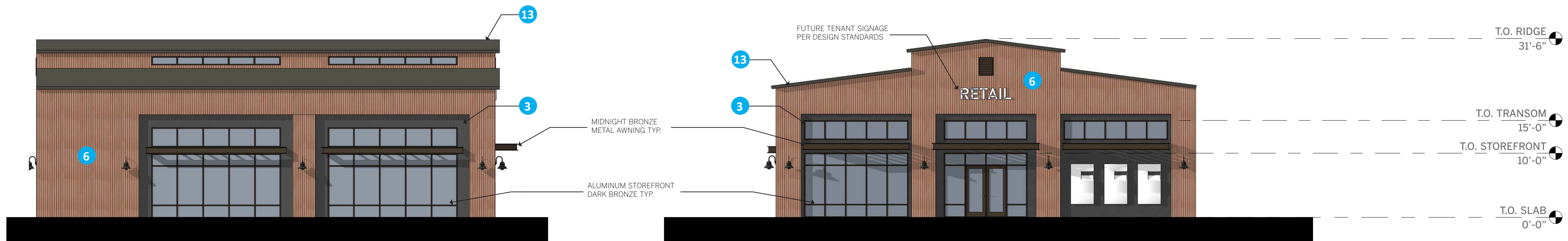
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AEP SPAN - REGAL WHITE
-  **06. MINI V-BEAM METAL SIDING**
AEP SPAN - TERRA COTTA
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SMOOTH CONCRETE

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MCNICHOLS - PAINTED TERRA-COTTA
-  **15. SLOTTED PERFORATED METAL**
MCNICHOLS - PAINTED ZINC GREY



3. SOUTH ELEVATION

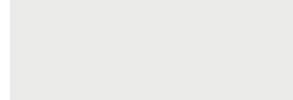





2. EAST ELEVATION





1. NORTH ELEVATION




COLORS

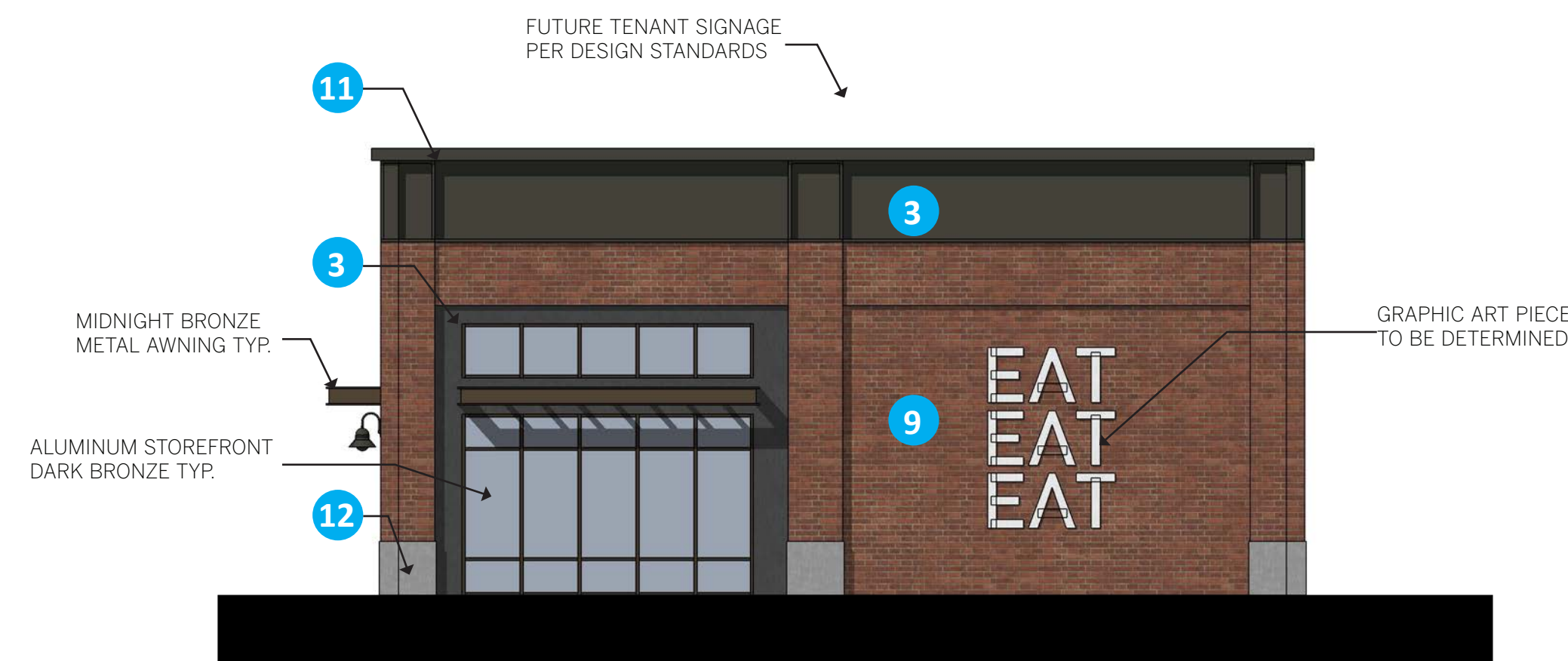
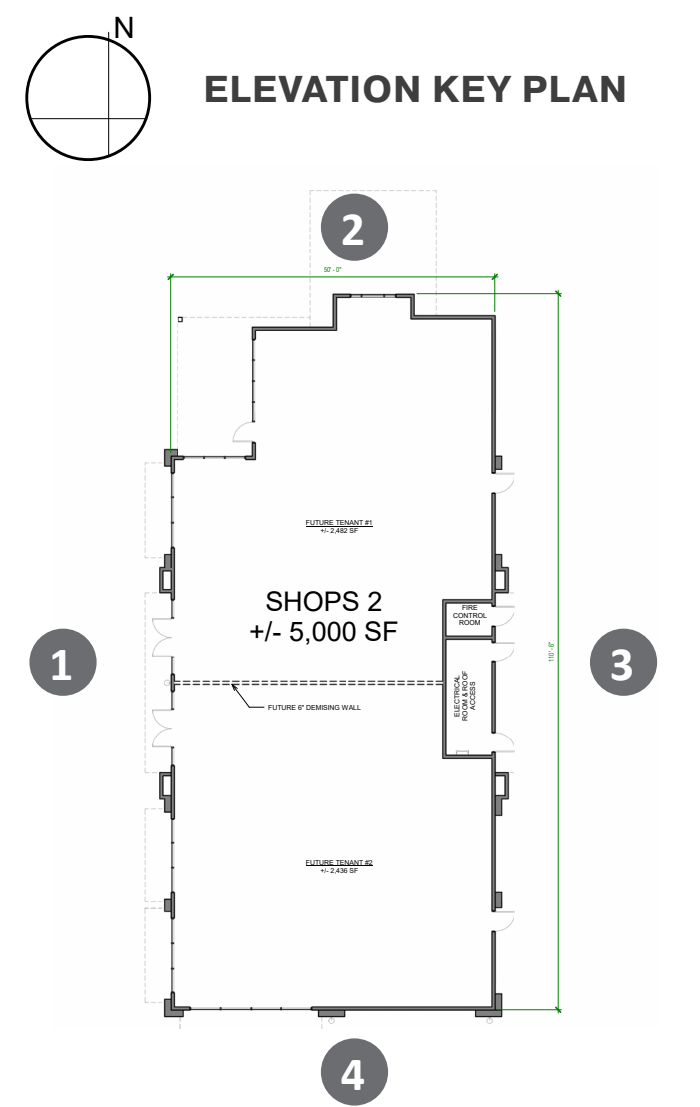
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SW 9544
-  **02. SIERRA REDWOOD**
SW 8598
-  **03. CAVIAR**
SW 6990
-  **04. TARNISHED TRUMPET**
SW 9026

MATERIALS

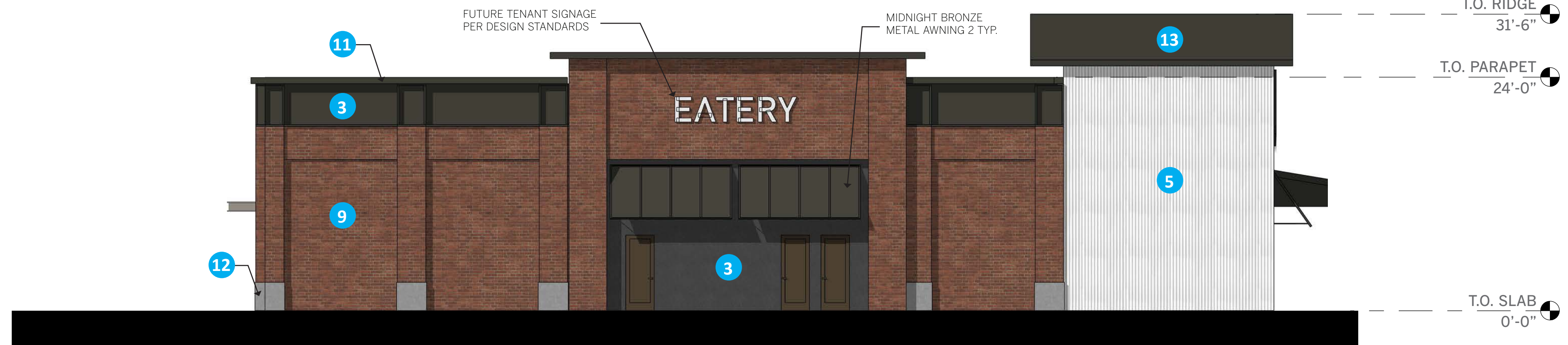
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AEP SPAN - REGAL WHITE
-  **06. MINI V-BEAM METAL SIDING**
AEP SPAN - TERRA COTTA
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AEP SPAN - ZINC GREY
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TERRA-COTTA
-  **11. METAL ACCENT**
MIDNIGHT BRONZE
-  **12. G.F.R.C. WALL BASE**
SMOOTH CONCRETE

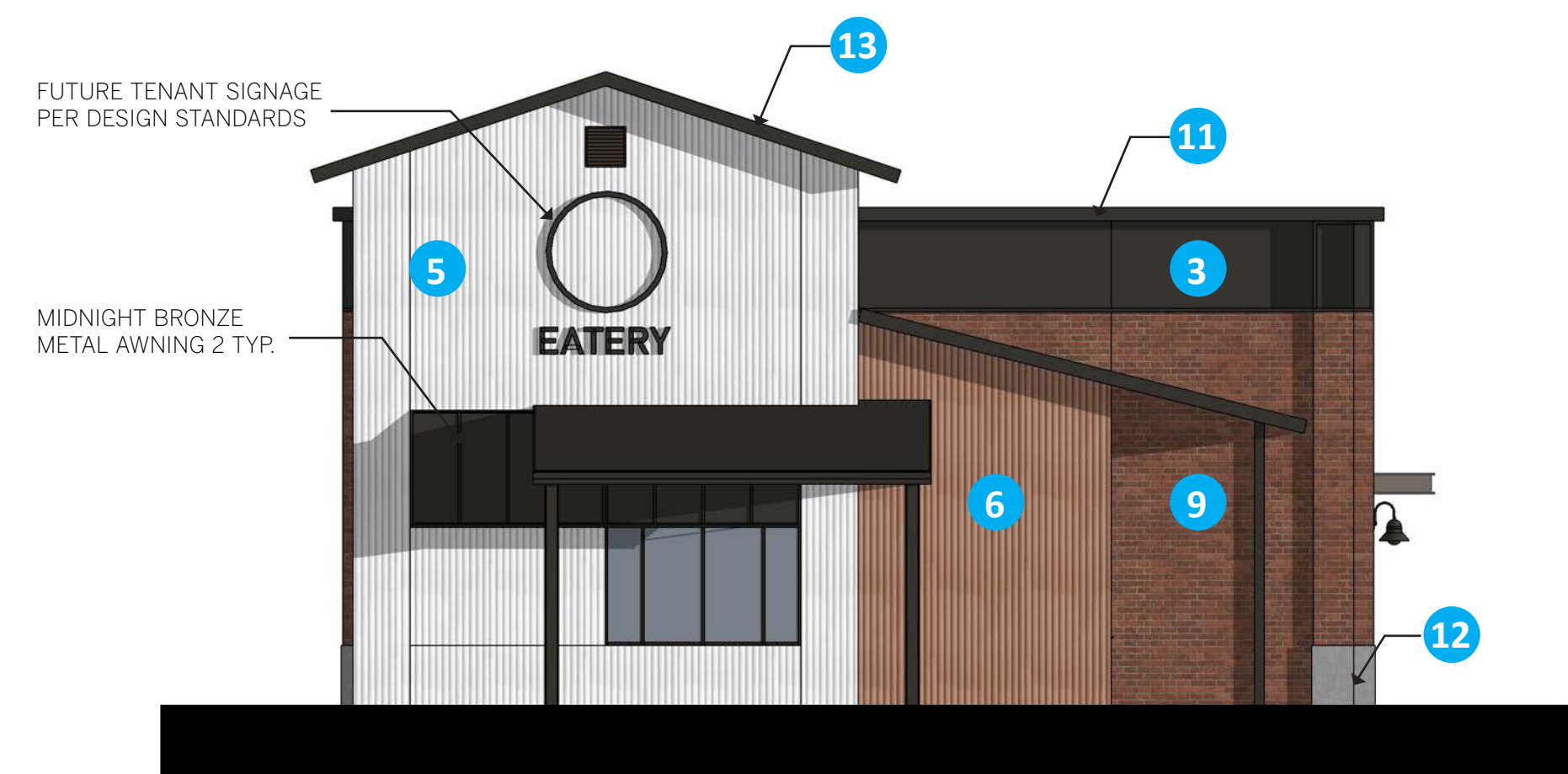
-  **13. STANDING SEAM METAL ROOF**
MIDNIGHT BRONZE
-  **14. 1/2" ROUND PERFORATED METAL**
MCNICHOLS - PAINTED TERRA-COTTA
-  **15. SLOTTED PERFORATED METAL**
MCNICHOLS - PAINTED ZINC GREY



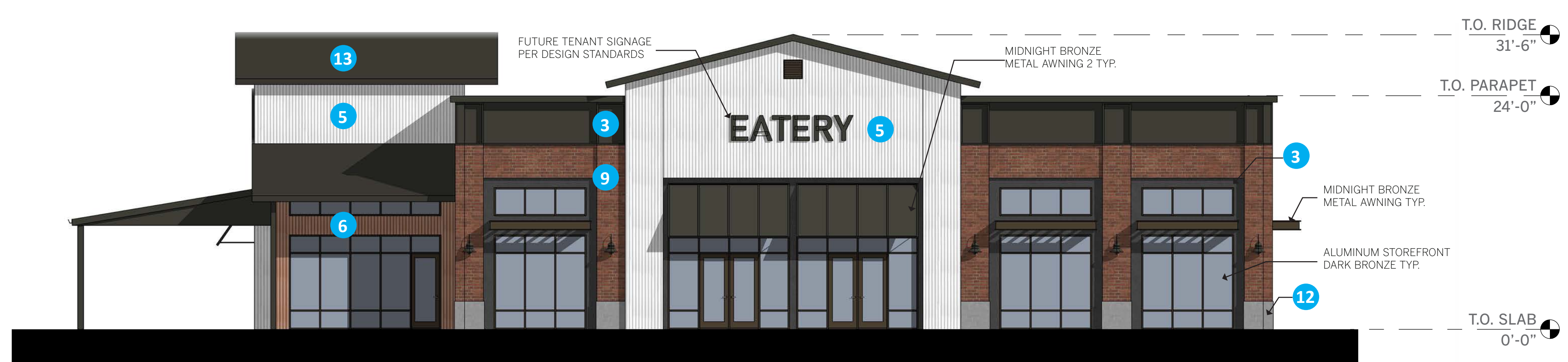
4. SOUTH ELEVATION



3. EAST ELEVATION



2. NORTH ELEVATION



1. WEST ELEVATION



COLORS

- 01. DASHING**
SW 9544
- 02. SIERRA REDWOOD**
SW 8598
- 03. CAVIAR**
SW 6990
- 04. TARNISHED TRUMPET**
SW 9026

MATERIALS

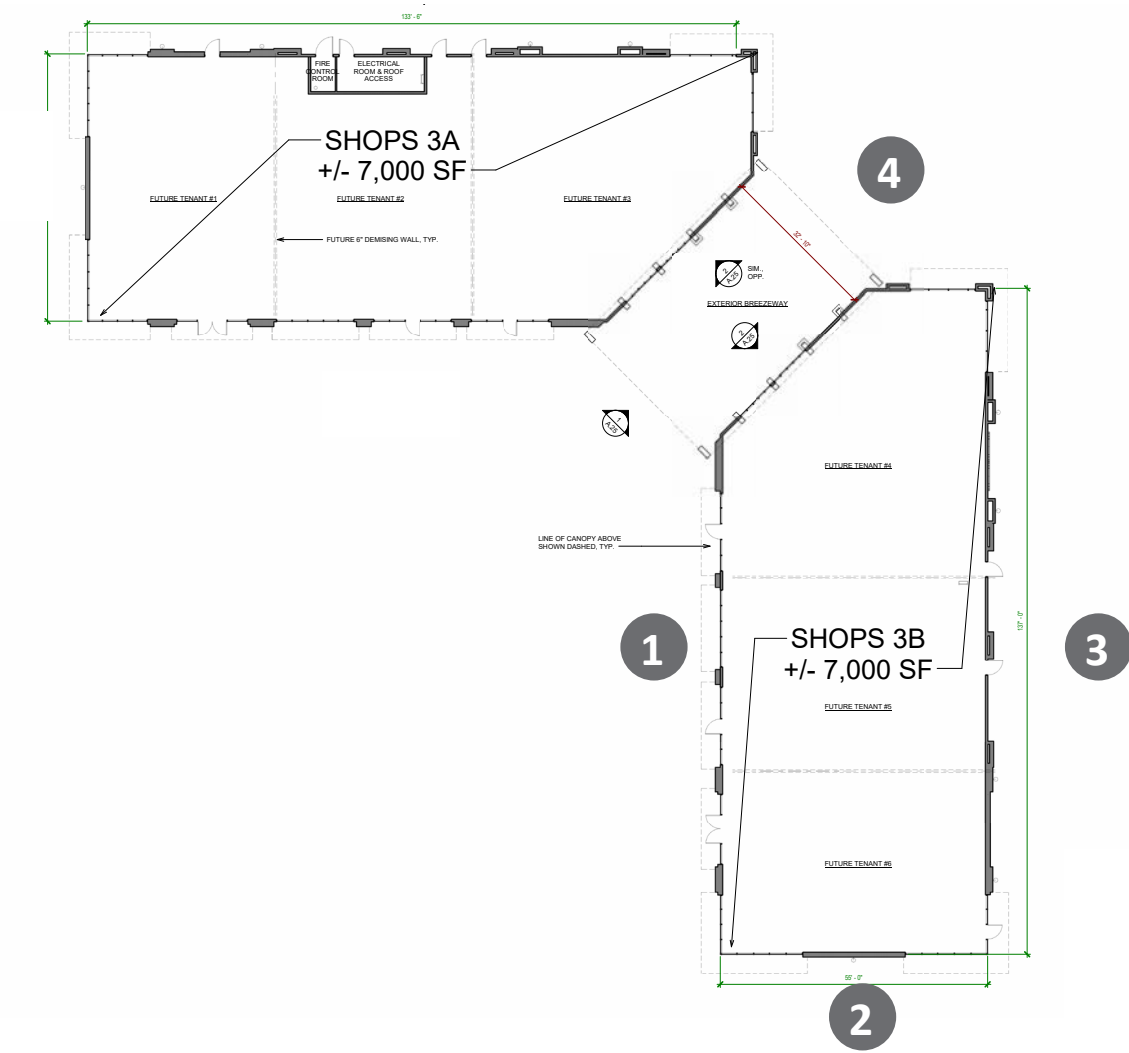
- 05. MINI V-BEAM METAL SIDING**
AEP SPAN - REGAL WHITE
- 06. MINI V-BEAM METAL SIDING**
AEP SPAN - TERRA COTTA
- 07. BOX RIB METAL SIDING**
AEP SPAN - ZINC GREY
- 08. BOX RIB METAL SIDING**
AEP SPAN - MIDNIGHT BRONZE

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HC MUDDOX - REDWOOD
- 10. METAL ACCENT**
TERRA-COTTA
- 11. METAL ACCENT**
MIDNIGHT BRONZE
- 12. G.F.R.C. WALL BASE**
SMOOTH CONCRETE

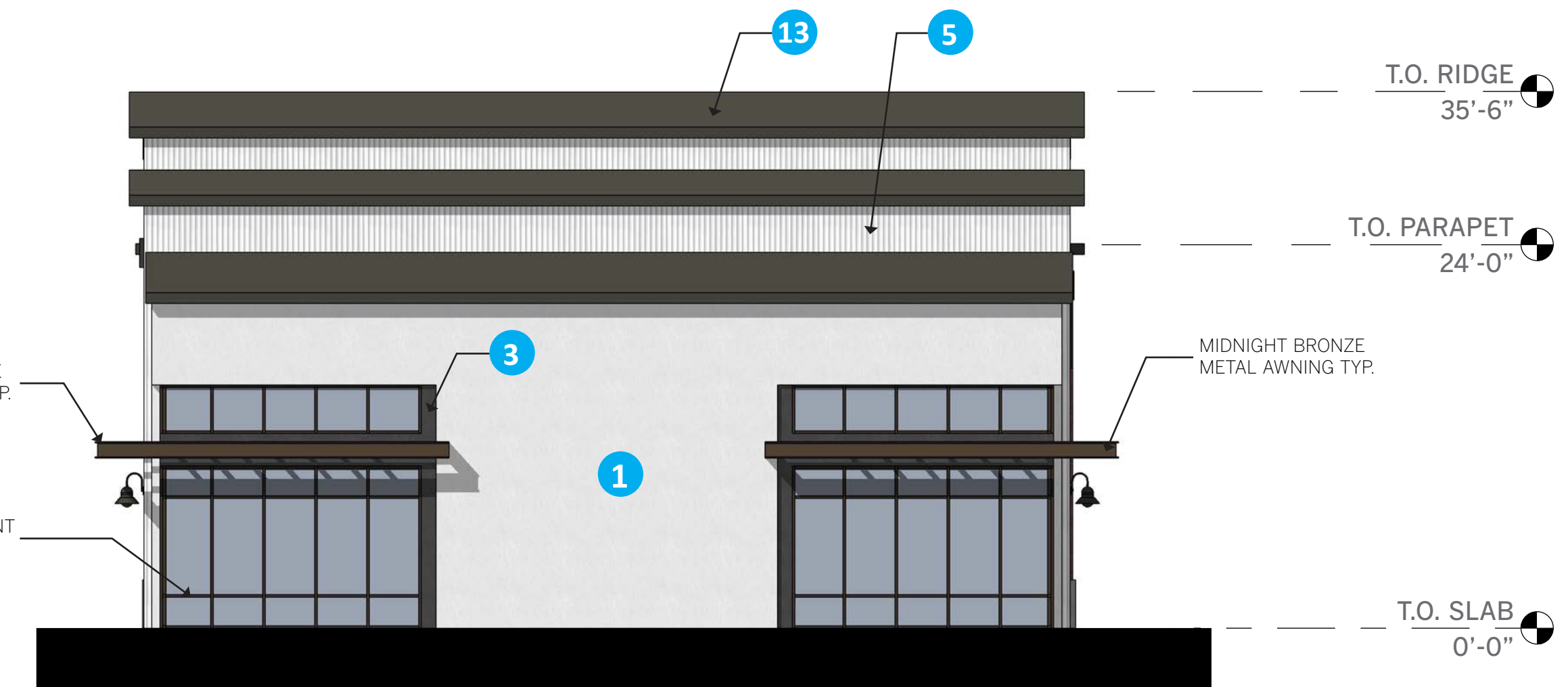


- 13. STANDING SEAM METAL ROOF**
MIDNIGHT BRONZE
- 14. 1/2" ROUND PERFORATED METAL**
MCNICHOLS - PAINTED TERRA-COTTA
- 15. SLOTTED PERFORATED METAL**
MCNICHOLS - PAINTED ZINC GREY

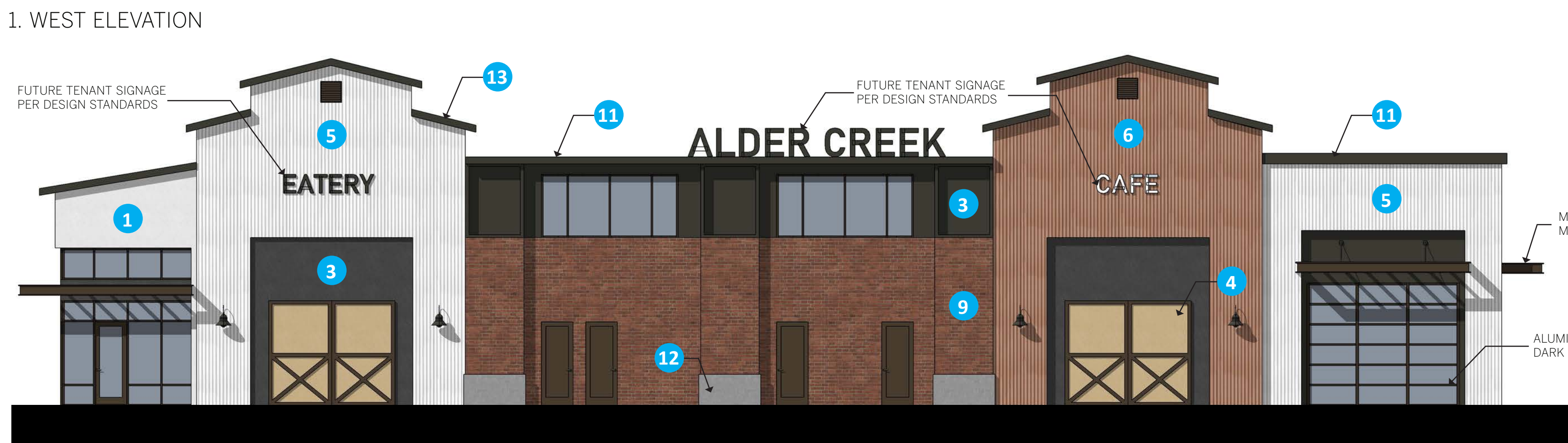
ELEVATION KEY PLAN



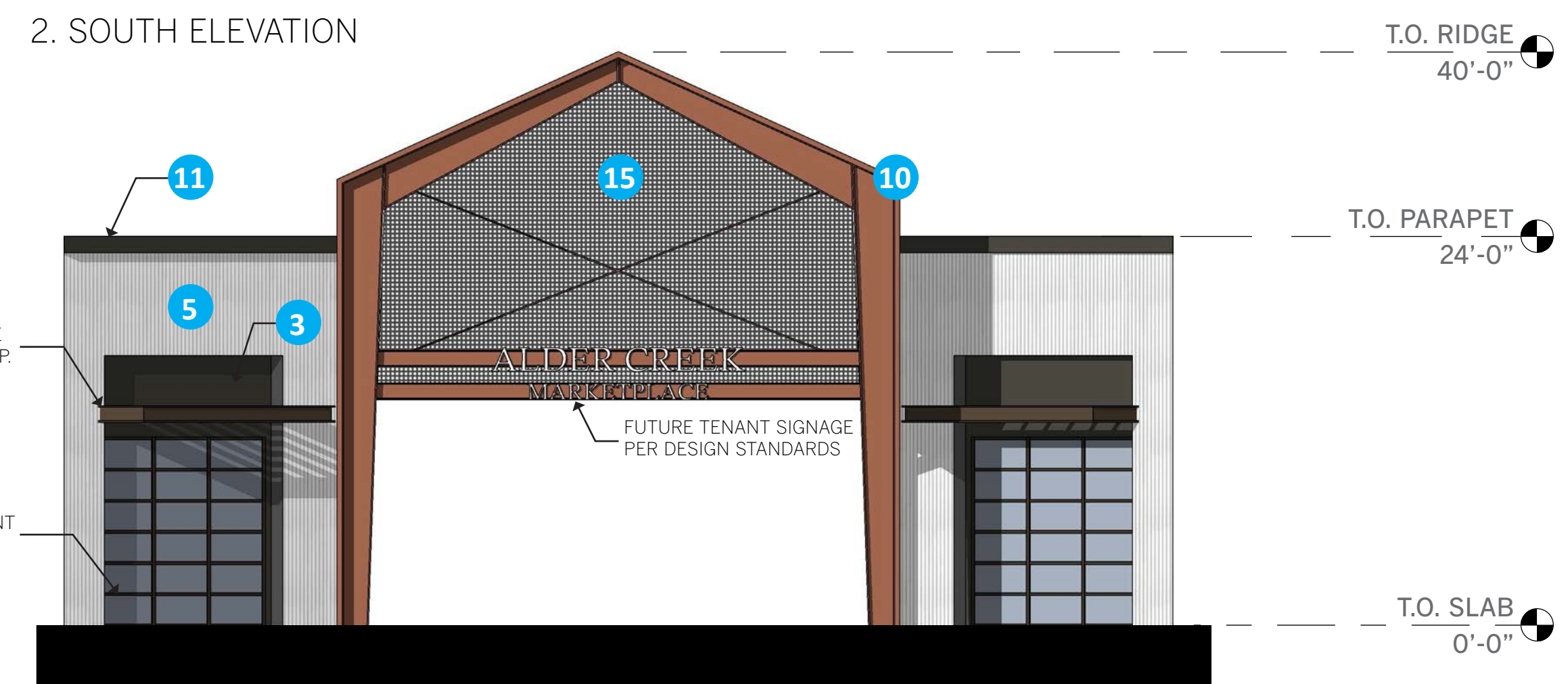
1. WEST ELEVATION



2. SOUTH ELEVATION



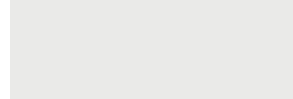



3. EAST ELEVATION







4. NORTHEAST ELEVATION



COLORS

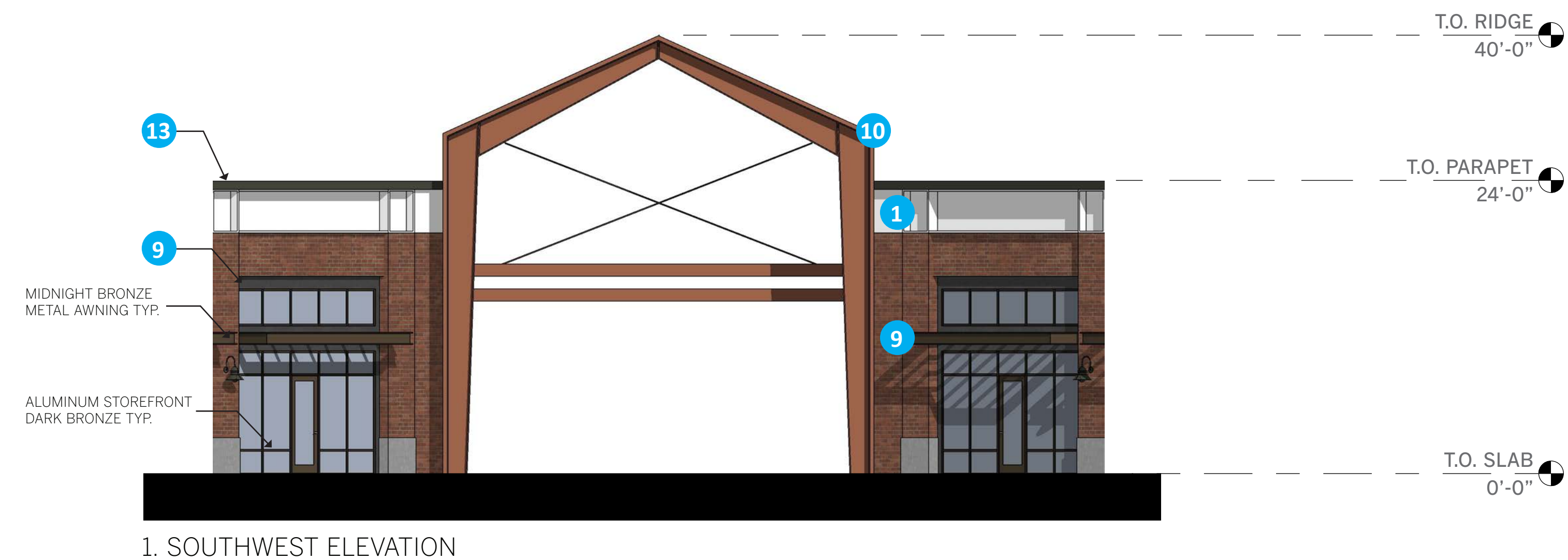
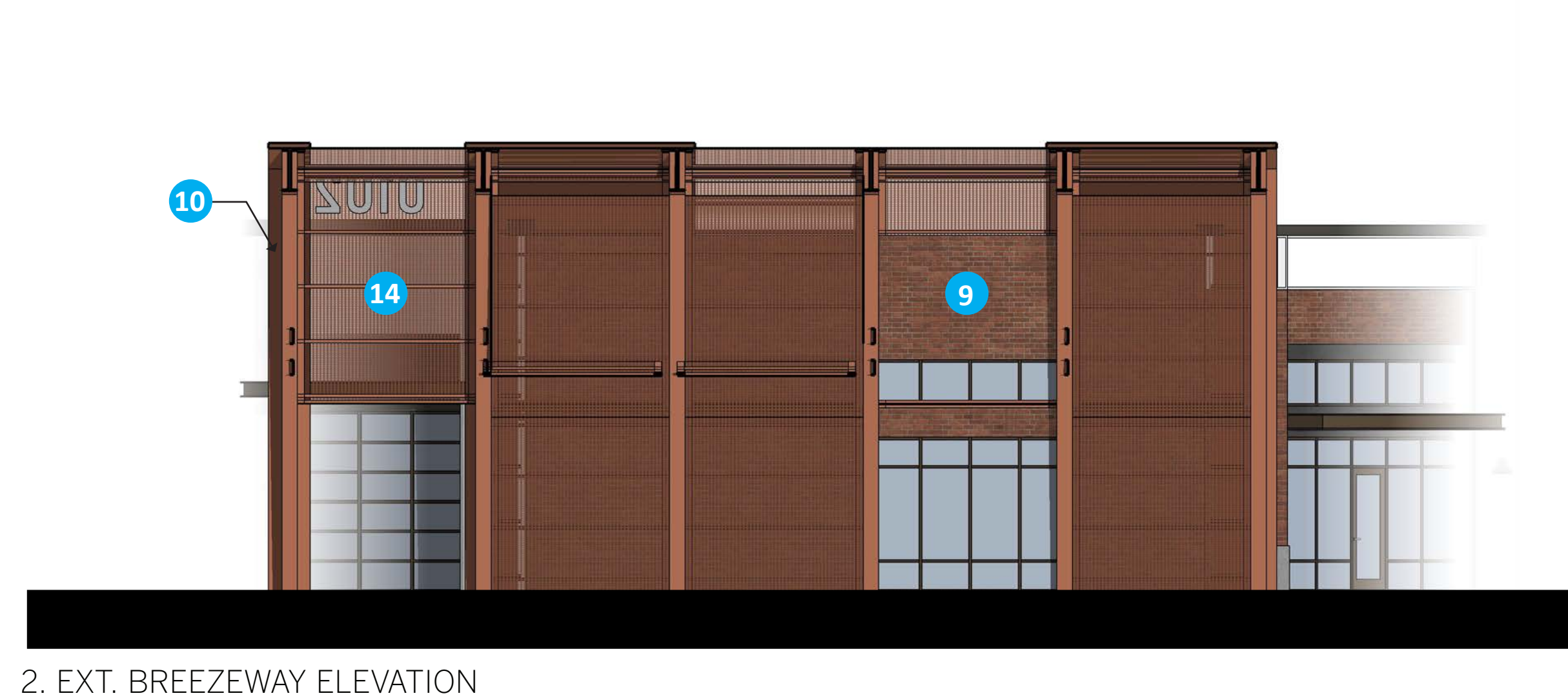
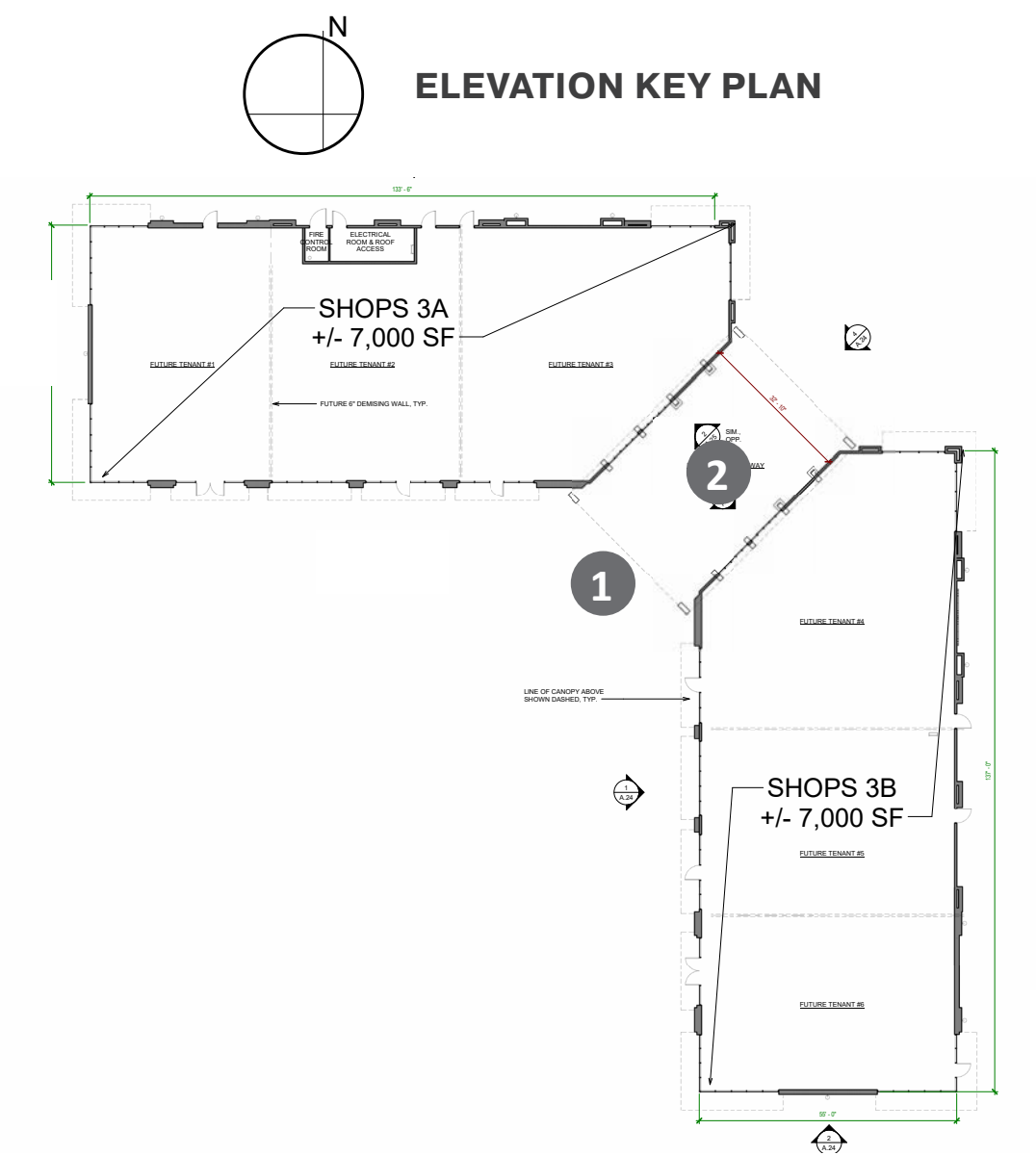
-  **01. DASHING**
SW 9544
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SW 8598
-  **03. CAVIAR**
SW 6990
-  **04. TARNISHED TRUMPET**
SW 9026

MATERIALS

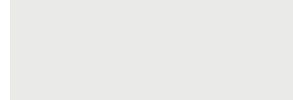



-  **05. MINI V-BEAM METAL SIDING**
AEP SPAN - REGAL WHITE
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AEP SPAN - ZINC GREY
-  **08. BOX RIB METAL SIDING**
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HC MUDDOX - REDWOOD
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-  **11. METAL ACCENT**
MIDNIGHT BRONZE
-  **12. G.F.R.C. WALL BASE**
SMOOTH CONCRETE





-  **13. STANDING SEAM METAL ROOF**
MIDNIGHT BRONZE
-  **14. 1/2" ROUND PERFORATED METAL**
MCNICHOLS - PAINTED TERRA-COTTA
-  **15. SLOTTED PERFORATED METAL**
MCNICHOLS - PAINTED ZINC GREY




COLORS

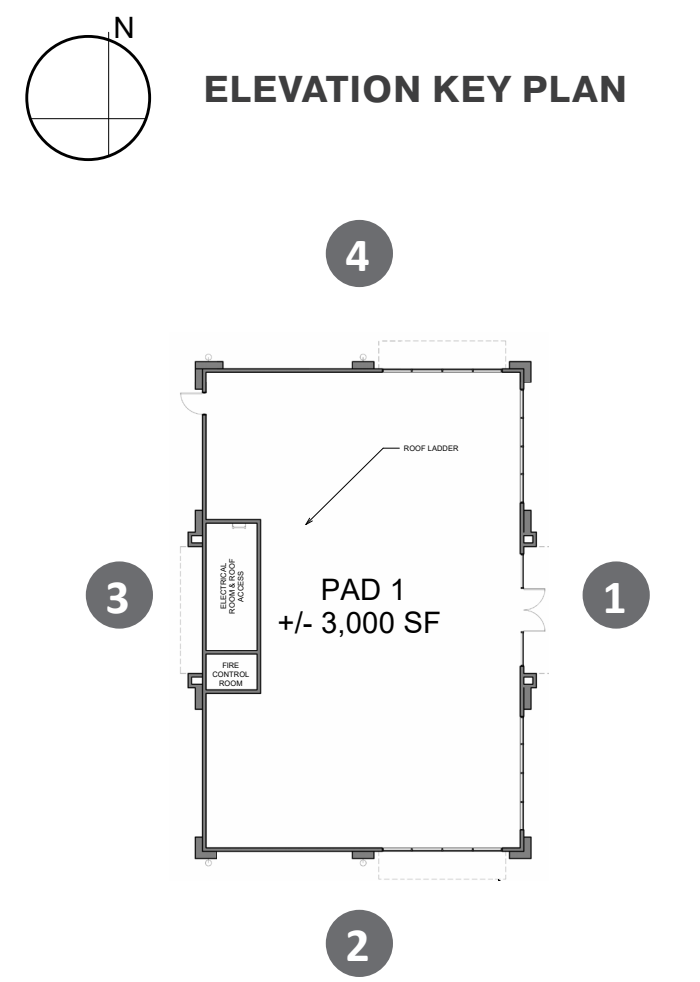
-  **01. DASHING**
SW 9544
-  **02. SIERRA REDWOOD**
SW 8598
-  **03. CAVIAR**
SW 6990
-  **04. TARNISHED TRUMPET**
SW 9026

MATERIALS

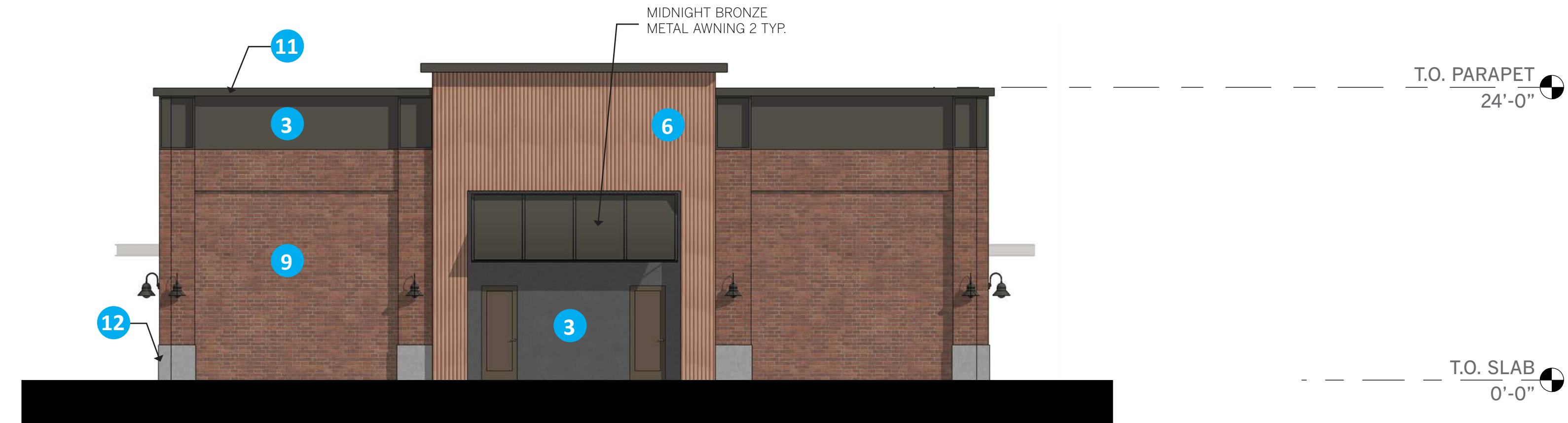
-  **05. MINI V-BEAM METAL SIDING**
AEP SPAN - REGAL WHITE
-  **06. MINI V-BEAM METAL SIDING**
AEP SPAN - TERRA COTTA
-  **07. BOX RIB METAL SIDING**
AEP SPAN - ZINC GREY
-  **08. BOX RIB METAL SIDING**
AEP SPAN - MIDNIGHT BRONZE

-  **09. THIN BRICK**
HC MUDDOX - REDWOOD
-  **10. METAL ACCENT**
TERRA-COTTA
-  **11. METAL ACCENT**
MIDNIGHT BRONZE
-  **12. G.F.R.C. WALL BASE**
SMOOTH CONCRETE

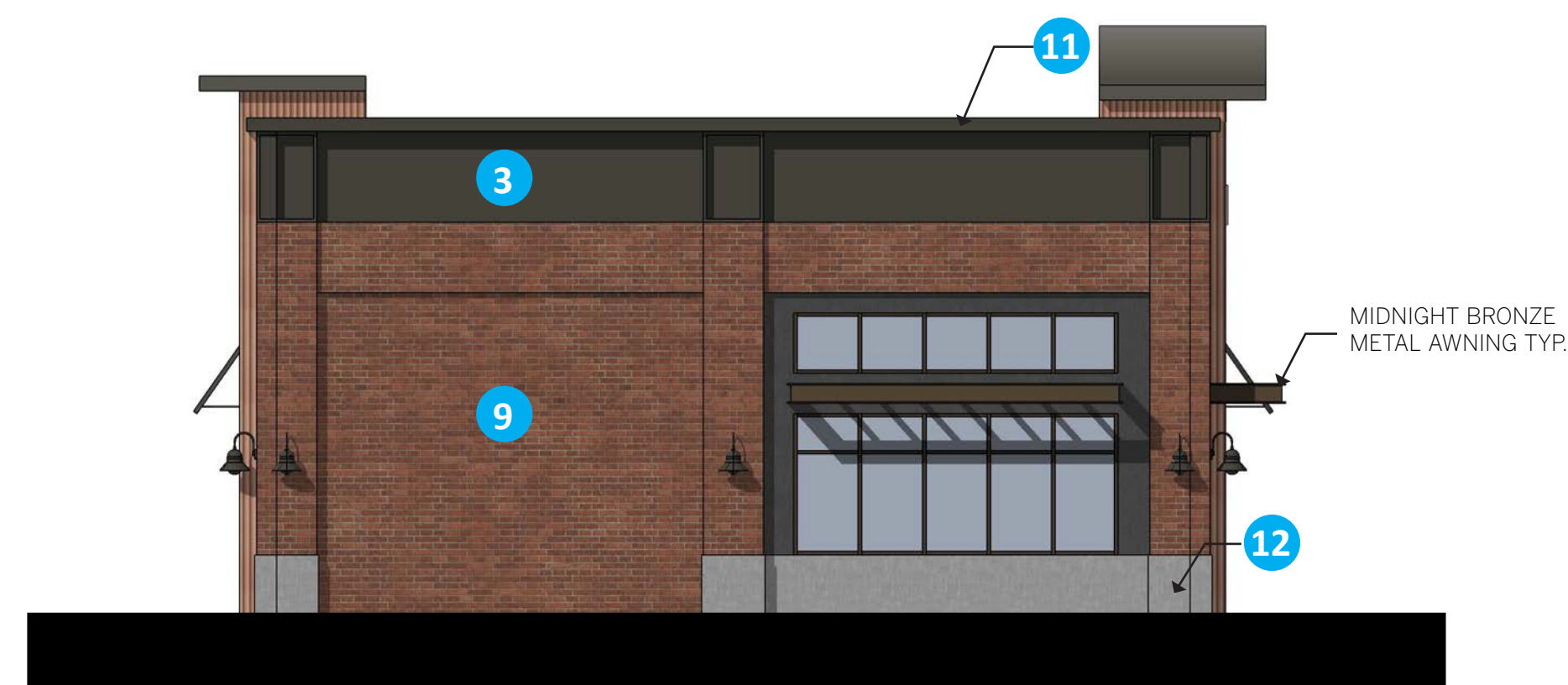
-  **13. STANDING SEAM METAL ROOF**
MIDNIGHT BRONZE
-  **14. 1/2" ROUND PERFORATED METAL**
MCNICHOLS - PAINTED TERRA-COTTA
-  **15. SLOTTED PERFORATED METAL**
MCNICHOLS - PAINTED ZINC GREY



4. NORTH ELEVATION



3. WEST ELEVATION



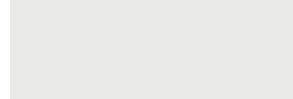



2. SOUTH ELEVATION



1. EAST ELEVATION

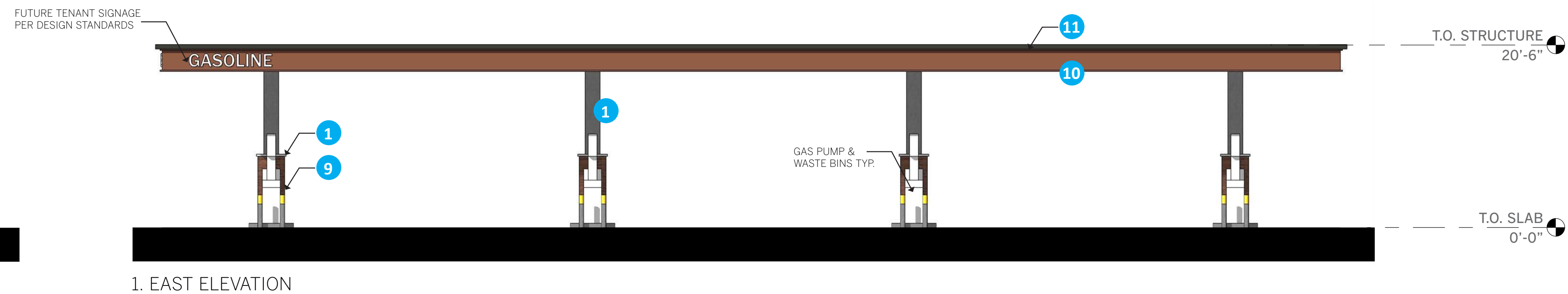
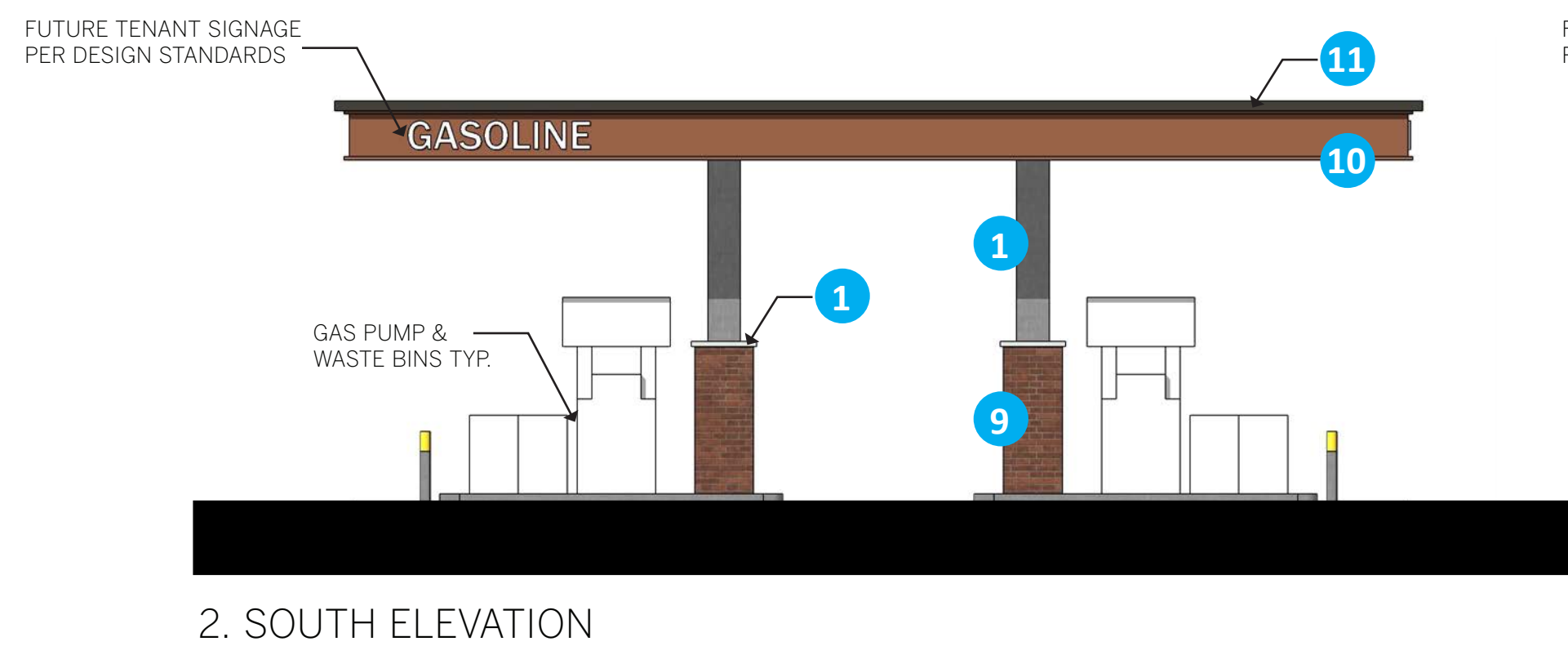
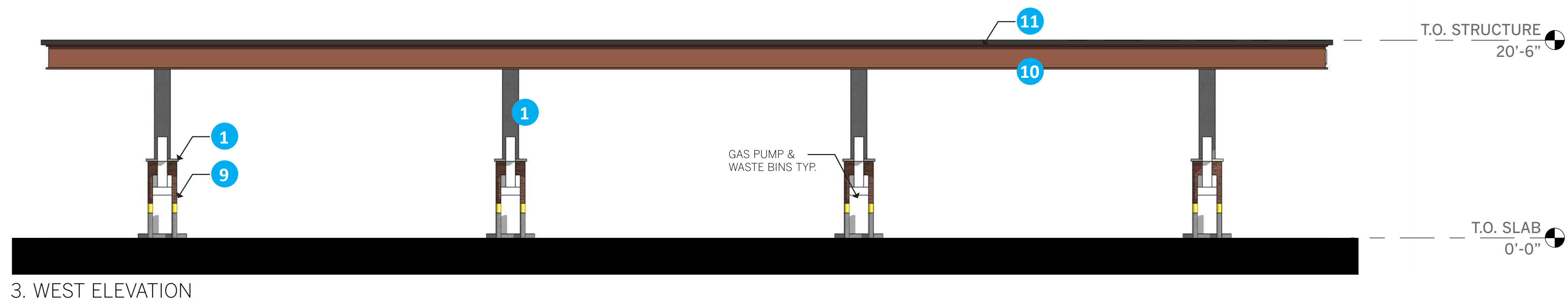
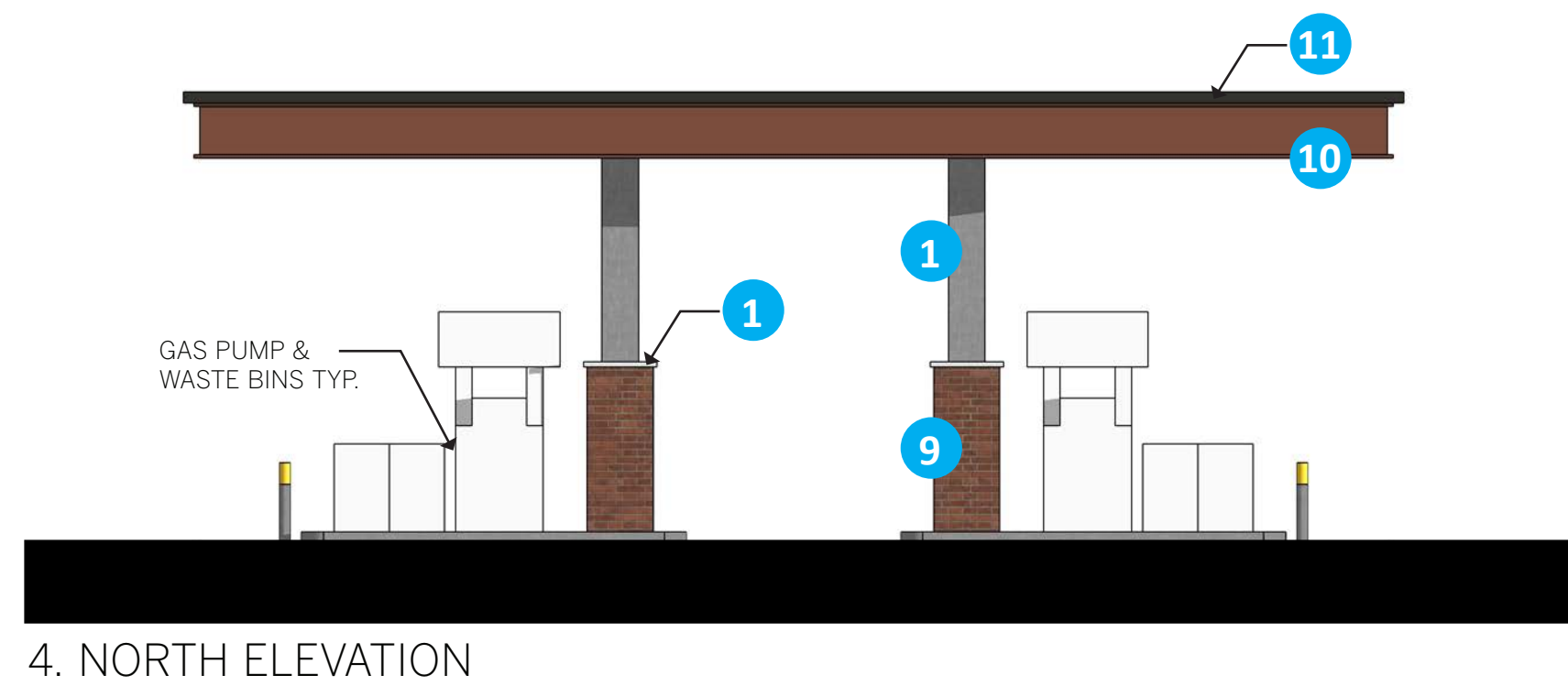


COLORS

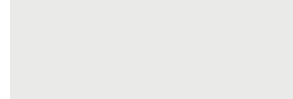



-  **01. DASHING**
SW 9544
-  **02. SIERRA REDWOOD**
SW 8598
-  **03. CAVIAR**
SW 6990
-  **04. TARNISHED TRUMPET**
SW 9026

MATERIALS





-  **05. MINI V-BEAM METAL SIDING**
AEP SPAN - REGAL WHITE
-  **06. MINI V-BEAM METAL SIDING**
AEP SPAN - TERRA COTTA
-  **07. BOX RIB METAL SIDING**
AEP SPAN - ZINC GREY
-  **08. BOX RIB METAL SIDING**
AEP SPAN - MIDNIGHT BRONZE
-  **09. THIN BRICK**
HC MUDDOX - REDWOOD
-  **10. METAL ACCENT**
TERRA-COTTA
-  **11. METAL ACCENT**
MIDNIGHT BRONZE
-  **12. G.F.R.C. WALL BASE**
SMOOTH CONCRETE
-  **13. STANDING SEAM METAL ROOF**
MIDNIGHT BRONZE
-  **14. 1/2" ROUND PERFORATED METAL**
MCNICHOLS - PAINTED TERRA-COTTA
-  **15. SLOTTED PERFORATED METAL**
MCNICHOLS - PAINTED ZINC GREY





COLORS

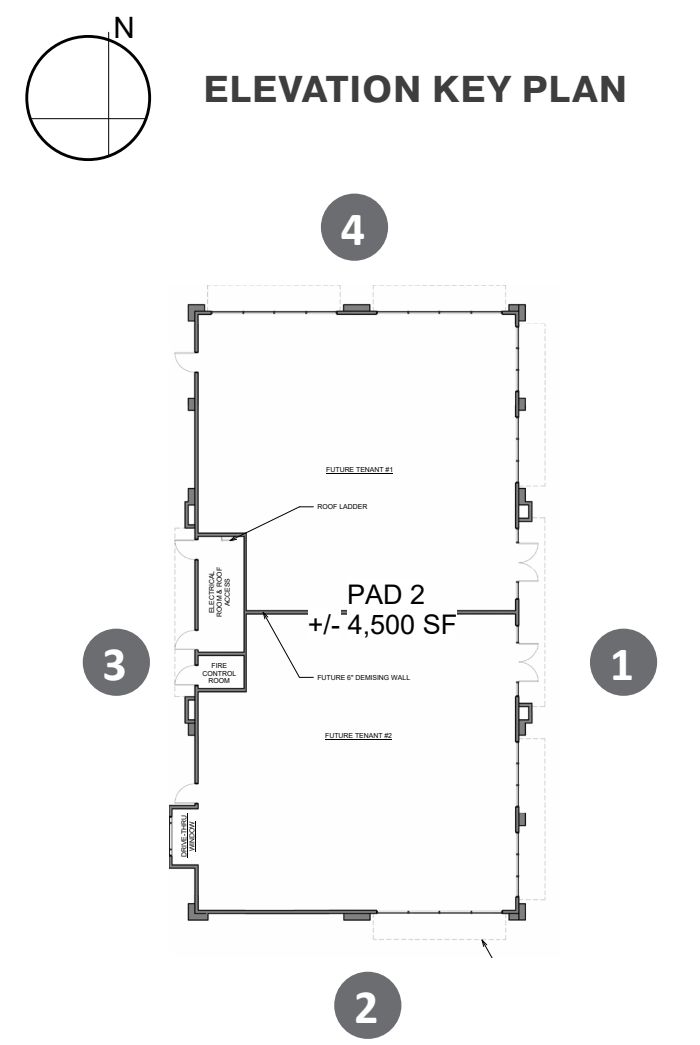
-  **01. DASHING**
SW 9544
-  **02. SIERRA REDWOOD**
SW 8598
-  **03. CAVIAR**
SW 6990
-  **04. TARNISHED TRUMPET**
SW 9026

MATERIALS

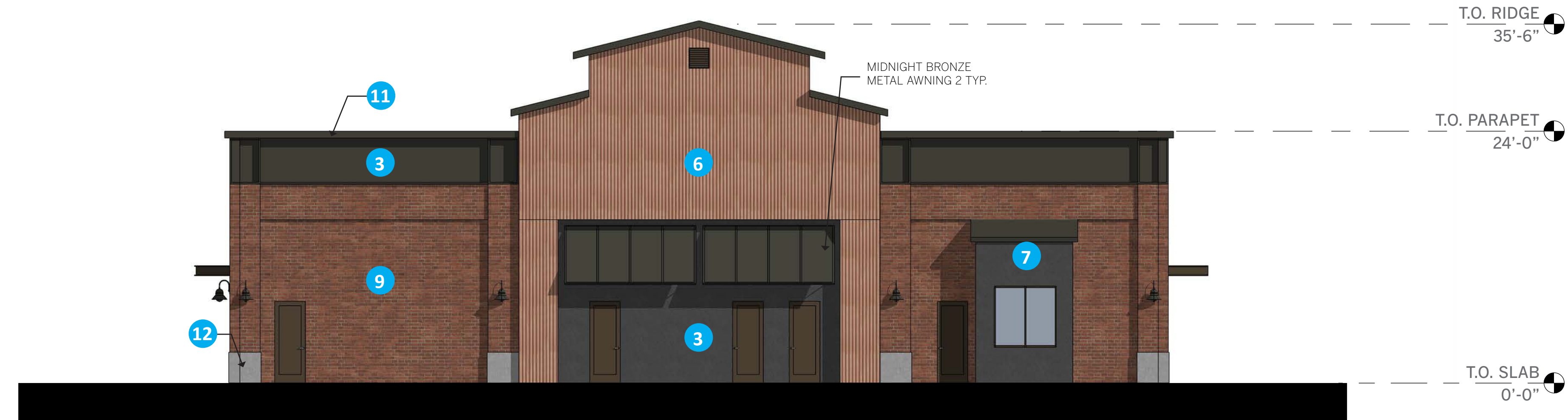
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AEP SPAN - REGAL WHITE
-  **06. MINI V-BEAM METAL SIDING**
AEP SPAN - TERRA COTTA
-  **07. BOX RIB METAL SIDING**
AEP SPAN - ZINC GREY
-  **08. BOX RIB METAL SIDING**
AEP SPAN - MIDNIGHT BRONZE

-  **09. THIN BRICK**
HC MUDDOX - REDWOOD
-  **10. METAL ACCENT**
TERRA-COTTA
-  **11. METAL ACCENT**
MIDNIGHT BRONZE
-  **12. G.F.R.C. WALL BASE**
SMOOTH CONCRETE

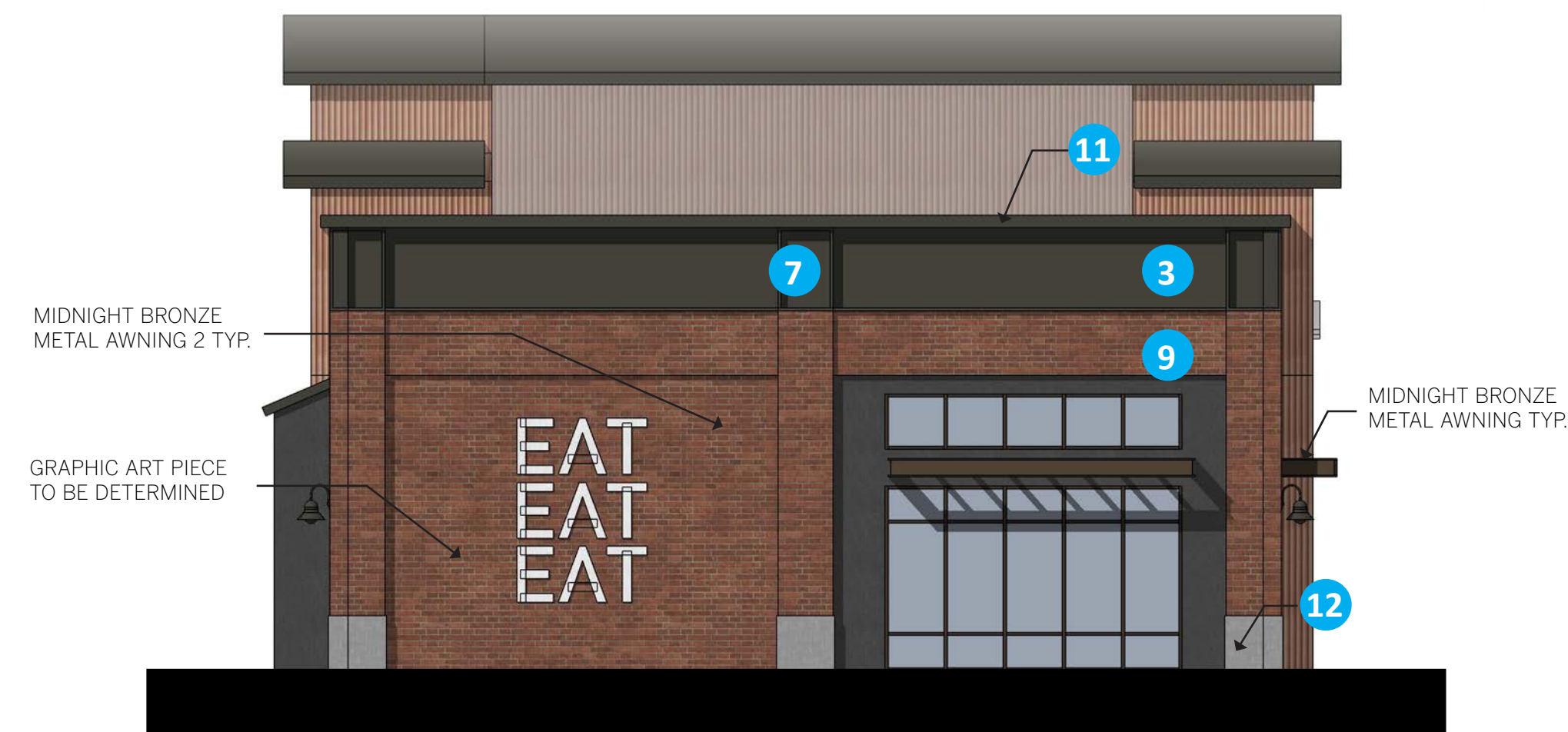
-  **13. STANDING SEAM METAL ROOF**
MIDNIGHT BRONZE
-  **14. 1/2" ROUND PERFORATED METAL**
MCNICHOLS - PAINTED TERRA-COTTA
-  **15. SLOTTED PERFORATED METAL**
MCNICHOLS - PAINTED ZINC GREY



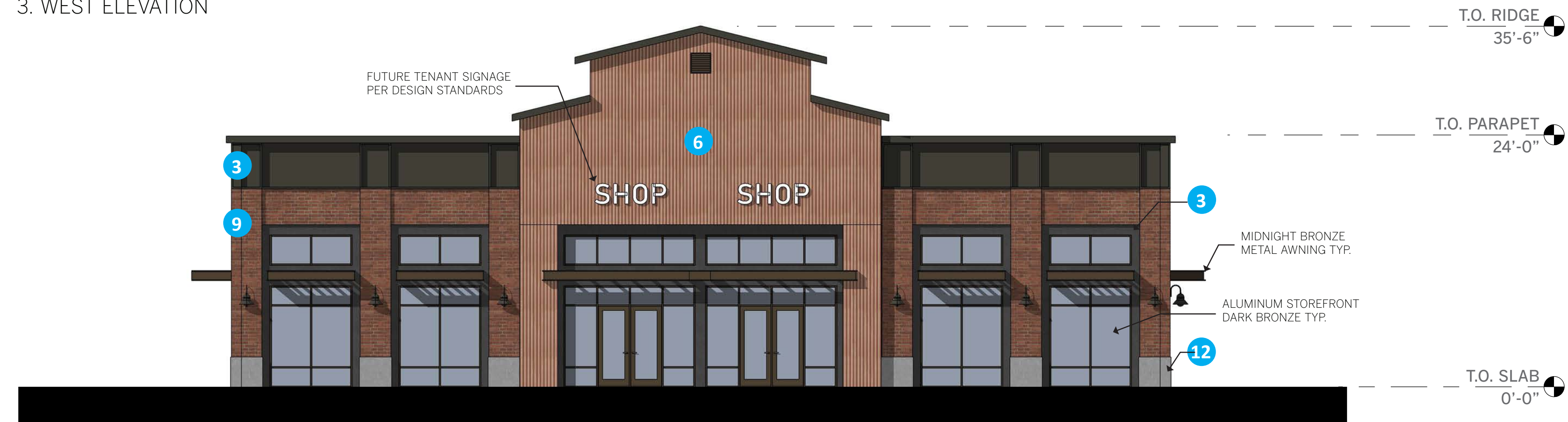
4. NORTH ELEVATION



3. WEST ELEVATION



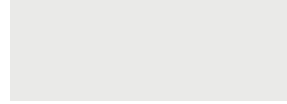



2. SOUTH ELEVATION







1. EAST ELEVATION



COLORS

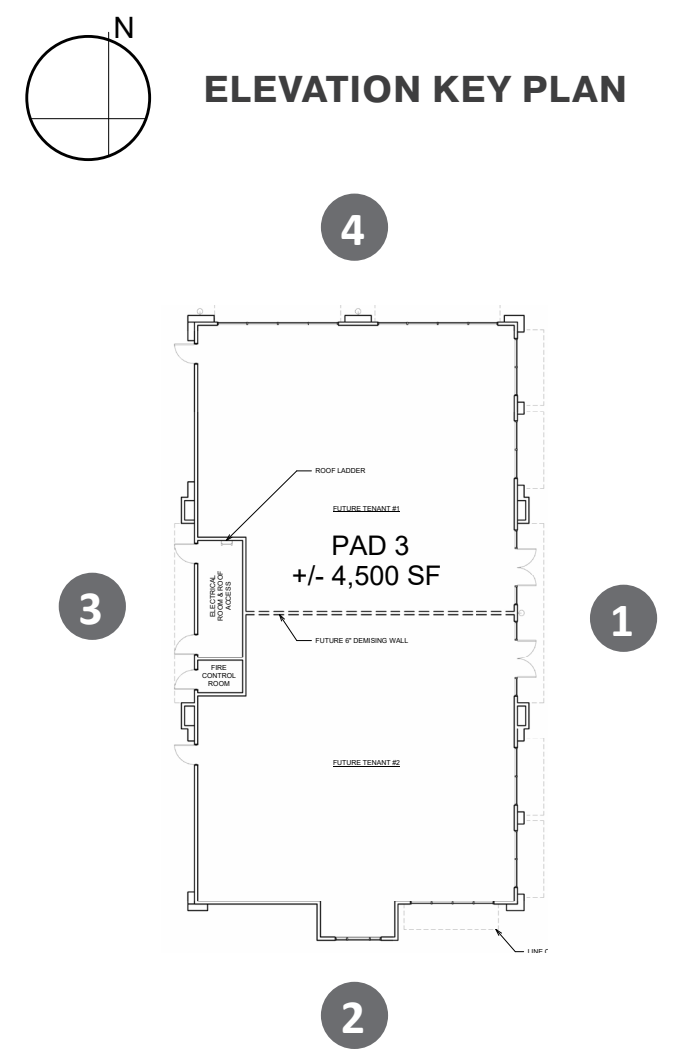
-  **01. DASHING**
SW 9544
-  **02. SIERRA REDWOOD**
SW 8598
-  **03. CAVIAR**
SW 6990
-  **04. TARNISHED TRUMPET**
SW 9026

MATERIALS

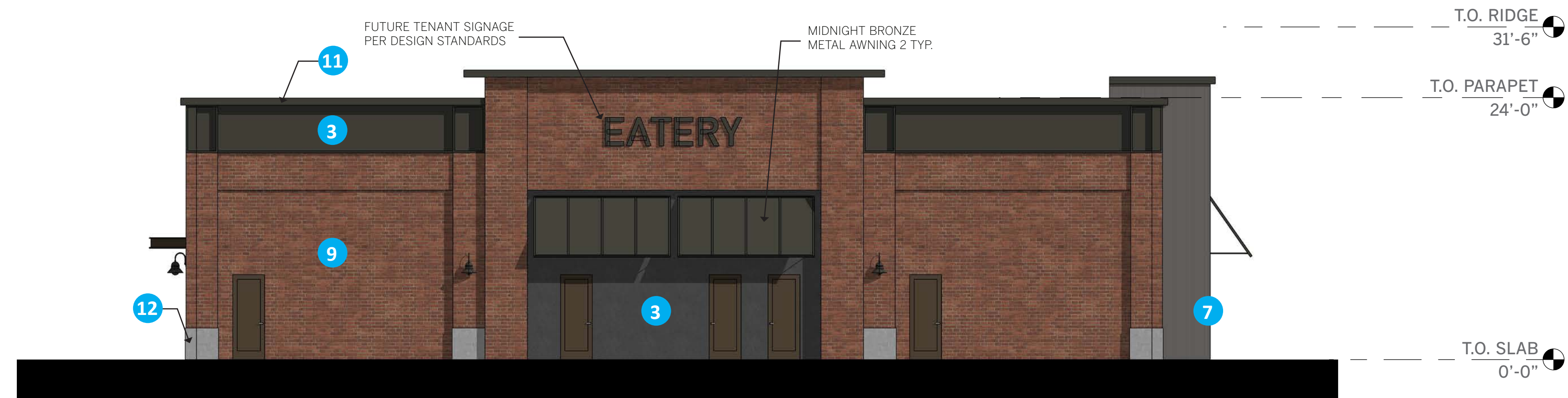
-  **05. MINI V-BEAM METAL SIDING**
AEP SPAN - REGAL WHITE
-  **06. MINI V-BEAM METAL SIDING**
AEP SPAN - TERRA COTTA
-  **07. BOX RIB METAL SIDING**
AEP SPAN - ZINC GREY
-  **08. BOX RIB METAL SIDING**
AEP SPAN - MIDNIGHT BRONZE

-  **09. THIN BRICK**
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-  **10. METAL ACCENT**
TERRA-COTTA
-  **11. METAL ACCENT**
MIDNIGHT BRONZE
-  **12. G.F.R.C. WALL BASE**
SMOOTH CONCRETE

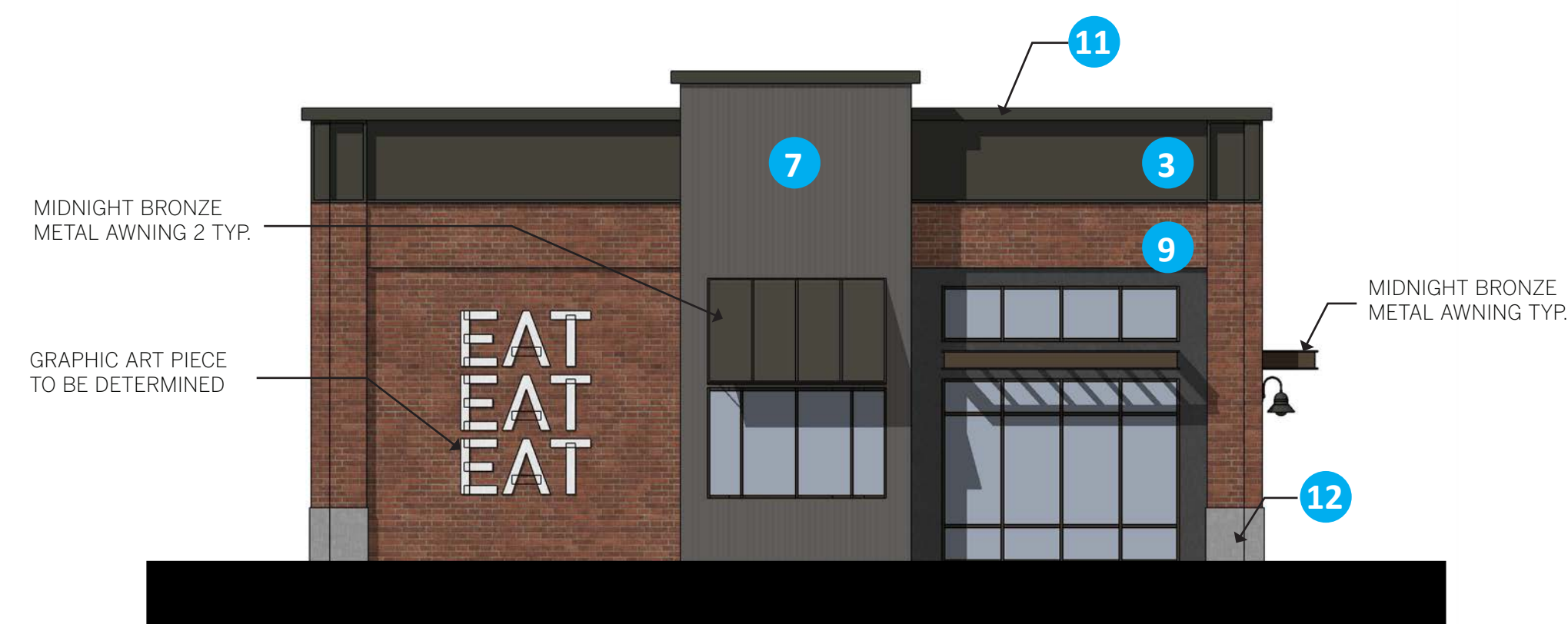
-  **13. STANDING SEAM METAL ROOF**
MIDNIGHT BRONZE
-  **14. 1/2" ROUND PERFORATED METAL**
MCNICHOLS - PAINTED TERRA-COTTA
-  **15. SLOTTED PERFORATED METAL**
MCNICHOLS - PAINTED ZINC GREY



4. NORTH ELEVATION



3. WEST ELEVATION



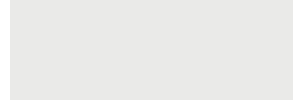



2. SOUTH ELEVATION







1. EAST ELEVATION





COLORS

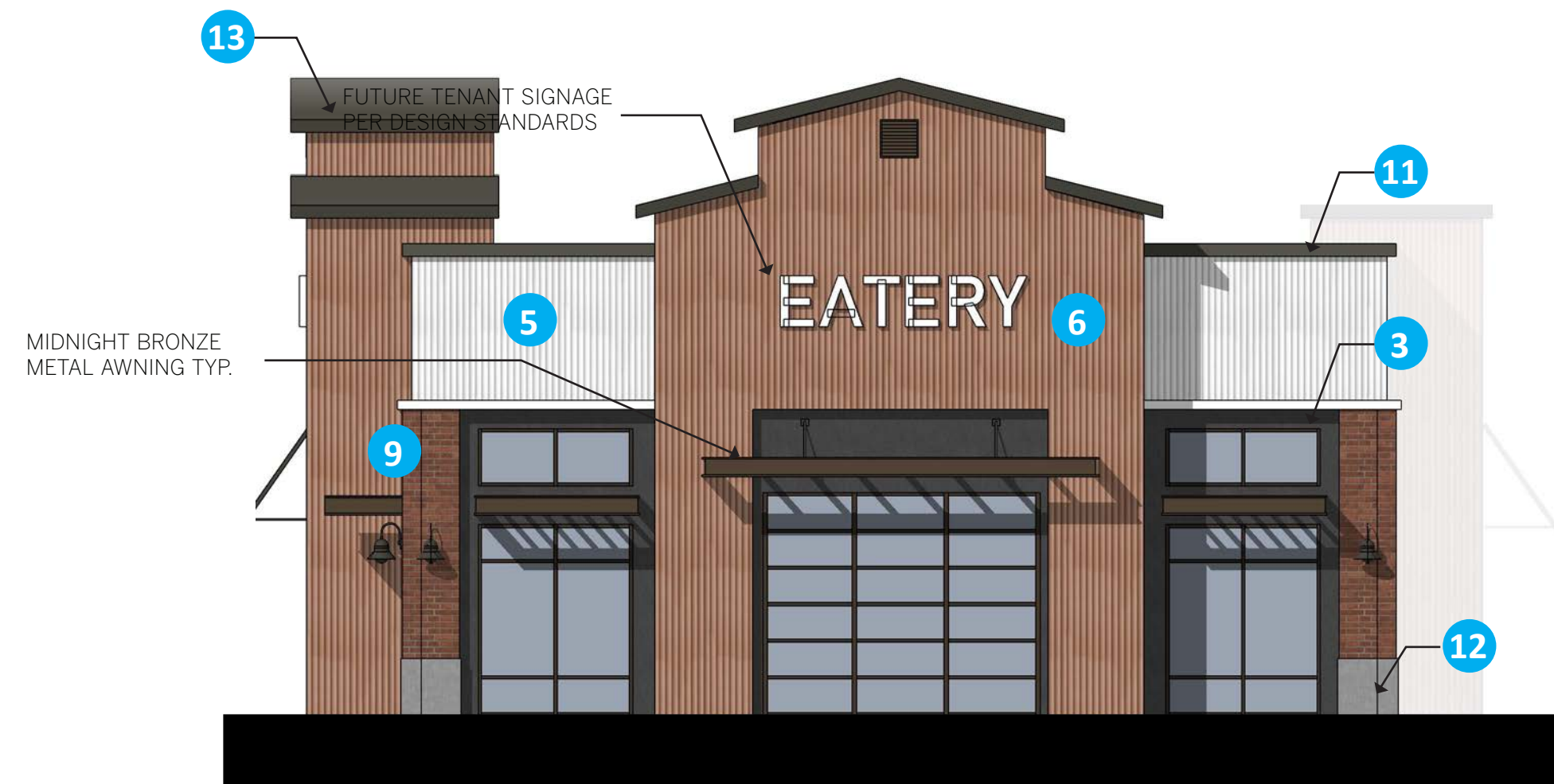
-  **01. DASHING**
SW 9544
-  **02. SIERRA REDWOOD**
SW 8598
-  **03. CAVIAR**
SW 6990
-  **04. TARNISHED TRUMPET**
SW 9026

MATERIALS

-  **05. MINI V-BEAM METAL SIDING**
AEP SPAN - REGAL WHITE
-  **06. MINI V-BEAM METAL SIDING**
AEP SPAN - TERRA COTTA
-  **07. BOX RIB METAL SIDING**
AEP SPAN - ZINC GREY
-  **08. BOX RIB METAL SIDING**
AEP SPAN - MIDNIGHT BRONZE

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HC MUDDOX - REDWOOD
-  **10. METAL ACCENT**
TERRA-COTTA
-  **11. METAL ACCENT**
MIDNIGHT BRONZE
-  **12. G.F.R.C. WALL BASE**
SMOOTH CONCRETE

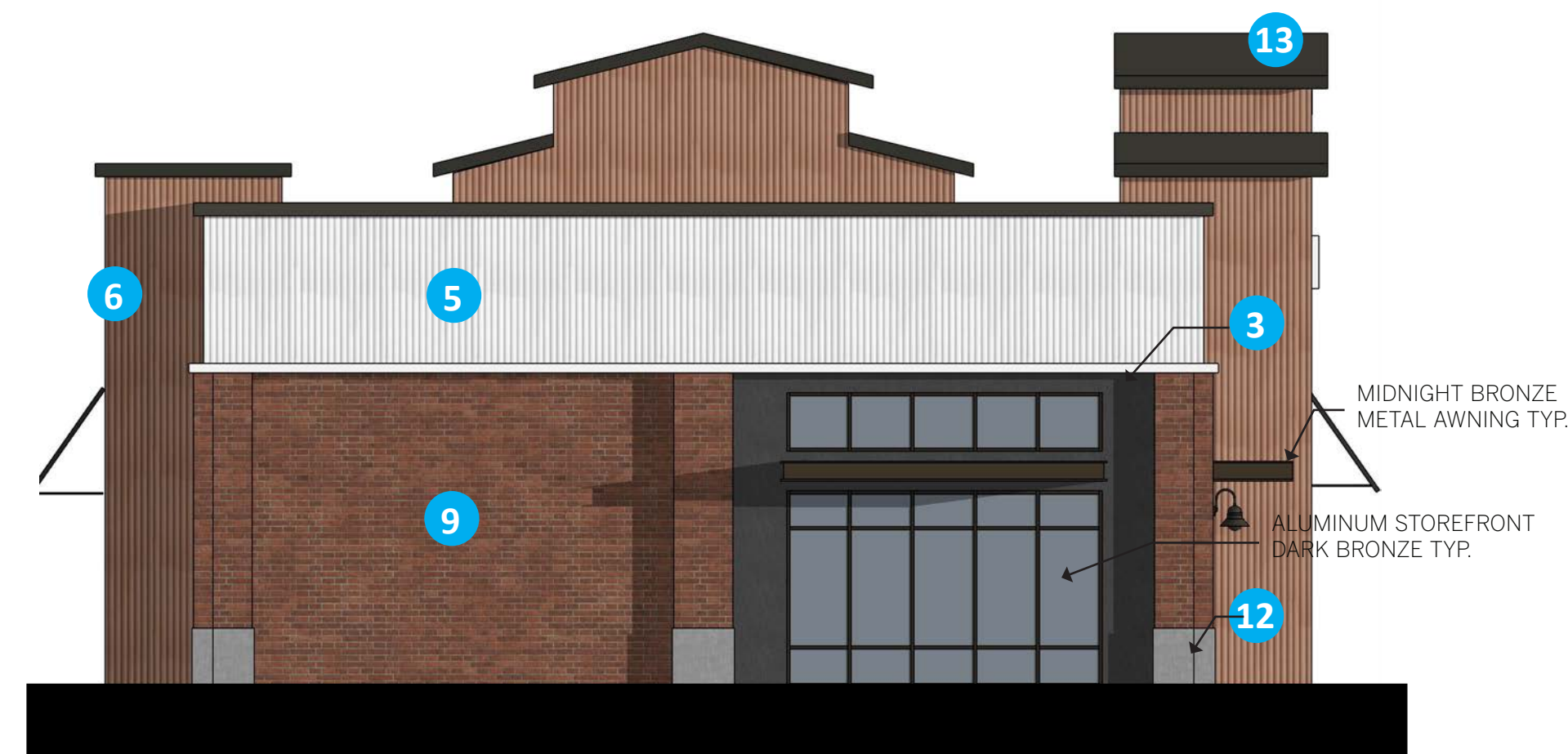
-  **13. STANDING SEAM METAL ROOF**
MIDNIGHT BRONZE
-  **14. 1/2" ROUND PERFORATED METAL**
MCNICHOLS - PAINTED TERRA-COTTA
-  **15. SLOTTED PERFORATED METAL**
MCNICHOLS - PAINTED ZINC GREY



4. SOUTH ELEVATION



3. EAST ELEVATION

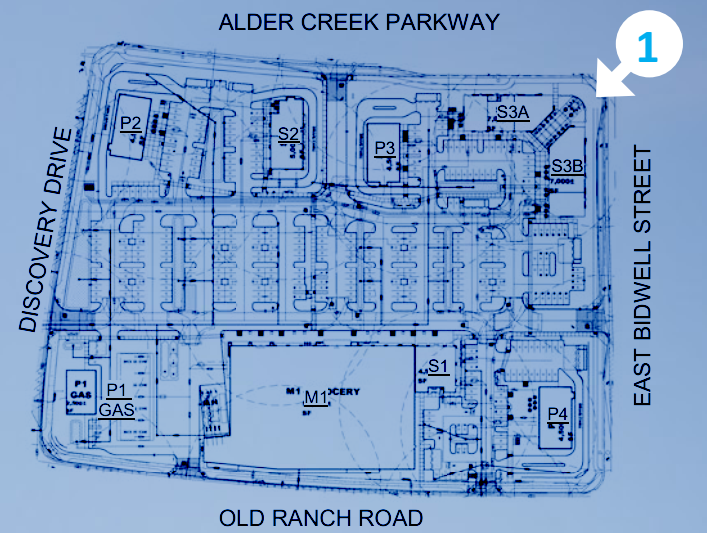


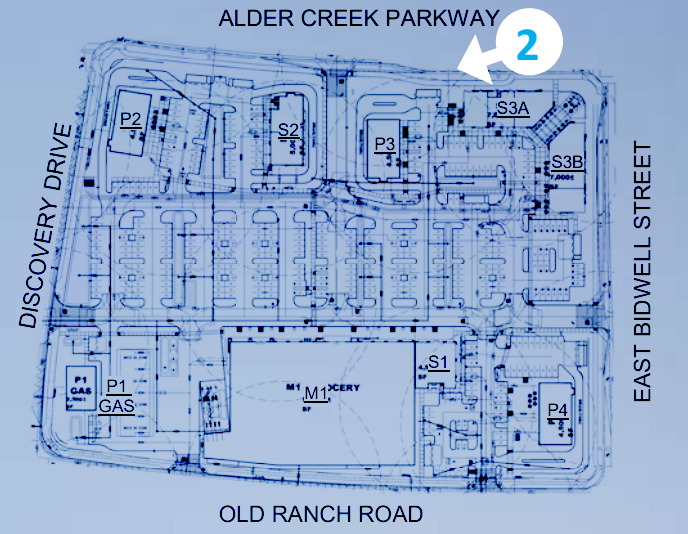
2. NORTH ELEVATION

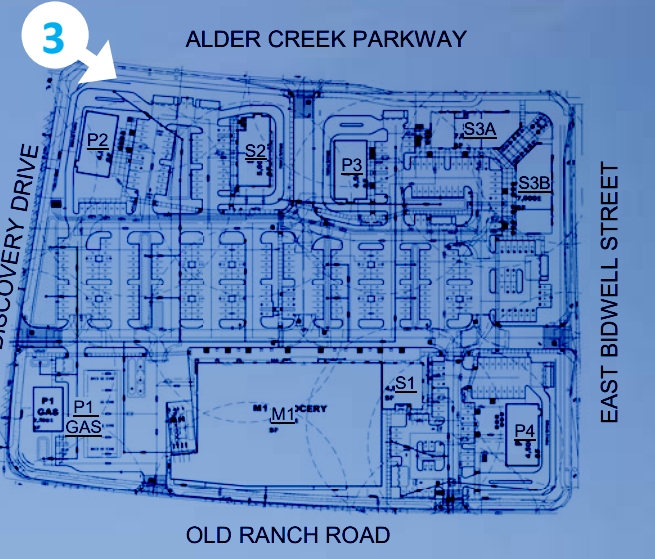


1. WEST ELEVATION

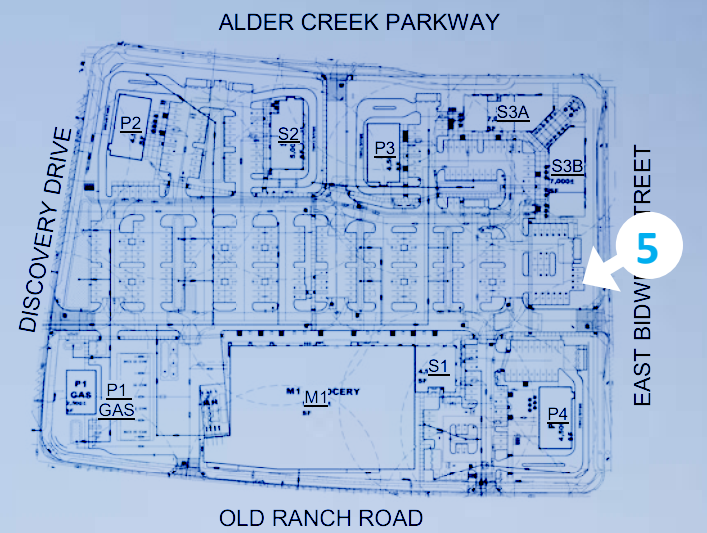


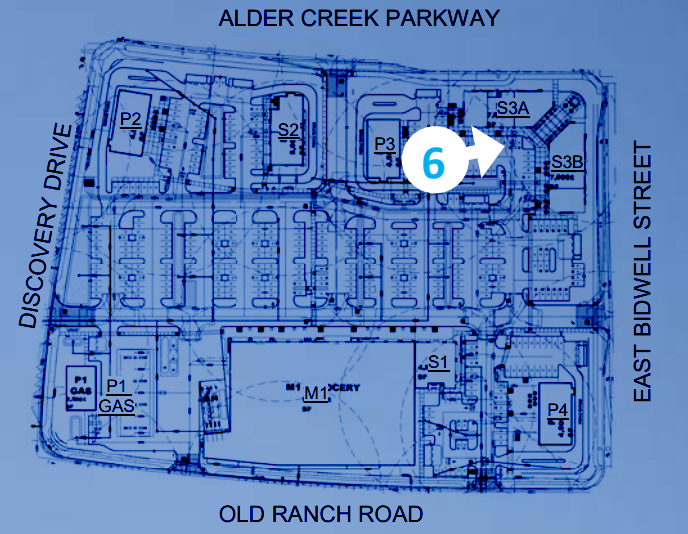


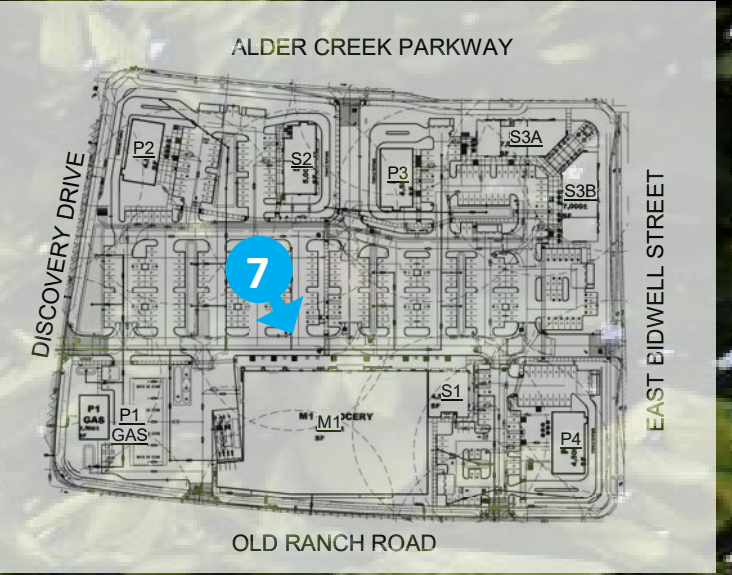






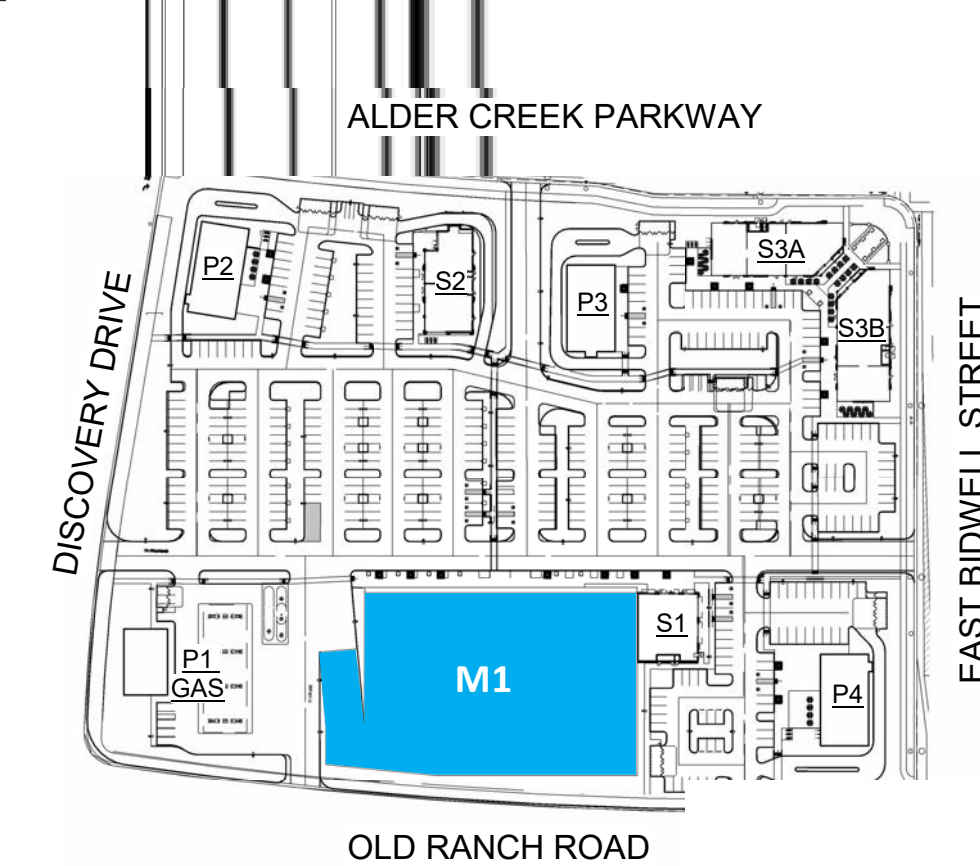






Attachment 15

Floor and Roof Plans
Dated January 23, 2024



SITE MAP - NOT TO SCALE

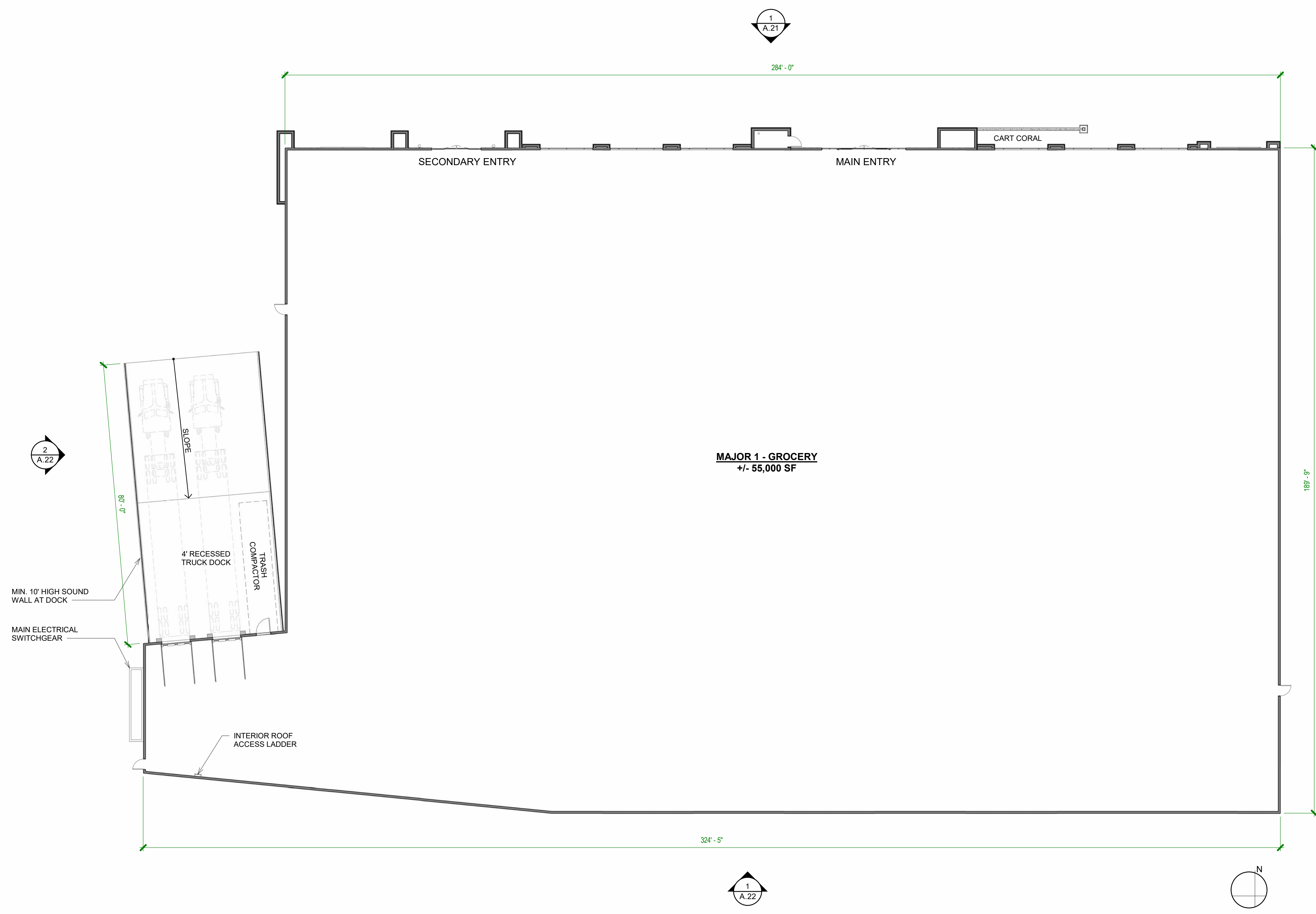
BUILDING INFORMATION - MAJOR 1

GROSS BUILDING AREA:	55,000 SF
CONSTRUCTION TYPE:	III-B
FIRE SPRINKLERS:	YES
TENANT:	T.B.D.
STORIES:	1
BUILDING HEIGHT:	40'-0"

SOLAR ZONE ROOF AREA CALCULATION

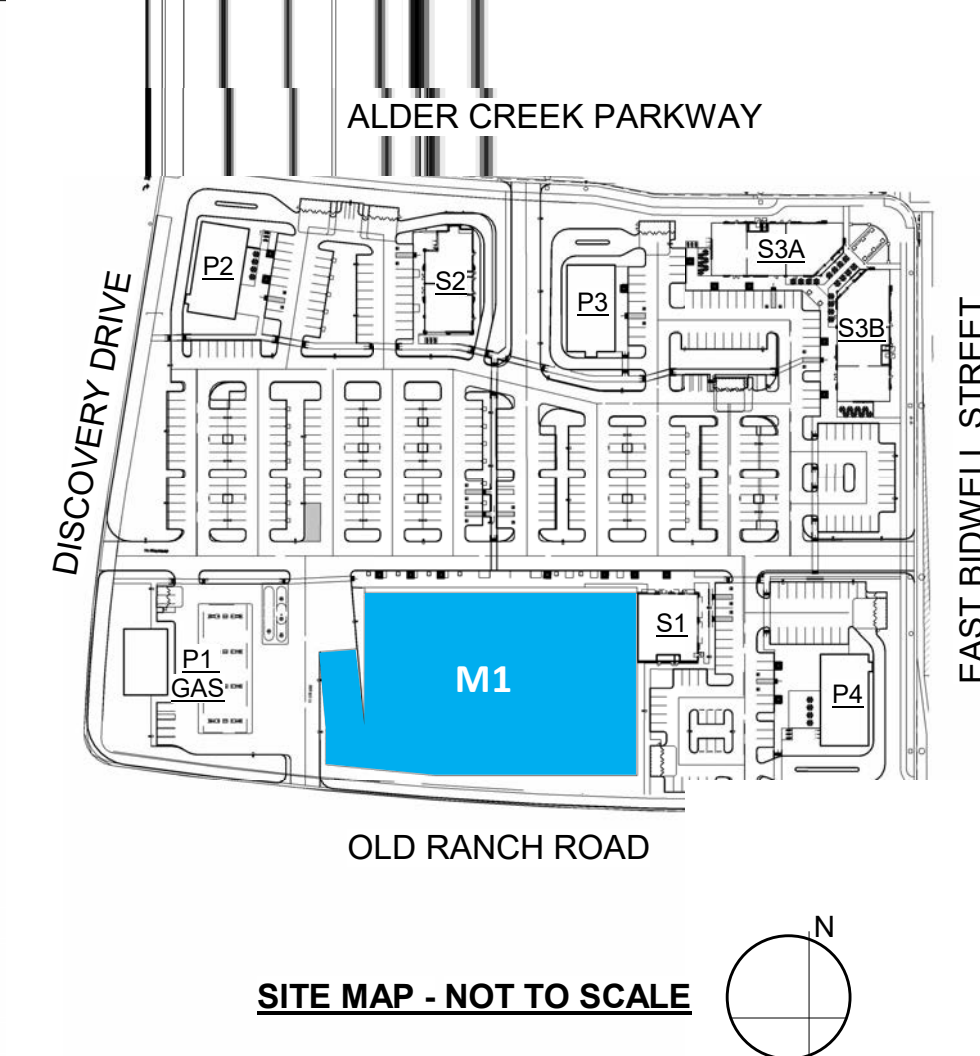
REQUIRED SOLAR ZONE (CA ENERGY CODE SECTION 110.10 (b) 1B):
15% OF TOTAL ROOF AREA EXCLUDING ANY SKYLIGHT AREA

TOTAL ROOF AREA:	55,000 SF
AREA COVERED BY SKYLIGHTS:	0 SF
MINIMUM REQUIRED SOLAR ZONE:	55,000 SF x (.15) = 8,250 SF
TOTAL PROVIDED SOLAR ZONE:	8,250 SF



MAJOR 1 - GROCERY
+/- 55,000 SF

FLOOR PLAN | 1
1/16" = 1'-0"

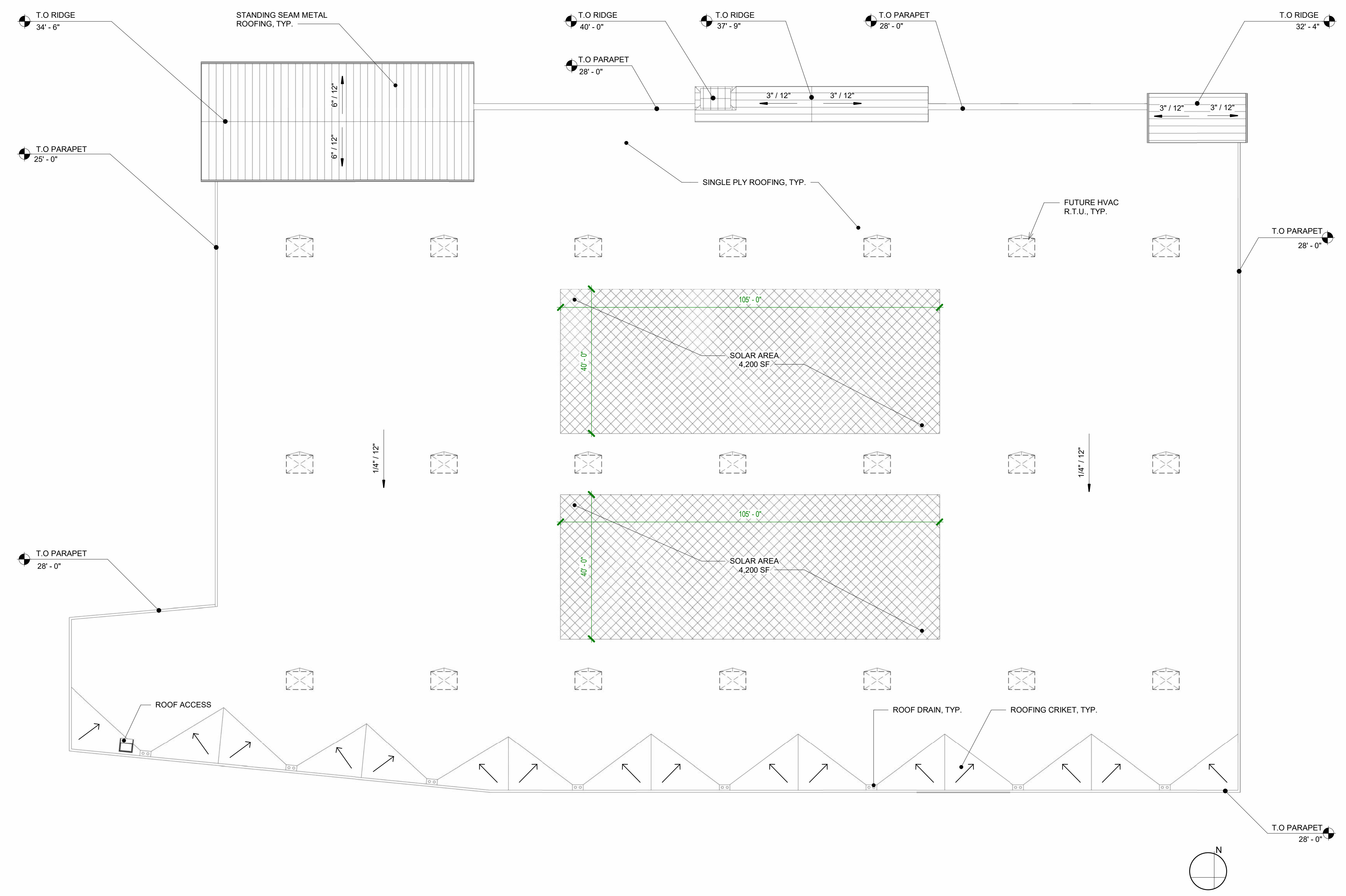


SITE MAP - NOT TO SCALE

SOLAR ZONE ROOF AREA CALCULATION

REQUIRED SOLAR ZONE (CA ENERGY CODE SECTION 110.10 (b) 1B):
 15% OF TOTAL ROOF AREA EXCLUDING ANY SKYLIGHT AREA

TOTAL ROOF AREA:	55,000 SF
AREA COVERED BY SKYLIGHTS:	0 SF
MINIMUM REQUIRED SOLAR ZONE:	55,000 SF x (.15) = 8,250 SF
TOTAL PROVIDED SOLAR ZONE:	8,400 SF



ROOF PLAN | 1
 1/16" = 1'-0"



SITE MAP - NOT TO SCALE

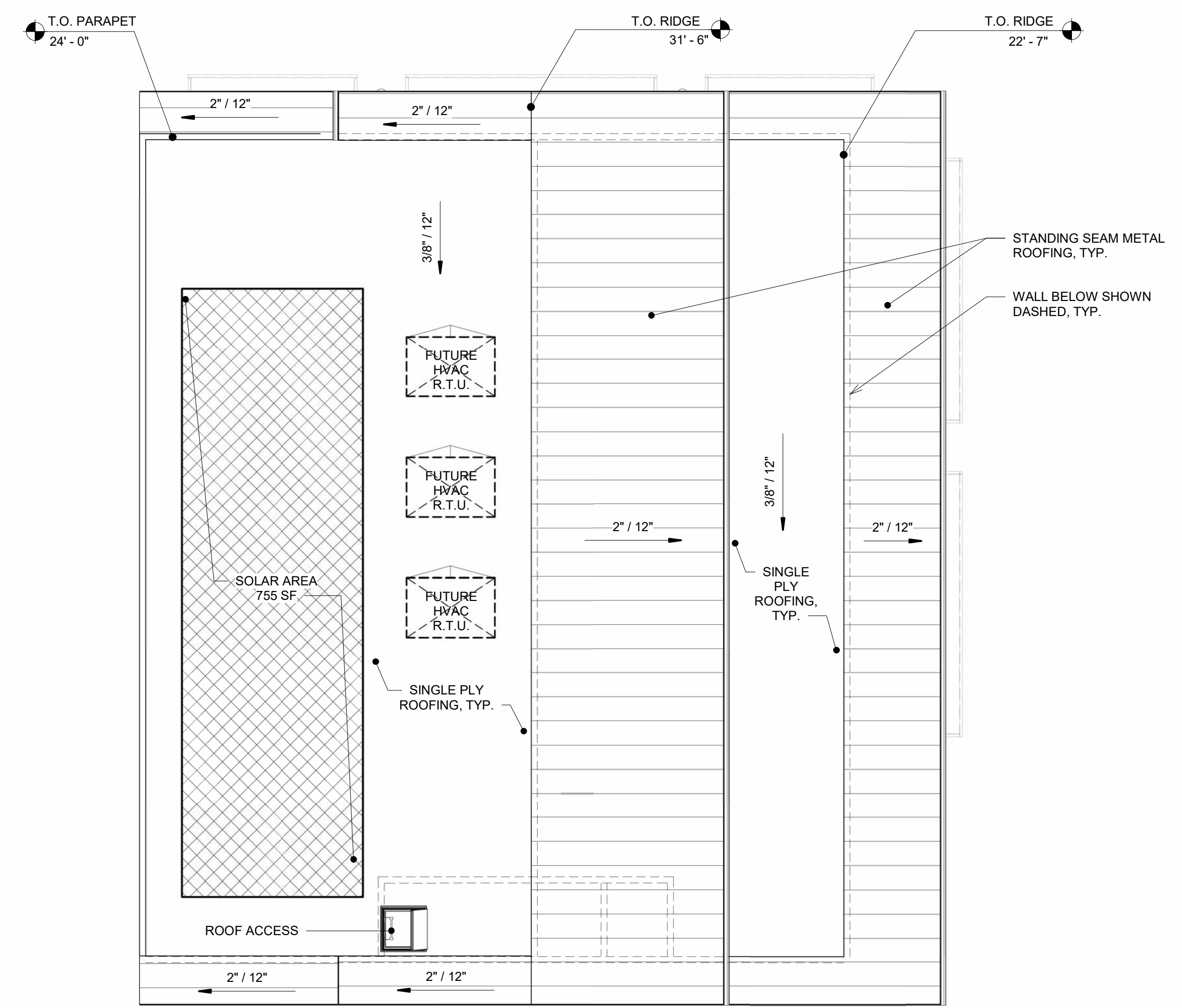
BUILDING INFORMATION - SHOPS 1

GROSS BUILDING AREA:	4,500 SF
CONSTRUCTION TYPE:	V-B
FIRE SPRINKLERS:	YES
TENANT:	T.B.D.
STORIES:	1
BUILDING HEIGHT:	31'-6"

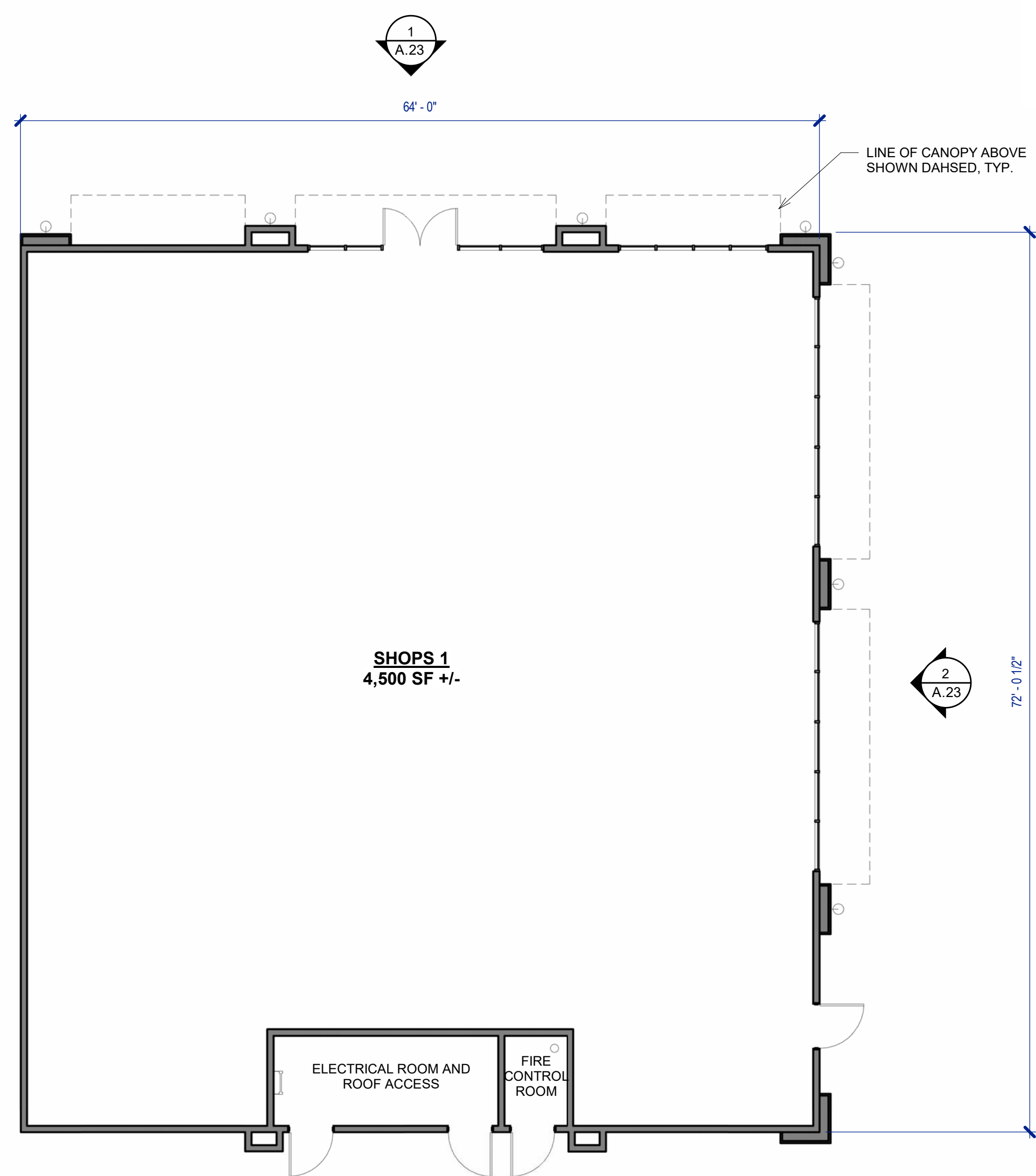
SOLAR ZONE ROOF AREA CALCULATION

REQUIRED SOLAR ZONE (CA ENERGY CODE SECTION 110.10 (b) 1B):
15% OF TOTAL ROOF AREA EXCLUDING ANY SKYLIGHT AREA

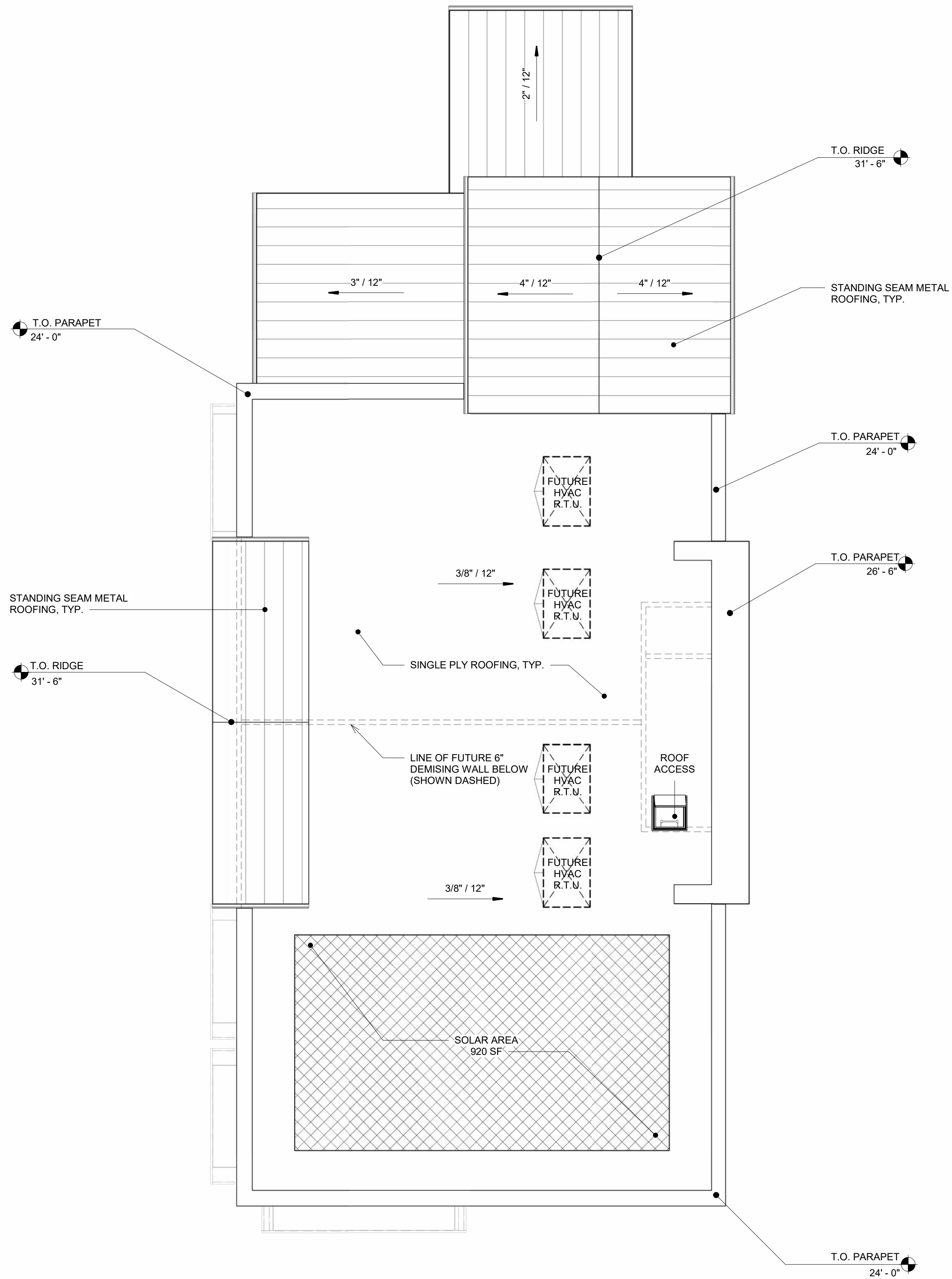
TOTAL ROOF AREA:	5,030 SF
AREA COVERED BY SKYLIGHTS:	0 SF
MINIMUM REQUIRED SOLAR ZONE:	5,030 SF x (.15) = 755 SF
TOTAL PROVIDED SOLAR ZONE:	920 SF



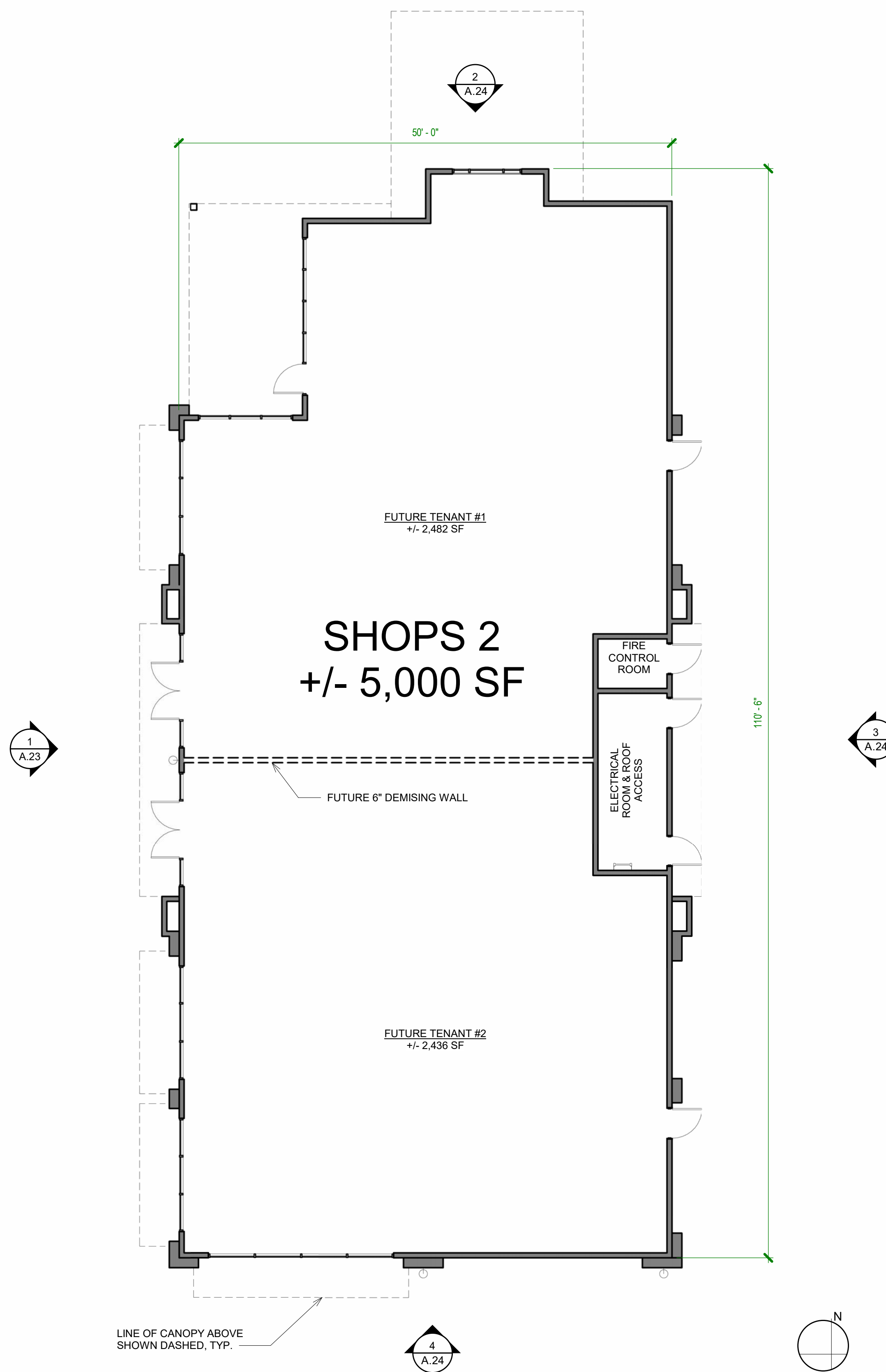
ROOF PLAN | 2
1/8" = 1'-0"



FLOOR PLAN | 1
1/8" = 1'-0"



PROPOSED FLOOR PLAN | 2
1/8" = 1'-0"



PROPOSED FLOOR PLAN | 1
1/8" = 1'-0"



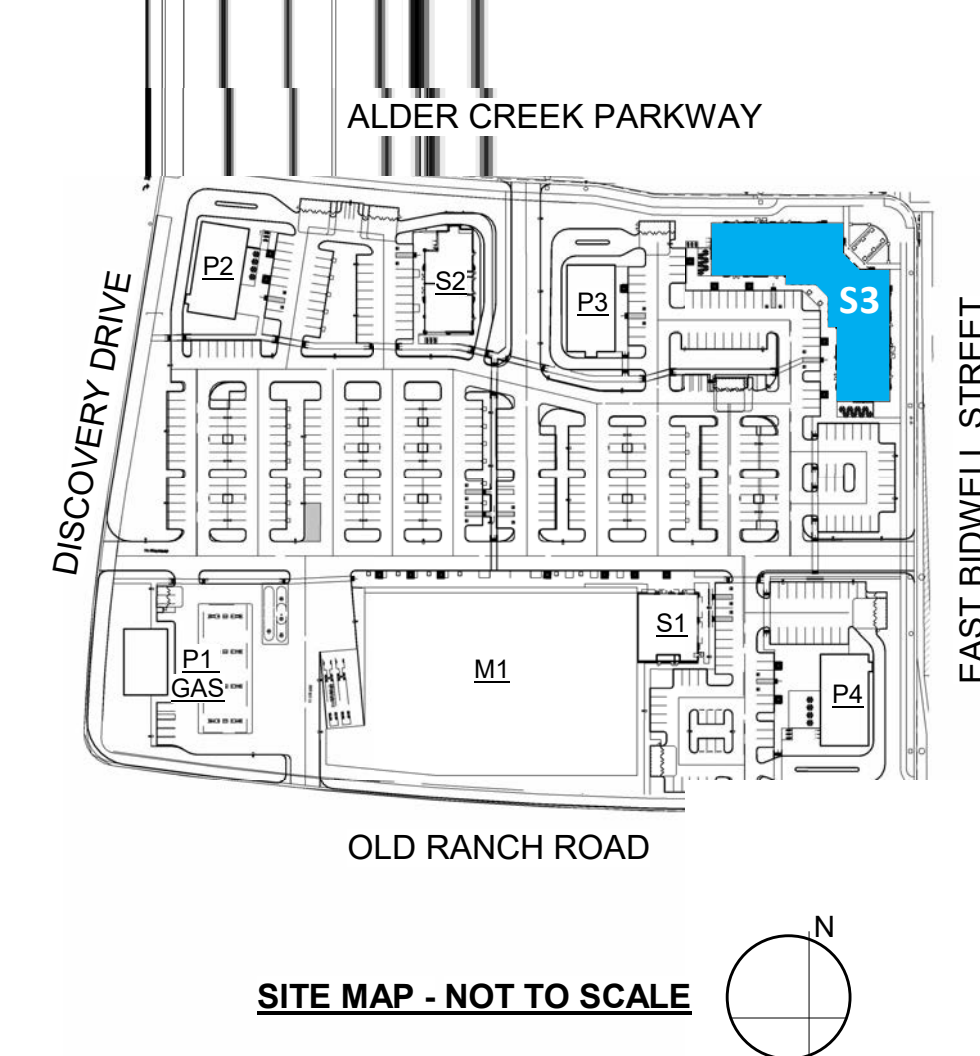
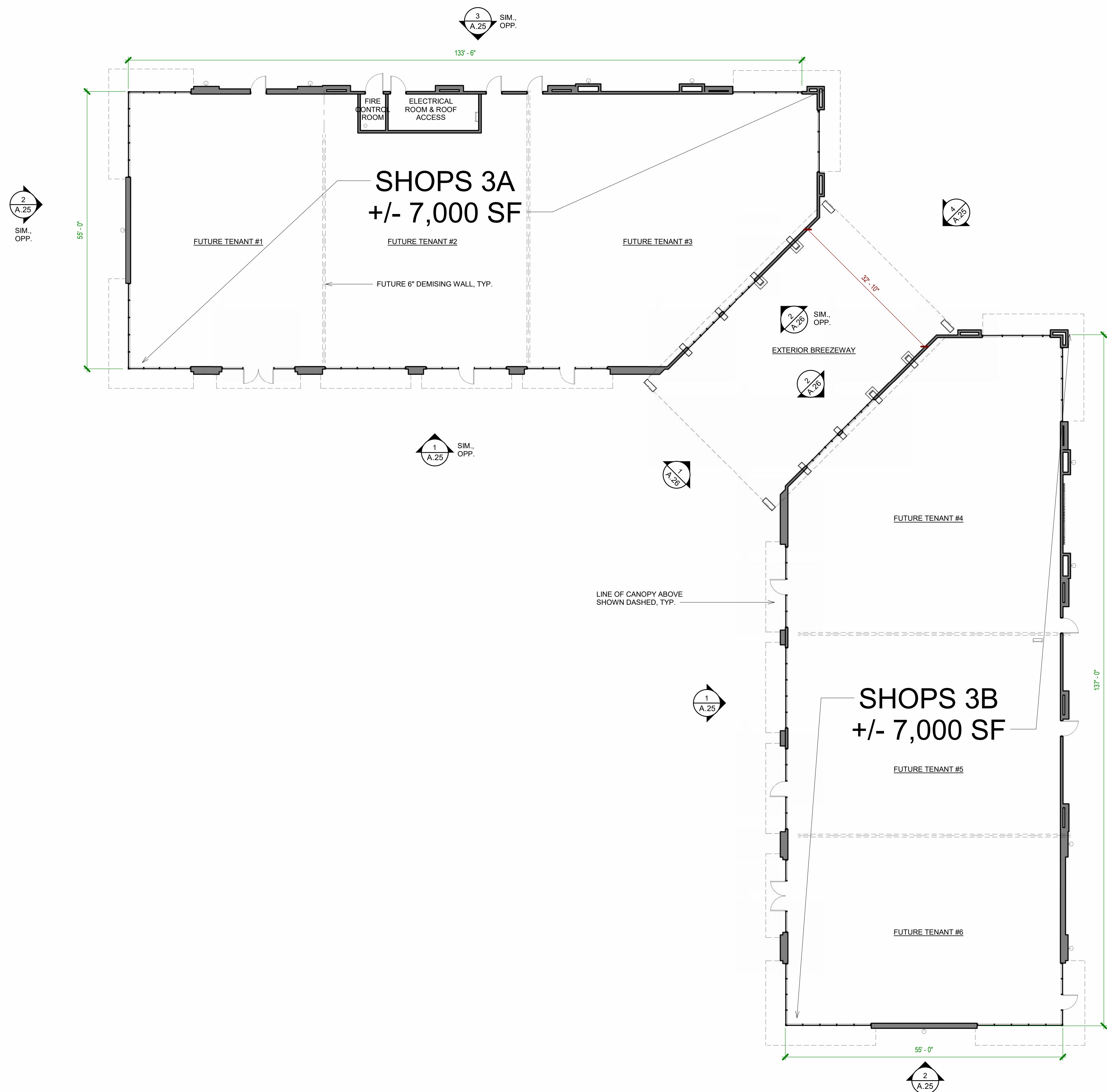
SITE MAP - NOT TO SCALE

BUILDING INFORMATION - SHOPS 2

GROSS BUILDING AREA:	5,000 SF
CONSTRUCTION TYPE:	V-B
FIRE SPRINKLERS:	YES
TENANT:	T.B.D.
STORIES:	1
BUILDING HEIGHT:	31'-6"

SOLAR ZONE ROOF AREA CALCULATION

REQUIRED SOLAR ZONE (CA ENERGY CODE SECTION 110.10 (b) 1B):	
15% OF TOTAL ROOF AREA EXCLUDING ANY SKYLIGHT AREA	
TOTAL ROOF AREA:	5,000 SF
AREA COVERED BY SKYLIGHTS:	0 SF
MINIMUM REQUIRED SOLAR ZONE:	5,000 SF x (.15) = 750 SF
TOTAL PROVIDED SOLAR ZONE:	750 SF



BUILDING INFORMATION - SHOPS 3

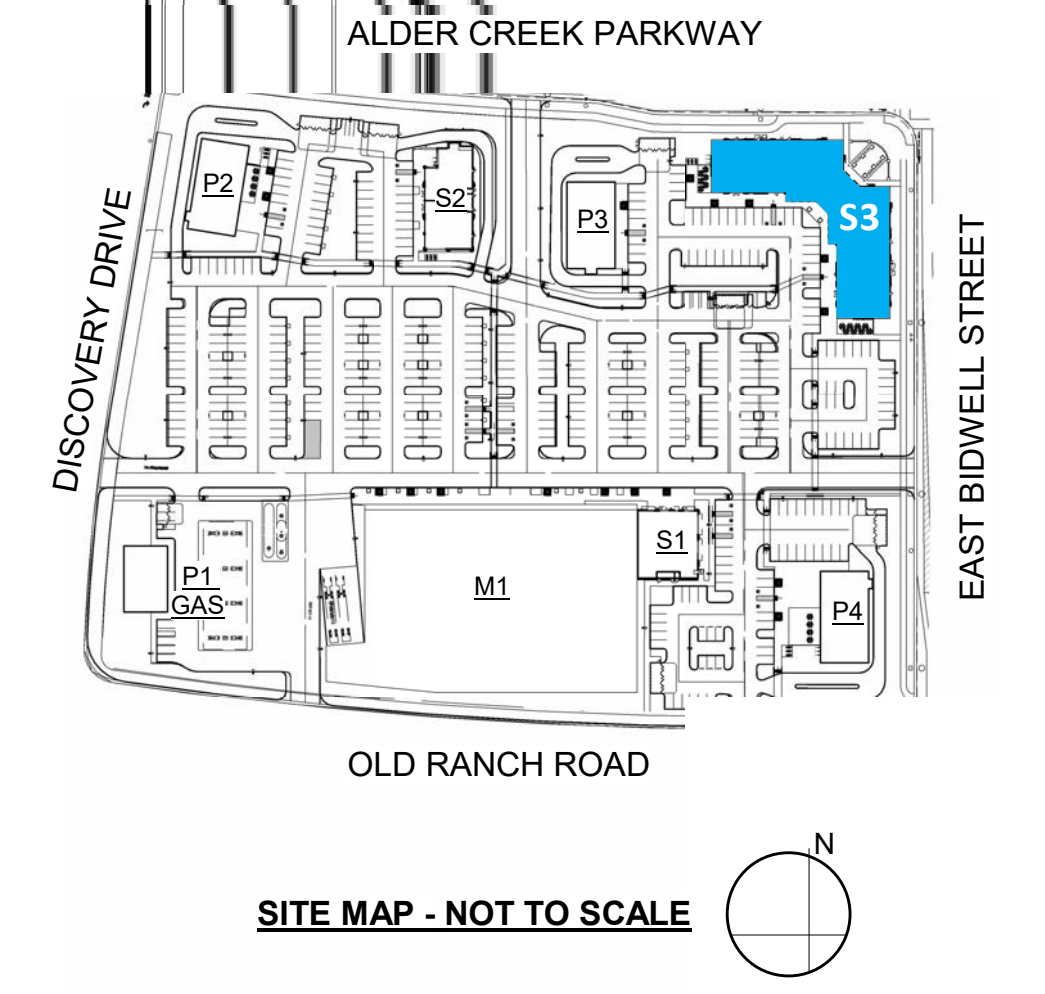
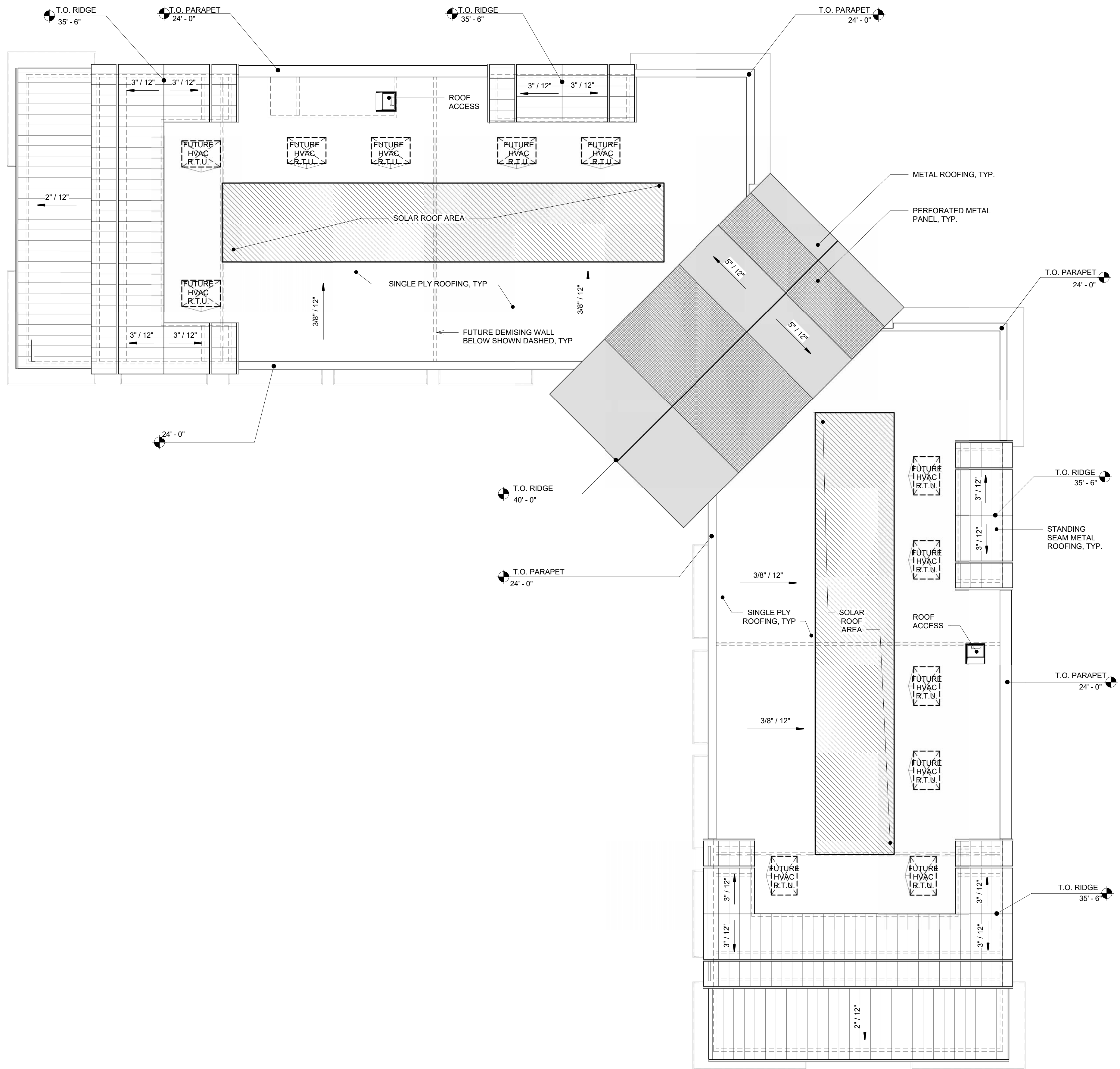
GROSS BUILDING AREA:	14,000 SF
CONSTRUCTION TYPE:	V-B
FIRE SPRINKLERS:	YES
TENANT:	T.B.D.
STORIES:	1
BUILDING HEIGHT:	40'

SOLAR ZONE ROOF AREA CALCULATION

REQUIRED SOLAR ZONE (CA ENERGY CODE SECTION 110.10 (b) 1B):
15% OF TOTAL ROOF AREA EXCLUDING ANY SKYLIGHT AREA

TOTAL ROOF AREA:	16,322 SF
AREA COVERED BY SKYLIGHTS:	0 SF
MINIMUM REQUIRED SOLAR ZONE:	16,322 SF x (.15) = 2,448 SF
TOTAL PROVIDED SOLAR ZONE:	2,448 SF

FLOOR PLAN | 1
3/32" = 1'-0"



BUILDING INFORMATION - SHOPS 3

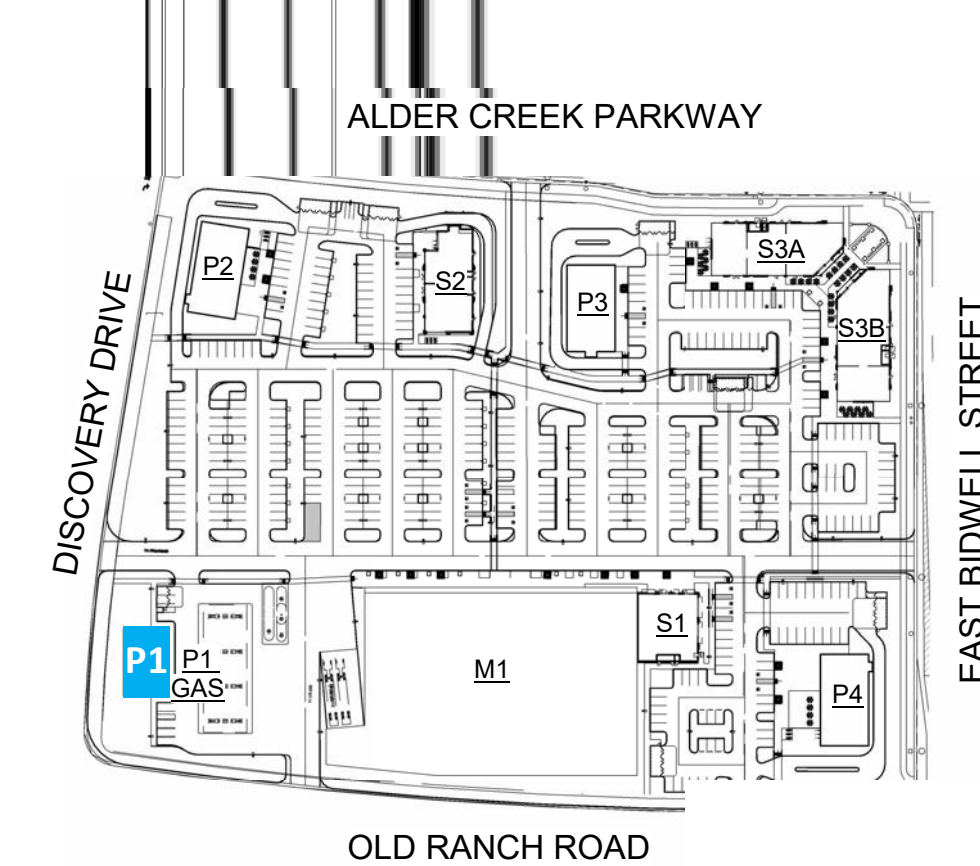
GROSS BUILDING AREA:	14,000 SF
CONSTRUCTION TYPE:	V-B
FIRE SPRINKLERS:	YES
TENANT:	T.B.D.
STORIES:	1
BUILDING HEIGHT:	40'

SOLAR ZONE ROOF AREA CALCULATION

REQUIRED SOLAR ZONE (CA ENERGY CODE SECTION 110.10 (b) 1B):
15% OF TOTAL ROOF AREA EXCLUDING ANY SKYLIGHT AREA

TOTAL ROOF AREA:	16,322 SF
AREA COVERED BY SKYLIGHTS:	0 SF
MINIMUM REQUIRED SOLAR ZONE:	16,322 SF x (.15) = 2,448 SF
TOTAL PROVIDED SOLAR ZONE:	2,448 SF

ROOF PLAN | 1
3/32" = 1'-0"



SITE MAP - NOT TO SCALE

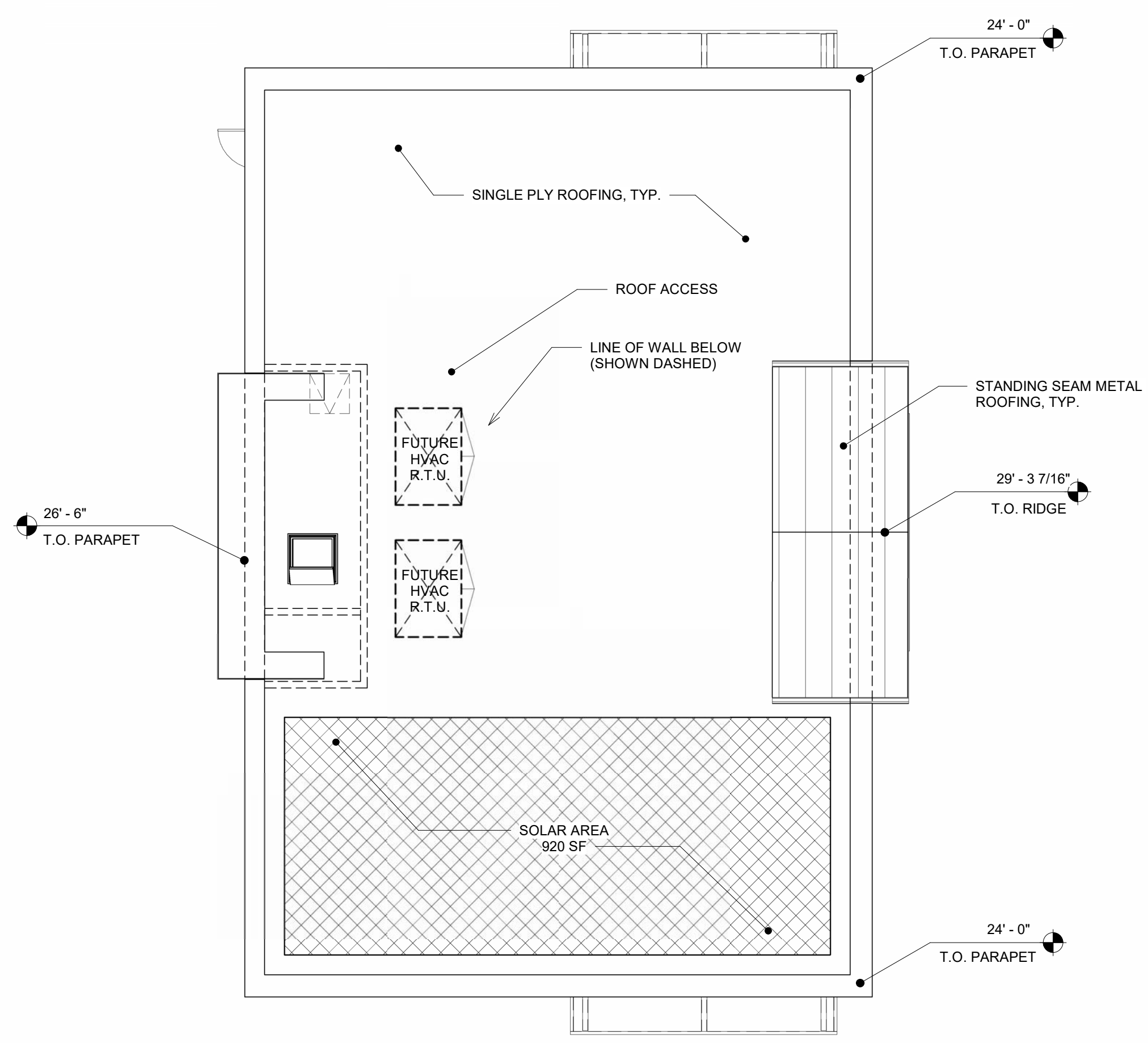
BUILDING INFORMATION - PAD 1

GROSS BUILDING AREA:	3,000 SF
CONSTRUCTION TYPE:	V-B
FIRE SPRINKLERS:	YES
TENANT:	T.B.D.
STORIES:	1
BUILDING HEIGHT:	31'-6"

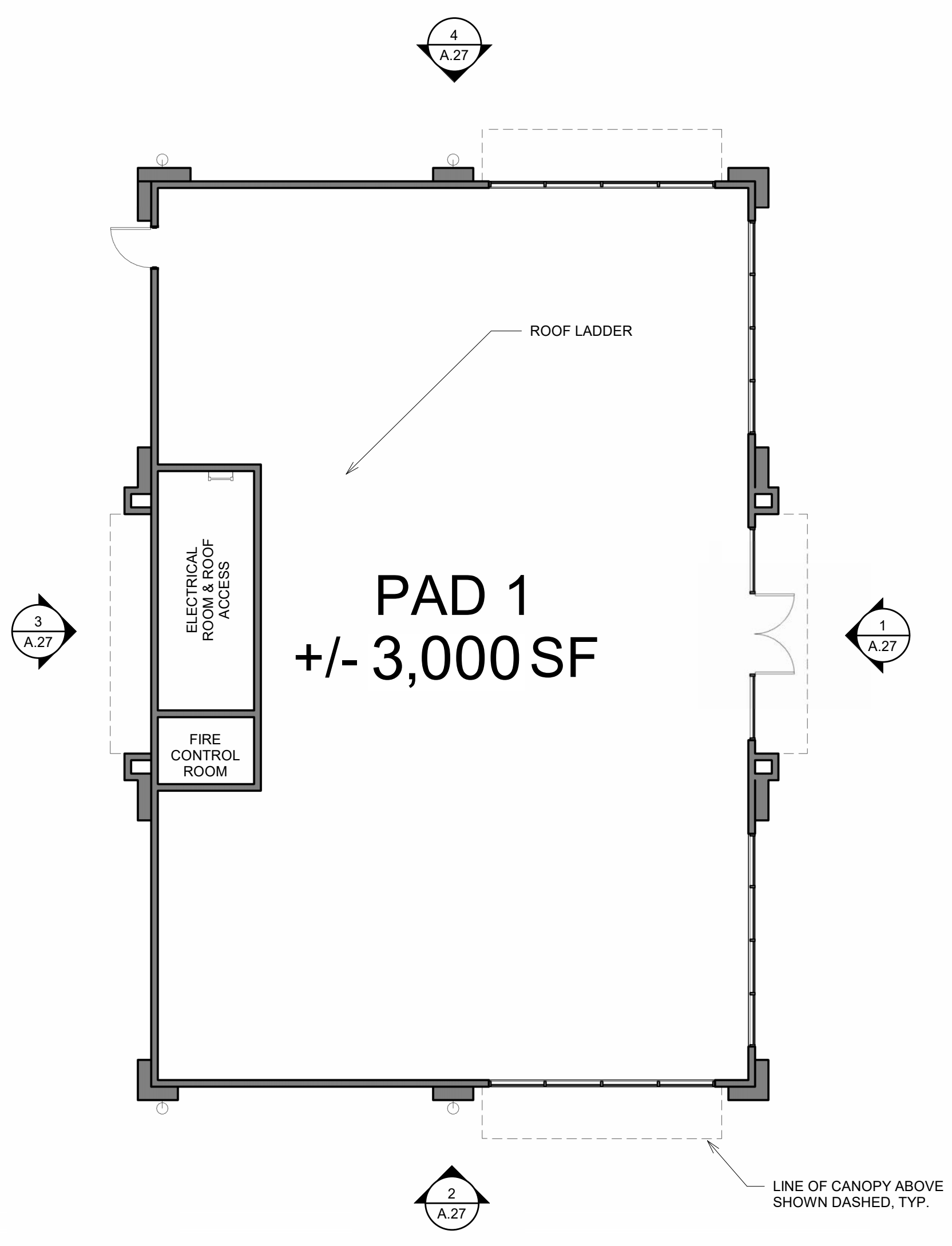
SOLAR ZONE ROOF AREA CALCULATION

REQUIRED SOLAR ZONE (CA ENERGY CODE SECTION 110.10 (b) 1B):
15% OF TOTAL ROOF AREA EXCLUDING ANY SKYLIGHT AREA

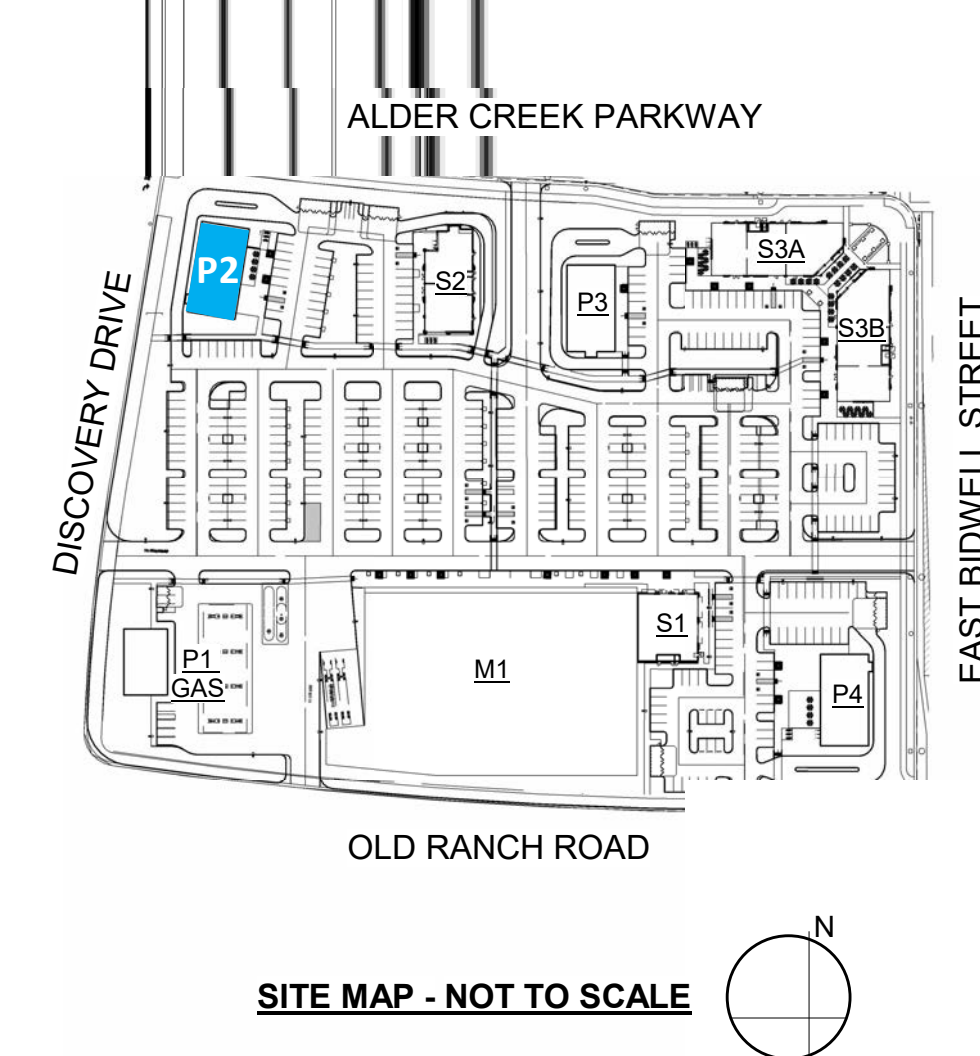
TOTAL ROOF AREA:	3,000 SF
AREA COVERED BY SKYLIGHTS:	0 SF
MINIMUM REQUIRED SOLAR ZONE:	3,000 SF x (.15) = 450 SF
TOTAL PROVIDED SOLAR ZONE:	450 SF



PROPOSED ROOF PLAN | 2
1/8" = 1'-0"



PROPOSED FLOOR PLAN | 4
1/8" = 1'-0"



SITE MAP - NOT TO SCALE

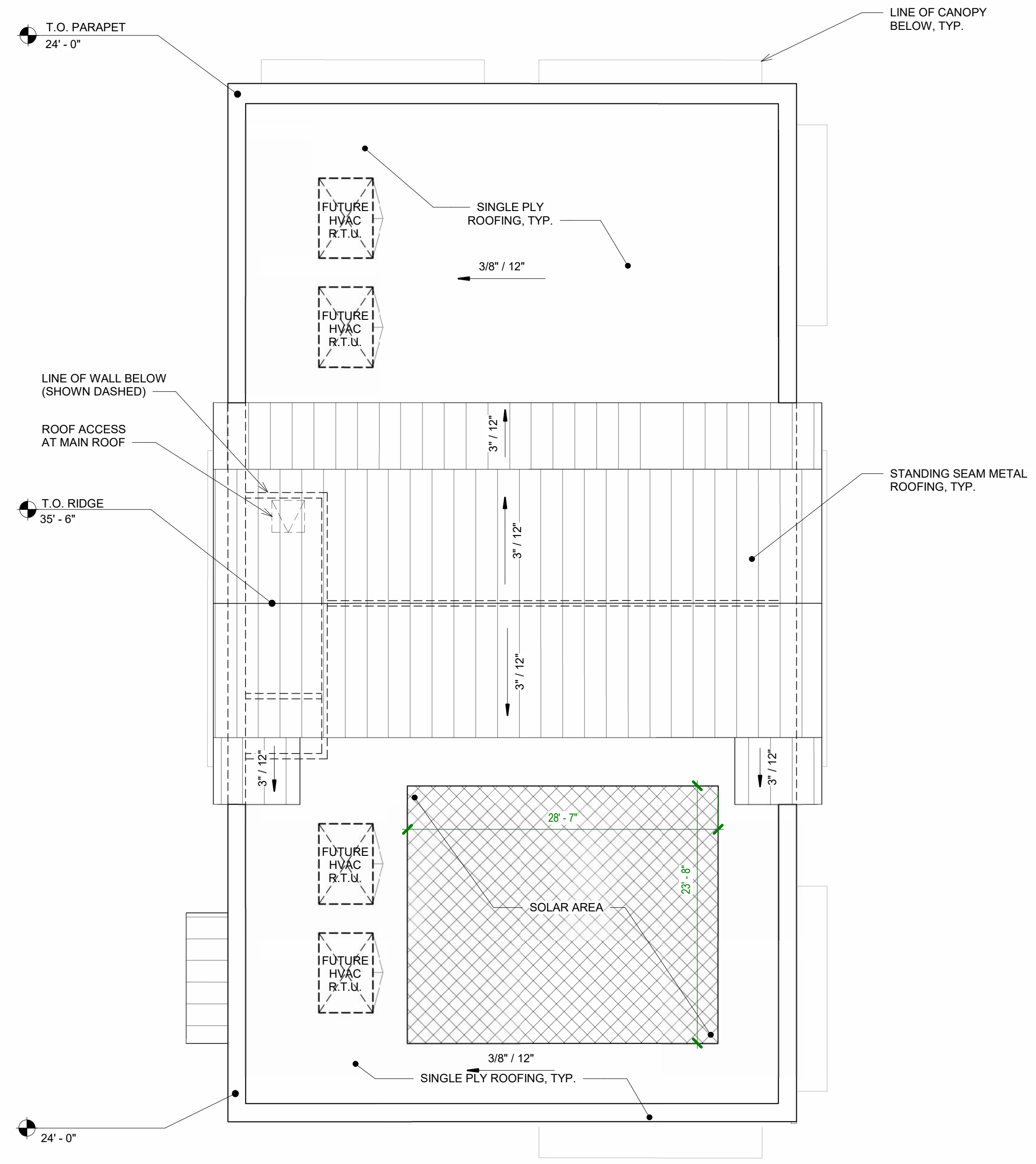
BUILDING INFORMATION - PAD 2

GROSS BUILDING AREA:	4,500 SF
CONSTRUCTION TYPE:	V-B
FIRE SPRINKLERS:	YES
TENANT:	T.B.D.
STORIES:	1
BUILDING HEIGHT:	35'-6"

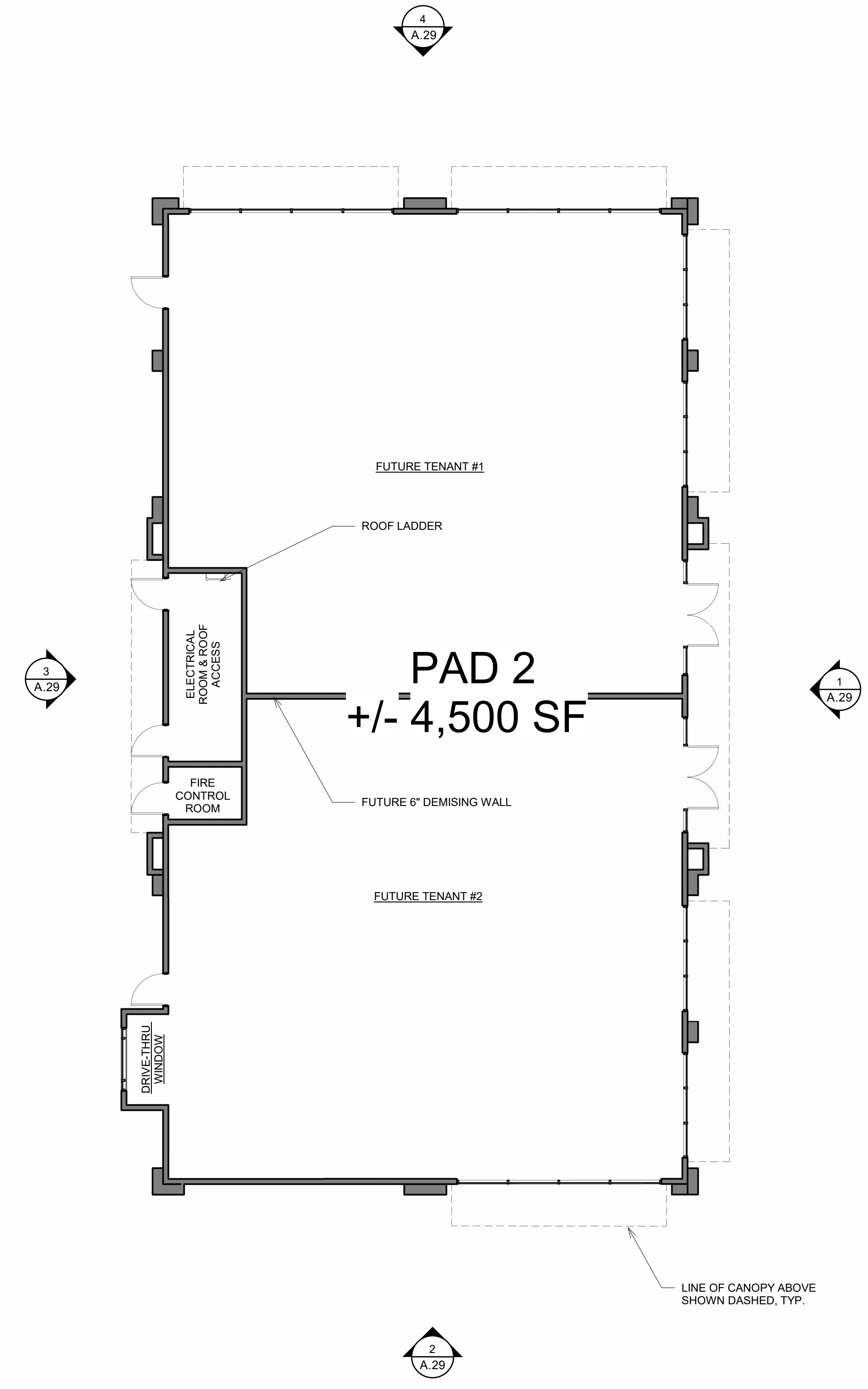
SOLAR ZONE ROOF AREA CALCULATION

REQUIRED SOLAR ZONE (CA ENERGY CODE SECTION 110.10 (b) 1B):
15% OF TOTAL ROOF AREA EXCLUDING ANY SKYLIGHT AREA

TOTAL ROOF AREA:	4,500 SF
AREA COVERED BY SKYLIGHTS:	0 SF
MINIMUM REQUIRED SOLAR ZONE:	4,500SF x (.15) = 675 SF
TOTAL PROVIDED SOLAR ZONE:	675 SF



ROOF PLAN
1/8" = 1'-0" | 2



FLOOR PLAN
1/8" = 1'-0" | 1



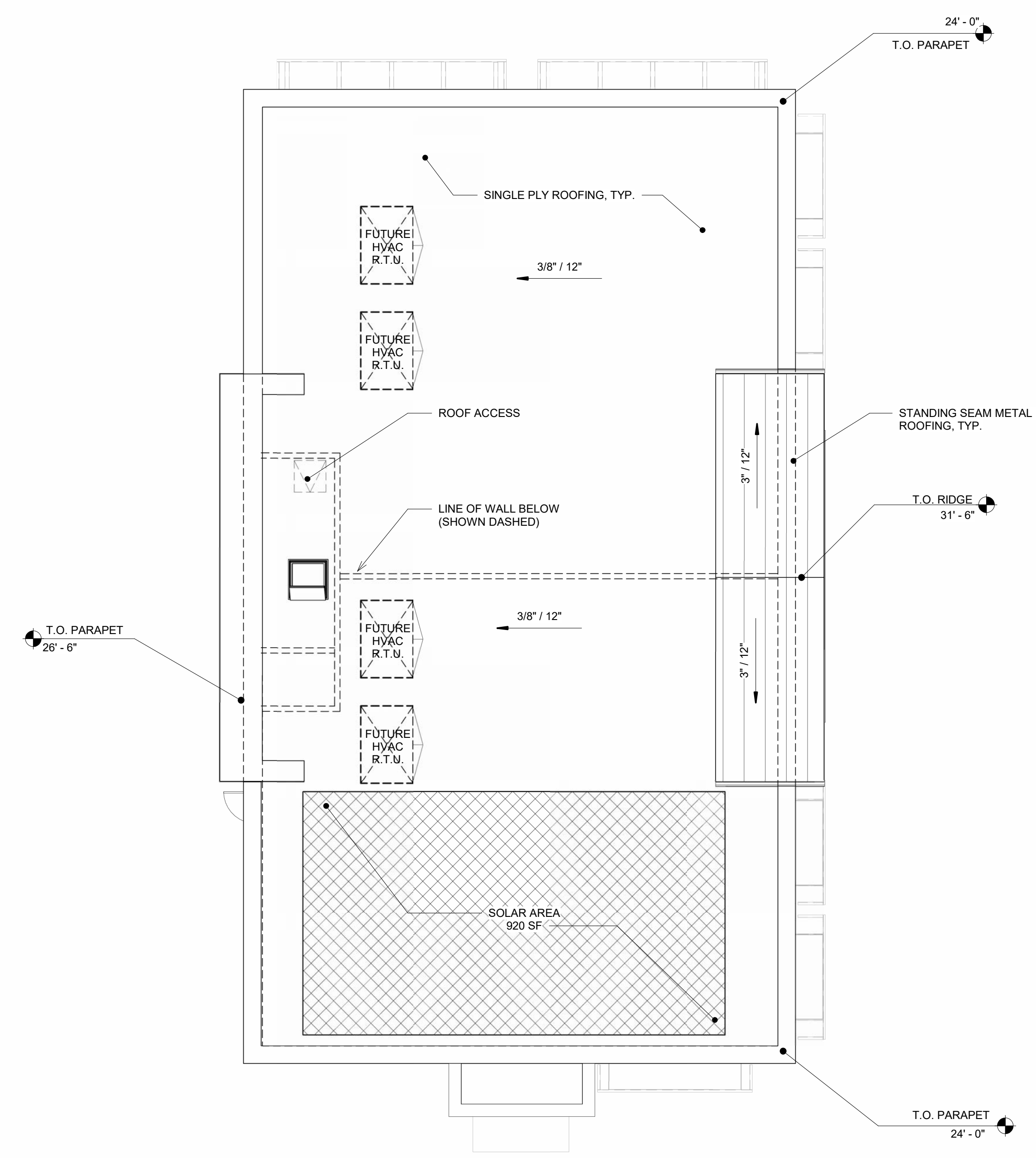
SITE MAP - NOT TO SCALE

BUILDING INFORMATION - PAD 3

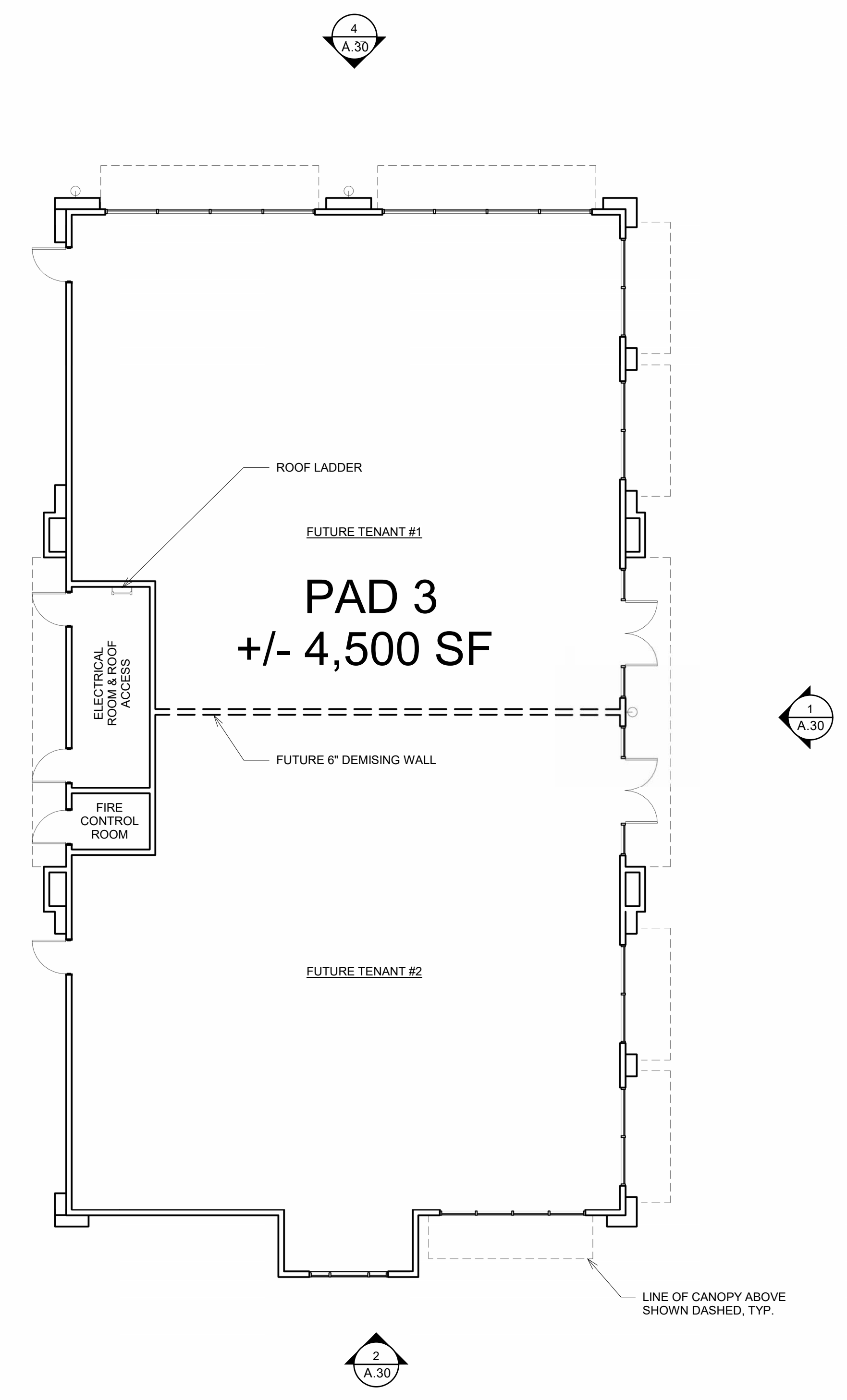
GROSS BUILDING AREA:	4,500 SF
CONSTRUCTION TYPE:	V-B
FIRE SPRINKLERS:	YES
TENANT:	T.B.D.
STORIES:	1
BUILDING HEIGHT:	31'-6"

SOLAR ZONE ROOF AREA CALCULATION

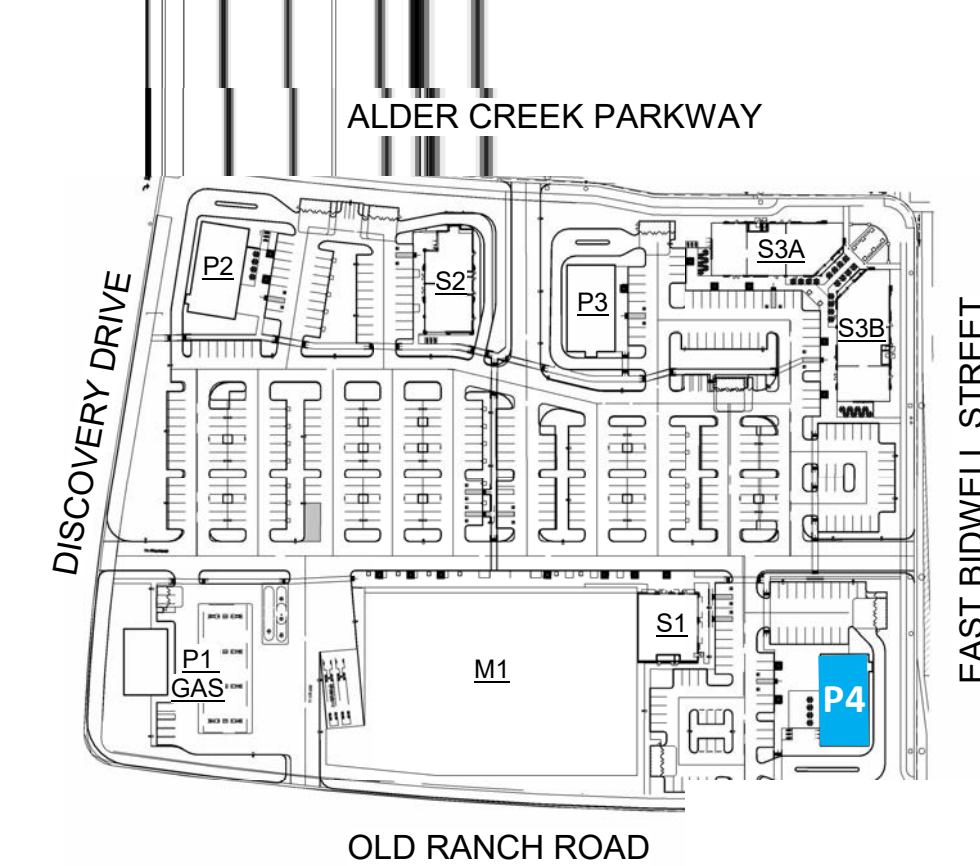
REQUIRED SOLAR ZONE (CA ENERGY CODE SECTION 110.10 (b) 1B):	
15% OF TOTAL ROOF AREA EXCLUDING ANY SKYLIGHT AREA	
TOTAL ROOF AREA:	4,500 SF
AREA COVERED BY SKYLIGHTS:	0 SF
MINIMUM REQUIRED SOLAR ZONE:	4,500 SF x (.15) = 675 SF
TOTAL PROVIDED SOLAR ZONE:	675 SF



PROPOSED FLOOR PLAN | 2
1/8" = 1'-0"



PROPOSED FLOOR PLAN | 1
1/8" = 1'-0"



SITE MAP - NOT TO SCALE

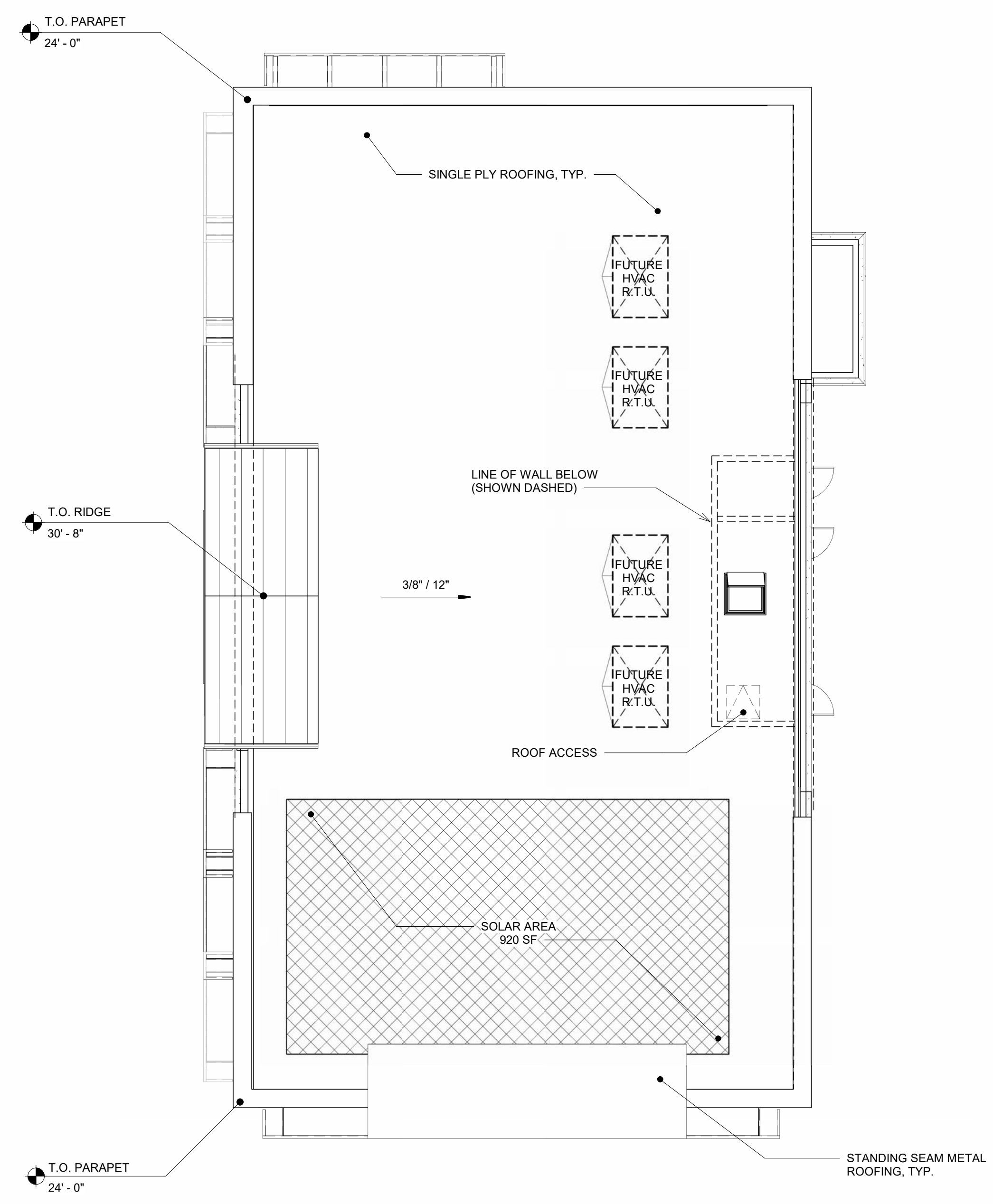
BUILDING INFORMATION - PAD 4

GROSS BUILDING AREA:	4,500 SF
CONSTRUCTION TYPE:	V-B
FIRE SPRINKLERS:	YES
TENANT:	T.B.D.
STORIES:	1
BUILDING HEIGHT:	31'-6"

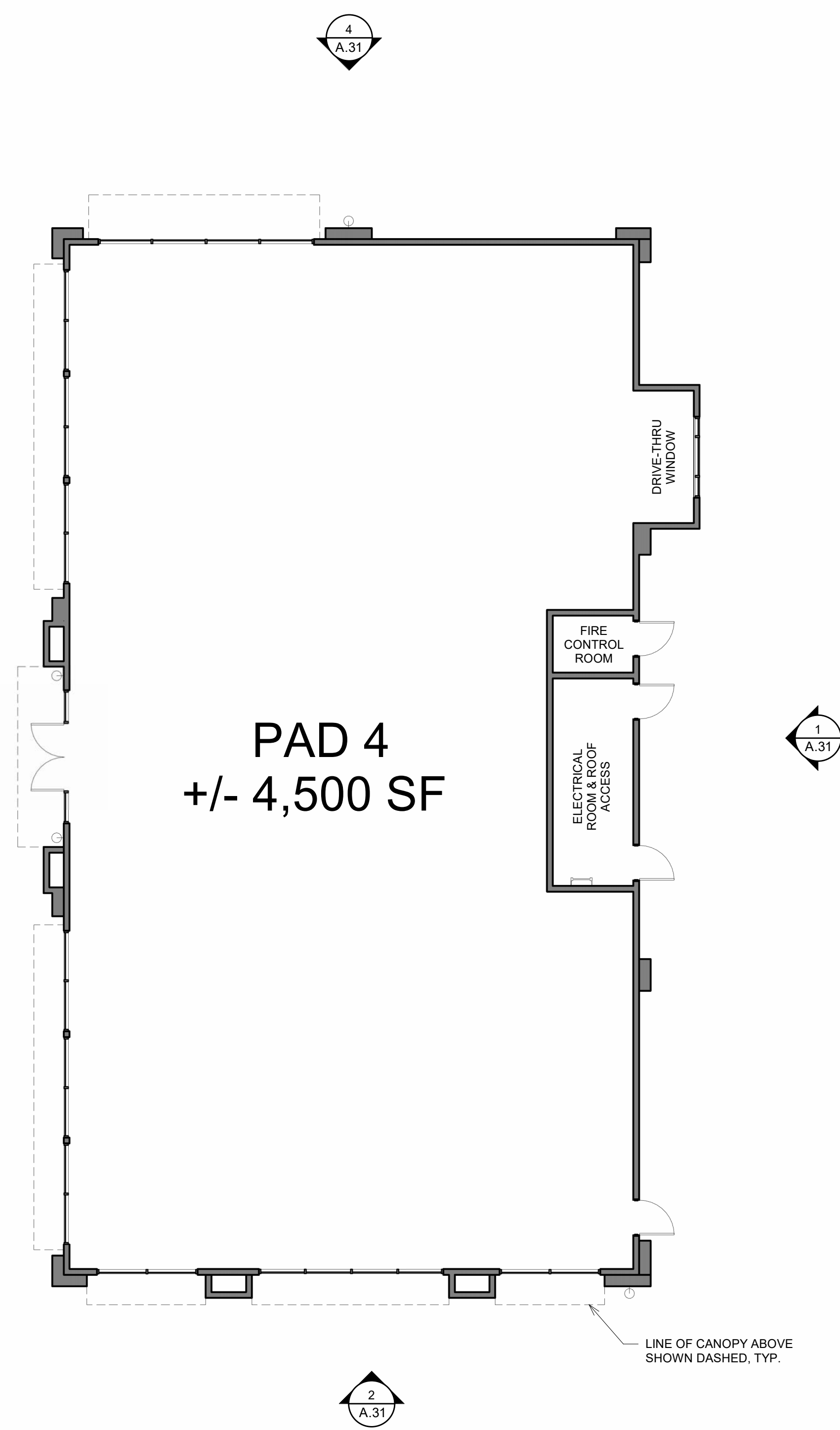
SOLAR ZONE ROOF AREA CALCULATION

REQUIRED SOLAR ZONE (CA ENERGY CODE SECTION 110.10 (b) 1B):
15% OF TOTAL ROOF AREA EXCLUDING ANY SKYLIGHT AREA

TOTAL ROOF AREA:	4,500 SF
AREA COVERED BY SKYLIGHTS:	0 SF
MINIMUM REQUIRED SOLAR ZONE:	4,500 SF x (.15) = 675 SF
TOTAL PROVIDED SOLAR ZONE:	675 SF



PROPOSED FLOOR PLAN | 2
1/8" = 1'-0"

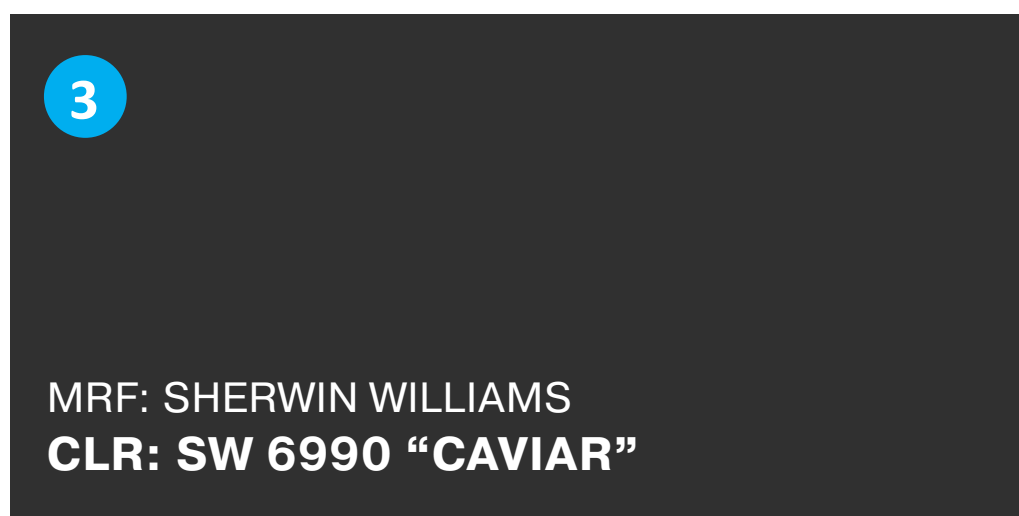
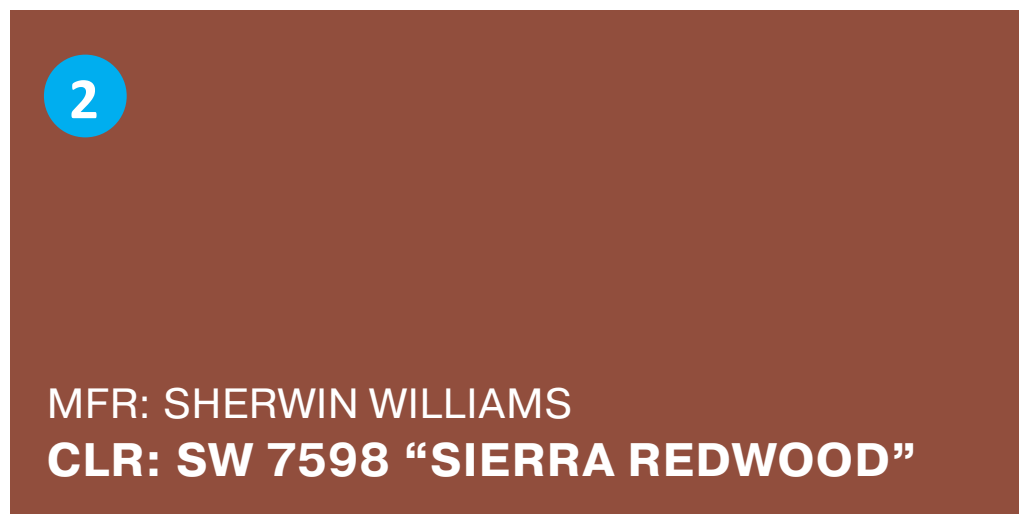
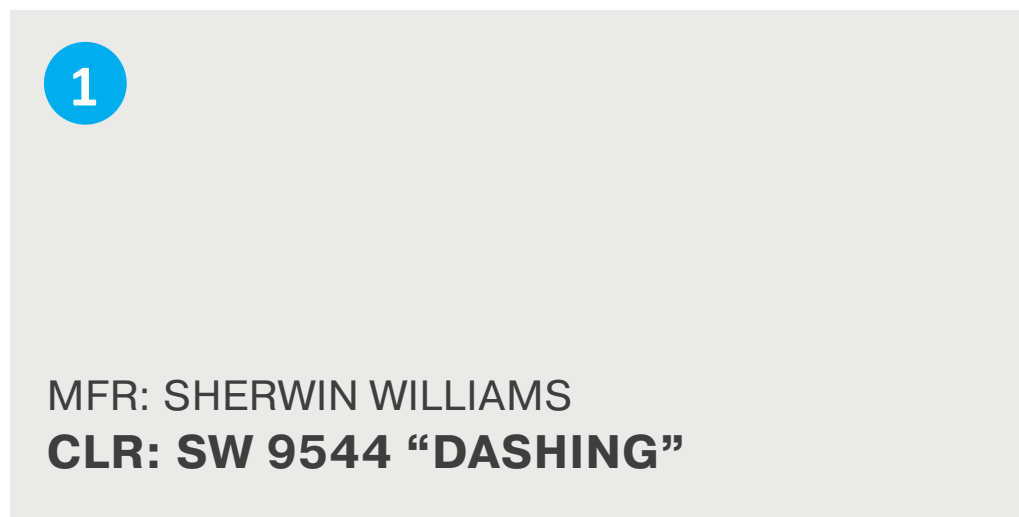


PROPOSED FLOOR PLAN | 1
1/8" = 1'-0"

Attachment 16

Color and Materials Board January 23, 2024

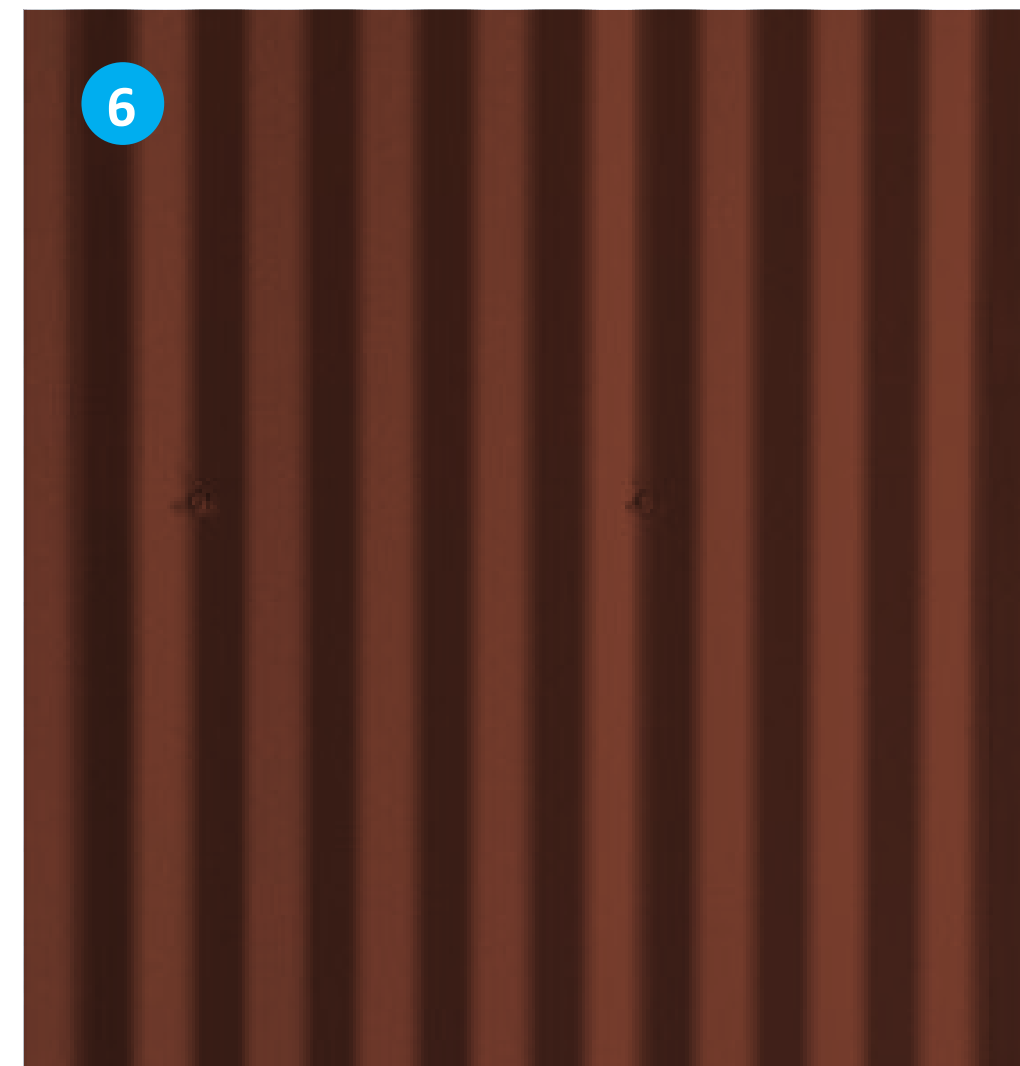
COLORS



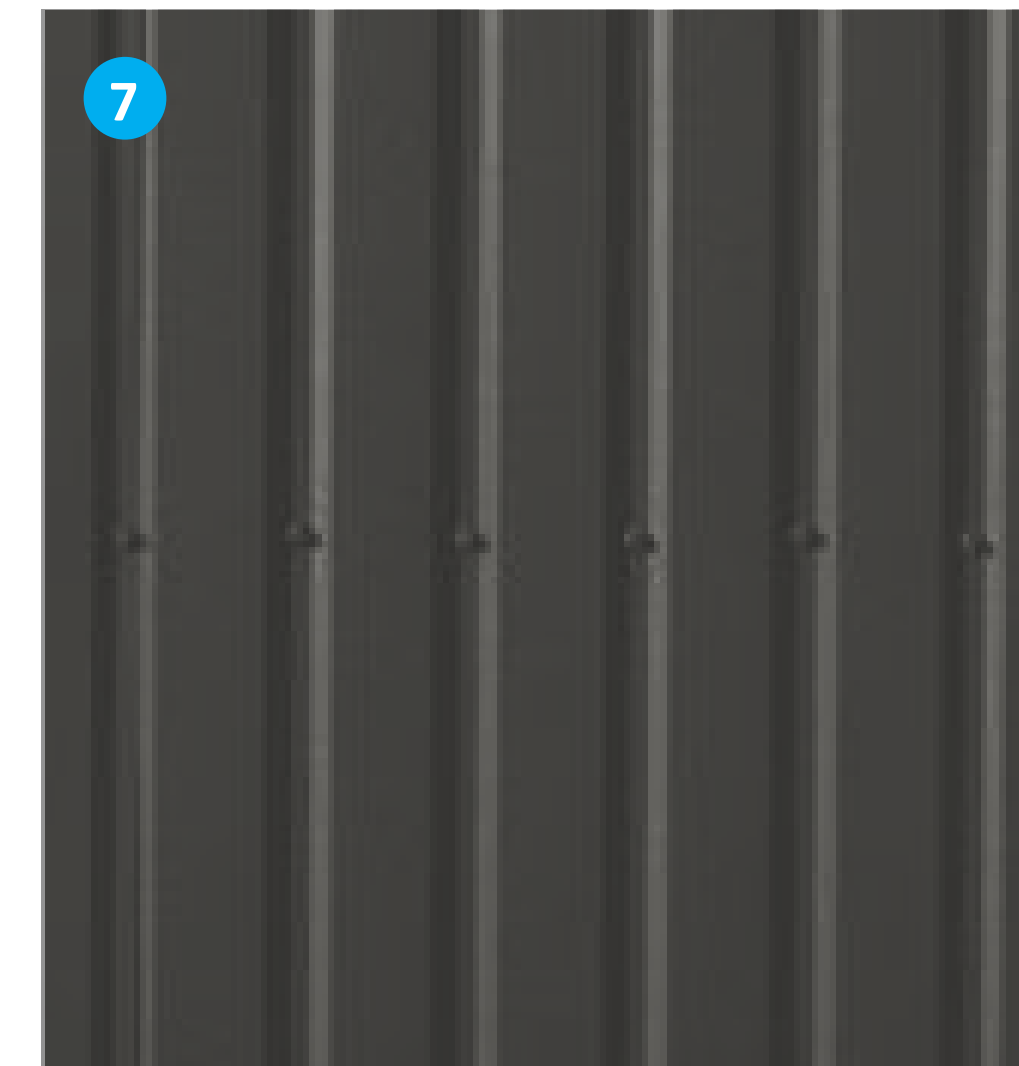
MATERIALS



MINI V-BEAM METAL SIDING
AEP SPAN - REGAL WHITE



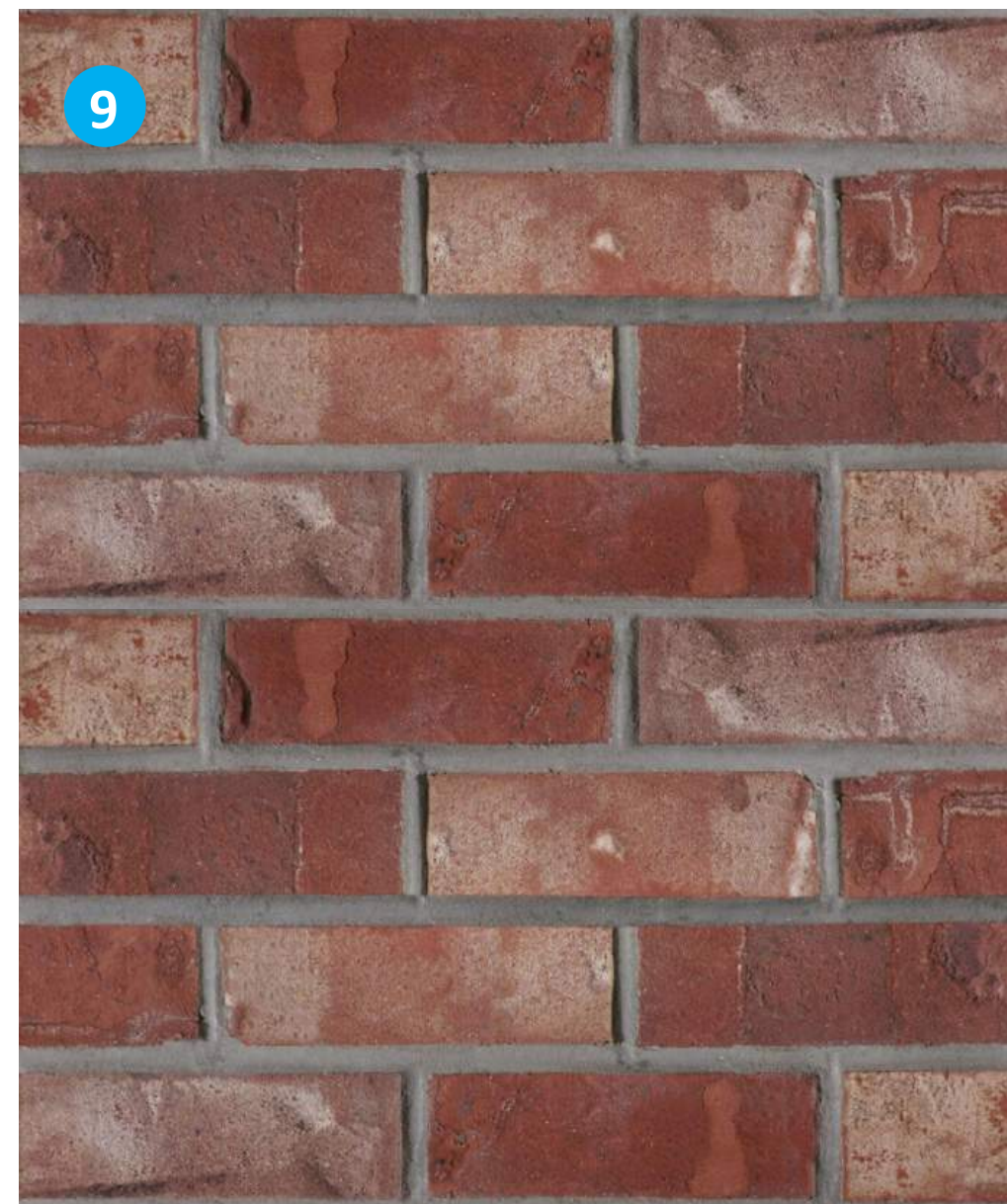
MINI V-BEAM METAL SIDING
AEP SPAN - TERRA-COTTA



BOX RIB METAL SIDING
AEP SPAN - ZINC GREY



BOX RIB METAL SIDING
AEP SPAN - MIDNIGHT BRONZE



HC MUDDOX THIN BRICK
REDWOOD



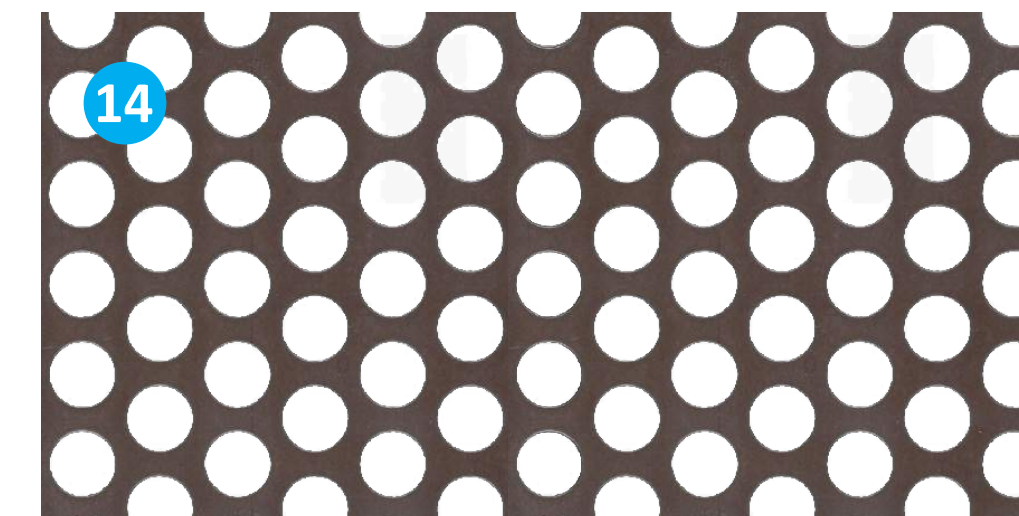
METAL ACCENT
TERRACOTTA



G.F.R.C. WALL BASE
SMOOTH CONCRETE



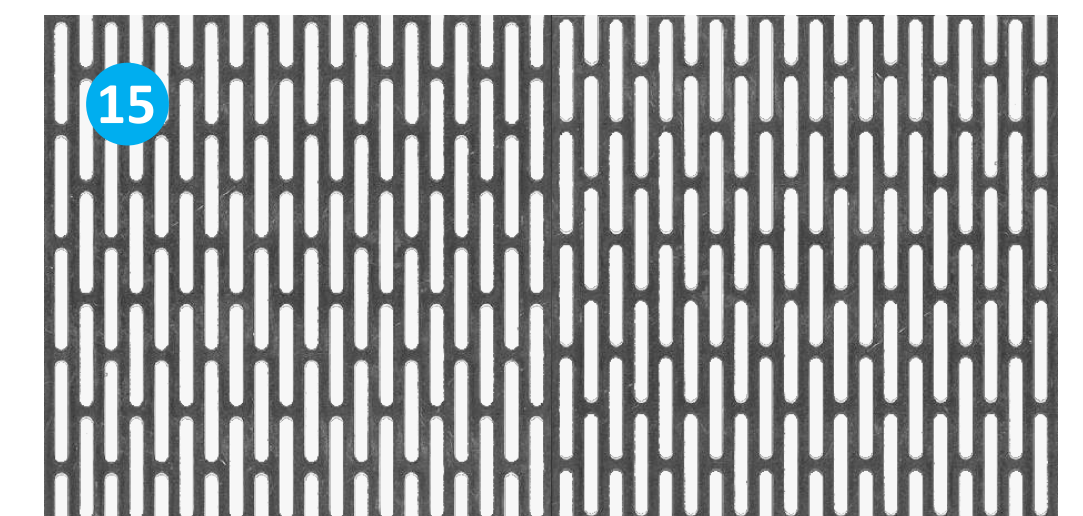
METAL ACCENT
MIDNIGHT BRONZE



1/2" ROUND PERFORATED METAL
MCNICHOLS - PAINTED TERRA-COTTA



STANDING SEAM METAL ROOFING
PAINTED MIDNIGHT BRONZE



SLOTTED PERFORATED METAL
MCNICHOLS - PAINTED ZINC GREY

Attachment 17

Uniform Sign Criteria September 15, 2023



Alder Creek Marketplace

Master Sign Program
09.15.23

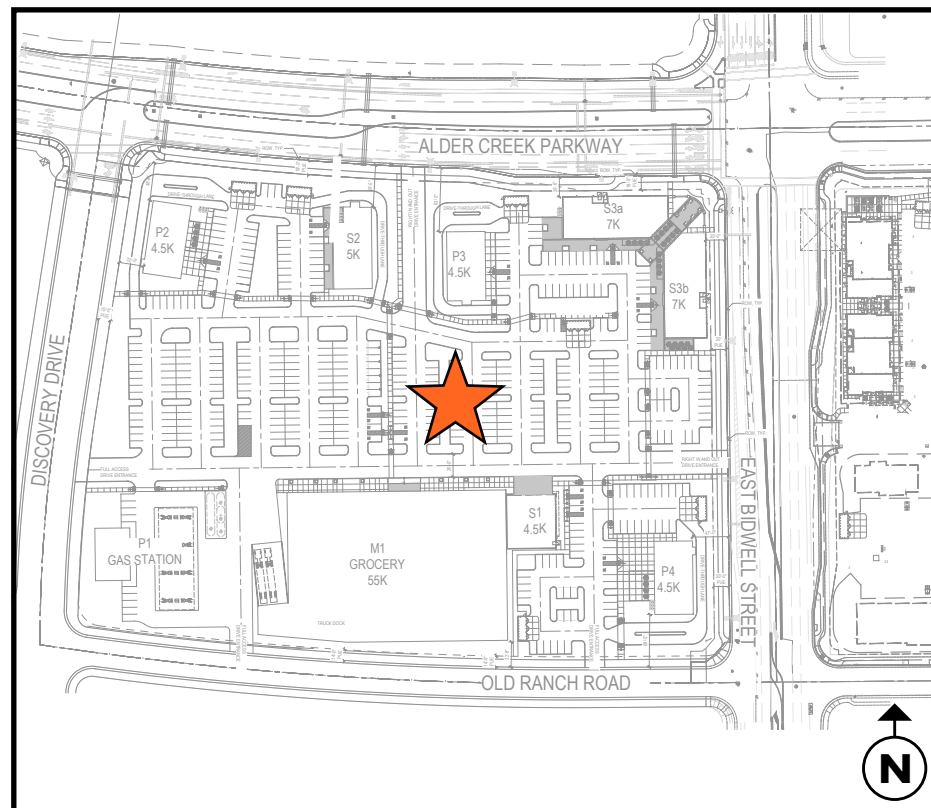
HUNTER | PARTNERS

ROSS+LUTHIN CREATIVE

Vicinity Map



Project Area Map



General Criteria

- 1.1 Intent:

This signage program is established for the purpose of assuring high quality signage at Alder Creek Marketplace in Folsom, California. Once approved by the City, this document will serve to define allowable exterior signage.

This document describes the acceptable types of signs, materials, general locations, sizes and illumination methods.
- 1.2 Interpretation and Compliance:

The City of Folsom (City) is the final arbitrator of compliance. All signage must receive appropriate City issued signage permits before being installed.
- 2.0 General Criteria For All Signage
 - 2.1 Code Compliance

All signage shall comply with local building codes and this sign program, which has been approved by the City.
 - 2.2 Maintenance

Installed signs shall be maintained in good and functional condition. Damaged or deteriorated signs or non-functioning signage lighting will be repaired promptly and restored to a like-new condition.
 - 2.3 Allowable Sign Types

The sign types outlined in this sign program are the only signs permitted on the buildings or property.
 - 2.4 Lighting

When sign lighting is permitted, low voltage, LED and other high efficiency lighting is required. Up-lighting is only permitted if the lit area covers the sign area only and is shielded per City regulations.
 - 2.5 Installation Detailing

Tenant shall provide drawings showing all signage fabrication detailing, attachment methods, waterproofing details and electrical connections.
 - 2.6 Sign Removal

When removing a sign, tenant and/or owner shall remove all related hardware, patch and repair all damage and leave the building and landscape surfaces in as-new condition.

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Parcel Map	iii
PROJECT SIGNAGE	
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FST Freestanding Sign - Pad Tenant	P.3
GF Gateway Fence	P.4
BP Building Mount Project Sign	P.5
AD Address Numbers	P.6
PR Property Regulations Sign	P.7
TENANT CRITERIA	
Tenant Signage Guidelines	T.1
Tenant Sign Locations	T.2
Major Tenant Wall Signage	T.3
Tenant Wall Signage	T.4
Tenant Canopy Signage	T.5
Tenant Blade Signage	T.6
Tenant Under Canopy Signage	T.7

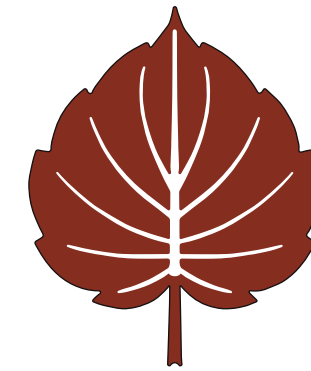
ABCDEFGHIJKLMNOPQRSTUVWXYZ
 abcdefghijklmnopqrstuvwxyz
 1234567890

Anivers Regular (F1)

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

Anivers Bold (F2)

Fonts



**ALDER
 CREEK
 MARKETPLACE**

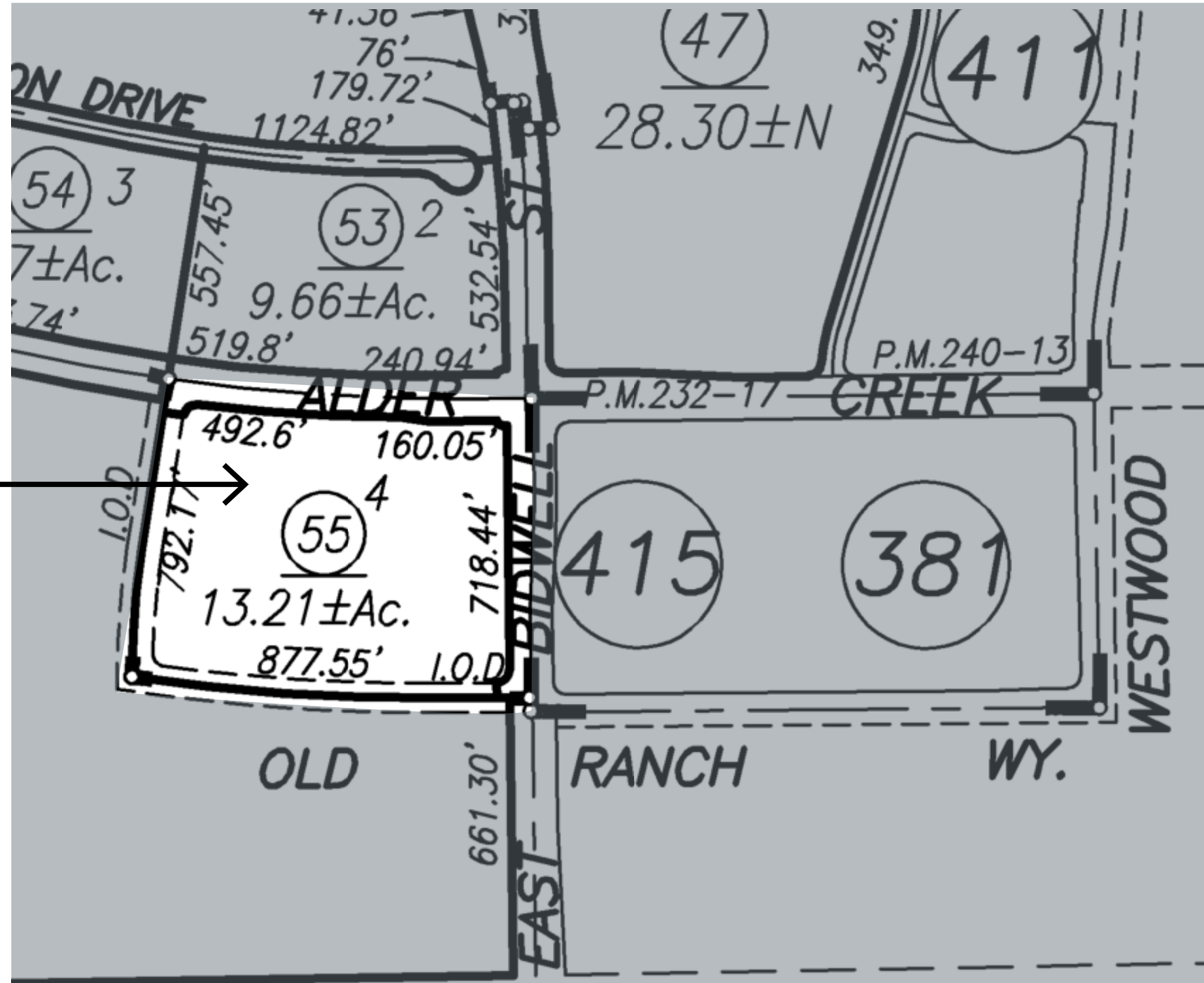
Identity

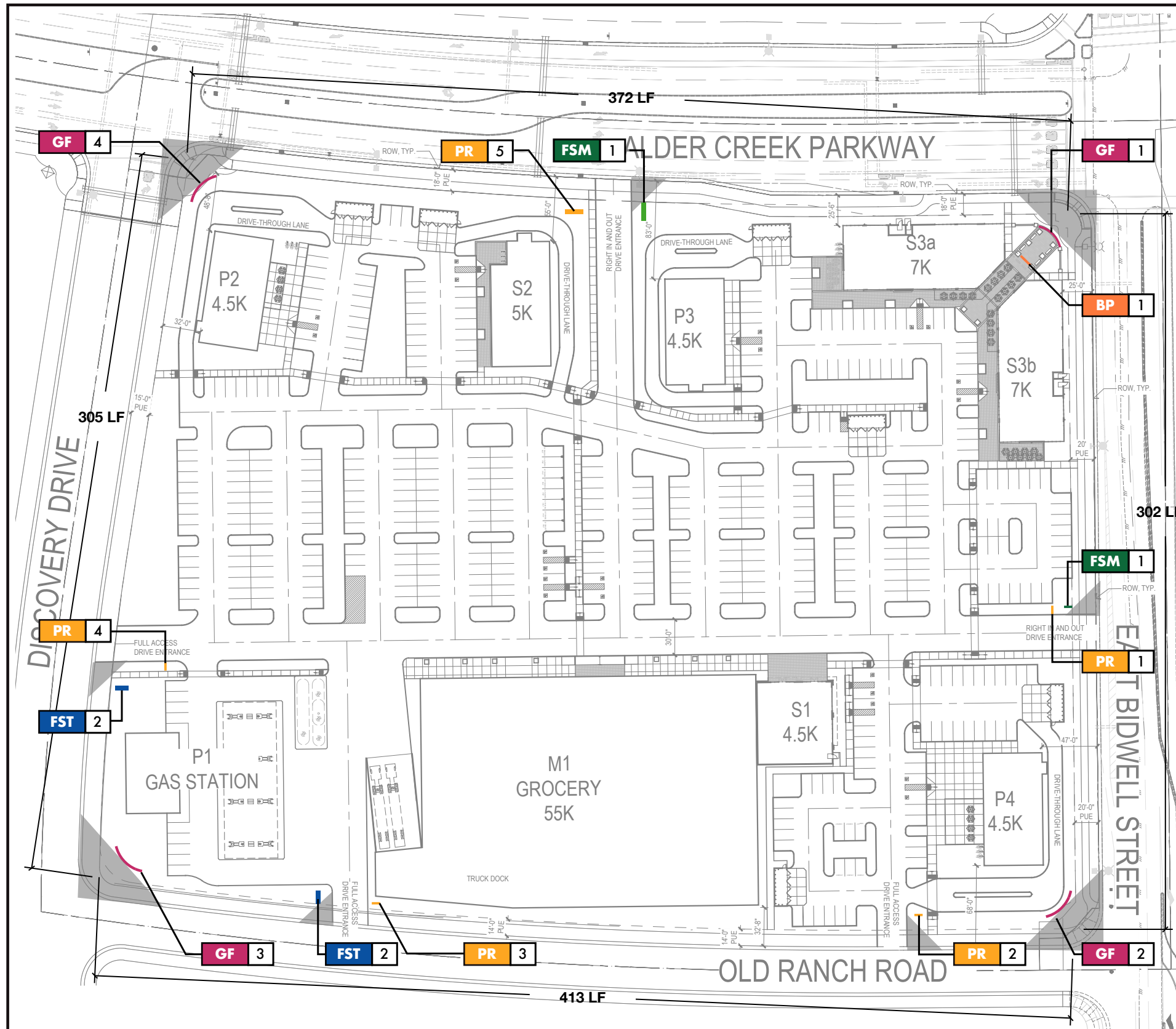
	P4 AEP Span Regal White	P3 SW 6990 Caviar	P2 SW 7598 Sierra Redwood	P1 SW 9544 Dashing
M2 Match Building Decorative Base	M1 AEP Span Regal White	V2 3M Olympic Blue Vinyl	V1 Reflective White Vinyl	

Colors & Materials

These specifications represent the design intent for paints, materials and branding elements for the project. Final colors, materials and branding are subject to review by client team and are to be recorded as part of this sign program.

APN
072-3190-055





- GF** Gateway Fence
- FSM** Freestanding Multi-Tenant Sign - Vertical
- FST** Freestanding Tenant Sign
- BP** Building Mount Project Sign

Exempt Signage

- PR** Parking Regulations

35' Vision Triangle
At Intersections

15' Vision Triangle
At Driveways

Freestanding Signs

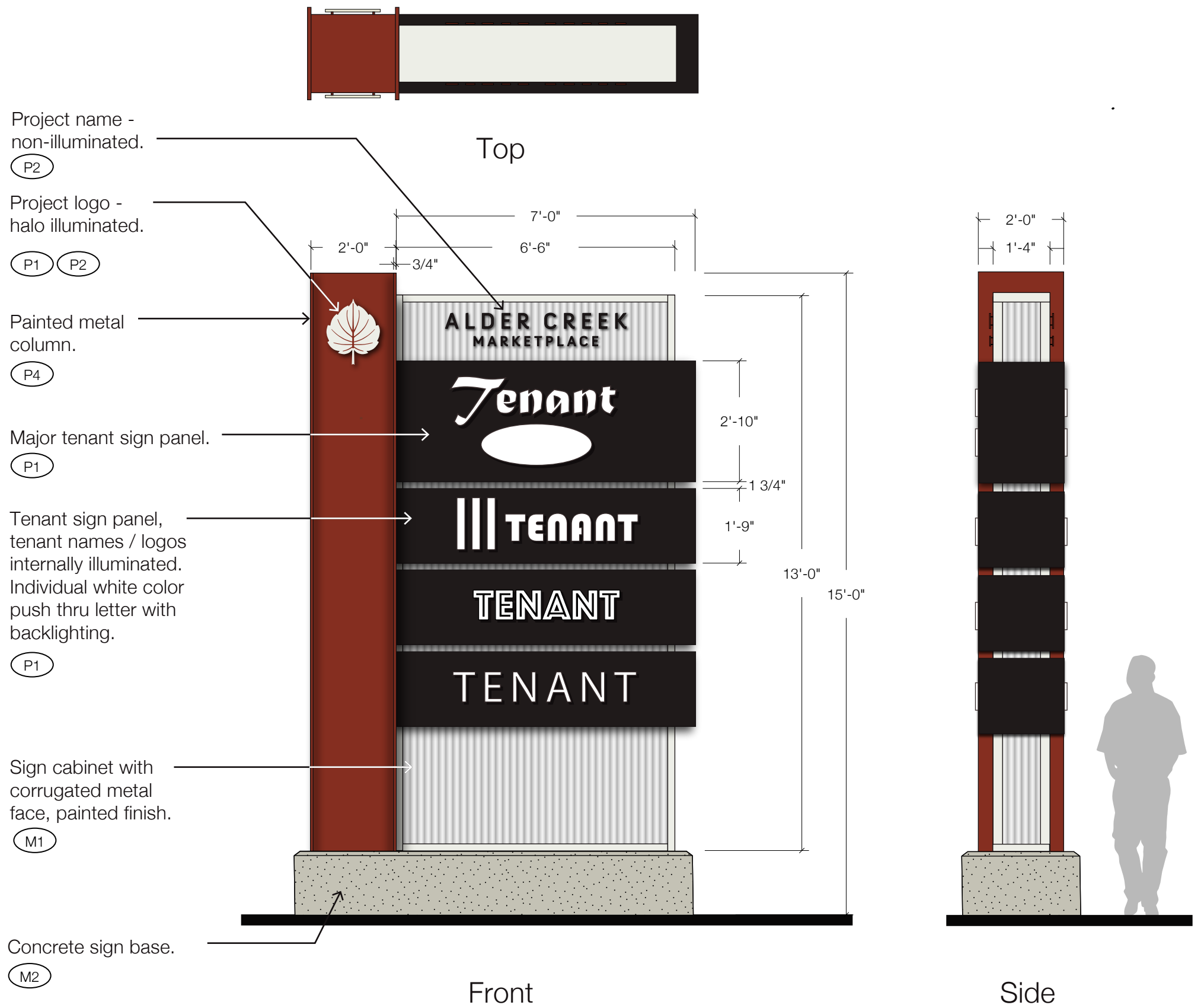
Freestanding signs shall be set back 5 feet from the public right-of-way, located outside required clear vision triangles in a landscaped planting area. However, signs attached to a fence or soundwall may be located within the required setback area.

Along arterial roads designated in the General Plan, freestanding signs shall be externally lit, nonilluminated, or internally illuminated with opaque (nontranslucent) backgrounds. Freestanding signs may include changeable copy; provided, that the sign area for changeable copy does not exceed 75 percent of the sign's area. Corporate flags used to identify a business or entity shall be calculated into the maximum allowable freestanding sign area.

Integrated Developments

Integrated developments with multiple businesses are permitted 1 freestanding monument sign (exclusive of allowable building attached signage) with a maximum sign area of 60 square feet and a 15-foot height limit to identify the name of the center or development, address, and tenants within the development.

Sign Area = 60 SF



Freestanding Signs

Freestanding signs shall be set back 5 feet from the public right-of-way, located outside required clear vision triangles in a landscaped planting area. However, signs attached to a fence or soundwall may be located within the required setback area.

Along arterial roads designated in the General Plan, freestanding signs shall be externally lit, nonilluminated, or internally illuminated with opaque (nontranslucent) backgrounds. Freestanding signs may include changeable copy; provided, that the sign area for changeable copy does not exceed 75 percent of the sign's area. Corporate flags used to identify a business or entity shall be calculated into the maximum allowable freestanding sign area.

Building Pad - P1 is allowed two (2) free standing monument signs, one (1) at Discovery Drive Frontage and one (1) at Old Ranch Road Frontage, each not to exceed a maximum sign area of 24 square feet and a maximum height of 6 feet, including a maximum 2-foot tall base.

Sign cabinet with corrugated metal face, painted finish.

(M1)

Painted aluminum frame.

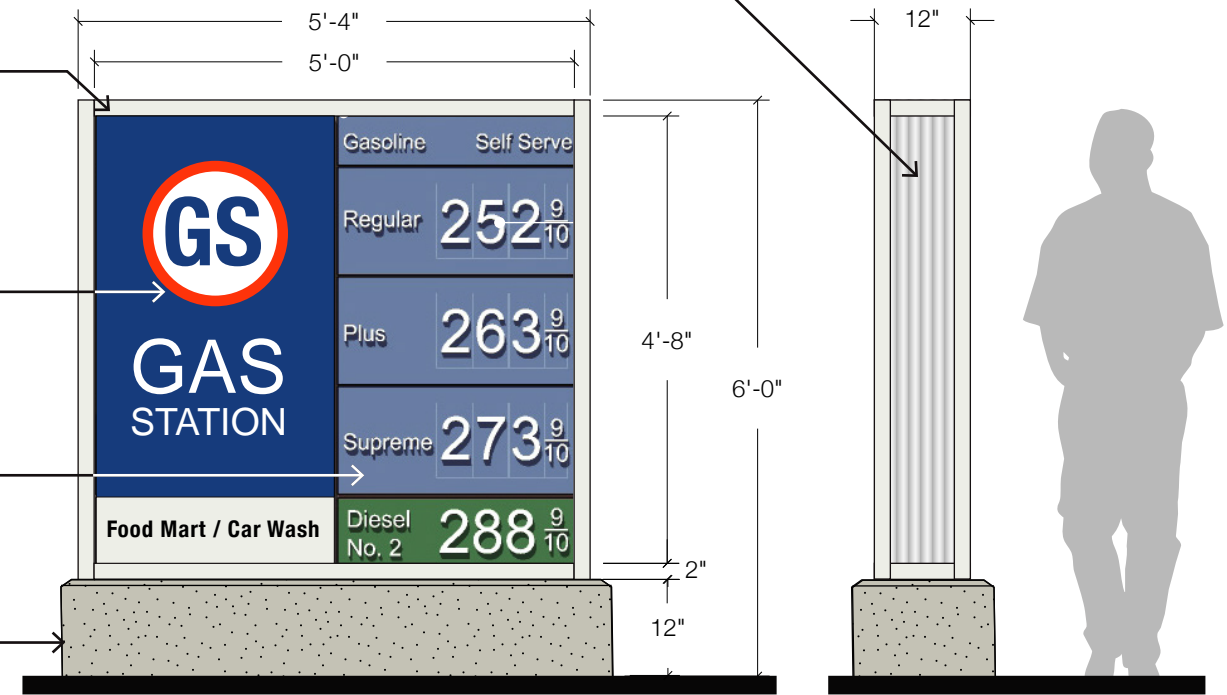
(P4)

Backlit panel with lettering / logo, typical.

Digital panels are optional for prices.

Concrete sign base.

(M2)

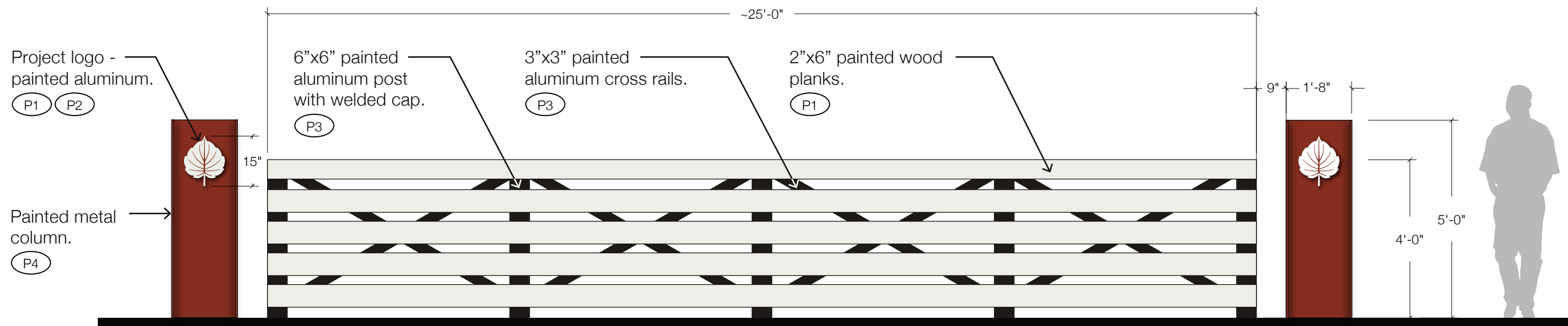


Front

Side



Plan View



Flat Front View

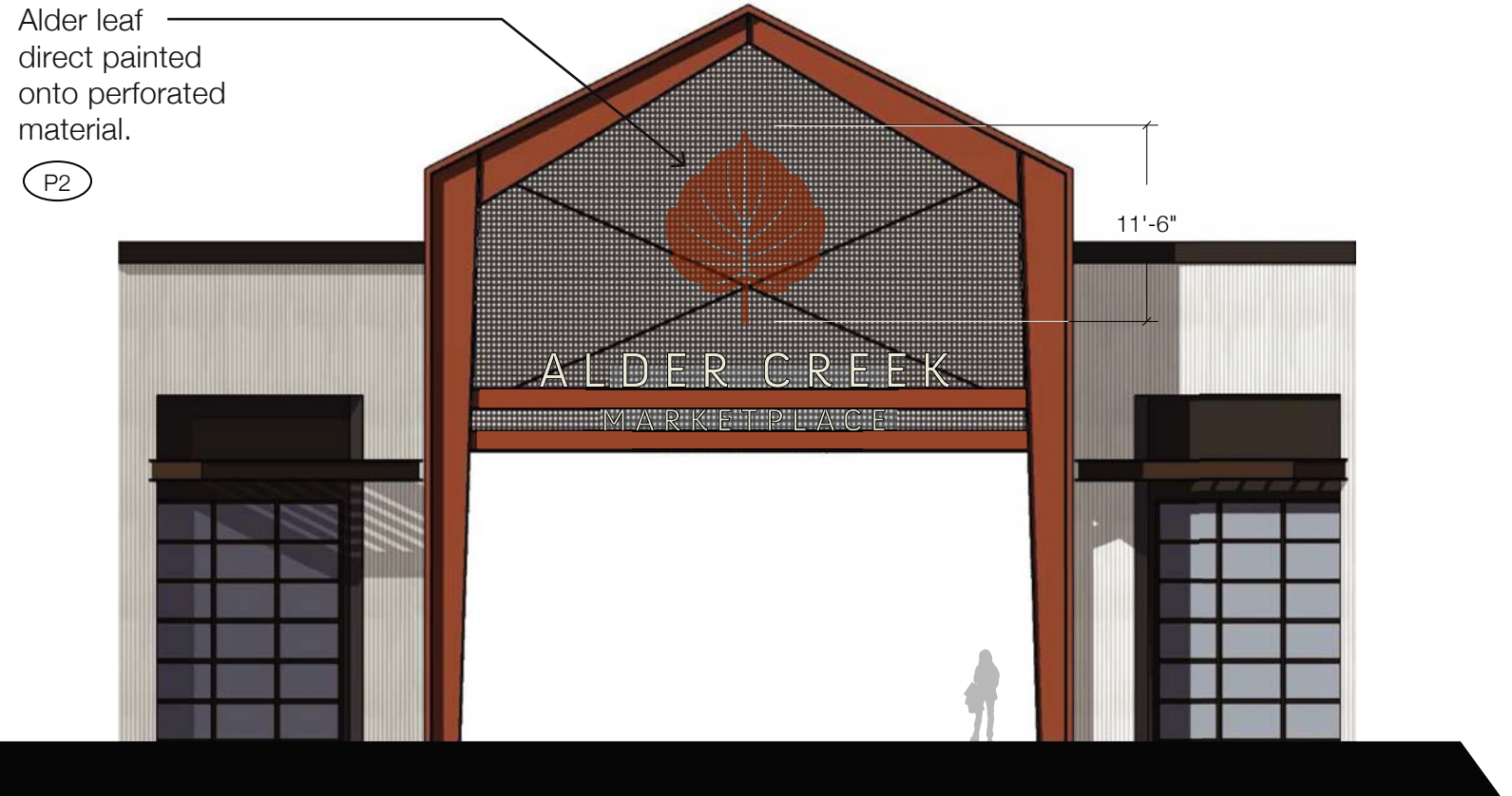
Building Signs

The maximum allowable sign area for a business or entity is calculated as a ratio of the length of the primary building frontage. Types of building signage calculated into the total maximum sign area are wall, projecting and canopy signage as follows (square footage of exempt signage is not counted toward the maximum sign area):

- a. Maximum Sign Area. One and a half square feet of signage for each 1 lineal foot of primary building frontage up to a maximum of 150 square feet.
- b. Location. Building sign(s) may be placed on building frontages facing a street, public parking lot, or mall and shall not be located above the roof line. Wall signs shall not project more than 18 inches from the building wall and the sign length shall not exceed 75 percent of the building frontage.
- c. Projecting signs and canopies shall maintain an 8-foot vertical clearance from public walkways and may not project into any public right-of-way without approval of an encroachment permit by the public works department.



Reference Image



Northeast Elevation
3/32"=1'-0"



Placement Rendering



Sign Detail
1/4"=1'-0"



Shops 3B East

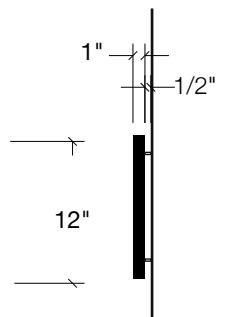


Shops 2 North

Typical Sign Location Elevations
3/32"=1'-0"

Non-illuminated, fabricated SS 1" deep address numbers w/ painted finish. Pin off wall 1/2".

14360

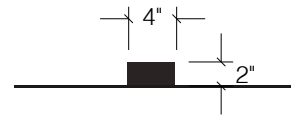


Face

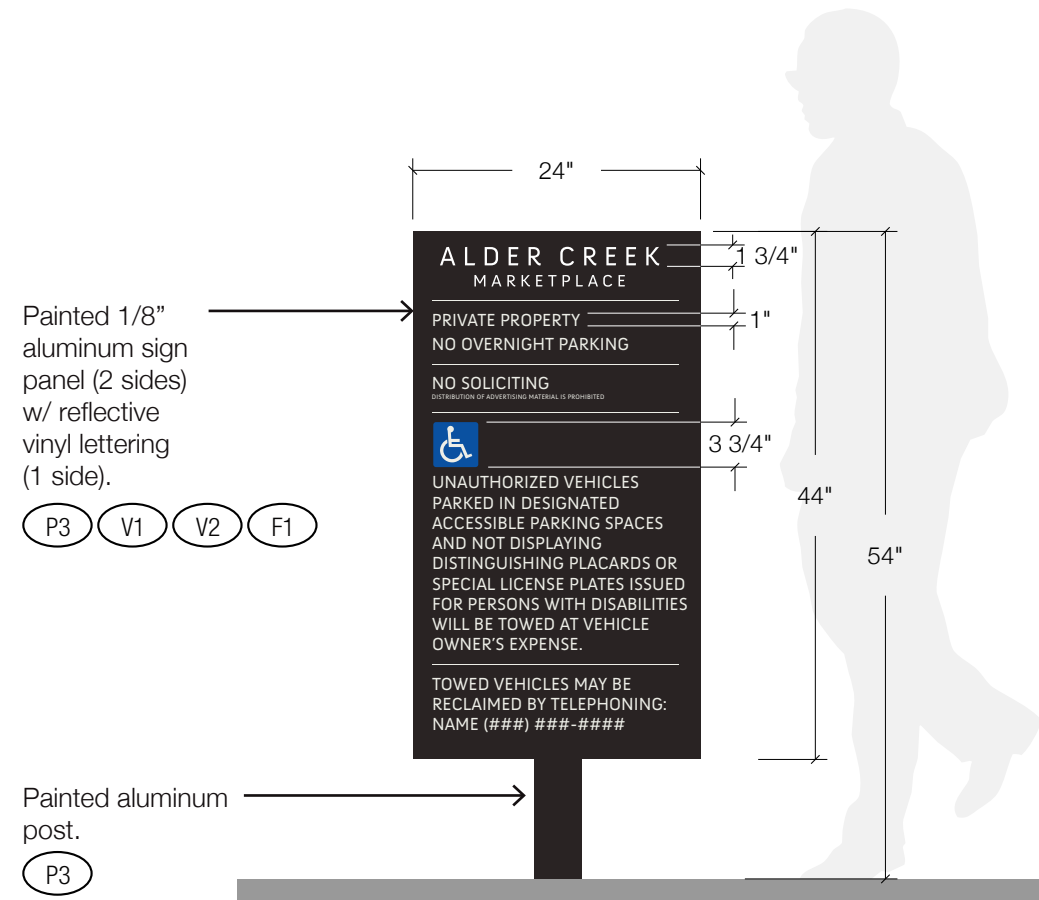
Side

(P3) (F2)

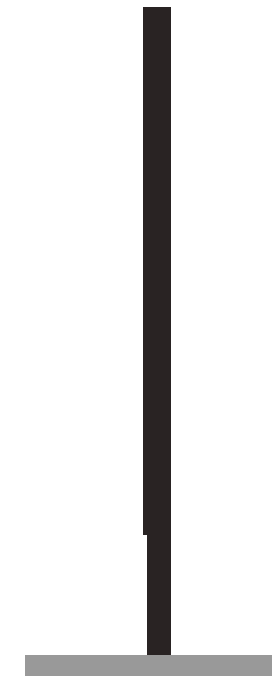
Note: "14360" is placeholder only. Actual address TBD.



Plan



Face



Side

TENANT SIGNAGE GUIDELINES

1.0 INTENT

These Tenant Signage Guidelines are established for the purpose of assuring a successful retail center and to ensure the consistency of the signage for the entire center. Tenants are encouraged to contact the Landlord to discuss specific design intentions or questions before commencing the design drawings.

As administrators of the sign criteria, the Landlord is the final arbitrator of criteria compliance. Special circumstances may require interpretation of these criteria, and the Landlord will remain flexible in the review process, however, these Guidelines are approved by the City. All signage permits must be obtained by the tenant prior to installation.

2.0 DEFINITIONS

Building Elevation: Vertical wall surface of a building

Landlord: Owner, developer or manager of the project.

Primary Identity: Tenant's main identification sign.

Sign Area: The square footage of signage determined by measuring the area of a sign panel or, for individual letters, by enclosing the Tenant Identity in a polygon of no more than eight continuous line segments.

Tenant Identity: The graphic that composes the tenant's name and/or logo in their unique logotype. Tag lines and product names are not considered part of Tenant Identity.

Tenant Frontage: Length of exterior wall between interior tenant demising walls.

3.0 SIGNAGE REVIEW, APPROVALS, PERMITS & INSTALLATION

3.1 LANDLORD APPROVAL

All construction documents for signage, permanent or temporary, must be reviewed and approved by an authorized agent of Alder Creek Marketplace (Landlord) prior to submittal to local governing agencies for review and permitting. The use of professional environmental graphic designers and signage fabrication companies is highly encouraged.

3.2 SUBMITTALS

Tenant shall submit drawings to Landlord for review. Landlord will either approve designs, approve drawings with stated conditions or return drawings with requirements for re submittal.

3.3 CITY APPROVAL & PERMITS

Once Landlord has approved signage drawings, Tenant shall submit to the City for permit processing per the City's requirements. All City permit and design review fees shall be the responsibility of the Tenant.

4.0 CONSTRUCTION, INSTALLATION & MAINTENANCE

- All signage shall be constructed and installed at Tenant's expense.
- The content of exterior signage shall be limited to tenant's trade name and/or logo. In no case shall the wording of sign describe the products sold, prices, advertising slogans, except as part of the occupant's trade name or logo.
- Signage must be constructed and installed to meet all applicable codes and ordinances.
- Electrical signs shall bear the UL label and their installation must comply with all local building and electrical codes. No exposed conduit or raceways will be permitted. All conductors, transformers, and other related equipment shall be concealed.
- Exterior signs shall be constructed of weather resistant, non corrosive materials with high quality exterior grade finishes.
- All sign fastenings, bolts, and clips shall be non-corrosive; galvanized iron, stainless steel, aluminum, brass, or bronze.
- Location of all openings for conduit and sleeves in sign panels of building shall be indicated on drawings.
- No sign maker's labels or other identification will be permitted on the exposed surface of signs, except those required by ordinance, which shall be located in an inconspicuous location.
- Signs for a business which becomes vacant or unoccupied for three months or more, or any sign for an occupant or business unrelated to the present occupant or business shall be deemed to have been abandoned. An abandoned sign is prohibited and shall be promptly removed by the owner of the sign or owner/tenant of the premises.
- All signs shall be maintained in a safe, presentable and good condition, including the replacement of defective parts, painting, repainting, cleaning, and other acts required for the maintenance of such sign.

5.0 SIGN TYPES FOR ALL TENANTS

5.1 WINDOW GRAPHICS

DESCRIPTION: Signage applied to tenant's entry door or entry sidelight glass for the purpose of retail tenant identification, hours of operation and courtesy displays (credit cards accepted etc.)

QUANTITY: One sign per tenant entry.

TENANT I.D. GUIDELINES: Tenants may use their corporate logos and layouts, but all graphics shall be white. Tag lines and additional content is not permitted without Landlord and City approval.

SIGN AREA : 25% of the window area or 5 s.f., whichever is less.

5.2 TEMPORARY SIGNAGE

DESCRIPTION: One temporary sign not larger than twenty square feet in sign area may be displayed for up to thirty consecutive days for each tenant frontage. No more than three such signs shall be displayed in any calendar year. Each such sign shall include the date(s) such sign is intended to be posted, and whether that sign is the first, second or third such temporary sign displayed in that calendar year for that occupancy frontage. Such sign may be displayed only during that period of time stated on such sign.

QUANTITY: One sign per tenant frontage.

CONTENT: Promotional messages permitted pending review and approval by the Landlord and City.

SIGN AREA : Twenty (20) s.f. per sign.

5.3 SUITE NUMBERS

DESCRIPTION: Tenants shall display adhesive vinyl suite numbers on glass above entry doors and on rear service entry door.

QUANTITY: One sign per tenant entry.

SIZE & FONT: Numbers must be 4" min. height. Font shall be Futura Book.



Legend

- Major Tenant
- Tenant

- Planning
- Schematic Design
- Design Development
- City Submittal

09.15.23

1"=50'

Sign Locations
 Tenant

DESCRIPTION

Wall mounted signage for the purpose of major retail tenant identification facing the street and/or parking area. A major tenant shall be defined as any one of the following:

1. Any tenant occupying a space identified as a "Major" on sheet T.2
2. Any tenant occupying greater than 5,000 SF.

GENERAL GUIDELINES

1. Major tenant's may include up to two secondary messages on one frontage (pharmacy, bakery etc.), but secondary messages shall be included in aggregate sign area calculations.
2. Tenants may use their corporate logos, colors and layouts.
3. Signage may be internally illuminated fabricated, face lit channel letters and shapes or halo lit letters and shapes as detailed on this page.
4. Letter/logo face and return (edge) color may vary.
5. Two lines of text may be used but the total height shall not exceed maximum letter height set forth in the following sections.
6. All signs shall be U.L. approved. All wiring, conduits and raceways are to be concealed.

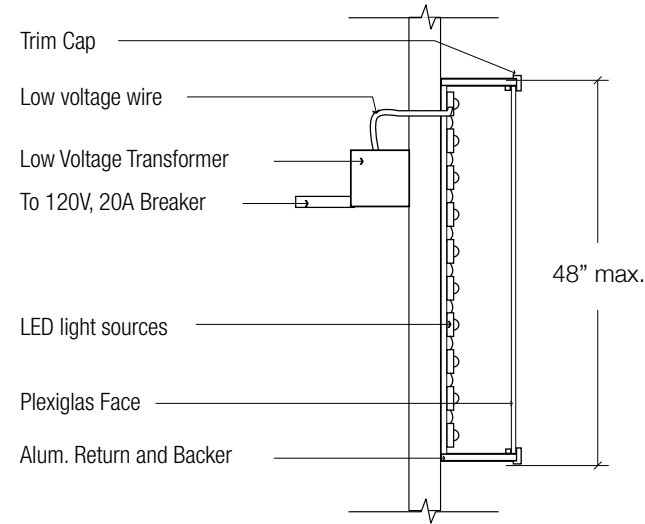
NUMBER OF SIGNS, LETTER SIZES & AREAS

AGGREGATE SIGN AREA: One and one half square foot of signage per lineal foot of frontage. Total aggregate sign area for any single tenant shall not exceed one hundred fifty (150) square feet. Wall and Blade signs shall be included in aggregate sign area.

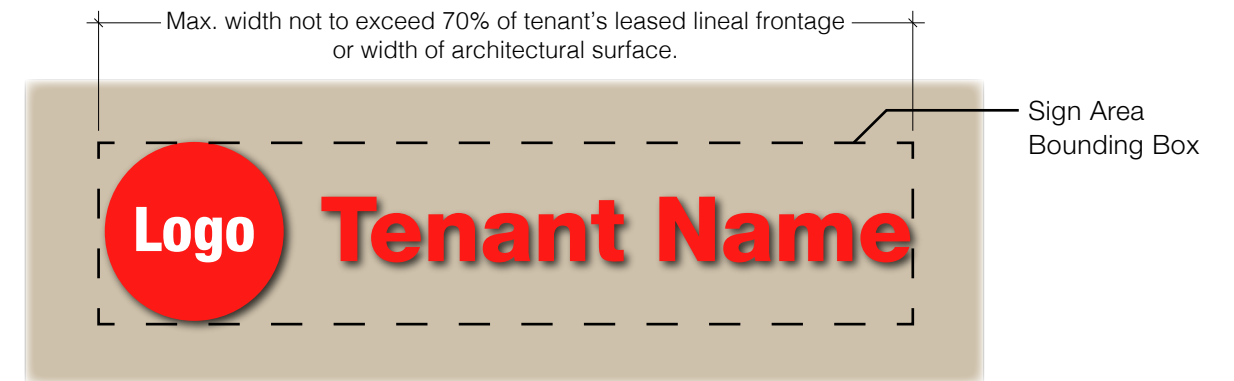
LETTER/LOGO HEIGHT: Maximum forty eight (48) inches or 70% of fascia height, whichever is less.

SIGN WIDTH: The width of the wall sign shall not exceed 70% of the width of the tenant store frontage or the architectural feature the sign mounts to, whichever is less. See diagram above.

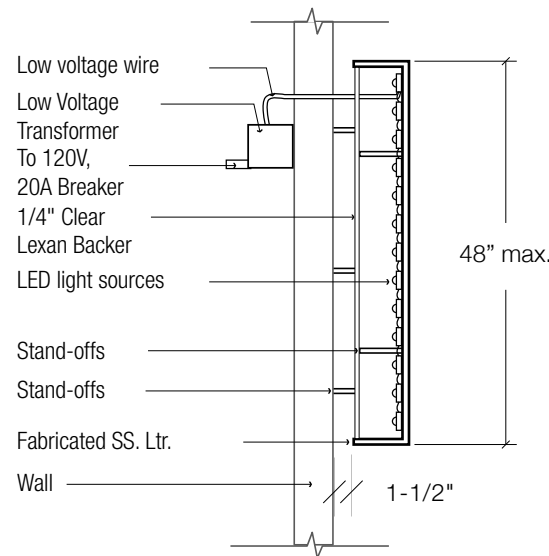
NUMBER OF SIGNS: One (1) primary wall sign and up to two (2) secondary wall signs per tenant frontage.



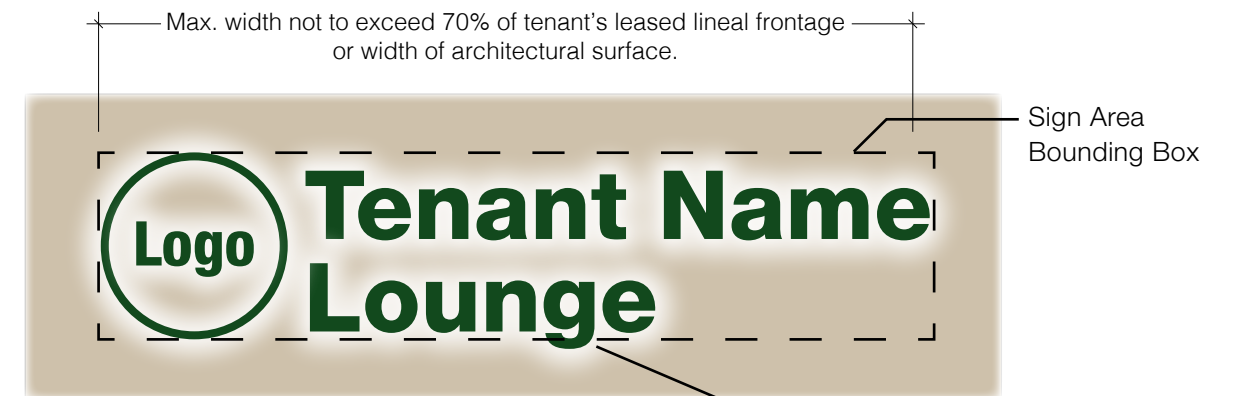
Face Lit Channel Letter/Logo Detail
NTS



Face Lit Channel Letter/Logo Example



Halo Lit Channel Letter/Logo Detail
NTS



Halo Lit Channel Letter/Logo Example

Ascending and descending characters may extend beyond Bounding Box.

DESCRIPTION

Wall mounted signage for the purpose of primary retail tenant identification facing the street and/or parking area.

GENERAL GUIDELINES

1. Tenants may utilize either Wall Signs or Canopy Signs but not both on any frontage.
2. Signage shall be internally illuminated halo or face lit fabricated channel letters and shapes.
3. Tenants may use their corporate logos, colors and layouts.
4. Letter/logo return (edge) color must match color P3.
5. Two lines of text may be used but the total height shall not exceed maximum letter height set forth in the following sections.
6. All signs shall be U.L. approved. All wiring, conduits and raceways are to be concealed.

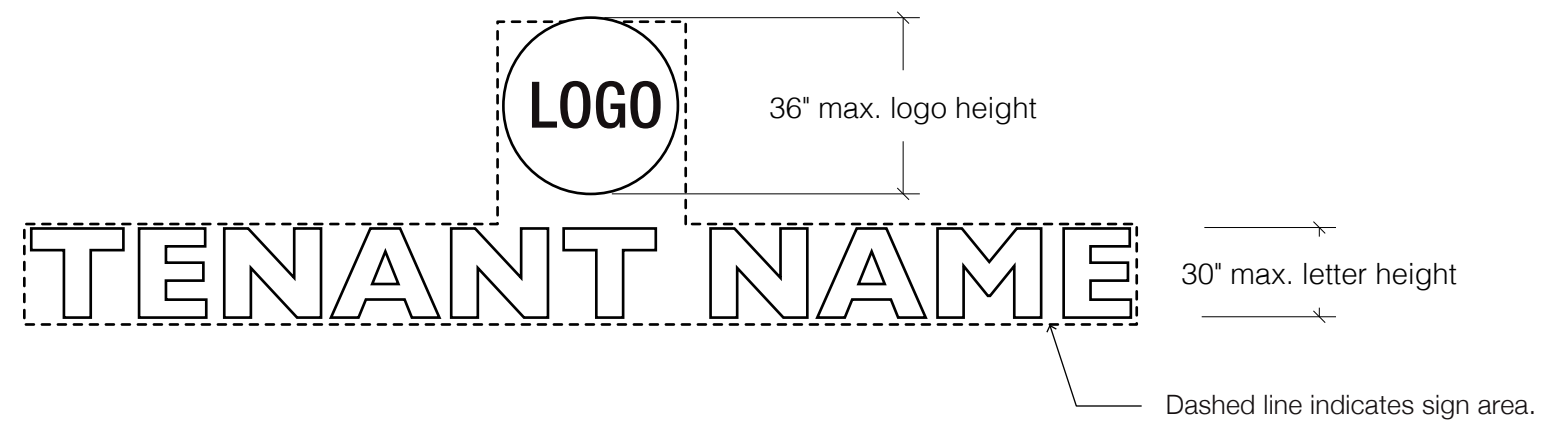
NUMBER OF SIGNS, LETTER SIZES & AREAS

AGGREGATE SIGN AREA: One and one half square foot of signage per lineal foot of frontage. Total aggregate sign area for any single tenant shall not exceed one hundred fifty (150) square feet.. Wall and Blade signs shall be included in aggregate sign area.

LETTER/LOGO HEIGHT: See diagram this page.

SIGN WIDTH: The width and height of the wall sign shall not exceed 70% of the width and height of the tenant store frontage or the architectural feature the sign mounts to, whichever is less. See diagram at right.

NUMBER OF SIGNS: One (1) wall sign per tenant frontage. Four (4) signs, maximum per tenant.



Dimensions & Sign Area
NTS



Example Elevation - Maximum Dimensions
1/8"=1'-0"

DESCRIPTION

Canopy mounted signage for the purpose of primary retail tenant identification facing the street and/or parking area.

GENERAL GUIDELINES

1. Tenants may utilize either Wall Signs or Canopy Signs but not both on any frontage.
2. Signage shall be internally illuminated halo or face lit fabricated channel letters and shapes.
3. Tenants may use their corporate logos, colors and layouts.
4. Letter/logo return (edge) color must match color P3.
5. All signs shall be U.L. approved. All wiring, conduits and raceways are to be concealed.

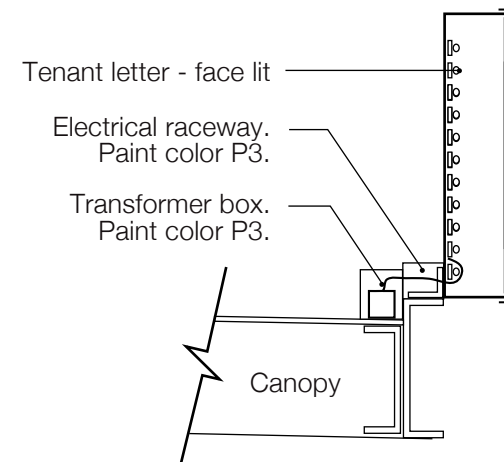
NUMBER OF SIGNS, LETTER SIZES & AREAS

AGGREGATE SIGN AREA: One and one half square foot of signage per lineal foot of frontage. Total aggregate sign area for any single tenant shall not exceed one hundred fifty (150) square feet.. Wall and Blade signs shall be included in aggregate sign area.

LETTER/LOGO HEIGHT: See diagram this page.

SIGN WIDTH: The width and height of the wall sign shall not exceed 70% of the width and height of the tenant store frontage or the architectural feature the sign mounts to, whichever is less. See diagram at right.

NUMBER OF SIGNS: One (1) wall sign per tenant frontage. Four (4) signs, maximum per tenant.



Section
NTS



Dimensions & Sign Area
NTS



Example Elevation - Maximum Dimensions
1/8"=1'-0"

DESCRIPTION

Signage for the purpose of secondary retail tenant identification facing the street and/or parking area. Signs shall be wall mounted perpendicular to the storefront.

GENERAL GUIDELINES

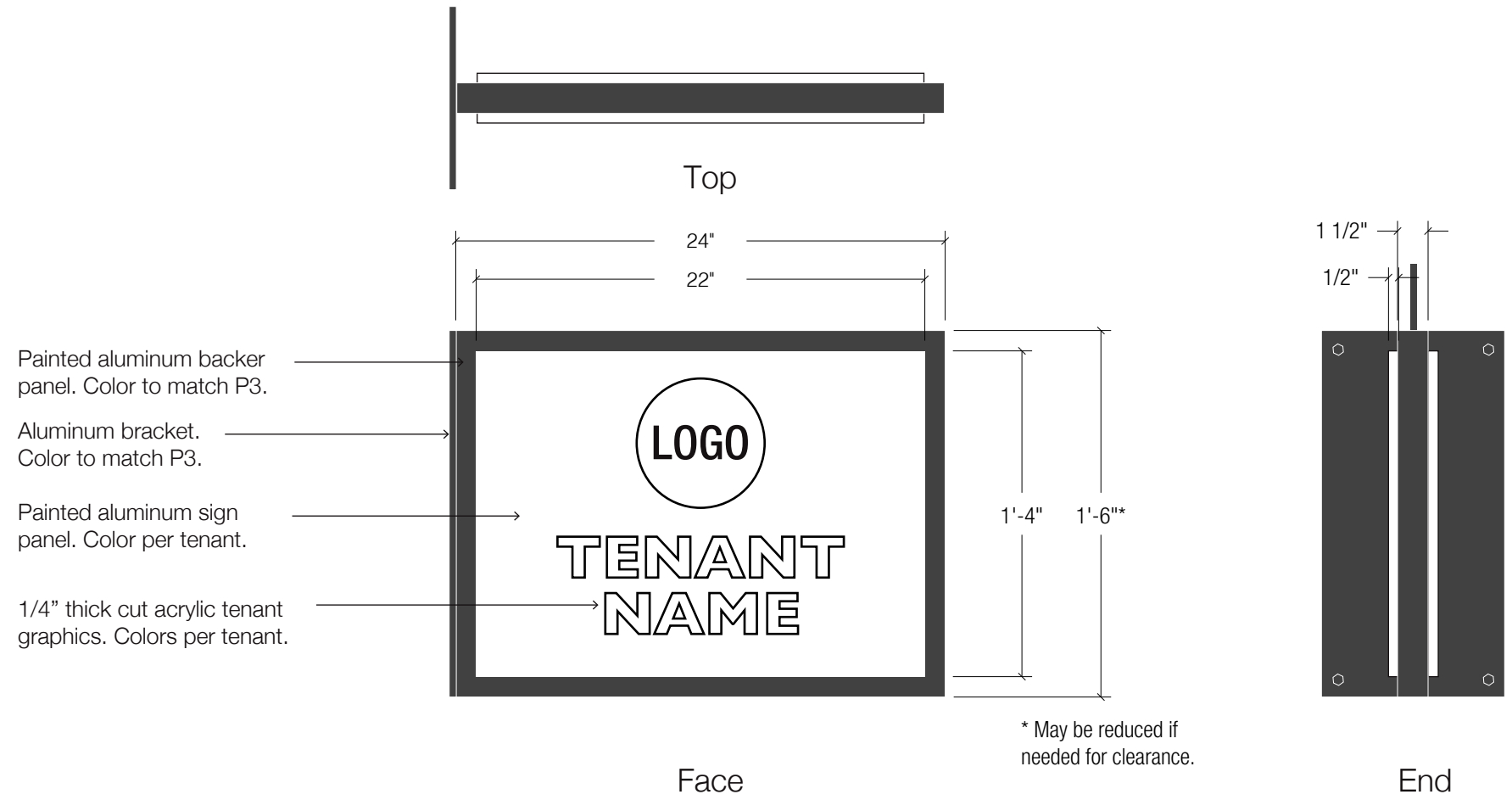
1. Tenant may chose Under Canopy Signs or Blade Signs, but not both for secondary identification.
2. Signage may be unlit or externally lit.
3. Tenants may use their corporate logos, colors and layouts.
4. Backer panel color must match to match color P3.
5. Tenant shall provide details of sign attachments. All attachment components shall be painted color P3.

NUMBER OF SIGNS, LETTER SIZES & AREAS

AGGREGATE SIGN AREA: Blade signs shall be included in aggregate sign area. See Tenant Wall Signs for maximums.

SIGN SIZE: See diagram above.

NUMBER OF SIGNS: One (1) sign per tenant entry.



Mounting Elevation
 1/4"=1'-0"

DESCRIPTION

Signage for the purpose of secondary retail tenant identification facing the street and/or parking area. Signs shall be suspended below the canopy or awning, perpendicular to the storefront.

GENERAL GUIDELINES

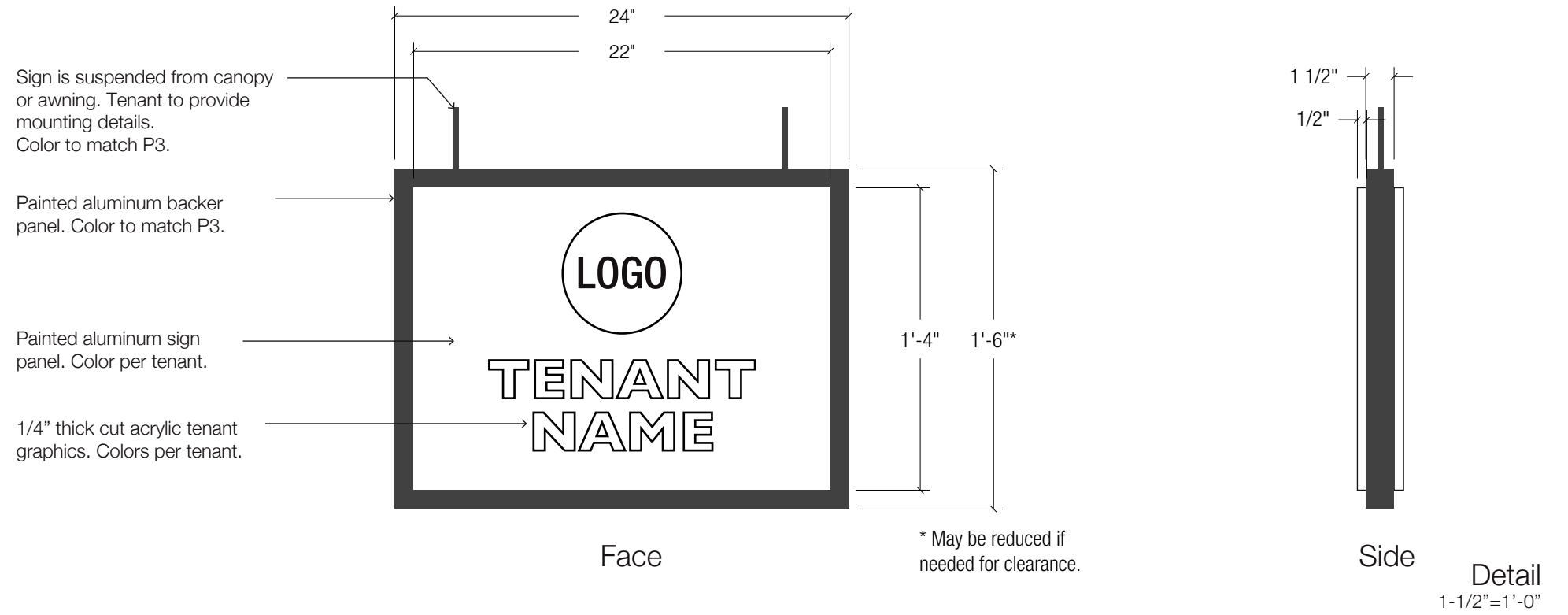
1. Tenant may chose Under Canopy Signs or Blade Signs, but not both for secondary identification.
2. Signage may be unlit or externally lit.
3. Tenants may use their corporate logos, colors and layouts.
4. Backer panel color must match to match color P3.
5. Tenant shall provide details of sign attachments. All attachment components shall be painted color P3.

NUMBER OF SIGNS, LETTER SIZES & AREAS

AGGREGATE SIGN AREA: Under Canopy Signs shall be included in aggregate sign area. See Tenant Wall Signs for maximums.

SIGN SIZE: See diagram above.

NUMBER OF SIGNS: One (1) sign per tenant entry.



Mounting Elevation
1/4"=1'-0"

Attachment 18

Alder Creek Marketplace Booklet (Separate Bound Document)

Attachment 19

CEQA Exemption and Streamlining Analysis for the Alder Creek Marketplace Project

CITY OF FOLSOM

**CEQA Exemption and Streamlining Analysis for
Alder Creek Marketplace (Folsom Plan Area Specific Plan Parcel
No. 77)**

1. Application No: PDEV 23-00129
2. Project Title: Alder Creek Marketplace (Folsom Plan Area Specific Plan [FPASP] Parcel No. 77)
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. 77. 12.124 net acres (15.1 gross acres), located at 14359
Alder Creek Parkway, at the southwest corner of East Bidwell Street and
Alder Creek Parkway
6. Project Applicant's/Sponsor's Name and Address:
Hunter Partners, LLC
10121 Miller Avenue, Suite 200
Cupertino, CA 95014
7. General Plan Designation:
RC (Regional Commercial)
8. Zoning:
SP-RC PD (Specific Plan-Regional Commercial Planned Development)
9. Other public agencies whose approval may be required or agencies that may rely on this document for implementing projects:

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

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LIST OF ACRONYMS

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

I. INTRODUCTION

The Alder Creek Marketplace proposal (Project) is located in the Folsom Plan Area Specific Plan (FPASP), Parcel No. 77 (APN 072-319-055). The FPASP is a 3,513.4-acre comprehensively planned community that creates new development patterns based on the principles of smart growth and transit-oriented development.

As discussed further in this document, the Project is consistent with the FPASP. Being consistent with an existing Specific Plan, the Project is eligible for California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.) streamlining and exemption provisions in Public Resources Code section 21083.3 and CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.) section 15183. The City provides the following environmental review to disclose the City's evidence and reasoning for determining the Project's consistency with the FPASP and eligibility for streamlined analysis and an exemption.

II. PROJECT DESCRIPTION

A. PROJECT LOCATION AND OVERVIEW

The Project is located on FPASP Parcel No. 77 at 14359 Alder Creek Parkway, south of U.S. Highway 50 and bound to the north by Alder Creek Parkway, to the east by East Bidwell Street, to the south by Old Ranch Road, and to the west by Discovery Drive. For mapping and aerial photographs with Project site plan overlays, refer to the Alder Creek Marketplace Entitlement Package, included as **Exhibit 1** (see also FPASP, pp. 1-3, 4-31).

The Applicant proposes development of an eight-building, 95,000 square-foot (sf) retail center, consisting of 55,000 sf of grocery space, 3,000 sf for a gas station, 13,500 sf for three drive-through restaurants (each 4,500 sf), 4,500 sf of retail, 5,000 sf for retail/drive-through, and 14,000 sf of retail/restaurant space. The future major grocery store will anchor the space. The Project will exceed City parking requirements and include a total of 390 parking stalls (only 345 are required), including 23 electric charging stations with a total of 92 electric-vehicle capable parking spaces. The Project also includes interior roadways (discussed more below in Section IV.C) and pedestrian walkways, landscaping that meets both the City's water efficiency standards and tree species diversity criteria and will eventually shade 52 percent of the proposed parking, lighting, trash/recycling enclosures, a truck dock near the grocery store (including an approximate 10-foot tall and 75-foot long sound wall along the western boundary of the dock), bicycle racks, benches, covered sitting areas, solar roof areas that will exceed state sizing requirements (per CA Energy Code Section 110.10(b) 1B), and associated utilities and infrastructure, including improvements to perimeter roadways (discussed more below in Section IV.C) and underground utilities. Project construction could occur in multiple phases with the

offsite and onsite infrastructure occurring first, followed by the construction of the buildings. If construction funding, or other logistics, allow for construction in a single phase then the development will proceed in that manner.. See Exhibit 1 for more Project details.

The requested land use entitlements/approvals for the Project include:

- (1) Vesting Tentative Parcel Map;
- (2) Planned Development Permit; and
- (3) Design and Architectural Review.

The Project is located within the FPASP Central District and is designed to comply with the FPASP Community Design Guidelines (approved in 2015), available online at <https://www.folsom.ca.us/home/showpublisheddocument/1546/637477062252470000> (see also FPASP, p. 4-1). The architectural style will be Modern Agrarian to harmonize with existing nearby development, utilizing material palettes comprised of red brick, box ribbed metal siding, corrugated metal, black metal accents, etc., and a color scheme involving warm greys, whites and red brick, dark greys, and tarnished brass. All signage will adhere to Design Guidelines, and the development will use features like activated street edges and canopies to engage pedestrians, enhance accessibility, and encourage community interactions. See Exhibit 1 (pp. A.03, A.12–A.20) for more design details. Some setback deviations from FPASP Appendix A: Development Standards are sought with this application, but no substantive deviations are proposed.¹ Infrastructure to serve the Project is proximate to the site and available.

B. EXISTING SITE CONDITIONS

Currently, the 15.1-acre Project site is undeveloped but graded, with no existing structures or trees. The site was graded under a different 2021 project approval, along with construction of internal roadways and installation of some utilities/infrastructure, including storm drains, sanitary sewers, lines for potable and nonportable water, and dry utilities (electrical, cable, etc.) Also under this prior approval, 0.95 acre of the parcel was dedicated to the City for utilities and other uses. For more details on these prior approvals, refer to the 2021 Addendum to the FPASP Final Environmental Impact Report for Tentative Map for Parcels 61 & 77 and Planned Development Permit for Parcel 61 (listed below in Section III.B below). The site is currently designated as Regional Commercial (GC) and zoned as Specific Plan-Regional Commercial-Planned Development (SP-RC-PD) and approved for 130,000 sf of commercial development.

¹ The Planned Development Permit will allow setback variances. The setback from surrounding sidewalks to front yard on Alder Creek Parkway under existing zoning is 20 feet. To accommodate Project features intended to promote walkability, and to align with existing setback variances at neighboring parcels, the Project will require a 7-foot setback from Alder Creek Parkway.

III. FOLSOM PLAN AREA SPECIFIC PLAN AND PRIOR ENVIRONMENTAL REVIEW

A. FOLSOM PLAN AREA SPECIFIC PLAN

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

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

Several Minor Administrative Amendments (MAMs) have been made to the FPASP since 2011 that have been assessed through the lens of CEQA. Parcel 77 has undergone two such MAMs—one in 2020 (along with Parcels 67, 78, and 85A) that transferred some dwelling unit obligations from Parcel 77 to Parcel 61 (amongst other minor changes), and another one in 2021 that resulted in the dedication of a certain portion of the parcel for city uses. An August 23, 2022, version of the FPASP is available online at <https://www.folsom.ca.us/government/community-development/planning-services/folsom-plan-area/maps-and-documents/-folder-163>.

B. ADDITIONAL ENVIRONMENTAL REVIEW DOCUMENTS INCORPORATED BY REFERENCE

The analysis in this document incorporates by reference the following environmental documents associated with the FPASP that have been certified by the Folsom City Council. Copies of these

documents are available for viewing at the City of Folsom Planning Public Counter located on the 2nd floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday) and some are available online at <https://www.folsom.ca.us/government/community-development/planning-services/folsom-plan-area/maps-and-documents>.

- i. Folsom South of U.S. Highway 50 Specific Plan Project EIR/EIS and Findings of Fact and Statement of Overriding Considerations, certified by the Folsom City Council on June 14, 2011;
- ii. CEQA Addendum for the Folsom South of U.S. 50 Specific Plan Project- Revised Proposed Off-site Water Facility Alternative prepared November, 2012, certified by the Folsom City Council on December 11, 2012;
- iii. South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration (Backbone Infrastructure MND), dated December 9, 2014, adopted by the City Council on February 24, 2015 and
- iv. Addendum to the Folsom Area Specific Plan Final Environmental Impact Report for Tentative Map for Parcels 61 & 77 and Planned Development Permit for Parcel 61, State Clearinghouse No. 2008092051, May 28, 2021, certified by the Folsom City Council on August 24, 2021.

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

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

The May 22, 2014, Record of Decision (ROD) for the Folsom South of U.S. Highway 50 Specific Plan Project—City of Folsom Backbone Infrastructure by the U.S. Army Corps of Engineers, included as **Exhibit 2**, 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 3**.

B. LAND USE DESIGNATION AND DENSITY

The Applicant intends to develop the Project site with commercial and retail facilities consistent with the existing land use designation (RC) (and zoning [SP-RC-PD]) and consistent with the current FPASP. The FPASP describes the RC designation as “provid[ing] for highway oriented regional retail uses; entertainment uses; business, financial and personal services uses; and lodging and public uses constructed either as a traditional enclosed mall or as an open-air lifestyle type center” (FPASP, p. 4-18), with a density/intensity range of 0.2 to 1.0 floor area ratio (FAR) (General Plan, p. 2-6). Permitted uses in RC, as relevant here, include eateries, restaurants, gas stations, general retail, and groceries (FPASP, Appendix A [Table A.7]). The Project fits within the scope of this density range—with a 0.2 FAR—and these permitted land uses—with proposed restaurants, a gas station, retail, and a grocery store (see Exh. 1, p. A.01). Design and architectural review is sought with this application to further ensure consistency.

C. CIRCULATION

The Project is consistent with roadway and transit master plans for the FPASP. The Project will be accessible by vehicle via ingress/egress driveways on all surrounding roadways—Alder Creek Parkway, East Bidwell Street, Old Ranch Road, and Discovery Lane (two driveways). Ingress from and egress to Alder Creek Parkway and East Bidwell Street will be via right turns only. Ingress from and egress to Old Ranch Road and Discovery Lane will occur from all directions. See Exhibit 1 (pp. A.04–A.08) for more details. See also **Exhibit 4**, Traffic Access Evaluation by Kimley Horn (November 2023).²

² The City sent the Project application to the California Department of Transportation (Caltrans) for review, and Caltrans submitted its initial response on October 11, 2023. In that initial response, Caltrans requested a Vehicle Miles Traveled (VMT) Focused Transportation Study. However, it made that request under the misconception that the Project would develop an additional 95,000 sf of commercial space on top of the 130,000 sf of commercial space currently approved for Parcel 77 in the FPASP. Once Caltrans was informed of this misunderstanding by the Applicant via email on November 7, 2023, it instructed the Applicant, via email on November 13, 2023, to disregard its request for this study. The City has a copy of this email

The Project site frontages and improvements for East Bidwell Street and Alder Creek Parkway are under construction and nearing completion, under an approval granted for a prior action, and will be completed prior to Project occupancy.³ Roadway improvements to Discovery Drive and Old Ranch Road are included as part of the Project and also will be completed prior to Project operation.⁴ Improvements to these roadways include, at least, those marked in Exhibit 3 of the Traffic Access Evaluation as “implemented,” along with interior roadway design features also marked as implemented. Additional improvements and design features recommended in the Traffic Access Evaluation may also be implemented pending coordination between the City and the Applicant.

The Project includes internal roadways that will connect customers to onsite parking and interior walkways connecting businesses and parking areas, both of which will be dotted by a variety of trees that will provide shade for parked vehicles and pedestrians. See Exhibit 1 (pp. A.04–A.08, L.01–L.05) for more details.

Class II bike lanes will be provided on the Signature Corridor roadways surrounding the Project site (i.e., Alder Creek Parkway and East Bidwell Street) as required in the FPASP and as part of a larger approved development (see FPASP, pp. 7-13 to 7-15, 7-21 to 7-22), and the Project will include bicycle racks throughout the development (see Exhibit 1, pp. A.09, L.06). Roadway sidewalks and interior pedestrian walkways will provide walkable connectivity within the development and to other areas of the City. Offsite pedestrian access to the Project site will be provided at each vehicle ingress/egress point, as well as along various points around the perimeter of the site .

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

The Project is consistent with planned infrastructure for the FPASP.

1. Water

The Project site is located within City potable water FPASP Zone 6 pressure zone and will be served by Zone 6 potable water from the west via Alder Creek Parkway (see FPASP, p. 12-5 [Figure 12.1, Potable Water Plan]). For non-potable water, the Project site is located in FPASP Zones 3 and 5 and will be served by Zone 4 in the same manner as with potable water (see FPASP, p. 12-7 [Figure 12.2, Non-Potable Water Plan]). Water mains are provided within Alder Creek Parkway and East Bidwell Street.

correspondence in its record for the Project. Accordingly, the City is not requiring that the Applicant prepare this study.

³ The City will condition the Project to complete these improvements to East Bidwell Street and Alder Creek Parkway, as well as improvements to these roadways required by other adjacent projects if those projects do not move forward prior to Project operation.

⁴ The City will condition the Project to complete these improvements to Discovery Drive and Old Ranch Road prior to Project occupancy.

2. Sewer

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

3. Storm Drainage

The Project site stormwater system will connect to City storm drain pipelines on either or both Alder Creek Parkway and East Bidwell Street, which will ultimately connect with planned Hydro-modification Basin (HMB) #8 and/or # 19 and Detention Basin (DB) # 6 (FPASP, p. 12-13 [Figure 12.4, Stormwater Plan]).

V. EXEMPTION AND STREAMLINING ANALYSIS

A. CEQA EXEMPTION AND STREAMLINING PROVISIONS

The City finds that the Project is eligible for the exemption and 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. Notwithstanding, the City provides the checklist contained in this document to explore considerations raised by section 15183 because the checklist provides a convenient vehicle for disclosing the City's substantial evidence and reasoning underlying its consistency determination. Furthermore, the City has had 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 4 and **Exhibit 5**, Environmental Noise Assessment by Saxelby Acoustics [November 2023]). These studies support the conclusion that the Project would not result in any new significant impacts that are peculiar to the project or its site (CEQA Guidelines, § 15183), discussed in more detail in the checklist.

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

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

Public Resources Code section 21083.3, as relevant here, provides a streamlined CEQA process and exemption from further review where a project application is made for a parcel that has been zoned to accommodate a particular density of development and for which an EIR was certified for that zoning or planning action – here, the FPASP EIR. If the proposed development is consistent with that zoning, any further environmental review of the development shall be limited to effects upon the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior EIR or which substantial new information shows will be more significant than described in the prior EIR. Effects are not to be considered peculiar to the parcel or the project if uniformly applied development policies or standards that have been previously adopted by the City were found to substantially mitigate that effect when applied to future projects. CEQA Guidelines section 15183 provides further detail and guidance for the implementation of the exemption set forth in Public Resources Code section 21083.3 (see also, e.g., *Lucas v. City of Pomona* (2023) 92 Cal.App.5th 508; *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1374), as modified on denial of reh'g (Aug. 17, 1995)). The analysis presented in Section IV above, and Applicant's FPASP Policy Consistency Analysis attached as Exhibit 3, supports the determination that the Project is undertaken pursuant to and in conformity with the FPASP and that this exemption and streamlining are appropriate.

B. EXPLANATION OF ENVIRONMENTAL CHECKLIST

The row titles of the following environmental checklist include the full range of environmental topics, as presented in the current Appendix G of the CEQA Guidelines.⁵ 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. The checklist adheres to criteria in Public Resources Code section 21083.3 and its parallel Guidelines provision, section 15183, which provide for exempt and streamlined environmental review for projects consistent with the development densities established by existing zoning, general plan, or community plan policies for which an EIR was certified. Such projects require no further environmental review except as might be necessary to address effects that (a) are peculiar to the Project or the parcel on which the Project would be located; (b) were not analyzed as significant effects in the prior EIR; (c) are potentially significant off-site impacts or cumulative impacts not discussed in the prior EIR; or (d) were previously identified significant effects but are more severe than previously assumed in light of substantial new information not known when the prior EIR was certified. If an impact is not peculiar to the parcel or to the Project, has been addressed as a significant impact in the prior EIR, or can be

⁵ 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.

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.

Further, although not required here, the City also evaluates whether the conditions described in Guidelines section 15162 are present. This checklist evaluates the resources areas in terms of any “changed condition” (i.e. changed circumstances, project changes, or new information of substantial importance), per language in section 15162, that may result in a different environmental impact significance conclusion. 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)).

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

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

1. Where Impact Was Analyzed

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

2. Do Proposed Changes Involve New or More Severe Impacts? (*Additional Analysis*)

Although not required here (explained above), 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, pursuant to Section 15162(a)(1) of the CEQA Guidelines. 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? (*Additional Analysis*)

Although not required here (explained above), 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, pursuant to Section 15162(a)(2) of the CEQA Guidelines. 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? (*Additional Analysis*)

Although not required here (explained above), 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, pursuant to Section 15162(a)(3) of the CEQA Guidelines. 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.⁶ 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)

⁶ 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.

able to substantially reduce one or more significant effects; and (c) unacceptable to the Project proponents, then such mitigation measures or alternatives should also be considered.

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

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

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

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

Sections 21083.3 and 15183 include a separate, though complementary, means of defining the term “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, is fully enforceable, and either has been implemented under a prior approval or will be implemented as part of the Project.

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?	(Additional Analysis)			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?
		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?						
1. AESTHETICS. Would the Project:	DEIR, pp. 3A.1-1 to -34									
a. Have a substantial adverse effect on a scenic vista?	DEIR, pp. 3A.1-24 to -25	No	No	No	No	No	No	No	No	EIR MM 3A.1-1
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	DEIR, pp. 3A.1-26 to -27	No	No	No	No	No	No	No	No	No feasible MM
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with	DEIR, pp. 3A.1-27 to -30	No	No	No	No	No	No	No	No	EIR MMs 3A.1-1, 3A.7-4, 3A.1-4

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	(Additional Analysis)			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?
		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?						
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	EIR MM 3A.1-5	

Discussion: The EIR concluded that implementation of the MMs in the EIR would reduce all except the following aesthetic impacts to less-than-significant levels: Impact 3A.1-1 (Substantial Adverse Effect on a Scenic Vista); Impact 3A.1-2 (Damage to Scenic Resources Within a Designated Scenic Corridor); Impact 3A.1-4 (Temporary, Short-Term Degradation of Visual Character for Developed Project Land Uses During Construction); Impact 3A.1-6 (New Skyglow Effects); and impacts from the off-site improvements constructed in areas under the jurisdiction of El Dorado and Sacramento Counties (Impacts 3A.1-4 and 3A.1-5) (FEIR, pp. 1-15 to 1-19; DEIR, p. 3A.1-34). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP would have the same or less impacts to aesthetic resources when compared to the FPASP as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.1-2a, MM 3B.1-2b, MM 3B.1-3a, and MM 3B.1-3b (Water Addendum, p. 3-5).

The Project's proposed commercial development comports with approved planning for the FPASP. It does not induce any effect peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for tens of thousands more square feet of commercial development than will be developed as part of the Project, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. It does not involve any element that might result in a new significant impact to aesthetic resources than what was analyzed in the previously prepared CEQA documents, including no new significant offsite or cumulative effects. Any unanticipated impacts to aesthetic resources that might occur as a result of the reduced setbacks on some of the roadway frontages would be well within the scope of those discussed in the previously certified CEQA documents. Finally, there is no substantial new information not known at the time that the prior CEQA documents were certified that would result in previously unidentified significant effects. See FPASP Community Design Guidelines for lighting, signage, and other guidelines that apply to the Project and that implicate aesthetics. See also Exhibit 3 for a discussion of the Project's consistency with policies in the FPASP that may be relevant to aesthetics (Exh. 3, p. 30).

Mitigation Measures:

- EIR MM 3A.1-1
- EIR MM 3A.1-4
- EIR MM 3A.1-5
- EIR MM 3A.7-4
- EIR MM 3B.1-2a
- EIR MM 3B.1-2b
- EIR MM 3B.1-3a
- EIR MM 3B.1-3b

Conclusion: With implementation of the above MMs, the Project would not result in any new significant aesthetics impacts (direct, offsite, or cumulative) that are peculiar to the Project or its site and which were not discussed in the previously certified CEQA documents (Guidelines, § 15183).

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	(Additional Analysis)			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?
		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?						
2. AGRICULTURE AND FOREST RESOURCES. Would the project:	DEIR, pp. 3A.10-1 to -49									
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	DEIR, p. 3A.10-29	No	No	No	No	No	No	No	No	None required
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	DEIR, pp. 3A.10-41 to -43	No	No	No	No	No	No	No	No	No feasible MM
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code	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?	(Additional Analysis)			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?
		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?						
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

Discussion: The EIR established that there are no forest resources on or near the Project site and concluded that there were no feasible MMs that would reduce the two agriculture impacts to less-than-significant levels: Impacts 3A.10-3 (Cancellation of Existing On-Site Williamson Act Contracts) and 3.10-4 (Potential Conflict with Existing Off-Site Williamson Act Contracts) remain significant and unavoidable (FEIR, pp. 1-123 to 1-124; DEIR, pp. 3A.10-41 to -43). Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to agricultural resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MM: MM 3B.10-5 (Water Addendum, p. 3-12).

The Project's proposed commercial development comports with approved planning for the FPASP. It does not induce any effect peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for tens of thousands more square feet of commercial development than will be developed as part of the Project, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. It does not involve any element that might result in a new significant impact to agricultural or forest resources than what was analyzed in the previously prepared CEQA documents, including no new significant offsite or cumulative effects. Finally, there is no substantial new information not known at the time that the prior CEQA documents were certified that would result in previously unidentified significant effects. See Exhibit 3 for a discussion of the Project's consistency with policies in the FPASP that may be relevant to agriculture and forest resources (Exh. 3, pp. 4, 15-17)

- Mitigation Measure:**
- EIR MM 3B.10-5

Conclusion: With implementation of the above MM, the Project would not result in any new significant agricultural and forest resources impacts (direct, offsite, or cumulative) that are peculiar to the Project or its site and which were not discussed in the previously certified CEQA documents (Guidelines, § 15183).

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	(Additional Analysis)			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?
		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?						
3. AIR QUALITY. Would the project:	DEIR, pp. 3A.2-1 to -63									
a. Conflict with or obstruct implementation of the applicable air quality plan?	DEIR, pp. 3A.2-23 to -59	No	No	No	No	No	No	No	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	Same as (a) above	
c. Expose sensitive receptors to substantial pollutant concentrations?	Same as (a) above	No	No	No	No	No	No	No	Same as (a) above	
d. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	DEIR, pp. 3A.2-59 to -63	No	No	No	No	No	No	No	EIR MM 3A.2-6	
Discussion: The FPASP EIR concluded that implementation of the MMs in the EIR would reduce all except the following air quality impacts to less-than-significant levels: temporary short-term construction-related emissions of criteria air pollutants and precursors (Impact 3A.2-1, for PM ₁₀ 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										

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	<i>(Additional Analysis)</i>			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?
		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?						
<p>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. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to air quality when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.2-1a, MM 3B.2-1b, MM 3B.2-1c, MM 3B.2-3a, MM 3B.2-3b. (Water Addendum, pp. 3-5 to 3-6.)</p> <p>The Project's proposed commercial development comports with approved planning for the FPASP. It does not induce any effect peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for tens of thousands more square feet of commercial development than will be developed as part of the Project, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. It does not involve any element that might result in a new significant impact to air quality than what was analyzed in the previously prepared CEQA documents, including no new significant offsite or cumulative effects. Indeed, the reduction in square feet of development below what is approved for the parcel likely will result in a reduction in construction and operational air emissions than those analyzed in prior CEQA documents. Finally, there is no substantial new information not known at the time that the prior CEQA documents were certified that would result in previously unidentified significant effects. See Exhibit 3 for discussion of the Project's consistency with policies in the FPASP that may be relevant to air quality (Exh. 3, p. 28).</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • EIR MM 3A.2-1a • EIR MM 3A.2-1b • EIR MM 3A.2-1c • EIR MM 3A.2-1d • EIR MM 3A.2-1e • EIR MM 3A.2-1f • EIR MM 3A.2-1g • EIR MM 3A.2-1h • EIR MM 3A.2-2 • EIR MM 3A.2-4a • EIR MM 3A.2-4b • EIR MM 3A.2-5 • EIR MM 3A.2-6 • EIR MM 3B.2-1a • EIR MM 3B.2-1b • EIR MM 3B.2-1c • EIR MM 3B.2-3a • EIR MM 3B.2-3b <p>Conclusion: With implementation of the above MMs, the Project would not result in any new air quality impacts (direct, offsite, or cumulative) that are peculiar to the Project or its site and which were not discussed in the previously certified CEQA documents (Guidelines, § 15183).</p>										

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	(Additional Analysis)			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?
		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?						
4. BIOLOGICAL RESOURCES. Would the project:	DEIR, pp. 3A.3-1 to -94									
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	DEIR, pp. 3A.3-50 to -72	No	No	No	No	No	No	No	No	EIR MMs 3A.3-1a, 3A.3-1b, 3A.3-2a, 3A.3-2b, 3A.3-2c, 3A.3-2d, 3A.3-2g, 3A.3-2h, 3A.3-3
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	DEIR, pp. 3A.3-72 to -75	No	No	No	No	No	No	No	No	EIR MMs 3A.3-1a, 3A.3-1b, 3A.3-4a, 3A.3-4b
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool,	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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		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?						
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
Discussion: The EIR concluded that implementation of the MMs in the EIR would reduce all except the following biological resources impacts to less-than-significant levels: impacts on jurisdictional waters of the United States, including wetlands (Impact 3A.3-1); cumulative impacts on aquatic resources, oak woodlands, nesting and foraging habitat for raptors, including Swainson's hawk, and potential habitat for special-status plant species (Impact										

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<p>3A.3-2); impacts on blue oak woodlands and on trees protected under Folsom Municipal Code and County Tree Preservation Ordinance (Impact 3A.3-5); as well as the impacts of off-site improvements which would be located in the jurisdiction of El Dorado County, Sacramento County, or Caltrans (FEIR, pp. 1-38 to 1-63; DEIR, p. 3A.3-94). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to biological resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.3-1a, MM 3B.3-1b, MM 3B.3-1c, MM 3A.3-1a, and MM 3B.3-2 (Water Addendum, p. 3-7).</p> <p>The Project's proposed commercial development comports with approved planning for the FPASP. It does not induce any effect peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for tens of thousands more square feet of commercial development than will be developed as part of the Project, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. It does not involve any element that might result in a new significant impact to biological resources than what was analyzed in the previously prepared CEQA documents, including no new significant offsite or cumulative effects. Any potential impacts to Alder Creek and associated riparian and/or wetland areas located in the upper northwest corner of the Parcel 77 have been assessed in the previously certified EIR and have already been or will be mitigated by adopted MMs, including MMs 3A.3-1a, 3A.3-4a, 3B.3-1a, and 3B.3-1c. Finally, there is no substantial new information not known at the time that the prior CEQA documents were certified that would result in previously unidentified significant effects. See FPASP Community Design Guidelines for landscape guidelines that apply to the Project and that consider the natural environment. See Exhibit 3 for a discussion of the Project's consistency with policies in the FPASP that may be relevant to biological resources (Exh. 3, pp. 19-24).</p> <p>Note that the South Sacramento Habitat Conservation Plan (HCP), which is referenced in the EIR, was adopted in October 2018. the South Sacramento HCP, however, is not relevant to the Project because the City did not choose to participate in the HCP and the Project site is outside of the boundaries of the proposed HCP plan area (See South Sacramento HCP, available at https://planning.saccounty.net/PlansandProjectsIn-Progress/Pages/SSHCPPlan.aspx [last visited November 2023]).</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • EIR MM 3A.3-1a • EIR MM 3A.3-1b • EIR MM 3A.3-2a • EIR MM 3A.3-2b • EIR MM 3A.3-2c • EIR MM 3A.3-2d • EIR MM 3A.3-2e • EIR MM 3A.3-2f • EIR MM 3A.3-2g • EIR MM 3A.3-2h • EIR MM 3A.3-3 • EIR MM 3A.3-4a • EIR MM 3A.3-4b • EIR MM 3A.3-5 • EIR MM 3B.3-1a • EIR MM 3B.3-1b • EIR MM 3B.3-1c • EIR MM 3A.3-1a • EIR MM 3B.3-2 • EIR MM 4.4-1 • EIR MM 4.4-2 • EIR MM 4.4-3 • EIR MM 4.4-4 • EIR MM 4.4-5 • EIR MM 4.4-6 • EIR MM 4.4-7 <p>Conclusion: With implementation of the above MMs, the Project would not result in any new significant biological resources impacts (direct, offsite, or cumulative) that are peculiar to the Project or its site and which were not discussed in the previously certified CEQA documents (Guidelines, § 15183)</p>										

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	(Additional Analysis)			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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5. CULTURAL RESOURCES. Would the project:	DEIR, pp. 3A.5-1 to -25									
a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	DEIR, pp. 3A.5-17 to -23	No	No	No	No	No	No	No	No	EIR MMs 3A.5-1a, 3A.5-1b, 3A.5-2
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
c. Disturb any human remains, including those interred outside the formal cemeteries?	DEIR, pp. 3A.5-23 to -24	No	No	No	No	No	No	No	No	EIR MM 3A.5-3
<p>Discussion: The EIR concluded that implementation of the MMs in the EIR would reduce all except the following cultural resources impacts to less-than-significant levels: impacts on identified and previously undiscovered cultural resources (Impacts 3A.5-1 and 3A.5-2); and impacts from off-site improvements constructed in areas under the jurisdiction of El Dorado County, Sacramento County, or Caltrans (Impacts 3A.5-1 through 3A.5-3) (FEIR, pp. 1-81 to 1-86; DEIR, p. 3A.5-2). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to cultural resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3A.5-1a, MM 3A.5-1b, MM 3A.5-2, MM 3A.5-3 (Water Addendum, pp. 3-8 to 3-9).</p> <p>The Project's proposed commercial development comports with approved planning for the FPASP. It does not induce any effect peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for tens of thousands more square feet of commercial development than will be developed as part of the Project, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. It does not involve any element that might result in a new significant impact to cultural resources than what was analyzed in the previously prepared CEQA documents, including no new significant offsite or cumulative effects. Finally, there is no substantial new information not known at the time that the prior CEQA documents were certified that would result in previously unidentified significant effects. See Exhibit 3 for a discussion of the Project's consistency with policies in the FPASP that may be relevant to cultural resources (Exh. 3, pp. 24-26).</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • EIR MM 3A.5-1a • EIR MM 3A.5-1b • EIR MM 3A.5-2 • EIR MM 3A.5-3 										

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	(Additional Analysis)			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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<p>Conclusion: With implementation of the above MMs, the Project would not result in any new significant impacts to cultural resources (direct, offsite, or cumulative) that are peculiar to the Project or its site and which were not discussed in the previously certified CEQA documents (Guidelines, § 15183).</p>										
6. ENERGY. Would the project:	DEIR, pp. 3A.1-25, -31, 3A.2-43 to -44, 3A.4-4 to -9, -14, -16 to -19, -23 to -29, 3A.16-5 to -7, -33 to -34, -37									
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	EIR, pp. 3A.1-31, 3A.2-43 to -44, 3A.4-4 to -9, -14, -16 to -19, -23 to -29, 3A.16-33 to -34, -37	No	No	No	No	No	No	No	No	EIR MMs 3A.1-1, 3A.1-5, 3A.2-2, 3A.4-1, 3A.4-2a
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	EIR, pp. 3A.4-4 to -9, -14, -16 to -19, -23 to -29	No	No	No	No	No	No	No	No	EIR MMs 3A.1-1, 3A.1-5, 3A.2-2, 3A.4-1, 3A.4-2a
<p>Discussion: As a part of the 2018 CEQA Guidelines update, the Appendix G checklist was revised to include Energy as a category of analysis. At the time the EIR was prepared and certified, energy was included in Appendix F of the CEQA Guidelines and increased energy demand was addressed under Greenhouse Gas Emissions and Utilities and Service Systems in the EIR. This analysis has been compiled from those sections and presented here to accommodate the revised checklist.</p> <p>The EIR concluded that implementation of the MMs in the EIR would reduce all energy resource impacts to less-than-significant levels. The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to energy resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.4-1a and MM 3B.4-1b (Water Addendum, p. 3-8).</p>										

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<p>The Project's proposed commercial development comports with approved planning for the FPASP. It does not induce any effect peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for tens of thousands more square feet of commercial development than will be developed as part of the Project, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. It does not involve any element that might result in a new significant impact to energy than what was analyzed in the previously prepared CEQA documents, including no new significant offsite or cumulative effects. Indeed, the reduction in square feet of development below what is approved for the parcel likely will result in a reduction in energy use than that analyzed in prior CEQA documents. Moreover, the Project must adhere to California's energy efficiency standards for commercial buildings, including the requirement for solar panels (see CA Energy Code Section 110.10(b) 1B), and it will exceed the solar requirements. Finally, there is no substantial new information not known at the time that the prior CEQA documents were certified that would result in previously unidentified significant effects. See Exhibit 3 for a discussion of the Project's consistency with policies in the FPASP that may be relevant to energy (Exh. 3, pp. 31-35).</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • EIR MM 3A.1-1 • EIR MM 3A.1-5 • EIR MM 3A.2-2 • EIR MM 3A.4-1 • EIR MM 3A.4-2a • EIR MM 3B.4-1a • EIR MM 3B.4-1b <p>Conclusion: With implementation of the above MMs, the Project would not result in any new significant impacts to energy (direct, offsite, or cumulative) that are peculiar to the Project or its site and which were not discussed in the previously certified CEQA documents (Guidelines, § 15183).</p>										
7. GEOLOGY AND SOILS. Would the project:	DEIR, pp. 3A.7-1 to -40									
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	DEIR, pp. 3A.7-24 to -28	No	No	No	No	No	No	No	No	EIR MMs 3A.7-1a,3A.7-1b
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										

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area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. 2. Strong seismic ground shaking? 3. Seismic-related ground failure, including liquefaction? 4. Landslides?										
b. Result in substantial soil erosion or the loss of topsoil?	DEIR, pp. 3A.7-28 to -31	No	No	No	No	No	No	No	No	EIR MM 3A.7-3
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, 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	DEIR, pp. 3A.7-34 to -35	No	No	No	No	No	No	No	No	EIR MMs 3A.7-1a, 3A.7-1b

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property?										
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	DEIR, pp. 3A.7-35 to -36	No	No	No	No	No	No	No	No	None required
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	DEIR, pp. 3A.5-17 to -23	No	No	No	No	No	No	No	No	EIR MMs 3A.5-1a,3A.5-1b, 3A.5-2

Discussion: The EIR concluded that implementation of the MMs in the EIR would reduce all except the following geological and soils impacts to less-than-significant levels: impacts from off-site elements under the jurisdiction of El Dorado and Sacramento Counties and Caltrans (FEIR, pp. 1-89 to 1-95; DEIR, p. 3A.7-40). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to geological and soils resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.7-1a, MM 3B.7-1b, MM 3B.7-4, MM 3B.7-5 (Water Addendum, p. 3-10).

The Project's proposed commercial development comports with approved planning for the FPASP. It does not induce any effect peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for tens of thousands more square feet of commercial development than will be developed as part of the Project, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. It does not involve any element that might result in a new significant impact to geology and soils than what was analyzed in the previously prepared CEQA documents, including no new significant offsite or cumulative effects. Notably, the Project site has already been graded and no unique paleontological resources or unique geologic features have been identified in that process. Finally, there is no substantial new information not known at the time that the prior CEQA documents were certified that would result in previously unidentified significant effects.

Mitigation Measures:

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

Conclusion: With implementation of the above MMs, , the Project would not result in any new significant impacts to geology and soils (direct, offsite, or cumulative) that are peculiar to the Project or its site and which were not

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discussed in the previously certified CEQA documents (Guidelines, § 15183).										
8. GREENHOUSE GAS EMISSIONS. Would the project:	DEIR, pp. 3A.4-1 to -49									
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	DEIR, pp. 3A.4-13 to -30	No	No	No	No	No	No	No	No	EIR MMs 3A.2-1a, 3A.2-1b, 3A.4-1, 3A.2-2, 3A.4-2a, 3A.4-2b
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	DEIR, pp. 3A.4-10 to -13	No	No	No	No	No	No	No	No	None required
<p>Discussion: The EIR concluded that FPASP project's incremental contributions to greenhouse gas (GHG) emissions from project-related construction (Impact 3A.4-1) and from long-term operation (Impact 3A.4-2) are cumulatively considerable and significant and unavoidable (FEIR, pp. 1-70 to 1-79; DEIR, pp. 3A.4-23, 3A.4-30). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to GHG emissions and climate change when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.4-1a, MM 3B.4-1b (Water Addendum, p. 3-8).</p> <p>The Project's proposed commercial development comports with approved planning for the FPASP. It does not induce any effect peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for tens of thousands more square feet of commercial development than will be developed as part of the Project, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. It does not involve any element that might result in a new significant impact related to GHG emissions than what was analyzed in the previously prepared CEQA documents, including no new significant offsite or cumulative effects. Indeed, the reduction in square feet of development below what is approved for the parcel likely will result in a reduction in energy use than that analyzed in prior CEQA documents, which would result in reduced GHG emissions than those considered in the previously certified CEQA documents. Moreover, the Project must adhere to California's energy efficiency standards for commercial buildings, including the requirement for solar panels (see Energy section above), which will further reduce Project-related GHG emissions. The Project also will promote the use of electric vehicles, and thereby encourage a further reduction in vehicle-generated GHG emissions, by including 92 electric vehicle-capable parking spaces serviced by 23 total electric vehicle charging stations. Finally, there is no substantial new information not known at the time that the prior CEQA documents were certified that would result in previously unidentified significant effects. See Exhibit 3 for a discussion of the Project's consistency with policies in the FPASP that may be relevant to GHG emissions (Exh. 3, pp. 28, 31-35).</p>										

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	(Additional Analysis)			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?
		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?						

Mitigation Measures:

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

Conclusion: With implementation of the above MMs, the Project would not result in any new significant impacts resulting from GHG emissions (direct, offsite, or cumulative) that are peculiar to the Project or its site and which were not discussed in the previously certified CEQA documents (Guidelines, § 15183).

9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:	DEIR, pp. 3A.8-1 to -36									
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	DEIR, pp. 3A.8-19 to -20	No	No	No	No	No	No	No	No	None required
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.9-1
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste	DEIR, pp. 3A.8-31 to -33	No	No	No	No	No	No	No	No	EIR MM 3A.8-6

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	(Additional Analysis)			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?
		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?						
within one- quarter mile of an existing or proposed school?										
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	DEIR, pp. 3A.8-22 to -28	No	No	No	No	No	No	No	No	EIR MMs 3A.8-3a, 3A.8-3b, 3A.8-3c
e. For a project located within an airport land use plan or, where Such a plan has not been adopted, within two miles of a public airport or public use 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

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	(Additional Analysis)			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?
		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?						
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	DEIR, p. 3A.8-29	No	No	No	No	No	No	No	No	None required
h. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	DEIR, pp. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None require

Discussion: The FPASP EIR concluded that implementation of the MMs in the EIR would reduce all hazards and hazardous materials impacts to less-than-significant levels, except for the impacts from off-site elements that fall under the jurisdiction of El Dorado and Sacramento Counties (Impacts 3A.8-2, 3A.8-3, 3A.8-5, 3A.8-7) (FEIR, pp. 1-99 to 1-108; DEIR, pp. 3A.8-35 to -36). The pages indicated in the table above contain the relevant analysis of the potential impacts. The DEIR also analyzes Impact 3A.8-7 related to mosquito and vector control (See pp. 3A.8-33 to -35; MM 3A.8-7). Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less hazards and hazardous materials impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.8-1a, MM 3B.8-1b, MM 3B.16-3a, MM 3B.16-3b, MM 3B.8-5a, MM 3B.8-5b (Water Addendum, pp. 3-10 to 3-11).

The Project's proposed commercial development comports with approved planning for the FPASP. It does not induce any effect peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for tens of thousands more square feet of commercial development than will be developed as part of the Project, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. It does not involve any element that might result in a new significant impact associated with hazards and hazardous materials than what was analyzed in the previously prepared CEQA documents, including no new significant offsite or cumulative effects. Finally, there is no substantial new information not known at the time that the prior CEQA documents were certified that would result in previously unidentified significant effects. See Exhibit 3 for a discussion of the Project's consistency with policies in the FPASP that may be relevant to hazards and hazardous materials (Exh. 3, p. 37).

Mitigation Measures:

- EIR MM 3A.8-2
- EIR MM 3A.9-1
- EIR MM 3A.8-6
- EIR MM 3A.8-3a
- EIR MM 3A.8-3b
- EIR MM 3A.8-3c
- EIR MM 3A.8-7
- EIR MM 3B.8-1a
- EIR MM 3B.8-1b
- EIR MM 3B.16-3a
- EIR MM 3B.16-3b
- EIR MM 3B.8-5a
- MM 3B.8-5b

Conclusion: With implementation of the above MMs, the Project would not result in any new significant impacts related to hazards and hazardous materials (direct, offsite, or cumulative) that are peculiar to the Project or its site and which were not discussed in the previously certified CEQA documents (Guidelines, § 15183).

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	(Additional Analysis)			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?
		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?						
10. HYDROLOGY AND WATER QUALITY. Would the Project:	DEIR, pp. 3A.9-1 to -51									
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	DEIR, pp. 3A.9-24 to -28	No	No	No	No	No	No	No	No	EIR MM 3A.9-1
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable 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	See generally DEIR, pp. 3A.9-1	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	(Additional Analysis)			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?
		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?						
siltation on- or off-site;	to -51									
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	DEIR, pp. 3A.9-28 to -37	No	No	No	No	No	No	No	No	EIR MM 3A.9-2
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	DEIR, pp. 3A.9-28-42	No	No	No	No	No	No	No	No	EIR MMs 3A.9-1,3A.9-2
iv. impede or redirect flood flows?	DEIR, pp. 3A.9-43 to -44	No	No	No	No	No	No	No	No	MM 3A.9-4
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.

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	(Additional Analysis)			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?
		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?						

Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to hydrology and water quality when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.9-1a, MM 3B.9-1b, MM 3A.3-1a, MM 3A.3-1b, MM 3B.9-3a, MM 3B.9-3b (Water Addendum, pp. 3-11 to 3-12).

The Project's proposed commercial development comports with approved planning for the FPASP. It does not induce any effect peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for tens of thousands more square feet of commercial development than will be developed as part of the Project, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. It does not involve any element that might result in a new significant impact to hydrology and water quality than what was analyzed in the previously prepared CEQA documents, including no new significant offsite or cumulative effects. Finally, there is no substantial new information not known at the time that the prior CEQA documents were certified that would result in previously unidentified significant effects. See FPASP Community Design Guidelines for drainage guidelines that apply to the Project. See Exhibit 3 for a discussion of the Project's consistency with policies in the FPASP that may be relevant to hydrology and water quality (Exh. 3, pp. 25-28, 37-38).

Mitigation Measures:

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

Conclusion: With implementation of the above MMs, the Project would not result in any new significant hydrology and water quality impacts (direct, offsite, or cumulative) that are peculiar to the Project or its site and which were not discussed in the previously certified CEQA documents (Guidelines, § 15183).

11. LAND USE AND PLANNING. Would the project:	DEIR, pp. 3A.10-1 to -49									
a. Physically divide an established community?	DEIR, p. 3A.10-29	No	No	No	No	No	No	No	No	None required
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	DEIR, pp. 3A.10-34 to -41	No	No	No	No	No	No	No	No	None required
c. Conflict with any	DEIR, pp. 3A.3-93	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	(Additional Analysis)			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?
		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?						
applicable habitat conservation plan or natural community conservation plan?	to -94									
<p>Discussion: The EIR concluded that the following land use and planning impacts were less than significant and no mitigation was required: Impacts 3A.10-1 (Consistency with Sacramento LAFCo Guidelines) and 3.10-2 (Consistency with the SACOG Sacramento Region Blueprint) (FEIR, pp. 1-123 to 1-124; DEIR, pp. 3A.10-36, 3A.10-39). But impacts from off-site elements that fall under the jurisdiction of El Dorado and Sacramento Counties and Caltrans would be potentially significant and unavoidable. The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to land use when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.10-5 (Water Addendum, p. 3-12).</p> <p>The Project's proposed commercial development comports with approved planning for the FPASP. It does not induce any effect peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for tens of thousands more square feet of commercial development than will be developed as part of the Project, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. It does not involve any element that might result in a new significant impact to land use and planning than what was analyzed in the previously prepared CEQA documents, including no new significant offsite or cumulative effects. Finally, there is no substantial new information not known at the time that the prior CEQA documents were certified that would result in previously unidentified significant effects. See Exhibit 3 for a discussion of the Project's consistency with policies in the FPASP that may be relevant to land use and planning (Exh. 3, pp. 1-6).</p> <p>Note that the South Sacramento HCP, which is referenced in the EIR, was adopted in October 2018. But the South Sacramento HCP is not relevant to the Project because the City did not choose to participate in the HCP and the project site is outside of the boundaries of the proposed HCP plan area (See South Sacramento HCP, available at https://planning.saccounty.net/PlansandProjectsIn-Progress/Pages/SSHCPPlan.aspx [last visited November 2023]).</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • None required <p>Conclusion: The Project would not result in any new significant impacts related to land use and planning (direct, offsite, or cumulative) that are peculiar to the Project or its site and which were not discussed in the previously certified CEQA documents (Guidelines, § 15183).</p>										
12. MINERAL RESOURCES. Would the Project:	DEIR, pp. 3A.7-1 to -40									
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	DEIR, pp. 3A.7-36 to -38	No	No	No	No	No	No	No	No	MM 3A.7-9
b. Result in the loss of	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	(Additional Analysis)			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?
		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?						
availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?										
<p>Discussion: The EIR concluded that implementation of the MMs in the EIR would reduce all except one of the impacts to mineral resources to less-than-significant levels. Impact 3A.7-9 (Possible Loss of Mineral Resources-Kaolin Clay) remains significant and unavoidable (FEIR, pp. 1-89 to 1-95; DEIR, pp. 3A.7-37 to -38). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to mineral resources when compared to the FPASP project as analyzed in the 2011 EIR and that no MMs were necessary to address the water supply and water facilities aspect of the FPASP project (Water Addendum, p. 3-13).</p> <p>The Project's proposed commercial development comports with approved planning for the FPASP. It does not induce any effect peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for tens of thousands more square feet of commercial development than will be developed as part of the Project, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. It does not involve any element that might result in a new significant impact to mineral resources than what was analyzed in the previously prepared CEQA documents, including no new significant offsite or cumulative effects. Finally, there is no substantial new information not known at the time that the prior CEQA documents were certified that would result in previously unidentified significant effects.</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • None required <p>Conclusion: The Project would not result in any new significant mineral resources impacts (direct, offsite, or cumulative) that are peculiar to the Project or its site and which were not discussed in the previously certified CEQA documents (Guidelines, § 15183).</p>										
13. NOISE. Would the project result in:	DEIR, pp. 3A.11-1 to -52									
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or	DEIR, pp. 3A.11-27 to -35, 3A.11-36 to -48, 3A.11-50 to -51	No	No	No	No	No	No	No	No	EIR MMs 3A.11-1, 3A.11-3, 3A.11-4, 3A.11-5

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	(Additional Analysis)			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?
		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?						
applicable standards of other agencies?										
b. Generation of excessive groundborne vibration or groundborne noise levels?	DEIR, pp. 3A.11-33 to -35	No	No	No	No	No	No	No	No	EIR MM 3A.11-3
c. For a project located within the vicinity of a private airstrip or an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	DEIR, pp. 3A.11-27 and 3A.11-49	No	No	No	No	No	No	No	No	None required

Discussion: The EIR concluded that implementation of the MMs in the EIR would reduce all except the following noise impacts to less-than-significant levels: temporary, short-term exposure of sensitive receptors to increased equipment noise and groundborne noise and vibration from project construction (Impacts 3A.11-1, 3A.11-3); long-term exposure of sensitive receptors to increased operational traffic noise levels from project operation (Impact 3A.11-4); and impacts from off-site elements that are under the jurisdiction of El Dorado County, Sacramento County, or Caltrans (FEIR, pp. 1-127 to 1-132; DEIR, pp. 3A.11-51 to -52). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less noise impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.11-1a, MM 3B.11-1b, MM 3B.11-1c, MM 3B.11-1d, MM 3B.11-1e, and MM 3B.11-3 (Water Addendum, p. 3-14).

The Project's proposed commercial development comports with approved planning for the FPASP. As explained further just below, it does not induce any effect peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for tens of thousands more square feet of commercial development than will be developed as part of the Project, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. It does not involve any element that might result in a new significant noise impact than what was analyzed in the previously prepared CEQA documents, including no new significant offsite or cumulative effects. Finally, there is no substantial new information not known at the time that the prior CEQA documents were certified that would result in previously unidentified significant effects. See FPASP Community Design Guidelines for sound wall guidelines that apply to the Project. See also Exhibit 3 for a discussion of the Project's consistency with policies in the FPASP that may be relevant to aesthetics (Exh. 3, p. 30).

The August 2022 acoustical study completed by Saxelby Acoustics (attached as Exhibit 5) found that the Project's noise impacts fell within the scope of those analyzed in the FPASP EIR. The FPASP EIR found construction noise to be a significant-and-unavoidable impact, but nevertheless required mitigation to lessen the impact, specifically MM 3A.11-1. Notwithstanding, the acoustical study found that Project construction noise would not exceed maximum allowable noise levels, but regardless the Project will be subject to MM 3A.11-1 to lessen construction noise. The FPASP EIR found operational traffic noise to also be a significant-and-unavoidable impact.

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	(Additional Analysis)			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?
		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?						

Notwithstanding, the acoustical study found that Project traffic would increase the ambient noise level only by 1.4 dBA, which is below the standardly used Federal Interagency Committee on Noise (FICON) threshold of significance for traffic noise level increases. The FPASP EIR found other operational noise to have a less-than-significant impact with mitigation. Accordingly, the study found that Project operational noise, as generated by components such as HVAC, drive-through speaker systems, and the grocery store loading dock, would fall below the City's threshold of significance after mitigation, specifically MM 3A.11-5. The acoustical study recommends the installation of an approximate 10-foot tall, 75-foot long sound wall along the western boundary of the proposed grocery store loading dock to accompany the final provision in MM 3A.11-5 regarding loading dock design. This feature has been incorporated into the Project's design and description (see Section II.A). Lastly, the FPASP EIR found construction groundborne vibration and noise to be a significant-and-unavoidable impact, but nevertheless required mitigation to lessen the impact, specifically MM 3A.11-3. The acoustic study found this impact for the Project to be less than significant with no mitigation required, but regardless the Project would be required to adhere to MM 3A.11-3 to reduce construction groundborne vibration and noise.

Mitigation Measures:

- EIR MM 3A.11-1
- EIR MM 3A.11-3
- EIR MM 3A.11-4
- EIR MM 3A.11-5
- EIR MM 3B.11-1a
- EIR MM 3B.11-1b
- EIR MM 3B.11-1c
- EIR MM 3B.11-1d
- EIR MM 3B.11-1e
- EIR MM 3B.11-3
- EIR MM 4.12-1

Conclusion: With implementation of the above MMs, the Project would not result in any new significant noise impacts (direct, offsite, or cumulative) that are peculiar to the Project or its site and which were not discussed in the previously certified CEQA documents (Guidelines, § 15183).

14. POPULATION AND HOUSING. Would the Project:	DEIR, pp. 3A.13-1 to -16									
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	DEIR, pp. 3A.13-11 to -15	No	No	No	No	No	No	No	No	None required
b. Displace substantial numbers of existing people or housing, necessitating the construction of	EIR, p. 3A.13-16	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	(Additional Analysis)			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?
		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?						
replacement housing elsewhere?										
<p>Discussion: The EIR concluded that all population and housing impacts are less than significant and do not require mitigation (FEIR, pp. 1-137 to 1-138; DEIR, p. 3A.13-16). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to population and housing when compared to the FPASP project as analyzed in the 2011 EIR and, thus, no new mitigation was required (Water Addendum, p. 3-15).</p> <p>The Project's proposed commercial development comports with approved planning for the FPASP. It does not induce any effect peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for tens of thousands more square feet of commercial development than will be developed as part of the Project, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. It does not involve any element that might result in a new significant impact to population and housing than what was analyzed in the previously prepared CEQA documents, including no new significant offsite or cumulative effects. Finally, there is no substantial new information not known at the time that the prior CEQA documents were certified that would result in previously unidentified significant effects. See Exhibit 3 for a discussion of the Project's consistency with policies in the FPASP that may be relevant to population and housing (Exh. 3, pp. 7-10).</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • None required <p>Conclusion: The Project would not result in any new significant impacts to population and housing (direct, offsite, or cumulative) that are peculiar to the Project or its site and which were not discussed in the previously certified CEQA documents (Guidelines, § 15183).</p>										
15. PUBLIC SERVICES.	DEIR, pp. 3A.14-1 to -30									
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable	DEIR, pp. 3A.14-12 to -13	No	No	No	No	No	No	No	No	EIR MM 3A.14-1

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	(Additional Analysis)			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?
		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?						
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 Recreation chapter)	No	No	No	No	No	No	No	No	None required
Other public facilities?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
<p>Discussion: The EIR concluded that implementation of the MMs in the EIR would reduce all public services impacts to less-than-significant levels, except for impacts from off-site elements constructed in areas under the jurisdiction of El Dorado and Sacramento Counties, or Caltrans (Impact 3A.14-1) (FEIR, pp. 1-138 to 1-141; DEIR, p. 3A.14-30). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to public services when compared to the FPASP project as analyzed in the 2011 EIR and, thus, no new mitigation was required (Water Addendum, p. 3-16).</p> <p>The Project's proposed commercial development comports with approved planning for the FPASP. It does not induce any effect peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for tens of thousands more square feet of commercial development than will be developed as part of the Project, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. It does not involve any element that might result in a new significant impact to public services than what was analyzed in the previously prepared CEQA documents, including no new significant offsite or cumulative effects. Indeed, the reduction in square feet of development below what is approved for the parcel may result in a reduction in impacts to public services than those analyzed in prior CEQA documents. Finally, there is no substantial new information not known at the time that the prior CEQA documents were certified that would result in previously unidentified significant effects. See Exhibit 3 for a discussion of the Project's consistency with policies in the FPASP that may be relevant to public services (Exh. 3, pp. 17-20, 37-38).</p>										

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	(Additional Analysis)			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?
		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?						

Mitigation Measures:

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

Conclusion: With implementation of the above MMs, the Project would not result in any new significant impacts to public services (direct, offsite, or cumulative) that are peculiar to the Project or its site and which were not discussed in the previously certified CEQA documents (Guidelines, § 15183).

16. RECREATION.	DEIR, pp. 3A.12-1 to -17									
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	DEIR, pp. 3A.12-12 to -17	No	No	No	No	No	No	No	No	None required
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

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

The Project's proposed commercial development comports with approved planning for the FPASP. It does not induce any effect peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for tens of thousands more square feet of commercial development than will be developed as part of the Project, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. It does not involve any element that might result in a new significant impact associated with recreation than what was

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	(Additional Analysis)			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?
		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?						
<p>analyzed in the previously prepared CEQA documents, including no new significant offsite or cumulative effects. Finally, there is no substantial new information not known at the time that the prior CEQA documents were certified that would result in previously unidentified significant effects. See Exhibit 3 for a discussion of the Project's consistency with policies in the FPASP that may be relevant to recreation (Exh. 3, pp. 13-19).</p> <p>Mitigation Measure:</p> <ul style="list-style-type: none"> EIR MM 3B.12-1 <p>Conclusion: With implementation of the above MM, the Project would not result in any new significant impacts to recreation (direct, offsite, or cumulative) that are peculiar to the Project or its site and which were not discussed in the previously certified CEQA documents (Guidelines, § 15183).</p>										
17. TRANSP- ORTATION. Would the project:	DEIR, pp. 3A.15-1 to -157									
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.15-1a, 3A.15-1b, 3A.15-1c, 3A.15-1f, 3A.15-1i, 3A.15-1j, 3A.15-1l, 3A.15-1o, 3A.15-1p, 3A.15-1q, 3A.15-1r, 3A.15-1s,

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	<i>(Additional Analysis)</i>			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?
		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?						
										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.15-2a, 3A.15-2b, 3A.15-3, 3A.15-4a, 3A.15-4b, 3A.15-4c, 3A.15-4d, 3A.15-4f, 3A.15-4g, 3A.15-4i, 3A.15-4j, 3A.15-4k, 3A.15-4l, 3A.15-4m, 3A.15-4n, 3A.15-4o, 3A.15-4p, 3A.15-4q, 3A.15-4r, 3A.15-4s,

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	(Additional Analysis)			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?
		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?						
										3A.15-4t, 3A.15-4u, 3A.15-4v, 3A.15-4w, 3A.15-4x, 3A.15-4y
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

Discussion: The EIR, certified in 2011, used automobile delay or level of service (LOS) as the primary metric to evaluate the project's CEQA transportation impacts, consistent with industry standards and the City General Plan goals and policies at the time. However, in 2018, legislation (Senate Bill (SB) 743, signed into law in 2013) and regulatory updates (CEQA Guidelines section 15064.3, added in December 2018) were passed that direct agencies to utilize vehicle miles traveled (VMT) for assessing potential traffic impacts for projects requiring new CEQA review. Although lead agencies may choose to conduct additional traffic analysis using VMT for subsequent CEQA review of documents prepared prior to 2018, they are not required to do so (see CEQA Guidelines §§ 15064.3(c), 15007(b), 15008(b); see also Governor's Office of Planning and Research SB 743 Frequent Asked Questions, "What about draft documents that still use LOS? Do they need to be redone with VMT analysis?," available at <https://opr.ca.gov/ceqa/updates/sb-743/faq.html#draft-docs> (last visited April 19, 2021). This section does not provide additional VMT analysis as both the City and Caltrans believes it is unwarranted (see footnote 2).

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. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less transportation and traffic impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.15-1a, MM 3B.15-1b (Water Addendum, p. 3-16).

Although LOS is no longer a CEQA transportation issue, the Traffic Access Evaluation prepared for the Project by Kimley Horne, included as Exhibit 4, analyzed the Project in terms trip generation and LOS to determine if it would comport with City General Plan policies related to LOS. After modeling traffic data for the Project and assessing roadway and intersection LOS, Kimley Horne made ten recommendations for lane configurations and other interior and exterior roadway and driveway improvements (see Exh. 4, Section 5 and Exh. 3). Five of these recommendations have already been incorporated into the Project's design and description, and the remainder may also be implemented pending coordination between the City and the Applicant (see Sections II.A and IV.C).

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	(Additional Analysis)			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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<p>The Project's proposed commercial development comports with approved planning for the FPASP. It does not induce any effect peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for tens of thousands more square feet of commercial development than will be developed as part of the Project, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. It does not involve any element that might result in a new significant impact to transportation than what was analyzed in the previously prepared CEQA documents, including no new significant offsite or cumulative effects. Finally, there is no substantial new information not known at the time that the prior CEQA documents were certified that would result in previously unidentified significant effects. See FPASP Community Design Guidelines for roadway guidelines that apply to the Project. See also Exhibit 3 for a discussion of the Project's consistency with policies in the FPASP that may be relevant to transportation (Exh. 3, pp. 10-14).</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • EIR MM 3A.14-1 • EIR MM 3A.15-1a through MM 3A.15-1c • EIR MM 3A.15-1f • EIR MM 3A.15-1i through MM 3A.15-1j • EIR MM 3A.15-1l • EIR MM 3A.15-1o through MM 3A.15-1s • EIR MM 3A.15-1u through MM 3A.15-1z • EIR MM 3A.15-1aa • EIR MM 3A.15-1dd through MM 3A.15-1ii • EIR MM 3A.15-2a through MM 3A.15-2b • EIR MM 3A.15-3 • EIR MM 3A.15-4a through MM 3A.15-4d • EIR MM 3A.15-4f through MM 3A.15-4g • EIR MM 3A.15-4i through MM 3A.15-4y • EIR MM 3B.15-1a • EIR MM 3B.15-1b • EIR MM 4.16-1 • EIR MM 4.16-2 <p>Conclusion: With implementation of the above MMs, the Project would not result in any new significant impacts to transportation (direct, offsite, or cumulative) that are peculiar to the Project or its site and which were not discussed in the previously certified CEQA documents (Guidelines, § 15183).</p>										
18. TRIBAL CULTURAL RESOURCES. Would the project:	DEIR, pp. 3A.5-1 to -25									
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of	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?	(Additional Analysis)			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?
		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?						
<p>the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <ul style="list-style-type: none"> i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 										

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	<i>(Additional Analysis)</i>			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?
		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?						
5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.										
<p>Discussion: As a part of the 2018 CEQA Guidelines update, the Appendix G checklist was revised to include Tribal Cultural Resources as a category of analysis. At the time the EIR was prepared and certified, tribal cultural resources was addressed under Cultural Resources in the EIR. This analysis has been taken from that section and presented here to accommodate the revised checklist. The EIR concluded that implementation of the MMs in the EIR would reduce all except the following cultural resources, inclusive of tribal cultural resources, impacts to less-than-significant levels: impacts on identified and previously undiscovered cultural resources (Impacts 3A.5-1 and 3A.5-2); and impacts from off-site improvements constructed in areas under the jurisdiction of El Dorado County, Sacramento County, or Caltrans (Impacts 3A.5-1 through 3A.5-3) (FEIR, pp. 1-81 to 1-86; DEIR, p. 3A.5-2). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to cultural resources, inclusive of tribal cultural resources, when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3A.5-1a, MM 3A.5-1b, MM 3A.5-2, MM 3A.5-3 (Water Addendum, pp. 3-8 to 3-9).</p> <p>The Project's proposed commercial development comports with approved planning for the FPASP. It does not induce any effect peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for tens of thousands more square feet of commercial development than will be developed as part of the Project, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. It does not involve any element that might result in a new significant impact to Tribal Cultural Resources than what was analyzed in the previously prepared CEQA documents, including no new significant offsite or cumulative effects. Finally, there is no substantial new information not known at the time that the prior CEQA documents were certified that would result in previously unidentified significant effects. See Exhibit 3 for a discussion of the Project's consistency with policies in the FPASP that may be relevant to Tribal Cultural Resources (Exh. 3, pp. 24-26).</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • EIR MM 3A.5-1a • EIR MM 3A.5-1b • EIR MM 3A.5-2 • EIR MM 3A.5-3 <p>Conclusion: With implementation of the above MMs, the Project would not result in any new significant impacts to Tribal Cultural Resources (direct, offsite, or cumulative) that are peculiar to the Project or its site and which were not discussed in the previously certified CEQA documents (Guidelines, § 15183).</p>										
19. UTILITIES AND SERVICE SYSTEMS. Would the Project:	DEIR, pp. 3A.16-1 to -43									
a. Require or result in the relocation or	DEIR, pp. 3A.16-13 to -43	No	No	No	No	No	No	No	No	EIR MMs 3A.16-1,

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	(Additional Analysis)			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?
		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?						
construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Also see generally Backbone Infrastructure MND									3A.16-3, 3A.16-4, 3A.16-5
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	See generally DEIR, pp. 3A.18-7 to -53 and Water Addendum, pp. 2-1 to 4-1.	No	No	No	No	No	No	No	No	
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	DEIR, pp. 3A.16-13 to -28	No	No	No	No	No	No	No	No	EIR MMs 3A.16-1, 3A.16-3, 3A.16-4, 3A.16-5
d. Generate solid waste in excess of State or local standards, or in excess of the capacity	DEIR, pp. 3A.16-28 to -32	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	(Additional Analysis)			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?
		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?						
of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?										
e. Comply with federal, state, and local statutes and regulations related to solid waste?	DEIR, pp. 3A.16-28 to -32	No	No	No	No	No	No	No	No	None required
<p>Discussion: The EIR concluded that implementation of the MMs in the EIR would reduce all except the following utilities and service system impacts to less-than-significant levels: impacts that result from increased demand for Sacramento Regional Wastewater Treatment Plant (SRWTP) facilities and that are related to air quality impacts identified in the 2020 Master Plan EIR (Impact 3A.16-3); and impacts associated with improvements to treatment plant facilities for which feasible mitigation may not be available to reduce impacts to a less-than-significant level (Impacts 3A.16-4, 3A.16-5) (FEIR, pp. 1-177 to 1-182; DEIR, p. 3A.16-43). The pages indicated in the table above contain the relevant analysis. In the Utilities and Service Systems chapter, the DEIR also addresses energy impacts, citing Appendix F of the CEQA Guidelines. See Impact 3A.16-8 (Electricity Demand and Infrastructure, pp. 3A.16-33 to -36); Impact 3A.16-9 (Natural Gas, pp. 3A.16-36 to -39); Impact 3A.16-10 (Telecommunications, pp. 3A.16-39 to -40); Impact 3A.16-11 (Cable TV, pp. 3A.16-40 to -41); Impact 3A.16-12 (Increased Energy Demand, pp. 3A.16-41 to -43). Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to utilities and service systems when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.16-3a, MM 3B.16-3b (Water Addendum, p. 3-17).</p> <p>The Project's proposed commercial development comports with approved planning for the FPASP. It does not induce any effect peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for tens of thousands more square feet of commercial development than will be developed as part of the Project, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. It does not involve any element that might result in a new significant impact to utilities and service systems than what was analyzed in the previously prepared CEQA documents, including no new significant offsite or cumulative effects. Indeed, the reduction in square feet of development below what is approved for the parcel may result in a reduction in impacts to utilities and service systems than those analyzed in prior CEQA documents. Finally, there is no substantial new information not known at the time that the prior CEQA documents were certified that would result in previously unidentified significant effects. See Exhibit 3 for a discussion of the Project's consistency with policies in the FPASP that may be relevant to utilities and service systems (Exh. 3, pp. 25, 29, 34, 37-38).</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • EIR MM 3A.16-1 • EIR MM 3A.16-3 • EIR MM 3A.16-4 • EIR MM 3A.16-5 • EIR MM 3B.16-3a • EIR MM 3B.16-3b <p>Conclusion: With implementation of the above MMs, the Project would not result in any new significant impacts to utilities and service systems (direct, offsite, or cumulative) that are peculiar to the Project or its site and which were not discussed in the previously certified CEQA documents (Guidelines, § 15183).</p>										

Environmental Issue Area	Where Was Impact Analyzed in Prior Environmental Documents?	(Additional Analysis)			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?
		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?						
20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	DEIR, pp. 3A.13-1 to -16									
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	DEIR, pp. 3A.8-14, -29	No	No	No	No	No	No	No	No	None required
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	DEIR, p. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None required
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the	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?	(Additional Analysis)			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?
		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?						
environment?										

Discussion: As a part of the 2018 CEQA Guidelines update, the Appendix G checklist was revised to include Wildfire as a category of analysis. At the time the EIR was prepared and certified, wildfire was addressed under Hazards and Hazardous Materials in the EIR. This analysis has been taken from that section and presented here to accommodate the revised checklist. The EIR concluded that all wildfire impacts are less than significant and, thus, no mitigation was necessary (Impact 3A.8-14; DEIR, p. 3.A-29). The pages indicated in the table above contain the relevant analysis. Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less hazards and hazardous materials, inclusive of wildfire, impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following MMs: MM 3B.8-1a, MM 3B.8-1b, MM 3B.16-3a, MM 3B.16-3b, MM 3B.8-5a, MM 3B.8-5b (Water Addendum, pp. 3-10 to 3-11).

The Project's proposed commercial development comports with approved planning for the FPASP. It does not induce any effect peculiar to the Project or parcels that was not analyzed in previously prepared CEQA documents, which have consistently identified the subject parcel for tens of thousands more square feet of commercial development than will be developed as part of the Project, and/or that cannot be substantially mitigated by the application of previously adopted MMs or uniformly applied development policies or standards. It does not involve any element that might result in a new significant impact associated with wildfire than what was analyzed in the previously prepared CEQA documents, including no new significant offsite or cumulative effects. Finally, there is no substantial new information not known at the time that the prior CEQA documents were certified that would result in previously unidentified significant effects. See Exhibit 3 for a discussion of the Project's consistency with policies in the FPASP that may be relevant to Wildfire (Exh. 3, pp. 30, 38).

Mitigation Measures:

- None required

Conclusion: The Project would not result in any new significant impacts associated with wildfire (direct, offsite, or cumulative) that are peculiar to the Project or its site and which were not discussed in the previously certified CEQA documents (Guidelines, § 15183).

21. MANDATORY FINDINGS OF SIGNIFICANCE.										
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially	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?	(Additional Analysis)			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?
		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?						
reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory?										
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when 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	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	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 onsite biological resources and their habitats, were adequately analyzed and disclosed in the FPASP EIR and subsequent 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?	<i>(Additional Analysis)</i>			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?
		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?						
<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 and subsequent CEQA documents (e.g., air quality, hazards, noise, etc.), and the proposed Project falls within the scope of that analysis.</p> <p>Mitigation Measures: See those listed in Sections V.C.1 (Aesthetics) to V.C.20 (Wildfire) above.</p>										

D. CONCLUSIONS AND FINDINGS

As demonstrated in the above Checklist, the City of Folsom makes the following conclusions and findings:

- The Project is eligible for an exemption and 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, as demonstrated in detail in the above Checklist.
- Based on the preceding review, the City's FPASP EIR and Water Addendum have adequately addressed the following issues, and no further site-specific environmental review is required pursuant to CEQA Guidelines section 15183: Agriculture and Forestry Resources, Air Quality, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services, Recreation, Tribal Cultural Resources, and Wildfire.
- 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: Aesthetics, Biological Resources, Energy, Noise, and Transportation. Thus, pursuant to CEQA Guidelines section 15183, subdivision (c), no further environmental analysis is required.
- The analysis and conclusions presented in this document are based on substantial evidence found in this document, in previously certified and approved/adopted planning and CEQA documents, and generally in the administrative record for the Proposed Project (see CEQA Guidelines, § 15091(b); Public Resources Code, § 21167.6(e)), including all documents and materials incorporated herein by reference. This evidence is available for review during business hours at The Folsom City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday).
- As part of the Project, the City commits to ensuring that all of the still-applicable, previously adopted mitigation measures listed in the above Checklist are carried out either by the City or the Applicant.
- The Project is consistent with FPASP policies, as demonstrated in Exhibit 4 of this document, and will advance many of the City's objectives, goals, and. Following are select examples:
 - General Plan 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 Project will expand commercial offerings in the City along a transit corridor.
 - General Plan 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 Project includes the development of roadways with

Class II bicycle lanes and grade-separated sidewalks.

- General Plan Policy M 2.1.10, Bicycle Parking—*Require adequate short- and long-term bicycle parking for all land uses, except for single family and single family high-density residential uses:* The Project will include bicycle storage racks through the development.
- General Plan Policy M 4.2.4, Electric Charging Stations—*Encourage the installation of electric vehicle charging stations in parking spaces throughout the city, prioritizing installations at multi-family residential units:* The Project will include 23 vehicle electric charging stations that will service 92 total electric vehicle-capable parking spaces.
- General Plan Policy SN 6.1.1, Noise Mitigation Strategies—*Develop, maintain, and implement strategies to abate and avoid excessive noise exposure in the city by requiring that effective noise mitigation measures be incorporated into the design of new noise-generating and new noise-sensitive land uses:* The Project includes a sound wall around the grocery store’s loading dock to minimize noise emitted in this area.
- General Plan 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:* An acoustical study was prepared for the Project.
- The Project will confer several economic, social, and other benefits to the City of Folsom (and the state), including but not limited to:
 - Increase in sales tax revenue for the City, which in turn will help fund important local public services, such as fire and police services.
 - Through mitigation, the payment of fair-share contributions to certain infrastructure improvements.
 - Important roadway improvements to Alder Creek Parkway and Easy Bidwell Avenue, including construction of Class II bicycle lanes and grade-separated sidewalks for pedestrians.
 - Bring a grocery store to the south side of Highway 50 to support both the residential and commercial components of the Folsom Ranch community.
 - Improve the quality of life for Folsom residents by bringing additional local, regional and national retail tenants to the project thereby giving them more competitive shopping opportunities.

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: Alder Creek Marketplace Entitlement Package (September 2023)
- Exhibit 2: 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 3: Applicant's FPASP Policy Consistency Analysis (November 2023)
- Exhibit 4: Traffic Access Evaluation by Kimley Horn (November 2023)
- Exhibit 5: Environmental Noise Assessment by Saxelby Acoustics (November 2023)

Attachment 20

Folsom Plan Area Specific Plan Consistency Analysis for the Alder Creek Marketplace Project

Exhibit 3:

Applicant's FPASP Policy Consistency Analysis (November 2023)

Exhibit 3: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
Section 4 - Land Use			
<i>Residential Policies</i>			
4.1	Create pedestrian-oriented neighborhoods through the use of a grid system of streets where feasible, sidewalks, bike paths and trails. Residential neighborhoods shall be linked, where appropriate, to encourage pedestrian and bicycle travel.	n/a	The Project does not propose residential dwelling units. It does, however, include interior pedestrian walkways that will connect to exterior perimeter pedestrian sidewalks, as well as bicycle racks and exterior roadway improvements that will include Class II bicycle lanes.
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	The Project does not propose residential dwelling units.
4.3	Residential neighborhoods that are directly adjacent to open space shall provide at least two defined points of pedestrian access into the open space area.	n/a	The Project does not propose residential dwelling units.
4.4	Provide a variety of housing opportunities for residents to participate in the home-ownership market.	n/a	The Project does not propose residential dwelling units.
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	The Project does not propose residential dwelling units.

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4.6	As established by the FPASP, the total number of dwelling units for the Plan Area is 11,461 and the total commercial square footage is 2,788,8441. The number of units within individual residential land use parcels may vary, so long as the number of dwelling units falls within the allowable density range for a particular land use designation. For purposes of CEQA compliance for discretionary projects, the combination of the total maximum number of residential units and commercial square footage analyzed in the Folsom Plan Area Specific Plan Environmental Report/Environmental Impact Statement (SCH#200092051) shall not be exceeded without requiring further CEQA compliance.	Yes	The Project does not propose residential dwelling units and proposed only 95,000 square feet of commercial/retail space, which is within the scope of the 130,000 square feet allocated to Parcel 77 in the FPASP and via a 2020 Minor Administrative Amendment (MAM). That same 2020 MAM transferred Parcel 77's obligation for multi-family housing (along with the obligation for multi-family housing on adjacent Parcels 78 and 85A) to Parcel 61, pursuant to the FPASP.
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.	Yes	The parcels at issue in this policy consist of Parcels 61, 77, 78, and 85A. See above. Also, Parcel 61's approved current residential dwelling unit allocation consists of low to medium density multi-family housing and does not exceed 377 units.

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4.7	Transfer of dwelling units is permitted between residential parcels, or the residential component of SP-RC and SP-GC parcels, as long as 1) the maximum density within each land use designation is not exceeded, unless the land use designation is revised by a specific plan amendment, and 2) the total number of Plan Area dwelling units does not exceed 11,461.	Yes	The Project proposes a transfer of several dwelling units to a nearby parcel, owned by the same entity. The proposed transfer would not cause the density of the subject parcels or transfer parcels to exceed the maximum density within a land use designation or within the Plan Area.
4.8	Each new residential development shall be designed with a system of local streets, collector streets, and access to an arterial road that protects the residents from through traffic.	Yes	The Project is a residential neighborhood with an interior roadway layout that provides an efficient circulation system that connects to an arterial road but that prevents non-residential through traffic, consistent with the Specific Plan.
4.9	Subdivisions of 200 dwellings units or more not immediately adjacent to a neighborhood or community park are encouraged to develop one or more local parks as needed to provide convenient resident access to children’s 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.	Yes	The Project will provide a central open-turf play area for children as well as a shared recreation/community area and several shared barbeque areas. These community areas will be maintained by the property owner. Additionally, the Project site is situated within walkable distance to other planned public community parks.

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<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.
4.11	The mixed-use neighborhood center should contain retail and service-based establishments that are intended to serve the immediate area in which it is located.	n/a	The Project is not located in the mixed-use neighborhood center.
4.12	Commercial and office areas should be accessible via public transit routes, where feasible.	Yes	The Project will be accessible by pedestrians who may use current and future public transportation provided in the Alder Creek Parkway transit corridor (see FPASP, p. 5-9).
4.13	The Plan Area land use plan should include commercial, light industrial/office park and public/quasipublic land uses in order to create employment.	Yes	The Project proposes a mix of commercial and retail development that will create employment.
4.14	The transfer of commercial intensity is permitted as provided in Section 13.3 - Administrative Procedures.	n/a	The Project does not propose any transfer of commercial intensity.
<i>Open Space Policies</i>			
4.15	Thirty percent (30%) of the Plan Area shall be preserved and maintained as natural open space, consistent with Article 7.08.C of the Folsom City Charter.	n/a	Parcel 77 is not designated or zoned for open space and the Project does not propose open space land uses.
4.16	The open space land use designation shall provide for the permanent protection of preserved wetlands.	n/a	Parcel 77 is not designated or zoned for open space and the Project does not propose open space land uses.

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<i>Parks Policies</i>			
4.17	Land shall be reserved for parks as shown in Figure 4.3 – Specific Plan Land Use Designations and Table 4.2 – Land Use Summary. On future tentative subdivision maps or planned development applications, park sites shall be within 1/8 of a mile of the locations shown in Figure 4.3 – Specific Plan Land Use Designations. Park sites adjacent to school sites should remain adjacent to schools to provide for joint use opportunities with the Folsom-Cordova Unified School District. Park sites adjacent to open space shall remain adjacent to open space to provide staging areas and access points to the open space for the public.	n/a	Parcel 77 is not designated or zoned for parks and the Project does not propose any parks.
4.18	Sufficient land shall be dedicated for parks to meet the City of Folsom requirement (General Plan Policy 35.8) of 5-acres of parks for every 1,000 residents.	n/a	Parcel 77 is not designated or zoned for parks and the Project does not propose any parks.
4.19	Parks shall be located throughout the Plan Area and linked to residential neighborhoods via sidewalks, bike paths and trails, where appropriate. During the review of tentative maps or planned development applications, the city shall verify that parks are provided in the appropriate locations and that they are accessible to resident via sidewalks, bike paths and trails.	n/a	Parcel 77 is not designated or zoned for parks and the Project does not propose any parks.
4.20	Elementary school sites shall be co-located with parks to encourage joint-use of parks where feasible.	n/a	Parcel 77 is not designated or zoned for schools or parks and the Project does not propose any schools or parks.

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<i>Public/Quasi-Public Policies</i>			
4.21	Land shall be reserved for public services and facilities, as required by the City of Folsom. Public services and facilities sites shall be in the general locations as shown in Figure 4.3 – Specific Plan Land Use Designations.	Yes	The infrastructure needed to serve the Project site is consistent with the adopted Specific Plan and the updated infrastructure plans. Further, in a prior MAM and approval, 0.95 acre of Parcel 77 was dedicated to the City for utilities and other facilities.
4.22	Land shall be reserved for schools as required by the City of Folsom and the Folsom Cordova Unified School District in accordance with state law. School sites shall be in the general locations shown in Figure 4.3 – Specific Plan Land Use Designations and have comparable acreages as established in Table 4.2 – Land Use Summary.	n/a	Parcel 77 is not designated or zoned for schools and the Project does not propose any schools.
4.23	Elementary school sites shall be co-located with parks to encourage joint-use of parks.	n/a	Parcel 77 is not designated or zoned for schools and the Project does not propose any schools.
4.24	All Public/Quasi-Public sites shown in Figure 4.3 – Specific Plan Land Use Designations may be relocated or abandoned as a minor administrative modification of the FPASP. The land use designation of the vacated site or sites will revert to the lowest density adjacent residential land use. In no event shall the maximum number of Plan Area dwelling units exceed 11,461 and the total commercial building area exceed 2,788,884 square feet. For purposes of CEQA compliance for discretionary projects, the combination of the total maximum number of residential units and commercial square footage analyzed in the Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement (SCH#200809205) shall not be exceeded without requiring further CEQA compliance.	n/a	Parcel 77 is not designated or zoned for public/quasi-public uses and the Project does not propose any such uses.

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Section 5 - Housing Strategies			
<i>City of Folsom General Plan Housing Element Policies Incorporated in the FPASP</i>			
H-1.1	The city shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the city’s regional share of housing.	n/a	This policy directs the City in its decision-making and planning processes. The Project does not propose housing, and Parcel 77 has properly transferred all FPASP housing unit obligations to Parcel 61 (see Policy 4.6A).
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	See above.
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	See above.
H-1.4	The City shall support and facilitate the development of second units on single-family designated and zoned parcels.	n/a	See above.
H-1.6	The city shall ensure that new development pays its fair share in financing public facilities and services and pursues financial assistance techniques to reduce the cost impact on the production of affordable housing.	n/a	This policy directs the City in its decision-making and planning processes. The Project will comply with all mitigation measures in the applicable certified/adopted CEQA documents including any requiring fair-share payments.
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. The Project will be situated along a transit corridor (see Policy 4.12).

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H-3.1	The city shall encourage residential projects affordable to a mix of household incomes and disperse affordable housing projects throughout the city to achieve a balance of housing in all neighborhoods and communities.	n/a	This policy directs the City in its decision-making and planning processes. The Project does not propose housing.
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	See above.
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	See above.
H-3.4	Where appropriate, the city shall use development agreements to assist housing developers in complying with city affordable housing goals.	n/a	See above.
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	See above.
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	See above.
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	See above.
H-5.7	The city shall continue to provide zoning to accommodate future need for facilities to serve city residents in need of emergency shelter.	n/a	This policy directs the City in its decision-making and planning processes. The Project does not propose any public space for emergency sheltering.

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H-5.10	The city shall encourage developers to include spaces in proposed buildings or sites on which child care facilities could be developed or leased by a child care operator.	n/a	This policy directs the City in its decision-making and planning processes.
H-6.2	The city shall assist in the enforcement of fair housing laws by providing information and referrals to organizations that can receive and investigate fair housing allegations, monitor compliance with fair housing laws, and refer possible violations to enforcing agencies.	Yes	This policy directs the City in its decision-making and planning processes.
H-7.1	The city shall continue to implement state energy-efficient standards to new residential development.	n/a	This policy directs the City in its decision-making and planning processes. The Project will comply with all required State energy-efficiency standards.
H-7.2	The city shall include energy conservation guidelines as part of the development standards for the specific plan area.	n/a	See above.
H-7.3	The city shall reduce residential cooling needs associated with the urban heat island effect.	n/a	This policy directs the City in its decision-making and planning processes. The Project does not propose housing.
H-7.4	The city shall promote an increase in the energy efficiency of new and existing housing beyond minimum state requirements.	n/a	See above.
H-7.5	The city shall encourage the increased use of renewable energy.	n/a	This policy directs the City in its decision-making and planning processes. The Project proposes rooftop solar areas that will exceed state sizing requirements.

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H-7.6	The city shall encourage “smart growth” that accommodates higher density residential uses near transit, bicycle and pedestrian friendly areas of the city that encourage and facilitate the conservation of resources by reducing the need for automobile use.	n/a	This policy directs the City in its decision-making and planning processes. The Project does not propose housing.
Section 7 - Circulation			
<i>Circulation Policies</i>			
7.1	The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the majority of the Plan Area in order to create neighborhoods that encourage walking, biking, public transit and other alternative modes of transportation.	Yes	This policy, in part, directs the City in its decision-making and planning processes. The Project does not propose housing or a neighborhood but does include roadways with sidewalks and a Class II bicycle lanes and is situated along a transit corridor.
7.2	Circulation within the Plan Area shall be ADA accessible and minimize barriers to access by pedestrians, the disabled, seniors and bicyclists. Physical barriers such as walls, berms, and landscaping that separate residential and nonresidential uses and impede bicycle or pedestrian access or circulation shall be minimized.	Yes	The Project complies with the Folsom Ranch, Central District Design Guidelines and City standards for 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 is designed to meet traffic requirements and is consistent with the Specific Plan.

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<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.	Yes	The Project will improve peripheral streets, some of which are arterial or collector streets, and each of which will have separate sidewalks and Class II bicycle lanes.
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 five vehicle access points on surrounding roadways. Ingress/egress points and interior roadways will be designed in a manner, and have features, that will inhibit cut-through traffic.
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. The Project will improve several surrounding roadways in accordance with the Specific Plan and City standards.

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<i>Public Transit Policies</i>			
7.8A	<p>Concurrent with development of the SP-RC and SP-GC parcels located at the intersection of East Bidwell Street and Alder Creek Parkway, the following roadway improvements will be constructed:</p> <ul style="list-style-type: none"> • Alder Creek Parkway from Prairie City Road to East Bidwell Street. • East Bidwell Street from White Rock Road to U.S. Highway 50. • Rowberry Road (including the over-crossing of U.S. Highway 50). <p>The timing, extent of improvements and interim improvements shall be predicated on the extent and type of development proposed for the above referenced parcels</p>	Yes	Some of these roadway improvements have already been made. The Project includes some of these roadway improvements and will comply with all roadway Specific Plan and City requirements.
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 Specific Plan, which addresses public transportation opportunities.
7.10	Consistent with the most recent update of the RT master plan and the Plan Area Master Transit Plan, a transit corridor shall be provided through the Plan Area for future regional 'Hi-Bus's service (refer to Figure 7.29 and the FPASP Transit Master Plan). Sufficient right-of-way shall be dedicated for the transit corridor as described in Section 7.3 and Figures 7.2, 7.3, 7.14 & 7.15.	Yes	The Project is consistent with the Specific Plan, which addresses public transportation opportunities.
7.11	Future transit bus stops and associated amenities shall be placed at key locations in the Plan Area according to the recommendation of the FPASP Transit Master Plan.	Yes	The Project is consistent with the Specific Plan, which addresses public transportation opportunities.

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7.12	Provide interim park-and-ride facilities for public transit use as shown in the FPASP Transit Master Plan.	Yes	The Project is consistent with the Specific Plan, which addresses public transportation opportunities.
7.13	The City of Folsom shall participate with the El Dorado County Transportation Commission in an update of the “Folsom El Dorado Corridor Transit Strategy Final Report dated December 2005. The update shall include the Plan Area and Sacramento County.	n/a	This policy directs the City in its decision-making and planning processes.
7.14	The City of Folsom shall participate with the Sacramento Area Council of Government in a revision of the City of Folsom Short-Range Transit Plan Update Final Report, dated September 2005. The update shall include the Plan Area.	n/a	This policy directs the City in its decision-making and planning processes.
7.15	The Sacramento Regional Transit District (RT) “A Guide to Transit Oriented Development (TOD)” shall be used as a design guideline for subsequent project level approvals for all projects along the Plan Area transit corridor.	Yes	The guideline was used in the preparation of the Specific Plan, and The Project is consistent with the Specific Plan.
<i>Sidewalks, Trails and Bikeway Policies</i>			
7.16	A system of sidewalks, trails, and bikeways shall internally link all land uses and connect to all existing or planned external street and trail facilities contiguous with the Plan Area to provide safe routes of travel for pedestrians and bicyclists as depicted in Figure 7.32 and as indicated on the applicable roadway sections. Pedestrian and bicycle facilities shall be designed in accordance with City design standards, including the latest version of the Bikeway Master Plan, the FPASP and the FPASP Community Design Guidelines.	Yes	The Project includes private walkways and public sidewalks that are consistent with the adopted Specific Plan and City standards.
7.17	Public accessibility to open space and scenic areas within the Plan Area shall be provided via roadway, sidewalks, trail and bikeway connections, where appropriate.	Yes	Access to Specific Plan area open space areas is provided via roadways, sidewalks, and bicycle lanes.

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7.18	Traffic calming measures and signage shall be used to enhance the safety of sidewalk, trail and bikeway crossings of arterial and collector streets.	Yes	Any sidewalk or bikeway crossings of any arterial or collector streets constructed as part of the Project will be accompanied by appropriate traffic calming measures and signage.
7.19	Class I bike path and trail crossings of Alder Creek and intermittent drainages channels shall be minimized and located and designed to cause the least amount of disturbance to the creek environment.	Yes	Any intermittent drainages-channels included as part of the Project will be minimized and located to comply with this policy.
7.20	Per state and federal programs, safe routes to schools shall be identified and signed.	n/a	The Project does not directly connect to any identified Safe Routes to School public sidewalks.
7.21	All Plan Area land uses shall be located within approximately 1/2 mile of a Class I bike path or a Class II bike lane.	Yes	The Project is adjacent to roadways, which are and will be developed with class II bike lanes as part of the planned Bicycle network and as part of the Project.
7.22	Site design and building placement shall minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping and slopes between residential and non-residential land uses that unnecessarily impede bicycle or pedestrian circulation shall be minimized. Clearly marked shaded paths shall be provided through commercial and mixed use parking lots.	Yes	The Project complies with the Folsom Ranch, Central District Design Guidelines and City standards for commercial development and includes shaded interior walkways for pedestrians and shading in the parking lot.
7.23	Adequate short and long term bicycle parking shall be provided for all Plan Area land uses (except for single-family and single-family high density residential uses) as specified in Table A.14.	Yes	The Project includes bicycle racks throughout the development.

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Section 8 - Open Space			
8.1	Open Space areas shall be created throughout the entirety of the Plan Area.	n/a	The Project site is not designated or zoned for open space, and the Project does not include open space uses.
8.2	Create a preserve open space zone that will include all of the preserved wetlands and required buffers that are under the jurisdiction of the U.S. Army Corp of Engineers (USACE).	n/a	See above.
8.3	Create a passive open space zone that may contain limited recreation uses and facilities, storm water quality detention basins, water quality structures, wetland and tree mitigation areas and limited public utilities.	n/a	See above.
8.4	Where feasible, locate schools and parks adjacent or near to open space.	n/a	The Project site is not designated or zoned for schools, parks, or open space, and the Project does not include school, park, or open space uses.
8.5	Open space areas shall incorporate sensitive Plan Area natural resources, including oak woodlands, Alder Creek and its tributaries, hillside areas, cultural resources, and tributaries of Carson, Buffalo and Coyote Creeks within the boundaries of the Plan Area.	n/a	The Project site is not designated or zoned for open space, and the Project does not include open space uses.
8.6	Open space improvements shall comply with City of Folsom General Plan Policy 27.1 and the Americans with Disabilities Act (ADA) standards.	n/a	See above.

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8.7	<p>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:</p> <p>8.7.a: They include a paved path or trail.</p> <p>8.7.b: They have the ability to be utilized for tree mitigation plantings or other appropriate mitigation measures and;</p> <p>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.</p>	n/a	The Project site is not designated or zoned for natural parkways, and the Project does not include natural parkway uses.
8.8	Locate Class I bicycle paths and paved and unpaved trails throughout the open space.	n/a	The Project site is not designated or zoned for open space, and the Project does not include open space uses.
8.9	Carefully site infrastructure, including roads, wastewater and water facilities, trailheads, equestrian trails and the like to minimize impact to the oak woodlands, Alder Creek and its tributaries, hillside areas, cultural resources and intermittent tributaries of Carson, Buffalo and Coyote Creeks within the boundaries of the Plan Area.	Yes	The Project site does not include any identified cultural resources identified to be preserved, oak woodlands/trees, or hillsides, or tributaries.
8.10	Provide the opportunity for educational programs that highlight the value of the various natural features of the Plan Area.	n/a	The Project does not include natural features.
8.11	All open space improvements, including erosion control planting and landscaping, within the 200-year flood plain shall be designed to withstand inundation during a 200-year flood event.	n/a	The Project site is not designated or zoned for open space, and the Project does not include open space uses.
8.12	All open space improvements, including erosion control planting and landscaping adjacent to Alder Creek and its tributaries shall be consistent with Section 10.2.6 - Alder Creek & Floodplain Protection.	n/a	The Project site is not designated or zoned for open space, and the Project does not include open space uses.

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8.13	The FASP Open Space Management Plan shall describe the ownership, funding, and maintenance of open space areas.	n/a	See above.
8.14	The FPASP Community Design Guidelines shall include recommendations for the design of natural parkways and other passive open space recreation facilities, storm water quality detention basins, water quality structures, wetland and tree mitigation areas, and public utilities.	Yes	Application documents submitted to the City contain this information. The Project will comply with applicable FPASP design guidelines.
8.15	All entitlements within the FPASP shall be reviewed to ensure that thirty percent (30%) of the Plan Area is maintained as natural open space to preserve oak woodlands and sensitive habitat areas.	Yes	The Project does not reduce the amount of open space in the Plan Area as the Project site has never been designated or zoned for open space in the Specific Plan.
Section 9 - Parks			
9.1	To promote walking and cycling, community and neighborhood parks shall be connected to the pedestrian and bicycle network.	n/a	The Project site is not designated or zoned for parks, and the Project does not include any public parks.
9.2	Park designs shall accommodate a variety of active and passive recreational facilities and activities that meet the needs of Plan Area residents of all ages, abilities and special interest groups, including the disabled.	n/a	See above.
9.3	Neighborhood parks shall feature active recreational uses as a priority and provide field lighting for nighttime sports uses and other activities as deemed appropriate by the City of Folsom Parks and Recreation Department.	n/a	See above.
9.4	The sports facilities listed in Table 9.1 are suggested facilities for inclusion in community, neighborhood and local parks. The City may amend Table 9.1 as City needs change without amending the FPASP.	n/a	See above.
9.5	All park master plans shall include a lighting plan and all park lighting fixtures shall be shielded and energy efficient.	n/a	See above.

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9.6	Parks shall be designed and landscaped to provide shade, easy maintenance, water efficiency, and to accommodate a variety of recreational uses. Park improvements will comply with Folsom Municipal Code Chapter 13.26 Water Conservation and all applicable mitigations measures set forth in the FPASP EIR/EIS.	n/a	See above.
9.7	Park furniture and structures shall be selected based on durability, vandal resistance and long term maintenance, as approved by the City.	n/a	See above.
9.8	Public art is encouraged in parks where appropriate and feasible in compliance with the City's Arts and Culture Master Plan.	n/a	See above.
9.9	Easements and designated open space shall not be credited as parkland acreage. These areas may be used for park activities, but not to satisfy Quimby park land dedication requirements.	n/a	See above.
9.10	Placement of stand alone cell towers or antennae in parks in strongly discouraged. Cell towers or antennae are permitted to be located on sports field lighting poles with a use permit.	n/a	See above.
9.11	All parks shall be sited and designed with special attention to safety and visibility. Park designs shall follow the use restrictions as outlined in the Folsom Municipal Code Chapter 9.68: Use of Park Facilities. The Parks and Recreation Commission shall review all park master development plans and make recommendations to the City Council for approval.	n/a	See above.
9.12	A Parks Master Plan shall be prepared for the Plan Area.	n/a	This policy affects the City and does not apply to individual developers.
9.13	If the existing slope of a park site shown on Figure 9.1 exceeds five percent, the site shall be rough graded by owner/developer/builder dedicating the park land in accordance with grading plans approved by the City of Folsom Parks and Recreation Department. The cost to grade sites may be credited against park impact fees subject to city approval.	n/a	See above.

Exhibit 3: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
9.14	Park land dedications are net areas in acres and exclude easements, wetlands, public rights-of-way and steep slopes or structures.	n/a	The Project does not propose any park land dedication.
Section 10 - Resource Management & Sustainable Design			
<i>Wetland Policies</i>			
10.1	Delineated wetlands shall be preserved to the greatest extent possible within open space areas and corridors, or otherwise provided for in protected areas.	n/a	The Project site is not designated or zoned for open space, and the Project does not propose any open space uses.
10.2	Where preservation is not feasible, mitigation measures shall be carried out as specified in the FPASP EIR/EIS.	Yes	Required mitigation measures have been adopted that have or will eliminate or minimize impacts on any onsite wetlands.
10.3	Water quality certification based on Section 401 of the Clean Water Act shall be obtained before issuance of the Section 404 permit.	Yes	All required Section 401 and 404 certifications and permit issuances, and associated requirements and measures, have been or will be directed by required mitigation measures adopted to eliminate or minimize impacts to any onsite wetlands.
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>	Yes	See above.

Exhibit 3: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
	<p>10.4c: The purchase of land at an off-site location to preserve or construct mitigation wetlands. 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>		
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 above.
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 above.
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 above. All special-status species located onsite that may be impacted by the Project have been analyzed in prior CEQA documents with accompanying mitigation measures to minimize or eliminate impacts.

Exhibit 3: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

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

Exhibit 3: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

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

Exhibit 3: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes																								
10.16	<p>Isolated oak trees in residential and non-residential development parcels shall be rated according to the following national rating system developed by the American Society of Consulting Arborists (ASCA):</p> <table border="1" data-bbox="323 545 1274 888"> <thead> <tr> <th colspan="3" data-bbox="323 545 1274 630">TABLE 10.1 ASCA TREE RATING SYSTEM</th> </tr> <tr> <th data-bbox="323 630 695 670">RATING</th> <th data-bbox="695 630 926 670">RATING NO.</th> <th data-bbox="926 630 1274 670">RATING DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td data-bbox="323 670 695 711">Excellent</td> <td data-bbox="695 670 926 711">5</td> <td data-bbox="926 670 1274 711">No problem(s)</td> </tr> <tr> <td data-bbox="323 711 695 751">Good</td> <td data-bbox="695 711 926 751">4</td> <td data-bbox="926 711 1274 751">No apparent problem(s)</td> </tr> <tr> <td data-bbox="323 751 695 792">Fair</td> <td data-bbox="695 751 926 792">3</td> <td data-bbox="926 751 1274 792">Minor problem(s)</td> </tr> <tr> <td data-bbox="323 792 695 833">Poor</td> <td data-bbox="695 792 926 833">2</td> <td data-bbox="926 792 1274 833">Major problem(s)</td> </tr> <tr> <td data-bbox="323 833 695 873">Hazardous or non-correctable</td> <td data-bbox="695 833 926 873">1</td> <td data-bbox="926 833 1274 873">Extreme problem(s)</td> </tr> <tr> <td data-bbox="323 873 695 888">Dead</td> <td data-bbox="695 873 926 888">0</td> <td data-bbox="926 873 1274 888">Dead</td> </tr> </tbody> </table>	TABLE 10.1 ASCA TREE RATING SYSTEM			RATING	RATING NO.	RATING DESCRIPTION	Excellent	5	No problem(s)	Good	4	No apparent problem(s)	Fair	3	Minor problem(s)	Poor	2	Major problem(s)	Hazardous or non-correctable	1	Extreme problem(s)	Dead	0	Dead	n/a	The Project site does not have any oak woodlands or oak tree canopy to be preserved.
TABLE 10.1 ASCA TREE RATING SYSTEM																											
RATING	RATING NO.	RATING DESCRIPTION																									
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10.17	As part of any small lot tentative subdivision map application submittal, prepare and submit a site map, a tree preservation program and arborist’s report and both a canopy survey of oak trees in the development parcel as well as a survey of individual free standing oak trees. The surveys will show trees to be preserved and trees to be removed consistent with the requirements of FMC Chapter 12.16.	n/a	The Project site does not have any oak woodlands or oak tree canopy to be preserved.																								
10.18	For small lot tentative subdivision parcels that contain oak trees, a pre-application and conceptual project review is required to ensure that every reasonable and practical effort has been made by the applicant to preserve oak trees. At a minimum, the submittal shall consist of a completed application form, the site map, the tree preservation program, the arborist’s report, an aerial photograph of the project site, the oak tree surveys, and a conceptual site plan and grading plan showing road and lot layouts and oak trees to be preserved or removed.	n/a	The Project site does not have any oak woodlands or oak tree canopy to be preserved.																								

Exhibit 3: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
10.19	Minor administrative modifications to the FPASP development standards, including but not limited to reduced parking requirements, reduced landscape requirement, reduced front and rear yard building setbacks, modified drainage requirements, increased building heights; and variations in lot area, width, depth and site coverage are permitted as part of the Design Review approval process in order to preserve additional oak trees within development parcels.	n/a	The Project site does not have any oak woodlands or oak tree canopy to be preserved.
10.20	When oak trees are proposed for preservation in a development parcel, ensure their protection during and after construction as outlined in FMC Chapter 12.16 – Tree Preservation. Once an individual residence or commercial building has received an occupancy permit, preserved trees on the property are subject to the requirements of FMC Chapter 12.16 – Tree Preservation.	n/a	The Project site does not have any oak woodlands or oak tree canopy to be preserved.
<i>Cultural Resources Policies</i>			
10.21	<p>The following shall be prepared prior to extensive grading or excavation:</p> <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</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).
10.22	Publicly accessible trails and facilities in open space areas shall be located so as to ensure the integrity and preservation of historical and cultural resources as specified in the FPASP Community Design Guidelines and the Open Space Management Plan.	n/a	The Project site is not designated or zoned for open space, and the Project does not include open space uses.
10.23	Views toward cultural resources from publicly accessible trails and facilities shall be protected, where appropriate.	n/a	The Project does not include trails or connections to trails.

Exhibit 3: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
10.24	Interpretive displays near cultural resources shall be unobtrusive and compatible with the visual form of the resources.	n/a	There are no cultural resources that require displays on the Project site.
<i>Water Quality Policies</i>			
10.25	Natural drainage courses within the Plan Area along Alder, Carson, Coyote, and Buffalo Creeks and their tributaries shall be preserved as required by state and federal regulatory agencies and incorporated into the overall storm water drainage system.	Yes	The Project is consistent with the drainage master plan.
10.26	Trails located within open space corridors and areas shall be designed to include soil erosion control measures to minimize sedimentation of nearby creeks and maintain the natural state of drainage courses.	n/a	The Project does not propose trails.
10.27	Public recreational facilities (e.g., picnic areas and trails) located within open space corridors or areas shall be subject to urban storm water best management practices, as defined in Section 10.3 – Sustainable Design.	n/a	The Project site is not designated or zoned for open space, and the Project does not include open space uses.
10.28	Best management practices shall be incorporated into construction practices to minimize the transfer of water borne particulates and pollutants into the storm water drainage system in conformance with FMC Chapters 8.70 – Stormwater Management & Discharge Control and 14.29 – Grading as well as current NPDES permit requirements and State Water Resources Control Board’s Construction General Permit requirements.	Yes	The described BMPs will be incorporated in the notes section for the final improvement plans for the Project.
10.29	All mitigation specified in the FPASP EIR/EIS shall be implemented.	Yes	All applicable FPASP EIR mitigation measures will be implemented.
10.30	Preference shall be given to biotechnical or non-structural alternatives, over alternatives involving revetments, bank regrading or installation of stream training structures.	Yes	The Project will adhere to this policy regarding any bank regrading or stream training structures.

Exhibit 3: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
<i>Alder Creek & Floodplain Protection Policies</i>			
10.31	Alder Creek shall be preserved in its natural state, to the extent feasible, to maintain the riparian and wetland habitat adjacent to the creek.	Yes	The Project will adhere to this policy, and all policies, regarding Alder Creek. Any potential impacts to Alder Creek as a result of the Project have been or will be eliminated or minimized by previously adopted mitigation measures and/or Project design.
10.32	All improvements and maintenance activity, including creek bank stabilization, adjacent to Alder Creek shall comply with the Clean Water Act Section 404 permits and the Central Valley Flood Protection Act of 2008 (SB 5).	Yes	See above.
10.33	Bank stabilization and other erosion control measure shall have a natural appearance, wherever feasible. The use of biotechnical stabilization methods is required within Alder Creek where it is technically suitable can be used instead of mechanical stabilization.	Yes	See above.
10.34	New drainage outfalls within or near Alder Creek, or improvements to existing outfalls, shall be designed and constructed utilizing low impact development (LID) practices in conformance with the most current National Pollutant Discharge Elimination (NPDE) regulations. Consistent with these practices, storm water collection shall be decentralized, its quality improved and its peak flow contained in detention facilities that will slowly release it back into the creek drainage outfalls and improvements shall be unobtrusive and natural in appearance (refer to Section 12.6 - Stormwater).	Yes	See above.

Exhibit 3: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
10.35	All Plan Area development projects shall avoid encroaching on the Alder Creek 200-year flood plain to ensure that no adverse alterations to the creek or the floodplain occur where practical. However, in the event encroachment is unavoidable, construction shall comply with the FPASP EIR/EIS mitigation measures, and all relevant provisions of the Central Valley Flood Protection Plan and FMC Chapter 14.23 – Flood Damage Prevention.	Yes	See above.
10.36	Plan Area streets that cross Alder Creek may be grade-separated from the creek to allow uninterrupted passage of wildlife and trail users. Adequate vertical clearance shall be provided under all such street crossings to allow safe, visible bicycle, pedestrian and equestrian travel. Any streets that cross Alder Creek and are grade-separated shall follow the standards established in FMC Chapter 10.28 – Bridges.	Yes	See above.
10.37	Emergency vehicle access along Alder Creek may be provided on Class I bike paths and/or separately designated emergency access roads (refer to Figure 7.29).	N/A	The Project does not proposed any emergency vehicle access along Alder Creek.
10.38	All lighting adjacent to Alder Creek shall be limited to bridges, underpasses, trailheads, public facilities and for other public safety purposes. Lighting fixtures shall be fully shielded and energy efficient.	Yes	See Policy 10.31 above.
10.39	Class I bike paths and other paved and unpaved trails may be constructed near Alder Creek in the SP-OS2 passive open space zone consistent with the FPASP Community Design Guidelines.	Yes	See above.
10.40	Public access points shall be located in areas where they have the least impact to the Alder Creek environment and designed to avoid sensitive plant wildlife habitat areas.	Yes	See above.
10.41	Re-vegetation and new planting along Alder Creek shall use California central valley and foothills native plants as described in the most current edition of River-Friendly Landscape Guidelines.	Yes	See above.

Exhibit 3: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
10.42	Adhere to the recommendations and policies of the Alder Creek Watershed Management Action Plan where feasible.	Yes	See above.
<i>Air Quality Policies</i>			
10.43	An Operational Air Quality Mitigation Plan has been prepared and approved by the Sacramento Metropolitan Air Quality Management District based on the District’s CEQA guidelines dated July 2004. As required by LAFCO Resolution 1195 (dated 6 June 2001) the plan achieves a 35% reduction in potential emissions than could occur without a mitigation program.	Yes	The Project will comply with all applicable air quality mitigation measures in the applicable certified/adopted CEQA documents.
10.44	The approved Operational Air Quality Mitigation measures shall be included as policies in the relevant sections of the FPASP.	Yes	The Project will comply with all applicable air quality mitigation measures in the applicable certified/adopted CEQA documents.
10.45	Based on advisory recommendations included in Table 1-1 of the California Air Resources Board document entitled Air Quality and Land Use Handbook, avoid locating residential land uses within 500-feet of U.S. Highway 50.	n/a	This Project does not include any residential land uses.
10.46	Prohibit wood burning fireplaces in all residential construction.	n/a	This Project does not include any residential land uses.
10.47	Provide complimentary electric lawnmowers to each residential buyer in the SF, SFHD and the MLD land uses.	n/a	This Project does not include any residential land uses.
<i>Noise Policies</i>			
10.48	Residential developments must be designed and/or located to reduce outdoor noise levels generated by traffic to less than 60 dB.	n/a	This Project does not include any residential land uses.
10.49	Noise from Aerojet propulsion system and routine component testing facilities affecting sensitive receptor areas shall be mitigated based on recommendations in the acoustical study.	n/a	This Project does not include any sensitive receptor areas.

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FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
10.50	The Conditions, Covenants and Restrictions in the Department of Real Estate Public Report shall disclose that the Plan Area is within the Mather Airport flight path and that over flight noise may be present at various times.	Yes	All Real Estate transactions associated with the Project site adhere to this policy.
10.51	Landowner shall, prior to Tier 2 Development Agreement, record an easement over the property relating to noise caused by aircraft arriving or departing from Mather Airport.	Yes	Aviation easements have been recorded on the property.
<i>Low Impact Development Policies</i>			
10.52	<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"> · Bioretention facilities and swales (shallow vegetated depressions engineered to collect, store, and infiltrate runoff); and · Landscape buffers, parkways, parking medians, filter strips, vegetated curb extensions, and planter boxes (containing grass or other close-growing vegetation planted between polluting sources (such as a roadway or site development) and downstream receiving water bodies). 	Yes	The Project is consistent with the City's Backbone Infrastructure Master Plan, which includes stormwater requirements. The Project has incorporated LID design strategies as described in section 10.52 of the EIR for the FPASP.

Exhibit 3: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project 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 is designed to be consistent with the applicable design guidelines.
10.54	The use of turf is not allowed on slopes greater than 25% where the toe of the slope is adjacent to an impermeable hardscape. Consistent with CALGreen Tier 2 voluntary recommendations, all development projects within the Plan Area shall be encouraged to limit the use of turf to 25% of the total landscaped area.	n/a	The Project does not include any slopes greater than 25%.
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 propose open space uses.
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.	n/a	The Project does not contain any parking lots as each unit comes with a garage but does contain some scattered parking spaces for guests. Project design includes trees that will provide shade throughout the development, including near guest parking spaces.

Exhibit 3: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
<i>Energy Efficiency Policies</i>			
10.57	Conservation of energy resources will be encouraged through site and building development standards.	Yes	The Project must adhere to California’s energy efficiency standards for commercial buildings, including the requirement for solar panels (CA Energy Code Section 110.10(b) 1B). The Project exceeds state solar requirements.
10.58	Buildings shall incorporate site design measures that reduce heating and cooling needs by orienting buildings on the site to reduce heat loss and gain depending on the time of day and season of the year.	Yes	Where site conditions permit, the Project incorporates site design measures that reduce heating and cooling needs through building orientation.
10.59	Solar access to homes shall be considered in the design of residential neighborhoods to optimize the opportunity for passive and active solar energy strategies.	n/a	The Project does not contain any residential land uses.
10.60	Multi-family and attached residential units shall be oriented toward southern exposures, where site conditions permit.	n/a	The Project does not contain any residential land uses.
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.

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FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
10.62	Energy efficient appliances, windows, insulation, and other available technologies to reduce energy demands will be encouraged.	Yes	The Project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.63	Office park uses shall install automatic lighting and thermostat features.	n/a	The Project does not include office uses.
10.64	Commercial and public buildings shall use energy efficient lighting with automatic controls to minimize energy use.	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.
10.65	Energy Star certified equipment and appliances shall be installed, to include: 10.65a - Residential appliances; heating and cooling systems; and roofing; and 10.65b - Nonresidential appliances and office equipment; heating, cooling, and lighting control systems; and roofing	Yes	The Project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.66	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.	Yes	See Policy 10.57 above.

Exhibit 3: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
	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.		
10.67	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.
10.68	Electrical outlets shall be provided along the front and rear exterior walls of all single family homes to allow for the use of electric landscape maintenance tools.	n/a	The Project does not include residential land uses.
10.69	The city will strive to ensure that all new publicly owned buildings within the Plan Area will be designed, constructed and certified at LEED-NC certification levels.	n/a	The Project does not propose any publicly owned buildings.
10.70	The City of Folsom shall undertake all cost-effective operational and efficiency measures and consider the installation of onsite renewable energy technologies within appropriate portions of the Plan Area, including parks, landscape corridors and open space areas.	n/a	This is a City requirement, not a Project-specific requirement. The City of Folsom has plans in place to undertake the described cost-effective operational and efficiency measures and consider the installation of onsite renewable energy technologies within appropriate portions of the Plan Area, including parks, landscape corridors and open space areas.

Exhibit 3: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
<i>Water Efficiency Policies</i>			
10.71	All office, commercial, and residential land uses shall be required to install water conservation devices that are generally accepted and used in the building industry at the time of development, including low-flow plumbing fixtures and low-water-use appliances.	Yes	The Project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.72	A backbone “purple pipe” non-potable water system shall be designed and installed where feasible and practical to supply non-potable water to park sites, landscape corridors, natural parkways and other public landscaped spaces within the Plan Area.	n/a	Purple pipe has been incorporated into the Specific Plan for major collector roadway landscaping and funding is provided in the PFFP. Purple pipe infrastructure is not the applicant's responsibility.
10.73	Water efficient irrigation systems, consistent with the requirements of the latest edition of the California Model Water Efficient Landscape Ordinance, or similar ordinance adopted by the City of Folsom, shall be mandatory for all public agency projects and all private development projects with a landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit, plan check or design review.	Yes	The Project is designed to comply with the applicable Design Guidelines. Water efficient irrigation systems will be employed for use in project-area landscaping.
<i>Material Conservation & Resource Efficiency Policies</i>			
10.74	Use “Green” certified construction products whenever feasible.	Yes	The Project will comply with all green construction requirements associated within the City Code and State Building Code, such as those included in Title 24, etc.

Exhibit 3: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
10.75	Prepare a construction waste management plan for individual construction projects.	Yes	Prior to construction, a construction waste management plan will be prepared for the Project.
10.76	A minimum of 50% of the non-hazardous construction waste generated at a construction site shall be recycled or salvaged for reuse.	Yes	The waste management plan described in the notes for Policy 10.75 will provide for a minimum of 50% of the non-hazardous construction waste generated at a construction site to be recycled or salvaged for reuse.
10.77	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>			
10.78	All HVAC and refrigeration equipment shall not contain chlorofluorocarbons (CFCs).	Yes	California outlawed the use of HFCs in 2018. The Project is designed to comply with California law.
10.79	All fire suppression systems and equipment shall not contain halons.	Yes	The Project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.

Exhibit 3: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
10.80	Provide accessible screened areas that are identified for the depositing, storage and collection of non-hazardous materials for recycling for commercial, industrial/office park, mixed-use, public-use and multi-family residential projects.	Yes	See above.
10.81	Particleboard, medium density fiberboard (MDF) and hardwood plywood shall comply with low formaldehyde emission standards.	Yes	See above.
10.82	Limit the use of volatile organic compounds (VOC) in all construction materials.	Yes	See above.
Section 11 - Public Services and Facilities			
11.1	Public schools will be constructed in the Plan Area in accordance with the City Charter and state law.	n/a	The Project site is not designated or zoned for public schools, and the Project does not propose any school uses.
11.2	All public service facilities shall participate in the City's recycling program.	n/a	The Project does not propose any public service facilities.
11.3	Energy efficient technologies shall be incorporated in all Public Service buildings	n/a	See above.
11.4	Passive solar design and/or use of other types of solar technology shall be incorporated in all public service buildings.	n/a	See above.
11.5	The city shall strive to ensure that all public service buildings shall be built to silver LEED NC standards.	n/a	See above.
11.6	Utilize Crime Prevention Through Environmental Design (CPTED) principles in the design of all public service buildings.	n/a	See above.
11.7	If the existing slope of a public facilities site shown on Figure 11.1 exceeds five percent, the site shall be rough graded by the owner/developer/builder dedicating the public facilities site in accordance with grading plans approved by the City of Folsom, subject to a credit and/or reimbursement agreement.	n/a	See above.

Exhibit 3: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
11.8	Plan Area landowners shall, prior to approval of the annexation by LAFCo and prior to any Tier 2 Development Agreement, whichever comes first, comply with the schools provision in Measure W (Folsom Charter Provision Section 7.08D) and incorporate feasible school impact mitigation requirements as provided in LAFCo Resolution No. 1196, Section 13.	Yes	The Project will comply with school district and charter requirements with respect to Measure W.
Section 12 - Utilities			
12.1	Consistent with the provisions of City Charter Article 7.08 (A), the FPASP shall "identify and secure the source of water supply(is) to serve the Plan Area. This new water supply shall not cause a reduction in the water supplies designated to serve existing water users north of Highway 50 and the new water supply shall not be paid for by Folsom residents north of Highway 50.	n/a	The policy affects the City and does not apply to individual developers. The Project is consistent with the FPASP and complies with the City's water supply agreement.
12.2	Design and construct the necessary potable water, non-potable water for irrigation, wastewater and stormwater infrastructure require to serve the Plan Area. All infrastructure improvements shall follow the requirements established in the Water Master Plan, Wastewater Master Plan and the Storm Drainage Master Plan. Improvements will be based on phasing of development.	n/a	The policy affects the City and does not apply to individual developers.
12.3	Land shall be reserved for the construction of public utility facilities that are not planned within road rights-of-way, as required by the City of Folsom.	n/a	The Project site is not designated or zoned for public utilities, the Project does not propose public utilities.
12.4	Utilize Best Management Practices (BMPs) where feasible and appropriate.	Yes	BMPs will be utilized where feasible and appropriate.
12.5	Urban runoff will be treated prior to discharging to a water of the state (i.e. creek, wetland) in accordance with the City's most current Municipal Stormwater Permit requirements for new development.	Yes	The Project will comply with permit requirements.

Exhibit 3: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
12.6	Employ Low Impact Development (LID) practices, as required by the City of Folsom, in conformance with the City's stormwater quality development standards.	Yes	The Project is consistent with the Specific Plan requirements and the City requirements as they are updated from time to time.
Section 13 - Implementation			
<i>Financing Policies</i>			
13.1	The Plan Area shall fund its proportional share of regional backbone infrastructure costs and the full costs for primary and secondary backbone infrastructure.	Yes	The Project is consistent with Public Facilities Financing Plan.
13.2	The Plan Area shall fund the its proportional share of the costs for Plan Area public facilities including the municipal center, police and fire department stations, the city corp yard and community, neighborhood and local parks.	Yes	See above.
13.3	The City of Folsom shall apply for Sacramento Countywide Transportation Mitigation fee funding to help fund all eligible regional road backbone infrastructure.	n/a	See above.
13.4	A Plan Area fee will be created to fund backbone infrastructure and a proportional cost allocation system will be established for each of the Plan Area property owners.	n/a	See above.
13.5	City of Folsom impact and capital improvement fees shall be used to fund Plan Area backbone infrastructure and public facilities where allowed by law.	n/a	See above.
13.6	One or more Community Facilities Districts shall be created in the Plan Area to help finance backbone infrastructure and public facilities costs and other eligible improvements and/or fees.	n/a	See above.

Exhibit 3: Folsom Ranch Rental Neighborhood--FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Project Consistent?	Notes
<i>Phasing Policies</i>			
13.7	Submit a conceptual backbone infrastructure phasing plan for the appropriate development area with the first tentative map or building permit submittal. Updating of the conceptual backbone infrastructure phasing plan shall be a requirement of subsequent tentative map or building permit applications for each development area.	n/a	See above.
<i>Maintenance Policies</i>			
13.8	Create one or more Landscaping and Lighting Districts in the Plan Area for the maintenance and operation of public improvements and facilities and open space.	Yes	See above. The Project will comply with all requirements of applicable service districts.

Attachment 21

Access and Circulation Analysis Dated January 30, 2024

To: Jim Galovan, Eagle Commercial Partners, LLC
 Derek Hunter, Hunter Properties, Inc.
 Josh Rupert, Hunter Properties, Inc.

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

Re: *Traffic Access Evaluation*
 Folsom Ranch, Parcel 77 (Lot 8)
 Alder Creek Marketplace (Phase II)

Date: November 28, 2023

Per your request, we have prepared this access evaluation for your project, Alder Creek Marketplace (the “project”), in Folsom Ranch. The assumptions upon which this evaluation was prepared were identified by the City of Folsom¹. The following is a discussion of our evaluation, findings, and recommendations.

I. Land Use, Trip Generation, and Access

- *Project Overview (Exhibit 1)*
 - Alder Creek Marketplace
 - 95,000-square feet (sf) shopping plaza
- *Trip Generation Summary (Table 1)*
 - Alder Creek Marketplace is anticipated to generate² 335 and 858 driveway trips during the weekday AM and PM peak-hours, respectively.

Table 1 – Trip Generation Summary

Land Use (ITE Code)	Size (KSF)	Daily Trips	AM Peak-Hour					PM Peak-Hour				
			Total Trips	IN		OUT		Total Trips	IN		OUT	
				%	Trips	%	Trips		%	Trips	%	Trips
Shopping Plaza (821)	95.0	8,977	335	62%	208	38%	127	858	48%	412	52%	446
Total (Driveway Trips):		8,977	335		208		127	858		412		446

Source: *Trip Generation, 11th Edition, ITE.*

- *Access Conditions (Exhibit 1 as initially proposed)*

The project site is proposed to be served by the following access driveways:

 - East Bidwell Street – right-in/right-out, Side-Street Stop Controlled (SSSC)
 - The location of this driveway (approximately 350-feet downstream from the East Bidwell Street/Alder Creek Parkway signalized intersection is consistent with the City’s driveway spacing requirements³ (if located within 400-feet of an intersection containing left-turn pockets, access shall be limited to right-turn in, right-turn out only).
 - Alder Creek Parkway – right-in/right-out, SSSC
 - The location of this driveway (approximately 375-feet upstream from the Alder Creek Parkway/East Bidwell Street signalized intersection is consistent with the City’s driveway spacing requirements³ (if located within 400-feet of an intersection containing left-turn pockets, access shall be limited to right-turn in, right-turn out only).

¹ Virtual meeting with Steve Krahn, City of Folsom, August 30, 2023.

² *Trip Generation Manual, 11th Edition*, Institute of Transportation Engineers (ITE).

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

- Old Ranch Road (2) – full-access, SSSC
 - The locations of these driveways are consistent with the City’s driveway spacing requirements³ (at least 200-feet apart and at least 150-feet from an intersection on collector streets).
- Discovery Drive – full access, SSSC
 - The location of this driveway is consistent with the City’s driveway spacing requirements³ (at least 150-feet from an intersection on collector streets).

A previously completed traffic study⁴ is understood to form the basis of the ultimate East Bidwell Street corridor. 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 Site’s 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 project⁴ contemplated the Specific Plan land uses for the project site in the large Traffic Analysis Zone (#1830⁵). Accordingly, this TAZ and the associated assumptions have adequately accounted for the project. The project is consistent with the Specific Plan’s land use assumptions.
- *East Bidwell Street Intersections with Alder Creek Parkway and Old Ranch Road, Alder Creek Parkway intersection with Discovery Drive*
Figure 14 (Cumulative with Proposed SPA Condition Turning Movements and Lane Geometry) of the prior traffic study prepared for the Regency (Toll Brothers) at Folsom Ranch project⁴ indicates the anticipated intersection lane geometries and traffic control for the three primary intersections surrounding the project site. Furthermore, a prior traffic evaluation⁶ contemplated the project and these three intersections.

At the time of this report, the ultimate East Bidwell Street corridor, including its signalized intersection with Alder Creek Parkway and the full width segment through Old Ranch Road (without the depicted northbound left-turn lane) is under construction and nearing completion. Similarly, the ultimate segment of Alder Creek Parkway extending west from East Bidwell Street, past Discovery Drive is also under construction and nearing completion. Accordingly, because the ultimate frontage roadways and primary intersections were previously evaluated and are under construction, the focus of this evaluation is on the sites’ access driveways and localized circulation.

II. Trip Assignment

It was necessary to estimate the peak-hour driveway turning movements associated with the proposed project to allow for an evaluation and recommendation of lane configurations and potential treatments. These trips were developed as summarized below:

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

⁵ TAZ #1830 includes other uses, beyond those of the proposed projects.

⁶ *Parcel 61 (Lots 1, 2, and 3) & Parcel 77 (Lot 8) Tentative Subdivision Maps Traffic Evaluation*, Kimley-Horn, June 4, 2021.

- *Global Trip Assignment*

Informed using Figure 14 (Cumulative with Proposed SPA Condition Turning Movements and Lane Geometry) of the prior traffic study⁴:

 - ~40% of the trips originate from or are destined for points north
 - ~30% of the trips originate from or are destined for points south
 - ~20% of the trips originate from or are destined for points east
 - ~10% of the trips originate from or are destined for points west
- *Peak-Hour Driveway Volumes*
 - **Exhibit 2** depicts the estimated peak-hour volumes at the project driveways and critical adjacent intersections. 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 Ranch⁴ and related project documentation⁶, we offer the following general comments and recommendations for the conditions of approval anticipated to result from the completion of the project:

- *General Comments*
 - The project's East Bidwell Street and Alder Creek Parkway frontages are understood to be under construction and nearing completion at the time of this report. These improvements are anticipated to complete both roadways and the primary adjacent East Bidwell Street intersection with Alder Creek Parkway. The 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 and/or the noted improvements are not completed.
 - The project's generated trips, while understood to be a component of the prior studies' volumes^{4,6}, represent just a portion of the anticipated peak-hour demand. As noted, the prior study⁴ contemplated traffic associated with a larger development area (larger TAZ). Accordingly, because the project is consistent with the prior studies (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 studies.
 - Notwithstanding the noted access modifications discussed later in this document, the five access points and delineated on-site circulation paths are appropriate to serve the project's uses. Adequate circulation is provided to allow for reasonable and efficient emergency, delivery, and refuse vehicle access.
 - Adequate stopping sight-distance shall be provided and maintained at all project driveway intersections. Landscaping and hardscape features (including utility appurtenances) shall not obstruct the required sight triangles in a manner consistent with City of Folsom⁷ and Caltrans⁸ standards.
 - The East Bidwell Street and Alder Creek Parkway intersections with the site access driveways will restrict left-turns out. This is a common configuration supported by the City (and consistent with City requirements³). Traffic desiring to make these movements (outbound left-turns) would have to turn right and make a downstream u-turns or use other site access driveways.

⁷ Section 11.9, *Design Standards*, City of Folsom, August 25, 2020.

⁸ Section 405.1, *Caltrans' Highway Design Manual*, Caltrans, July 1, 2020.

- *Site Access Driveways*

The following is a discussion of each of the driveways proposed to serve the project site:

- (#1) East Bidwell Street – right-in/right-out, Side-Street Stop Controlled (SSSC)
As depicted in **Exhibit 2**, the southbound right-turn volume into the site totals 94 and 185 during the AM and PM peak-hours, respectively. As such, a southbound right-turn lane shall be provided⁹. This southbound right-turn lane shall total at least 315-feet (255-foot 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 lane¹⁰. As discussed later in this document (East Bidwell Street intersection with Old Ranch Road), a southbound right-turn lane is also required immediately downstream of this driveway. Based on input from the City and in a manner consistent with how the consecutive right-turn pockets were handled in the Phase I project, both pockets shall have their own bay tapers. See **Exhibit 3** for additional clarification.
- (#2 and #3) Old Ranch Road (2) – full-access, SSSC
The eastern driveway (#2) is anticipated to accommodate the majority of entering trips approaching from the south who are reasonably anticipated to use the median left-turn to be constructed along East Bidwell Street. Accordingly, 31 and 62 trips are approximated to turn right into the site at this location during the AM and PM peak-hours, respectively. Because Old Ranch Road is not an arterial, the right-turn taper/lane requirements do not apply. However, considering this driveway's prominent role in serving entering traffic approaching from the south and its proximity to East Bidwell Street, care should be given to minimize the likelihood of spill back into the public right-of-way. Old Ranch Road is proposed with 42-foot right-of-way, on-street (parallel) parking, and 26-feet of traveled way (13-foot travel lane in each direction). The low volume, low speed nature of this facility is supported by on-street parking. Delay from left-turn vehicles is anticipated to be minimal and actually serve to reinforce the traffic calming features of this facility. Nevertheless, the project shall restrict on-street parking along its frontage from the subject driveway to East Bidwell Street. This restriction will essentially provide an additional lane to be used should on-site operations results in spill-back onto Old Ranch Road.

The western driveway (#3) is a relatively low volume driveway. As noted above, the Old Ranch Road cross-section is anticipated to reinforce the desired traffic calming through this area. As such, no modifications are recommended.
- (#4) Discovery Drive – full access, SSSC
This location is a relatively low volume driveway. Discovery Drive is proposed with 68-foot right-of-way, on-street (angled) parking, and 32-feet of traveled way (16-foot travel lane in each direction). The low volume, low speed nature of this facility is supported by on-street parking. Delay from left-turn vehicles is anticipated to be minimal and actually serve to reinforce the traffic calming features of this facility.

⁹ Sections 12.5 & 12.6, *Design Standards*, City of Folsom, August 25, 2020.

¹⁰ Section 405.2(d), *Caltrans' Highway Design Manual*, Caltrans, July 1, 2020.

- (#5) Alder Creek Parkway – right-in/right-out, SSSC
As depicted in **Exhibit 2**, the eastbound right-turn volume into the site totals 21 and 41 during the AM and PM peak-hours, respectively. As such, an eastbound right-turn taper shall be provided⁹. Because of its proximity to the eastbound right-turn lane at the East Bidwell Street signalized intersection, the departure side of this driveway tapers shall include extension of and connection to the back of the noted right-turn pocket. See **Exhibit 3** for additional clarification.
- *East Bidwell Street Intersection with Old Ranch Road*
The evaluation of this intersection focuses on two elements, the southbound right-turn and the northbound left-turn, both of which are discussed below:
 - Southbound Right-Turn
As depicted in **Exhibit 2**, the southbound right-turn volume onto Old Ranch Road totals 95 and 192 during the AM and PM peak-hours, respectively. As such, a southbound right-turn lane shall be provided. To the extent possible, this southbound right-turn lane shall total at least 315-feet (255-foot 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 lane¹⁰. As previously discussed, (Phase II Site Access Driveways, #1), a southbound right-turn lane is also required immediately upstream of this intersection. Based on input from the City and in a manner consistent with how the consecutive right-turn pockets were handled in the Phase I project, both pockets shall have their own bay tapers. See **Exhibit 3** for additional clarification.
 - Northbound Left-Turn
The project shall construct a left-turn in the existing East Bidwell Street median totaling 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 lane¹⁰.
- *Alder Creek Parkway Intersection with Discovery Drive*
As depicted in the project's site plan (**Exhibit 1**), and as per the construction drawings provided for Alder Creek Parkway through the immediate project area¹¹, this intersection will restrict left-turns out of Discovery Drive and only provide westbound left/u-turns. As such, there are no left-turns allowed to or from Discovery Drive on the north side of Alder Creek Parkway. We understand that you, the project applicant, desire to explore the potential for left-turn access to/from Discovery Drive to the north as part of future development in the northwest corner of the East Bidwell Street intersection with Alder Creek Parkway (Phase III – Alder Creek Plaza). The following is a brief discussion pertaining to this request:
 - This intersection is located approximately 775-feet west of the signalized Alder Creek Parkway intersection with East Bidwell Street. The Folsom Plan Area Specific Plan¹² (FPASP), which is the governing circulation document for the project area, did not anticipate traffic signal control at this location.
 - Accounting for these turn restrictions results in the driveway turning movements considered previously in this evaluation (**Exhibit 2**).
 - To assist with this evaluation, an alternate trip assignment scheme was considered to approximate the shift of project and background traffic should

¹¹ *Improvement Plans for Parcel 61 & Parcel 77 Phase 1*, MacKay & Soms, May 2022.

¹² *Folsom Plan Area Specific Plan*, Figure 7.1 Circulation, August 2022.

these left-turns be allowed to/from Discovery Drive. These alternate volumes are characterized as follows:

- Providing northbound left-turn movements on Discovery Drive at Alder Creek Parkway does not meaningfully change the anticipated project traffic patterns. The anticipated benefit with this access revision is that westbound outbound project traffic is no longer required to make a u-turn movement at the downstream signalized Alder Creek Parkway intersection with East Bidwell Street.
- Providing southbound left-turn movements on Discovery Drive at Alder Creek Parkway would be anticipated to result in a noticeable reduction in the Phase III project’s westbound u-turns at the intersection during both the AM and PM peak-hours.
- If desired, we could engage with the City to evaluate the potential for the following traffic control strategies to more fully vet the potential for the alternate access:
 - Traffic Signal Control, anticipated to be rejected by the City due to proximity to East Bidwell Street and the associated challenges with forming turn pockets and avoiding spillback between consecutive, closely spaced signalized intersections.
 - Roundabout Control, the City is currently in the process of adopting a “Roundabout First” policy. Roundabouts are acknowledged to provide efficient left- and u-turn access while minimizing the number of auxiliary lanes needed to accommodate turning movements. Although this location presents several challenges (i.e., future bus rapid transit, 2-3 through lanes in each direction, proximity to East Bidwell Street, etc.), a roundabout should be considered as a viable traffic control strategy to more fully vet the potential of achieving the desired left-turns. This topic should be covered in timely and targeted discussions with the City.

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

- *On-Site Circulation*

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

- The site’s primary east-west drive aisle, connecting the East Bidwell Street and Discovery Drive access driveways provides a straight and continuous path of travel. This configuration has the potential to result in higher vehicle speeds, although this path of travel is not anticipated to be used by “cut-through” traffic, which is often a primary contributor to higher vehicular speeds. Nevertheless, considering the main entrance to the grocery anchor is along this path, pedestrian warning signing and striping should be used to delineate the crossing at the building entrance. A raised platform (i.e., “tabletop”) should be considered for application at the main entrance to both slow vehicles and to clearly delineate this potentially critical conflict zone.
- The concentration of movements at the onsite intersection with the Alder Creek Parkway driveway (adjacent to “S2” and “P3”) should provide clear right-of-way assignment in the form of side-street stop control, leaving the site driveway path uncontrolled.
- The site’s five driveways satisfy Minimum Required Throat Depth (MRTD) requirements, therefore, no MRTD modifications are warranted or recommended.

- **Drive-Through Facilities**

As depicted in the project site plan (**Exhibit 1**), the project proposes four pads/shops, each with a drive-through window. At the time of this study the specific users for these four facilities had not been identified by the project applicant. Per the City's requirements¹³, 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:

- "P2" (4,500-sf) – Drive-through storage for approximately 12-vehicles is indicated as being provided. Although anticipated to be contained, attention should be given to avoiding potential conflicts with the drive-through exit for "S2". To achieve this layout, the "P2" drive-through should include pavement markings, signs, and/or manual traffic control to encourage spill-back drive-through queuing to position along the "P2" building rather than extending east toward the "S2" drive-through exit.
- "S2" (5,000-sf) – Drive-through storage for approximately 7-vehicles is indicated as being provided, which is 3 vehicles short of the noted City requirement¹³. Furthermore, the orientation of this drive-through facility provides no protection from spillback creating significant on-site blockages that may affect offsite traffic operations. Accordingly, in addition to extending the drive-through to accommodate 3 additional vehicles, the orientation of "S2" should be modified in a manner that relocates the drive-through entrance as far away from the Alder Creek Parkway driveway, ideally in a manner that would allow spillback to be better contained within the general parking field serving "P2" and "S2".
- "P3" (4,500-sf) – Drive-through storage for approximately 11-vehicles is indicated as being provided, which meets City requirements. Therefore, no modifications are recommended.
- "P4" (4,500-sf) – Drive-through storage for approximately 13-vehicles is indicated as being provided. 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 aisle, thereby creating an operational condition that may ultimately cause vehicle spillback into the public right-of-way (Old Ranch Road). As previously discussed, (Section "III Access Review"), adjacent Old Ranch Road driveway should be relocated as far west as possible. By doing so, additional space will be provided to better contain drive-through spillback associated with "P4". To minimize the potential for spillback into the public right-of-way, the on-site signing and pavement delineations associated with this facility should require the drive-through queue to extend in an orderly fashion within the parking field. 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 3**.

¹³ Section 13.2, *Design Standards*, City of Folsom, August 25, 2020.

V. Summary of Recommendations

Based on the assessment documented above, the following is a summary of our recommendations. **Exhibit 3** depicts the various recommendations. Because early collaboration led to the Applicant proactively addressing several of these recommendations by revising its site plan (see **Exhibit 4**), **Exhibit 3** designates those recommendations that have been fully incorporated in the Project design. It is our understanding that the remainder of the recommendations will be implemented by the Applicant as well, in full or part, in consultation with the City.

- **[#1 – as noted on Exhibit 3]** Adequate stopping sight-distance shall be provided and maintained at all project driveway intersections. 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.
- **[#2]** (Driveway #1) East Bidwell Street – construct a southbound right-turn lane totaling at least 315-feet (255-foot deceleration plus 60-foot bay taper).
- **[#3]** (Driveway #2) Old Ranch Road – restrict on-street parking along project frontage from the subject driveway to East Bidwell Street.
- **[#4]** (Driveway #5) Alder Creek Parkway – construct an eastbound right-turn taper and include the extension of and connection to the back of the downstream right-turn pocket at East Bidwell Street.
- **[#5]** Provide pedestrian warning signing and striping along the main east-west drive aisle to delineate the crossing at the grocery building entrance. A raised platform (i.e., “tabletop”) should be considered for application at the main entrance to both slow vehicles and to clearly delineate this critical conflict zone.
- **[#6]** Provide clear right-of-way assignment in the form of side-street stop control, leaving the site driveway path uncontrolled at the Alder Creek Parkway driveway (adjacent to “S2” and “P3”).
- **[#7]** The “P2” drive-through should include pavement markings, signs, and/or manual traffic control to encourage spill-back drive-through queuing to position along the “P2” building rather than extending east toward the “S2” drive-through exit.
- **[#8]** The “S2” drive-through storage shall be extended to accommodate at least 3 additional vehicles (10 total). Furthermore, the orientation of “S2” should be modified in a manner that relocates the drive-through entrance as far away from the Alder Creek Parkway driveway, ideally in a manner that would allow spillback to be better contained within the general parking field serving “P2” and “S2”.
- **[#9]** To minimize the potential for spillback into the public right-of way associated with the “P4” drive-through, on-site signing and pavement delineations associated shall require the drive-through queue to extend in an orderly fashion within the parking field. 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.
- **[#10]** East Bidwell Street @ Old Ranch Road – a southbound right-turn lane shall be provided. To the extent possible, this southbound right-turn lane shall total at least 315-foot (255-foot deceleration plus 60-foot bay taper). This pocket should have its own bay taper. Also construct a left-turn in the existing East Bidwell Street median totaling at least 315-foot (255-foot storage/deceleration plus 60-foot bay taper).

Attachments

Exhibit 1 – Alder Creek Marketplace Site Plan

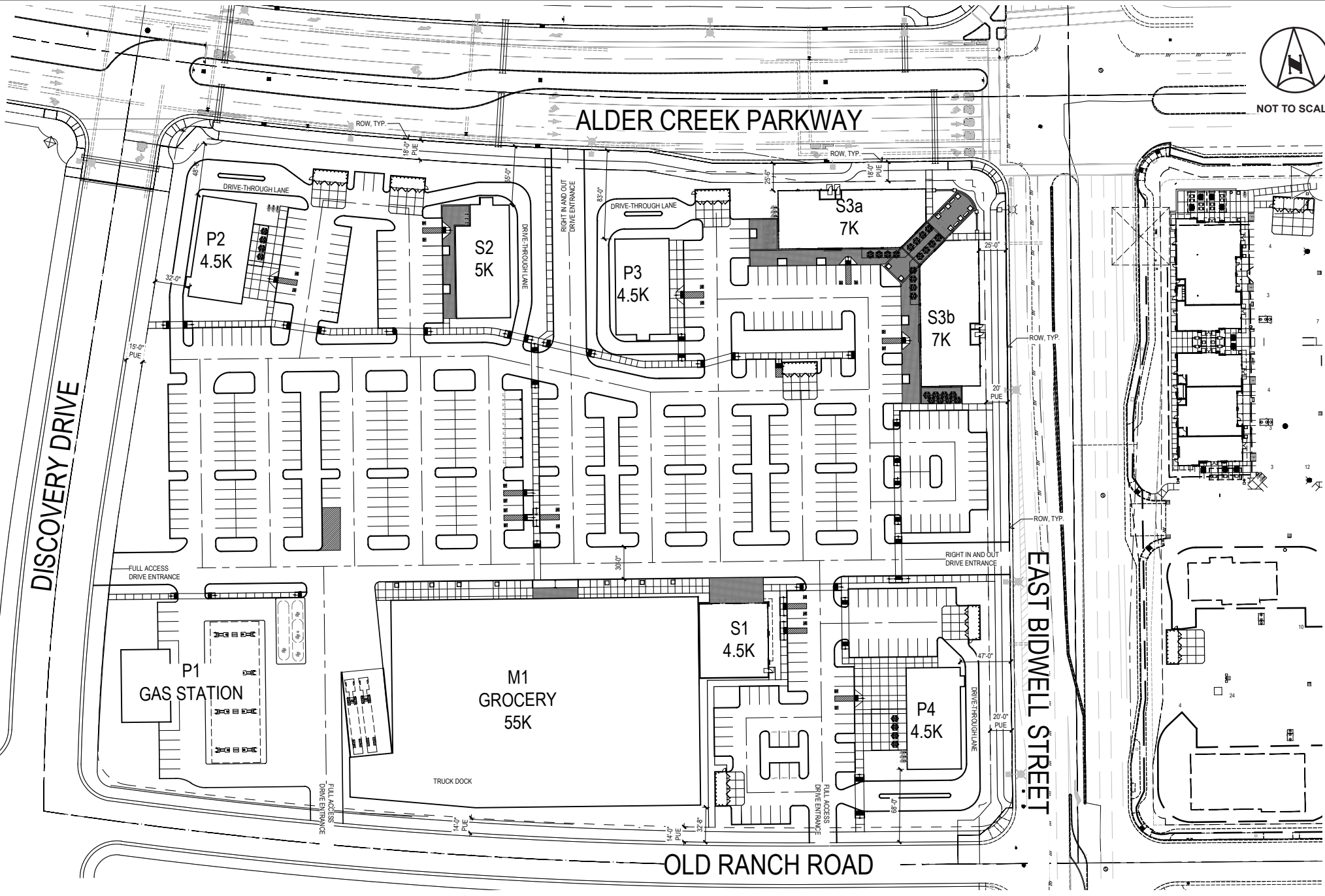
Exhibit 2 – Peak-Hour Volumes

Exhibit 3 – Summary of Project Recommendations

Exhibit 4 – Updated Alder Creek Marketplace Site Plan



NOT TO SCALE

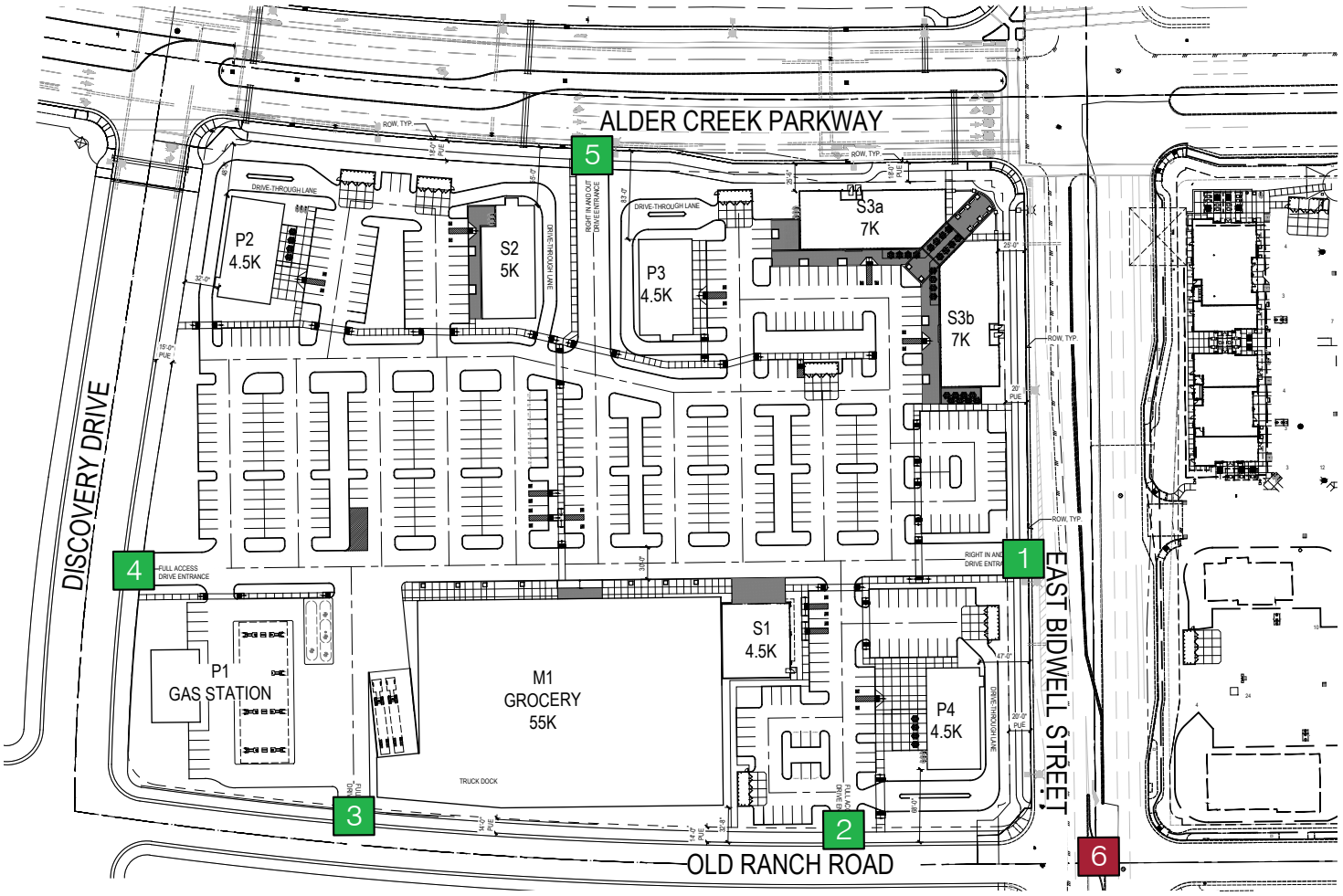
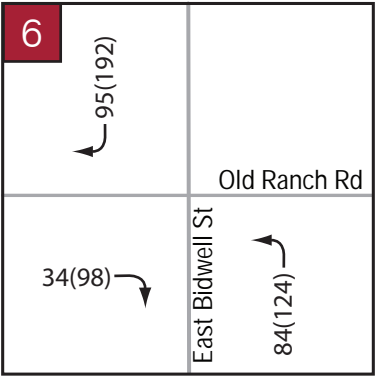
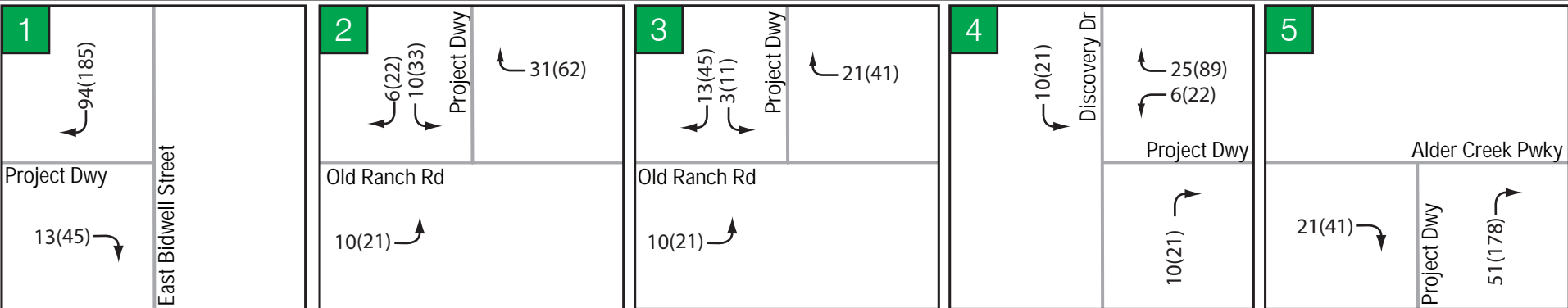


Site Plan Source: OVERALL SITE PLAN ALDER CREEK MARKETPLACE, LPAS Architecture + Design

Alder Creek Marketplace - Traffic Access Evaluation



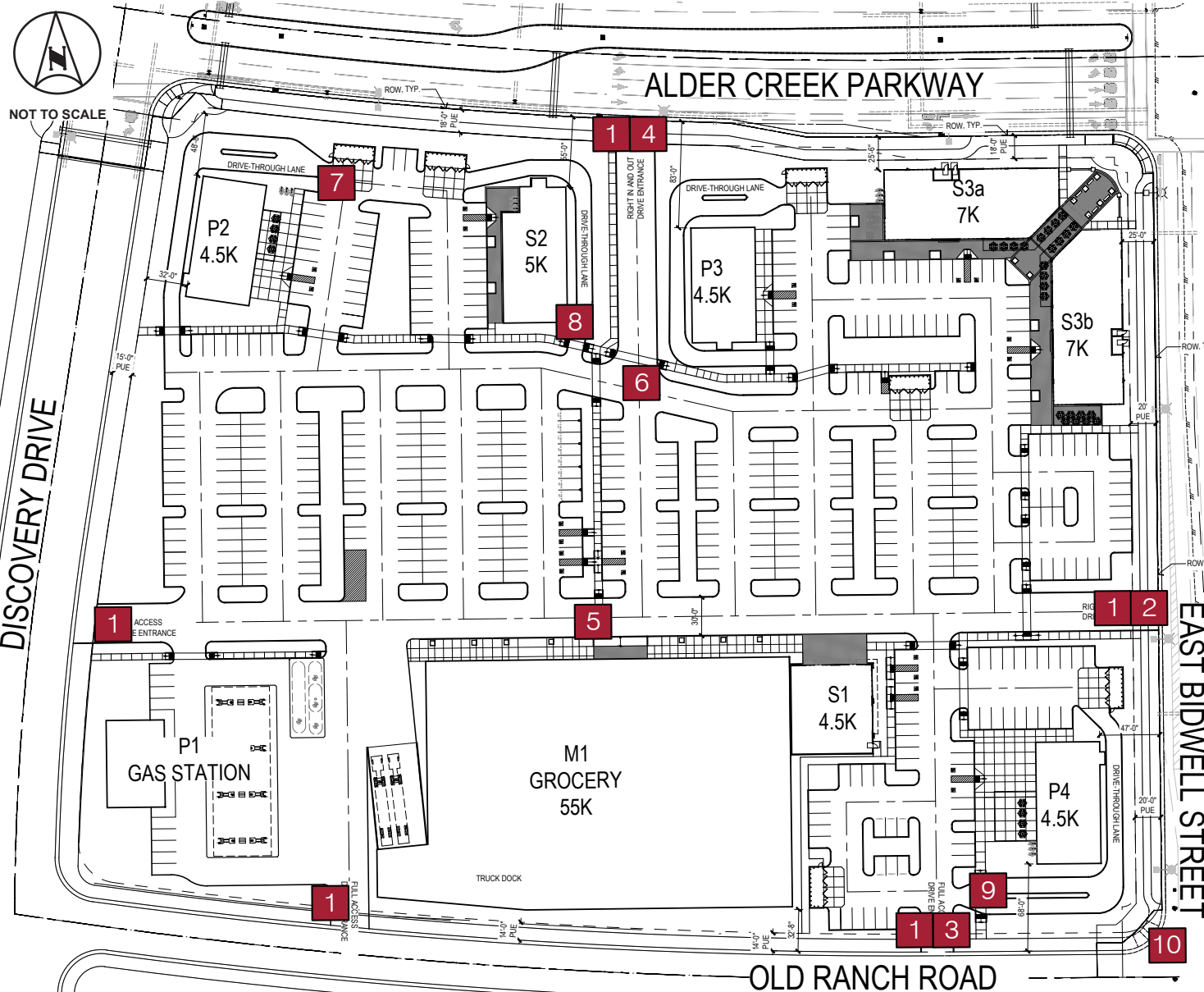
NOT TO SCALE



LEGEND

- # Project Driveway
- # Adjacent Intersection
- AM(PM) Trip Assignment

Site Plan Source: OVERALL SITE PLAN ALDER CREEK MARKETPLACE, LPAS Architecture + Design



IMPROVEMENTS SUMMARY

- 1 Adequate stopping site-distance shall be required and maintained at all project driveway intersections in a manner consistent with City of Folsom and Caltrans requirements.
- 2 Construct a southbound right-turn lane at Driveway #1 to total at least 315-ft (255-ft decel, 60-ft bay taper).
- 3 Restrict on-street parking along project frontage from Driveway #2 to E Bidwell St.
- 4 Construct eastbound right-turn taper into driveway. Include extension of and connection to back of downstream right-turn pocket at E Bidwell St.
- 5 Construct pedestrian warning signing and striping along main east-west drive aisle at grocery building entrance. A raised platform ("table top") should be considered to both slow vehicles and clearly delineate pedestrian conflict zone.
- 6 Provide clear right-of-way assignment via side-street stop control, leaving site driveway path uncontrolled at Alder Creek Pkwy.
- 7 "P2" drive-through should include pavement markings, signs, and/or manual traffic control to direct spill-back queue positioning along the "P2" building rather than toward the "S2" drive-through exit.
- 8 "S2" drive-through shall be extended to accommodate at least three (3) additional vehicles (storage for 10 total). Orientation of "S2" should be modified to relocate drive-through entrance as far away from Alder Creek Pkwy driveway as possible.
- 9 "P4" drive-through on-site signing and pavement markings shall direct drive-through queue to extend within parking field via use of "KEEP CLEAR" pavement markings and supplementary drive-through wayfinding signage.
- 10 Construct southbound right-turn lane. To the extent possible, southbound right-turn lane shall total at least 315-ft (255-ft deceleration, 60-ft bay taper). Turn lane should have it's own bay taper. Also, to the extent possible, construct left-turn in at existing E Bidwell St median totalling at least 315-ft (255-ft storage/deceleration, 60-ft bay taper).

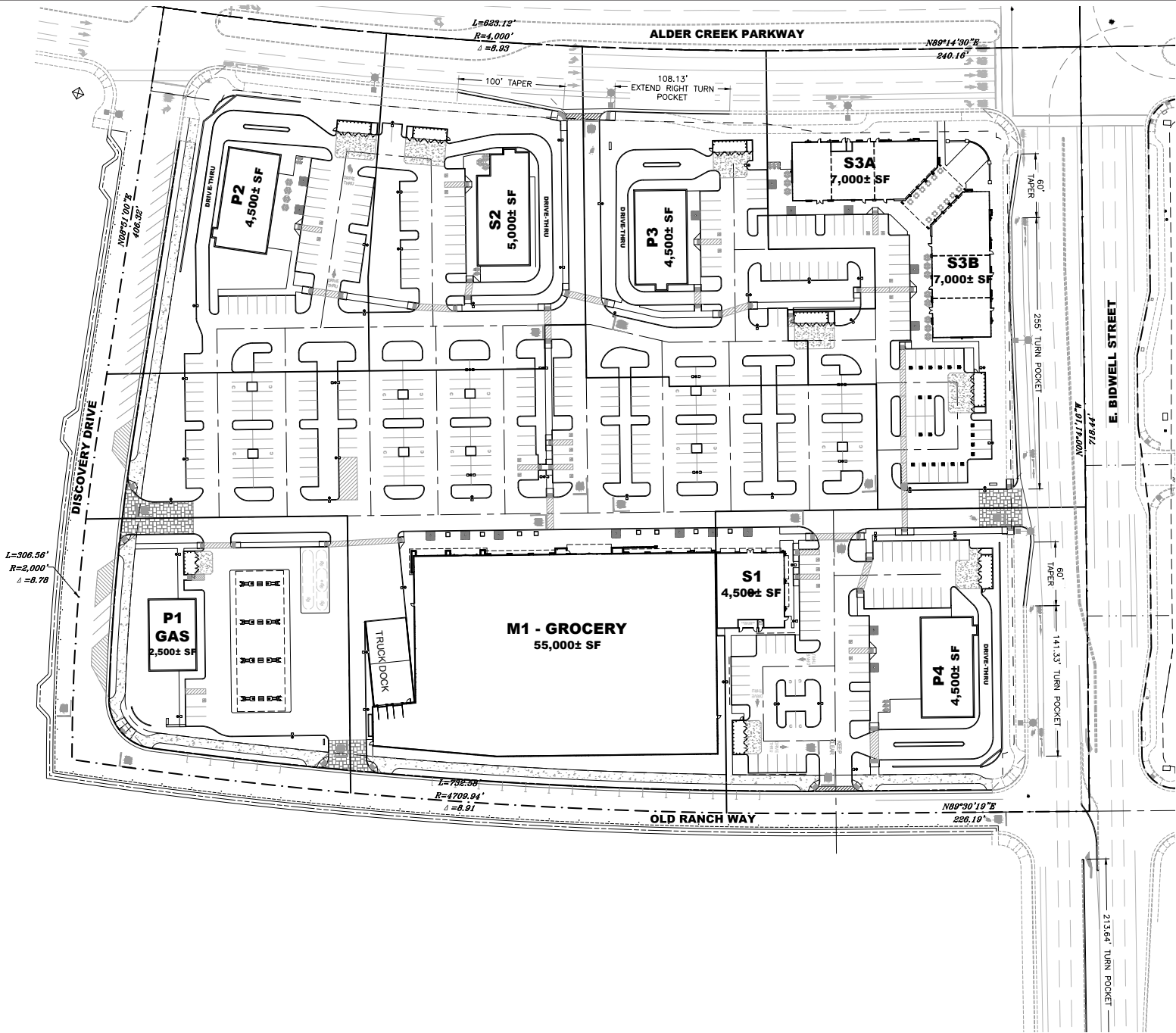
LEGEND

Improvements that have proactively been implemented and are reflected in updated site plan (see Exhibit 4)

Site Plan Source: OVERALL SITE PLAN ALDER CREEK MARKETPLACE, LPAS Architecture + Design



NOT TO SCALE



Site Plan Source: UPDATED SITE PLAN ALDER CREEK MARKETPLACE, RSC Engineering, 11/27/23

Attachment 22

Environmental Noise Analysis Dated November 28, 2023



Environmental Noise Assessment

Alder Creek Marketplace

City of Folsom, California

November 28, 2023

Project #231009

Prepared for:

HUNTER PROPERTIES

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INTRODUCTION

The Alder Creek Marketplace project is located in the City of Folsom, California, within the Folsom Plan Area Specific Plan (FPASP). The FPASP, including any development on the project site consistent with its current land use designation and zoning, was environmentally analyzed under the California Environmental Quality Act (CEQA) in the 2011 FPASP Environmental Impact Report (EIR) and any applicable subsequent EIR addenda.

The project includes the construction of a new grocery building, three retail buildings, four fast food restaurants, and a fuel station. Surrounding land uses include future medium density and mixed use residential. The proposed project is consistent with current land use designation and zoning.

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

ENVIRONMENTAL SETTING

BACKGROUND INFORMATION ON NOISE

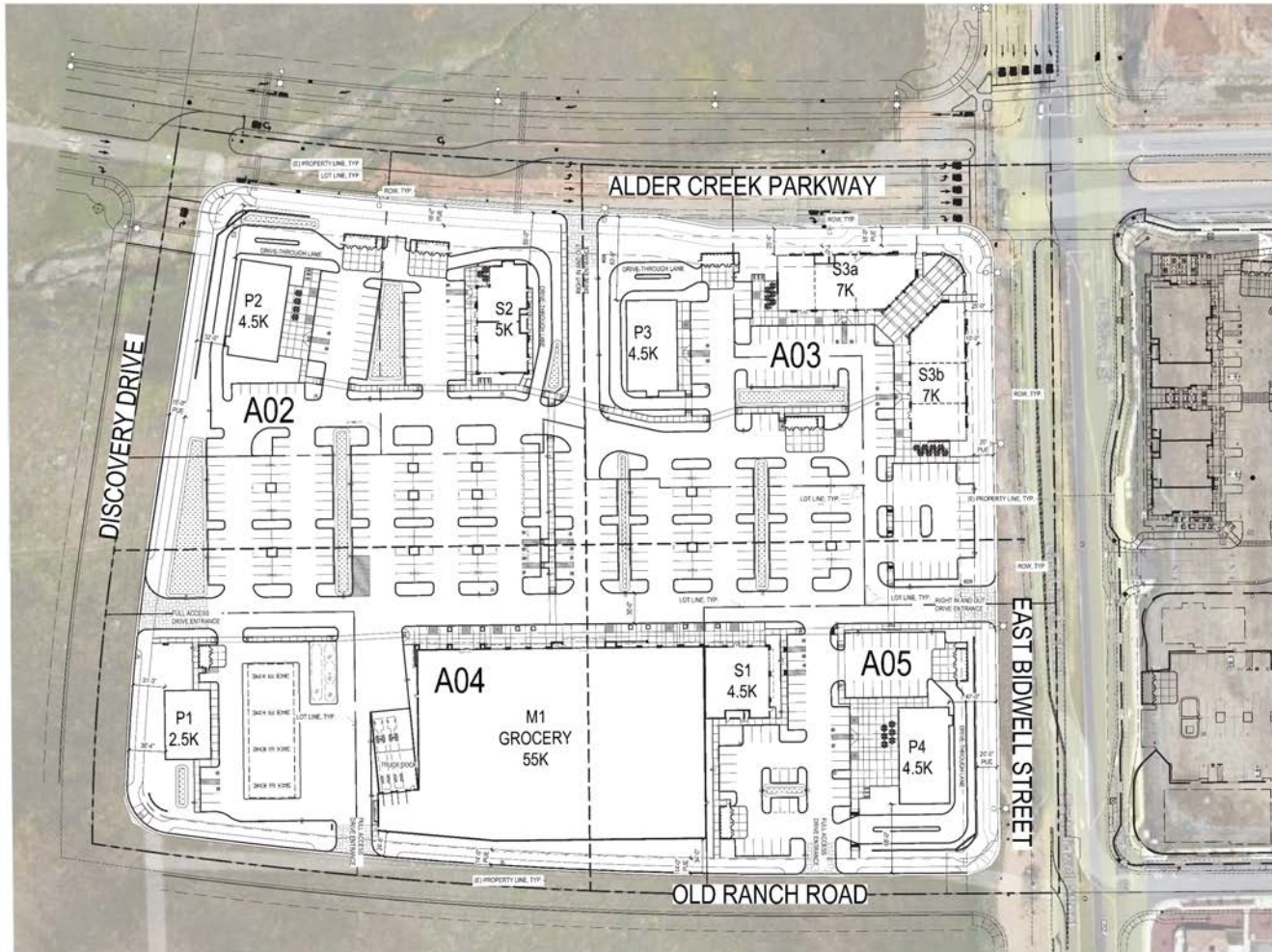
Fundamentals of Acoustics

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.



- DEVIATION:
- BUILDING SETBACK FROM ALDER CREEK PARKWAY TO BE 7' FROM PUBLIC SIDEWALK
 - BUILDING SETBACK FROM EAST BIDWELL STREET TO BE 10' FROM PUBLIC SIDEWALK

CRC 118 COMMERCIAL PARKING SUMMARY: FOLSOM RANCH-PHASE 2

REQUIRED MINIMUM LOT SIZE	NO.	STALLS	REQUIRED ACCESSIBLE PARKING	NO.	STALLS
TOTAL PROVIDED PARKING	423	STALLS			
STANDARD PARKING STALLS					
PROVIDED STALLS	423	STALLS	REQUIRED ACCESSIBLE PARKING	8	STALLS
PROVIDED ACCESSIBLE STALLS	8	STALLS	REQUIRED ACCESSIBLE STALLS	8	STALLS
PROVIDED ELECTRIC VEHICLE CHARGING STATIONS	0	STALLS	REQUIRED ELECTRIC VEHICLE CHARGING STATIONS	0	STALLS
PROVIDED ELECTRIC VEHICLE CHARGING STATIONS	0	STALLS	REQUIRED ELECTRIC VEHICLE CHARGING STATIONS	0	STALLS
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PROVIDED ELECTRIC VEHICLE CHARGING STATIONS	0	STALLS	REQUIRED ELECTRIC VEHICLE CHARGING STATIONS	0	STALLS

THE SHOPS AT FOLSOM RANCH - PHASE 2- OPT. 2.7

PARCEL SIZE: 15.100 +/- ACRES (LOT 4 - GROSS)
 BUILDABLE AREA: +/- 12.124 ACRES (NET)

LEASE AREAS:

MAJOR 1 - GROCERY:	55,000 SF
PAD 1 - GAS STATION:	3,000 SF
PAD 2 - DRIVE-THRU (100 SEATS):	4,500 SF
PAD 3 - DRIVE-THRU (100 SEATS):	4,500 SF
PAD 4 - DRIVE-THRU (100 SEATS):	4,500 SF
SHOPS 1 - RETAIL:	4,500 SF
SHOPS 2 - RETAIL/ DRIVE-THRU:	5,000 SF
SHOPS 3a - RETAIL:	7,000 SF
SHOPS 3b - RETAIL:	7,000 SF

TOTAL LEASE AREA: 95,000 SF

CITY PARKING REQUIREMENT:

RETAIL REQ. PARKING (3/ 1,000 SF*)	245
DRIVE THRU REQ. PARKING (1 PER 3 SEATS)	100
TOTAL REQUIRED STALLS:	345

PROVIDED STALLS: 423
 PROVIDED PARKING RATIO: 4.5/ 1,000 SF

*If located within a shopping center or other mixed-use development which is predominantly retail-commercial, the retail commercial parking requirement applies, provided that there are no parking agreements and the total commercial gross floor area of the retail establishment(s) does not exceed the percent of the gross floor area of the shopping center.

PARKING STALL DIMENSIONS: 9' WIDE X 19' DEEP



OVERALL SITE PLAN

ALDER CREEK MARKETPLACE | Folsom, CA

A.04

PROJECT NO: 1405-0002

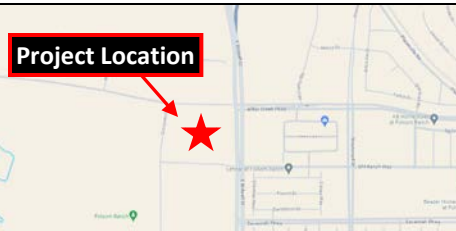
September 15, 2023

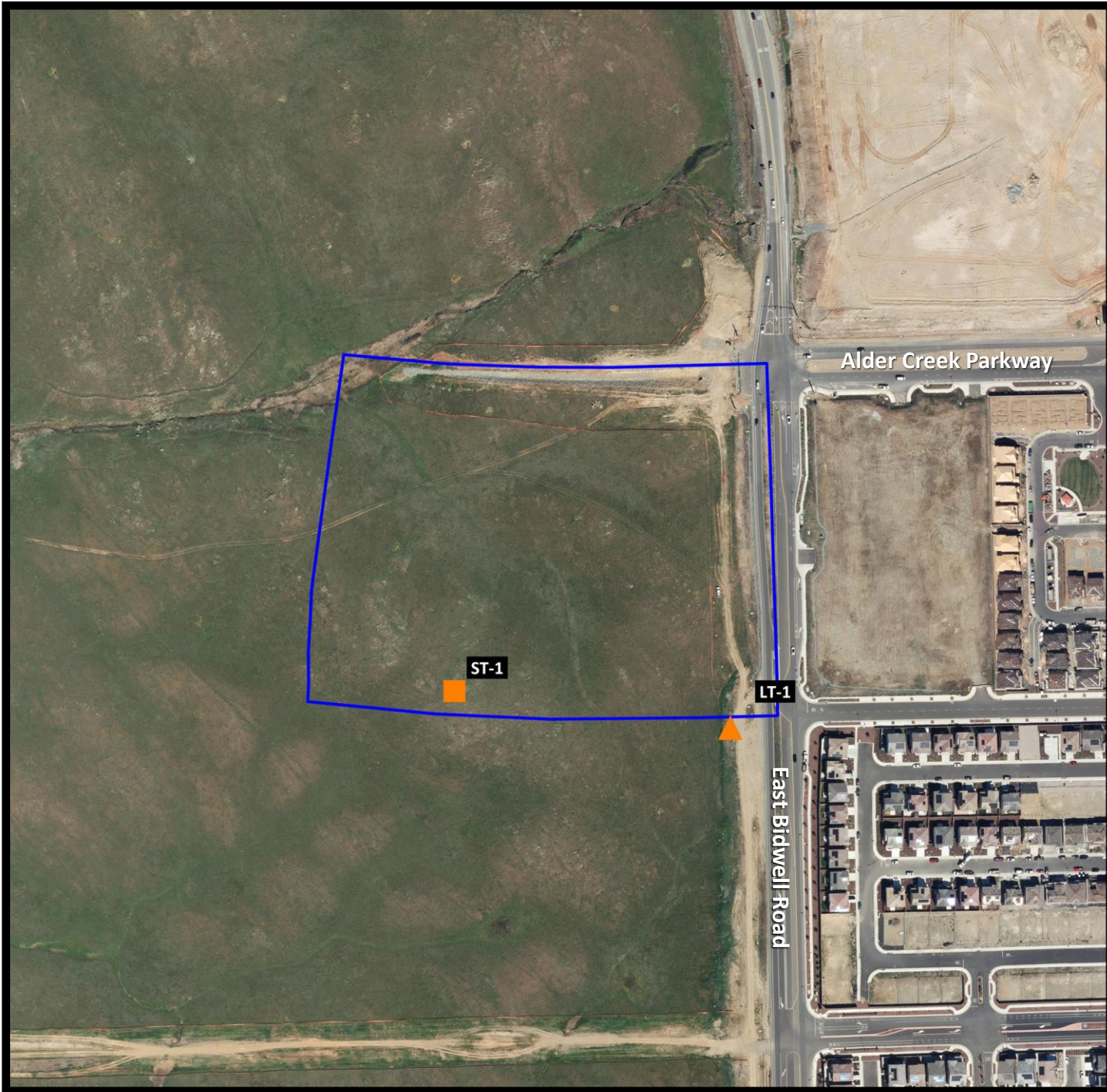
Alder Creek Marketplace

City of Folsom, California

Figure 1

Project Site Plan








Alder Creek Marketplace

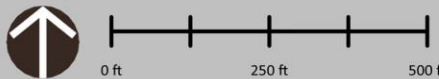
City of Folsom, California

Figure 2

Noise Measurement Sites

Legend

-  Project Site
-  Noise Measurement Site - Long Term
-  Noise Measurement Site - Short Term



Projection: UTM Zone 10 / WGS84 / meters
Rev. Date: 11/08/2023



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 planned residential uses to the south and west 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. 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 one location on 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 _{dn}	Daytime L _{eq}	Daytime L ₅₀	Daytime L _{max}	Nighttime L _{eq}	Nighttime L ₅₀	Nighttime L _{max}
LT-1: 100 ft. to CL of East Bidwell St.	11/8/23	67	65	62	81	59	50	72
	11/9/23	66	65	62	81	59	46	74
ST-1: Southwestern Corner of Project	11/19/23 10:59 AM	N/A	47	46	57	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 project and no-project conditions.

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_{eq} values for free-flowing traffic conditions. To predict traffic noise levels in terms of L_{dn}, 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. EPAP and Cumulative traffic volumes for the local roadway network were obtained from the Regency at Folsom Ranch Transportation Impact Study (T.Kear, 2019). Existing traffic increases were not analyzed as development in the specific plan area has changed significantly since the 2019 study was conducted. The predicted increases in traffic noise levels on the local roadway network for EPAP and Cumulative conditions which would result from the project are provided in terms of L_{dn}.

Tables 3-4 summarize the modeled traffic noise levels at the nearest existing 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: EPAP TRAFFIC NOISE LEVEL AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES

Roadway	Segment	Predicted Exterior Noise Level (dBA L _{dn}) at Closest Sensitive Receptors		
		EPAP No Project	EPAP + Project	Change
East Bidwell Street	South of Old Ranch Way	60.7	61.3	0.6
Old Ranch Way	East of E Bidwell Street	48.3	48.7	0.4
Alder Creek Pkwy	East of E Bidwell Street	55.1	56.5	1.4

TABLE 4: CUMULATIVE TRAFFIC NOISE LEVEL AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES

Roadway	Segment	Predicted Exterior Noise Level (dBA L _{dn}) at Closest Sensitive Receptors		
		Cumulative No Project	Cumulative + Project	Change
East Bidwell Street	South of Old Ranch Way	62.8	63.2	0.4
Old Ranch Way	East of E Bidwell Street	48.3	48.8	0.5
Alder Creek Pkwy	East of E Bidwell Street	60.7	61.1	0.4

Based upon the **Tables 3-4** data, the proposed project traffic is predicted to result in a maximum increase of 1.4 dBA above EPAP conditions along one segment of Alder Creek Parkway only, with predicted increases of between 0.4 and 0.6 dBA at all other locations and under all other conditions.

EVALUATION OF PROJECT OPERATIONAL NOISE ON EXISTING SENSITIVE RECEPTORS

Rooftop HVAC equipment, on-site vehicle circulation, drive-thru speakers, and truck deliveries are considered to be the primary noise sources for this project. The following assumptions were used to predict noise produced by the proposed project.

LOADING DOCK AND TRUCK CIRCULATION NOISE GENERATION

To determine typical noise levels associated with the proposed loading docks, Saxelby Acoustics utilized average sound level data collected at similar grocery store loading docks. Activities during the peak hour of loading dock activities included truck arrival/departures, truck idling, truck backing, air brake release, operation of truck-mounted refrigeration units, and operation of truck lifts. The results of the loading dock noise measurements indicate that the loading docks produce an average noise level of 57 dBA L_{eq} at a distance of 100 feet from the center of the loading dock area. Maximum noise levels were found to be approximately 20 dBA higher than average noise levels.

ROOFTOP HVAC

Saxelby Acoustics assumed each quick-service restaurant and the gas station convenience store would have three ten-ton packaged units (Sound Power Level: 88.3 dBA each) and one ten-ton air-cooled chiller unit (Sound Power Level: 91 dBA). Saxelby Acoustics also assumed that each retail space would be serviced by one ten-ton packaged unit (Sound Power Level: 88.3 dBA) and the proposed grocery store would include a 50-ton packaged

HVAC rooftop unit (Sound Power Level: 91 dBA). 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. Manufacturer’s data.

PARKING LOT CIRCULATION

The commercial component of the project is projected to generate 858 on-site trips in the afternoon peak hour (Kimley Horn, 2023). Saxelby Acoustics assumed that up to 9 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.

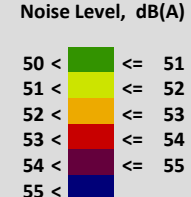
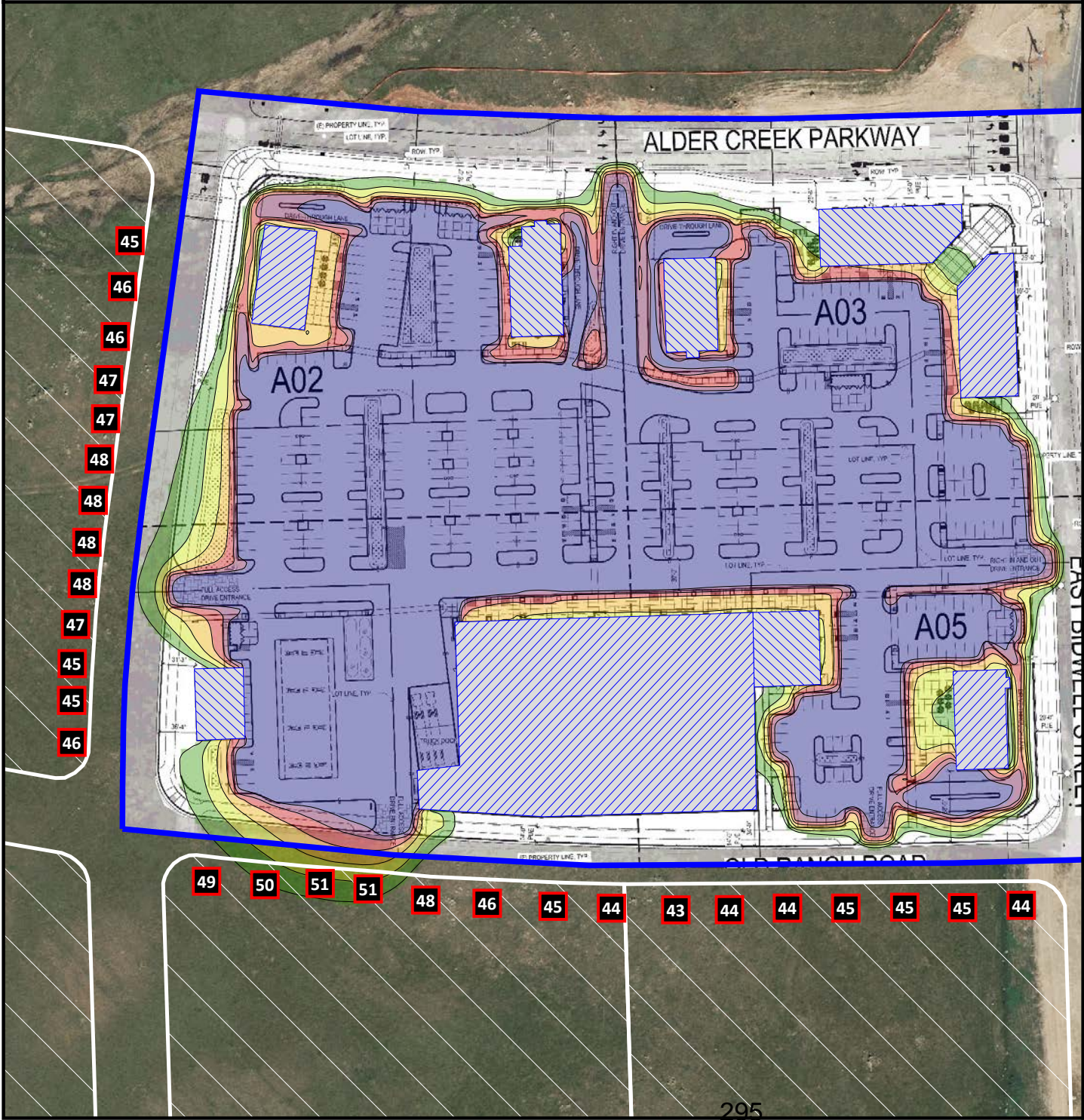
RESULTS

Saxelby Acoustics used the SoundPLAN noise model to calculate noise levels at the nearest sensitive receptors. Input data included sound power levels for the proposed equipment, existing and proposed buildings, terrain type, and locations of sensitive receptors. These predictions are made in accordance with International Organization for Standardization (ISO) standard 9613-2:1996 (Acoustics – Attenuation of sound during propagation outdoors). ISO 9613 is the most commonly used method for calculating exterior noise propagation. 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}) noise levels are shown in **Figures 3 and 4**.

Alder Creek Marketplace

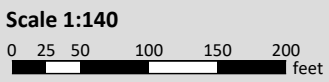
City of Folsom, CA

Figure 3
Daytime Project Noise Levels
Leq,d, dB(A)



Legend

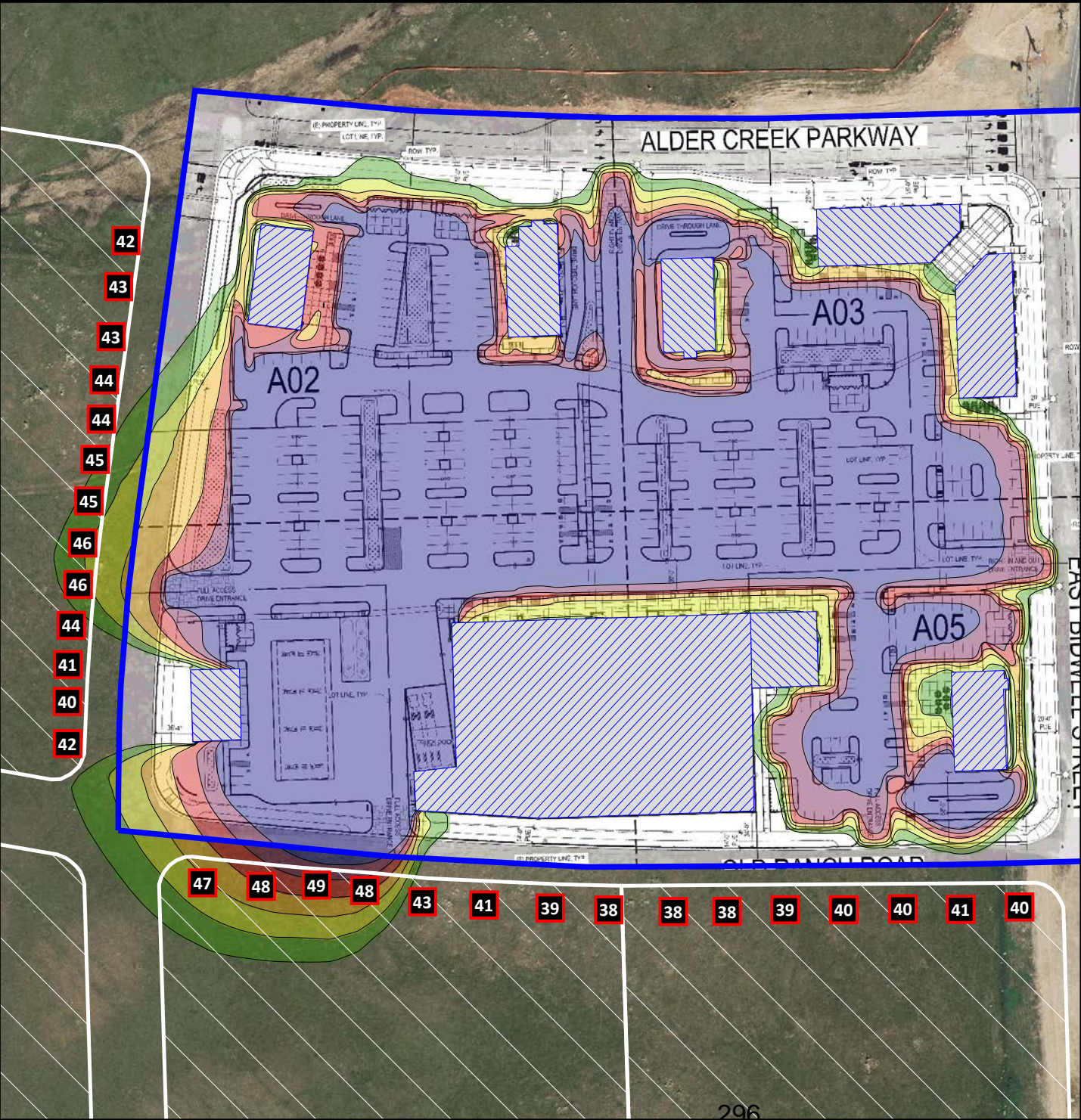
- Project Building
- Project Site



Alder Creek Marketplace

City of Folsom, CA

Figure 4
Nighttime Project Noise Levels
Leq,n, dB(A)



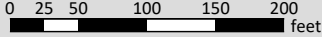
Noise Level, dB(A)

45 <	<= 46
46 <	<= 47
47 <	<= 48
48 <	<= 49
49 <	<= 50
50 <	

Legend

- Project Building
- Project Site

Scale 1:140



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 5**, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dB at a distance of 50 feet.

TABLE 5: 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 6** shows the typical vibration levels produced by construction equipment.

TABLE 6: 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 7** below:

TABLE 7: 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 8: 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)

8.42.060 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)

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 9**, 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 9 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 9: 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 RECOMMENDATIONS/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]). Although the proposed project is eligible for streamlined CEQA review provided in Public Resources Code section 21083.3 and CEQA Guidelines section 15183, and therefore a traditional Appendix G checklist discussion is not required here, it is included nevertheless for informational purposes.

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 10** 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 10: 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 10** 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 10** criteria is that, as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause annoyance.

Temporary Construction Noise Impacts

With temporary noise impacts (construction), identification of “substantial increases” depends upon the duration of the impact, the temporal daily nature of the impact, and the absolute change in decibel levels. 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.

The City has not adopted any formal standard for evaluating temporary construction noise which occurs within allowable hours. For short-term noise associated with Project construction, although not required analysis by the City, Saxelby Acoustics recommends use of the Caltrans increase criteria of 12 dBA (Caltrans Traffic Noise Protocol, 2020), applied to existing residential receptors in the project vicinity. This level of increase is approximately equivalent to a doubling of sound energy and has been the standard of significance for Caltrans projects at the state level for many years. Application of this standard to construction activities is considered reasonable considering the temporary nature of construction activities.

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 10** 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 3-4**, the maximum noise level increase due to project traffic is +1.4 dBA. This is less than the minimum significance threshold of +1.5 dBA. 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 51 dBA L_{eq} during daytime (7:00 a.m. to 10:00 p.m.) hours and 49 dBA L_{eq} during nighttime (10:00 p.m. to 7:00 a.m.) hours. The predicted project noise levels would comply with the City of Folsom daytime noise standard of 55 dBA L_{eq} , but exceed the City's daytime 50 dBA L_{50} noise ordinance standard and the City's nighttime noise level standard of 45 dBA L_{eq}/L_{50} . Therefore, a noise control design feature is recommended to accompany the applicable and required FPASP EIR noise mitigation measure (discussed below).

To achieve compliance with the City of Folsom noise level standards, Saxelby Acoustics recommends a noise control design feature which specifies the construction of a 10-foot-tall sound wall along the western boundary of the proposed grocery store loading dock. As shown in **Figures 5 and 6**, inclusion of the wall in project design would reduce noise levels from the loading dock to below 50 dBA L_{eq}/L_{50} during the day and below 45 dBA L_{eq}/L_{50} at night.

It should be noted that maximum noise levels generated by the residential HVAC units and on-site vehicle circulation are predicted to be no greater than 20 dBA above the average (L_{eq}/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_{eq}/L_{50} standards. Therefore, where average noise levels are in compliance with the L_{eq}/L_{50} standards, maximum noise levels will also meet the City's standards. Based upon the predicted average noise levels of 49 dBA L_{eq} during daytime and 44 dBA L_{eq} during nighttime, the maximum noise levels will be 69/64 dBA L_{max} and comply with the City's maximum standards.

Operational noise produced by the proposed project would be reduced to less-than-significant for the proposed project with implementation of FPASP EIR Mitigation Measure 3A.11-5, reproduced below, accompanied by the below noise control design feature recommendation for loading docks.

Mitigation Measure 3A.11-5: Implement Measures to Reduce Noise from Project-Generated Stationary Sources.

The project applicant(s) for any particular discretionary development project shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor:

- Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.). All electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications.
- External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise-reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors.

- Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.
- Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.

Implementation: Project applicant(s) and primary contractor(s) of all project phases.

Timing: Before and during construction activities in the FPASP.

Enforcement: City of Folsom Community Development Department.

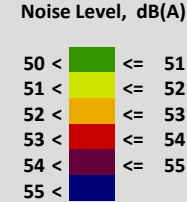
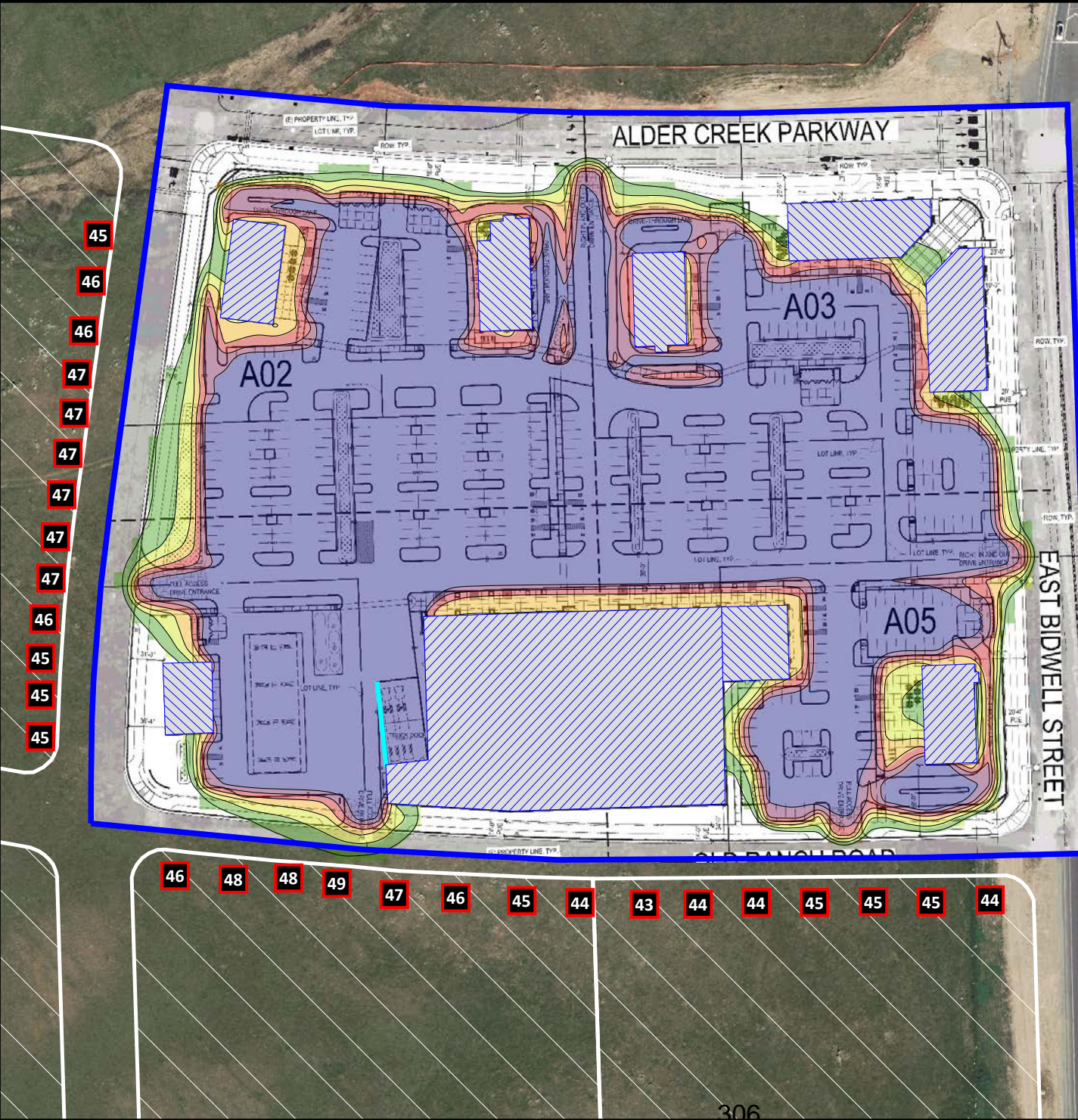
Noise Control Design Feature Recommendation




Prior to approval of project improvement plans, the plans for the proposed project shall show that a minimum ten-foot-tall sound wall should be constructed along the western boundary of the proposed grocery store loading dock per the approval of the City Engineer. The wall should connect to the building and extend approximately 75 feet. The approximate location of the barrier is shown on **Figure 5**.

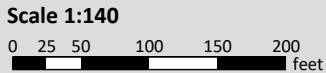
Alder Creek Marketplace

City of Folsom, CA

Figure 5
Daytime Project Noise Levels
w/ Sound Wall
Leq,d, dB(A)



- Legend**
-  Project Building
 -  Project Site
 -  10-ft Sound Wall

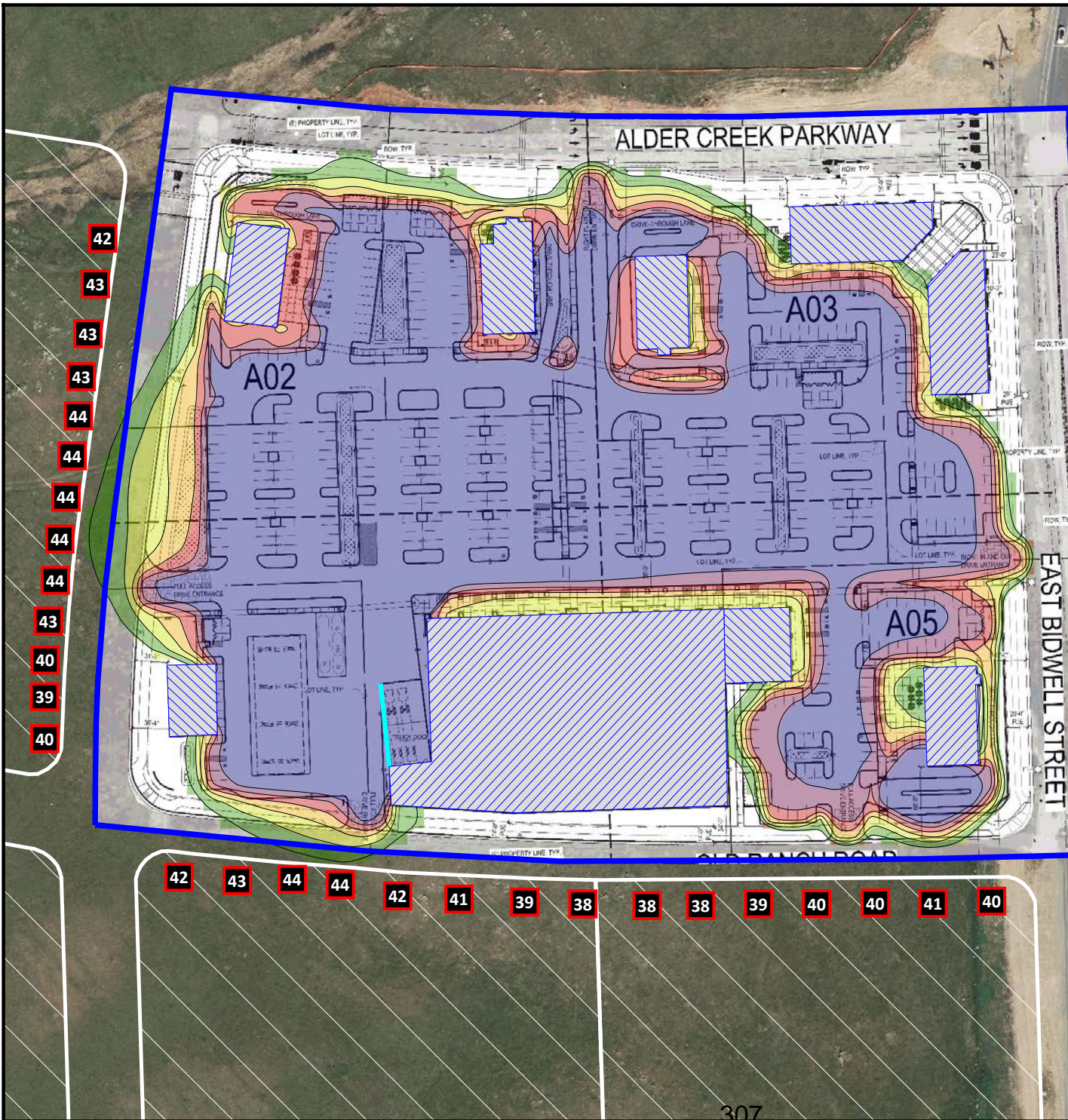


Alder Creek Marketplace

City of Folsom, CA

Figure 6




Nighttime Project Noise Levels
w/ Sound Wall
Leq,n, dB(A)



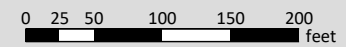
Noise Level, dB(A)



Legend

-  Project Building
-  Project Site
-  10-ft Sound Wall

Scale 1:140



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 5**, 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. 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.

Caltrans defines a significant increase due to noise as an increase of 12 dBA over existing ambient noise levels; Saxelby Acoustics used this criterion to evaluate increases due to construction noise associated with the project. As shown in **Table 5**, construction equipment is predicted to generate noise levels of up to 90 dBA L_{max} at 50 feet. Construction noise is evaluated as occurring at the center of the site to represent average noise levels generated over the duration of construction across the project site. The nearest residential uses are located approximately 690 feet to the southeast as measured from the center of the construction area. At this distance, maximum construction noise levels would be up to 67 dBA. Based upon daytime maximum noise levels of up to 81 dBA measured at LT-1, existing maximum noise levels of 76 dBA are predicted in the outdoor activity areas of these residences. Therefore, project construction would not cause an increase above existing maximum noise levels.

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. This impact was found to be significant and unavoidable in the FPASP EIR, but mitigation was nevertheless recommended in the FPASP EIR, reproduced below, which will be implemented as part of the proposed project.

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 FPASP.

Enforcement: City of Folsom Community Development Department.

Implementation of these measures would reduce construction-related noise to acceptable levels. Therefore, noise from construction would be considered a **less-than-significant** impact for the proposed project.

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 6** 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 for the proposed project, although the FPASP EIR found this to be a significant and unavoidable impact and requires the following mitigation measure to be implemented for all development within the FPASP.

Mitigation Measure 3A.11-3: Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities.

- To the extent feasible, blasting activities shall not be conducted within 275 feet of existing or future sensitive receptors.
- To the extent feasible, bulldozing activities shall not be conducted within 50 feet of existing or future sensitive receptors.
- All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the State of California.
- A blasting plan, including estimates of vibration levels at the residence closest to the blast, shall be submitted to the enforcement agency for review and approval prior to the commencement of the first blast.
- Each blast shall be monitored and documented for groundbourne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency.

Implementation: Project applicant(s) and primary contractor(s) of all project phases.

Timing: Before and during construction activities in the FPASP.

Enforcement: City of Folsom Community Development Department.

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

Acoustics	The science of sound.
Ambient Noise	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.
ASTC	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.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	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.
CNEL	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.
DNL	See definition of Ldn.
IIC	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.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz (Hz).
Ldn	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
Lmax	The highest root-mean-square (RMS) sound level measured over a given period of time.
L(n)	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.
Loudness	A subjective term for the sensation of the magnitude of sound.
NIC	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.
NNIC	Normalized Noise Isolation Class. Similar to NIC but includes a correction for room reverberation.
Noise	Unwanted sound.
NRC	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.
RT60	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 Sabin.
SEL	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.
SPC	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.
STC	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.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.
Impulsive	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
Simple Tone	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

Site: LT-1

Project: Alder Creek Marketplace

Meter: LDL 820-1

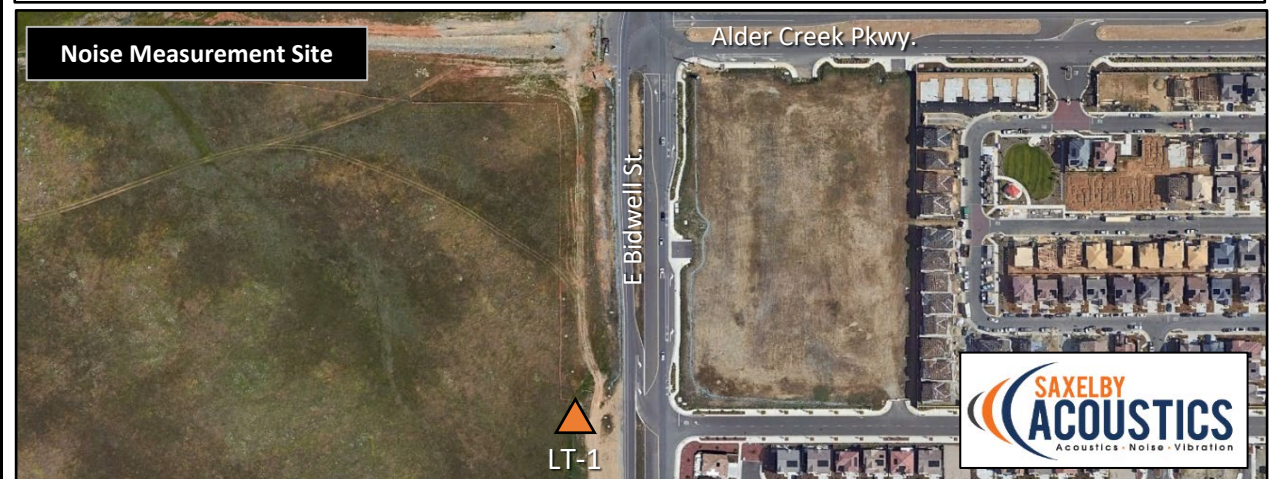
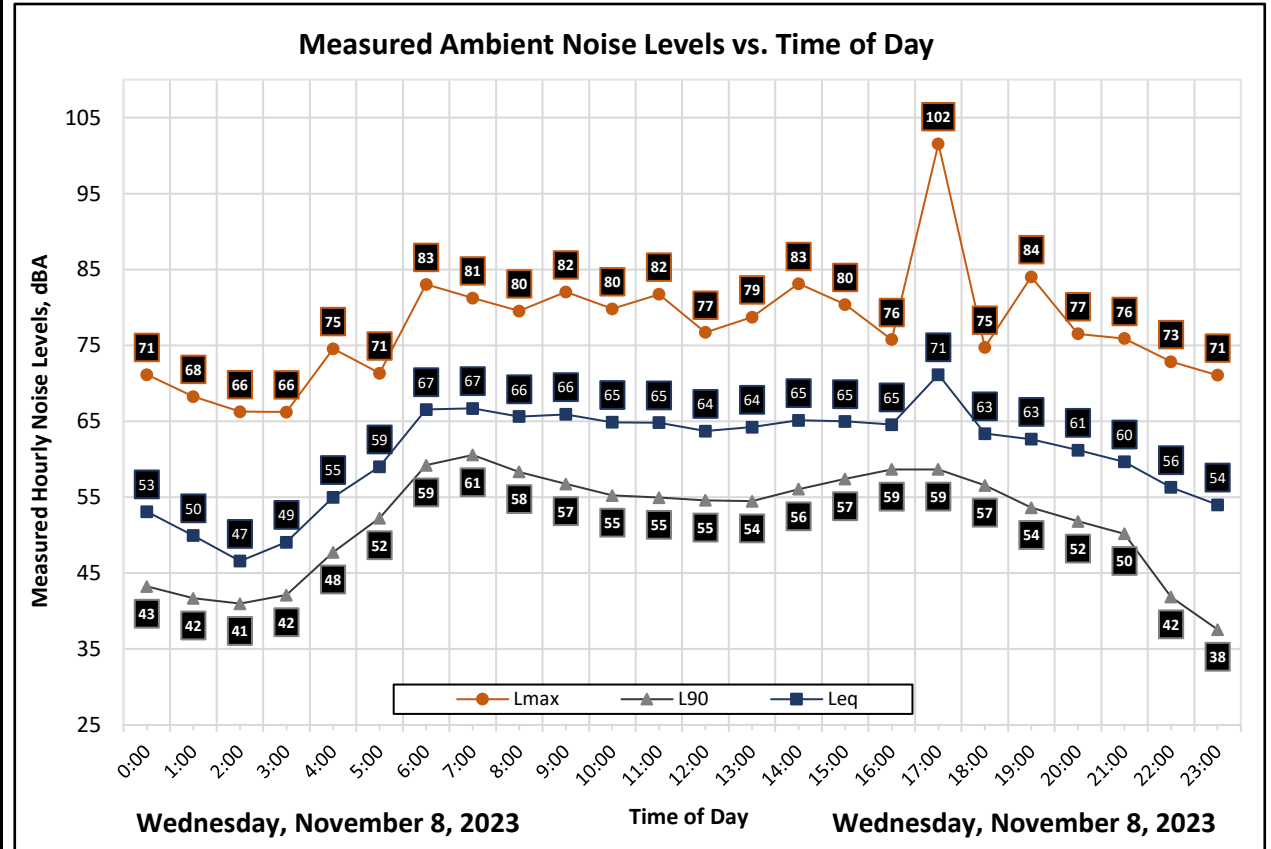
Location: South Eastern Project Boundary

Calibrator: CAL200

Coordinates: (38.6358786, -121.1145945)

Date	Time	Measured Level, dBA			
		L _{eq}	L _{max}	L ₅₀	L ₉₀
Wednesday, November 8, 2023	0:00	53	71	47	43
Wednesday, November 8, 2023	1:00	50	68	45	42
Wednesday, November 8, 2023	2:00	47	66	44	41
Wednesday, November 8, 2023	3:00	49	66	47	42
Wednesday, November 8, 2023	4:00	55	75	51	48
Wednesday, November 8, 2023	5:00	59	71	56	52
Wednesday, November 8, 2023	6:00	67	83	65	59
Wednesday, November 8, 2023	7:00	67	81	65	61
Wednesday, November 8, 2023	8:00	66	80	64	58
Wednesday, November 8, 2023	9:00	66	82	63	57
Wednesday, November 8, 2023	10:00	65	80	61	55
Wednesday, November 8, 2023	11:00	65	82	62	55
Wednesday, November 8, 2023	12:00	64	77	61	55
Wednesday, November 8, 2023	13:00	64	79	61	54
Wednesday, November 8, 2023	14:00	65	83	63	56
Wednesday, November 8, 2023	15:00	65	80	63	57
Wednesday, November 8, 2023	16:00	65	76	64	59
Wednesday, November 8, 2023	17:00	71	102	64	59
Wednesday, November 8, 2023	18:00	63	75	62	57
Wednesday, November 8, 2023	19:00	63	84	60	54
Wednesday, November 8, 2023	20:00	61	77	57	52
Wednesday, November 8, 2023	21:00	60	76	55	50
Wednesday, November 8, 2023	22:00	56	73	48	42
Wednesday, November 8, 2023	23:00	54	71	44	38

Statistics	Leq	Lmax	L50	L90
Day Average	65	81	62	56
Night Average	59	72	50	45
Day Low	60	75	55	50
Day High	71	102	65	61
Night Low	47	66	44	38
Night High	67	83	65	59
Ldn	67	Day %		89
CNEL	67	Night %		11



Appendix B1b: Continuous Noise Monitoring Results

Site: LT-1

Project: Alder Creek Marketplace

Meter: LDL 820-1

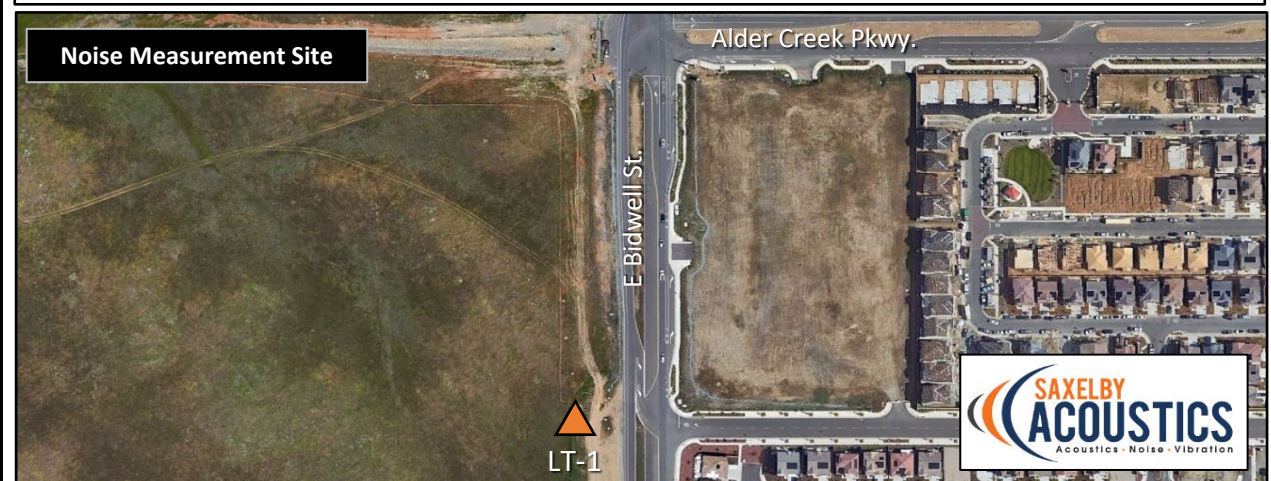
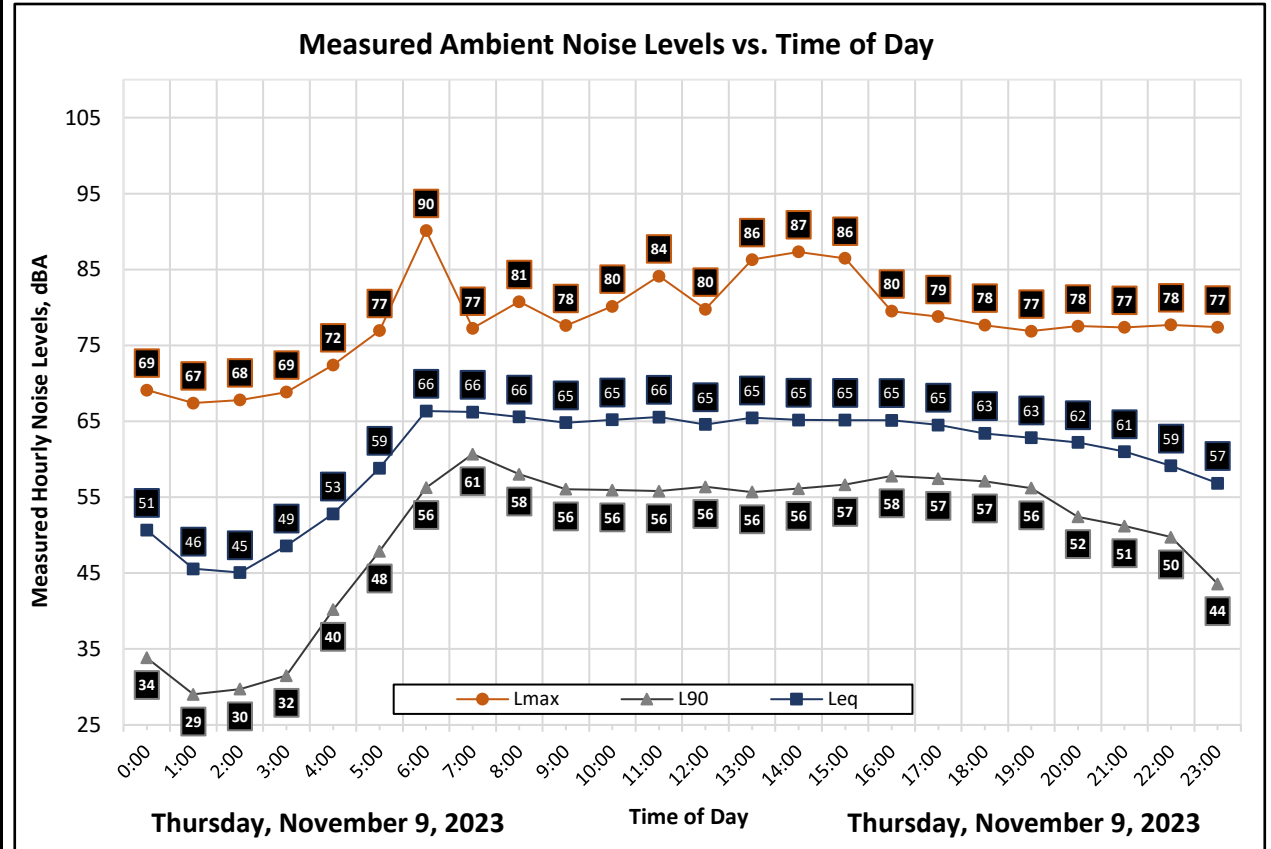
Location: South Eastern Project Boundary

Calibrator: CAL200

Coordinates: (38.6358786, -121.1145945)

Date	Time	Measured Level, dBA			
		L _{eq}	L _{max}	L ₅₀	L ₉₀
Thursday, November 9, 2023	0:00	51	69	39	34
Thursday, November 9, 2023	1:00	46	67	34	29
Thursday, November 9, 2023	2:00	45	68	33	30
Thursday, November 9, 2023	3:00	49	69	38	32
Thursday, November 9, 2023	4:00	53	72	46	40
Thursday, November 9, 2023	5:00	59	77	54	48
Thursday, November 9, 2023	6:00	66	90	63	56
Thursday, November 9, 2023	7:00	66	77	64	61
Thursday, November 9, 2023	8:00	66	81	64	58
Thursday, November 9, 2023	9:00	65	78	62	56
Thursday, November 9, 2023	10:00	65	80	63	56
Thursday, November 9, 2023	11:00	66	84	61	56
Thursday, November 9, 2023	12:00	65	80	62	56
Thursday, November 9, 2023	13:00	65	86	62	56
Thursday, November 9, 2023	14:00	65	87	62	56
Thursday, November 9, 2023	15:00	65	86	63	57
Thursday, November 9, 2023	16:00	65	80	64	58
Thursday, November 9, 2023	17:00	65	79	64	57
Thursday, November 9, 2023	18:00	63	78	62	57
Thursday, November 9, 2023	19:00	63	77	61	56
Thursday, November 9, 2023	20:00	62	78	59	52
Thursday, November 9, 2023	21:00	61	77	57	51
Thursday, November 9, 2023	22:00	59	78	55	50
Thursday, November 9, 2023	23:00	57	77	50	44

Statistics	Leq	Lmax	L50	L90
Day Average	65	81	62	56
Night Average	59	74	46	40
Day Low	61	77	57	51
Day High	66	87	64	61
Night Low	45	67	33	29
Night High	66	90	63	56
Ldn	66	Day %		88
CNEL	67	Night %		12



Appendix B2 : Short Term Noise Monitoring Results

Site: ST-1

Project: Alder Creek Marketplace

Meter: LDL 831-1

Location: South Eastern Boundary of Project Site

Calibrator: CAL200

Coordinates: (38.6361159, -121.1165750)

Start: 2023-11-07 11:26:26

Stop: 2023-11-07 11:43:39

SLM: SoundAdvisor™ Model 831C

Serial: 11709

Measurement Results, dBA

Duration: 0:17

L_{eq}: 47

L_{max}: 57

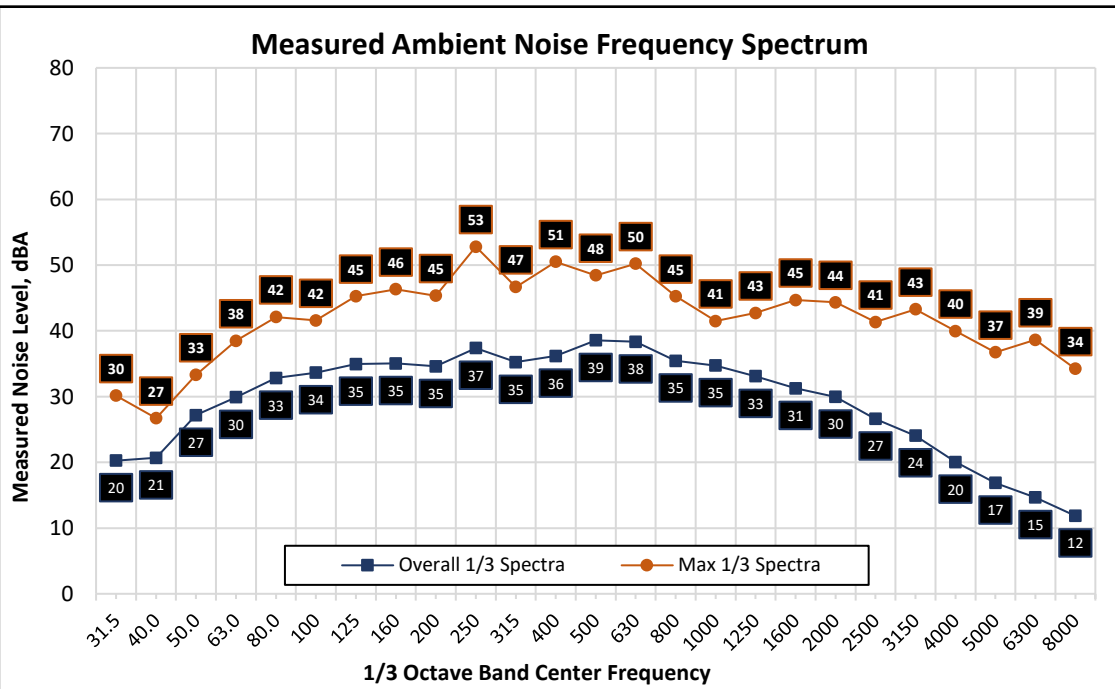
L_{min}: 42

L₅₀: 46

L₉₀: 44

Notes

Primary noise source was traffic noise from East Bidwell Street.
A secondary noise source was construction noise from the IPAS site.



Appendix C: Traffic Noise Calculation Inputs and Results



Appendix C-1

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 231009

Description: Alder Creek Marketplace - 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 Street	South of Old Ranch Way	16,000	89	0	11	1.0%	1.0%	45	75	-5	181	84	39	60.7
2	Old Ranch Way	East of E Bidwell Street	780	89	0	11	1.0%	1.0%	35	45	-5	16	7	3	48.3
3	Alder Creek Pkwy	East of E Bidwell Street	4,370	89	0	11	1.0%	1.0%	45	75	-5	76	35	16	55.1



Appendix C-2

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 231009

Description: Alder Creek Marketplace - 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 Street	South of Old Ranch Way	18,220	89	0	11	1.0%	1.0%	45	75	-5	197	91	42	61.3
2	Old Ranch Way	East of E Bidwell Street	866	89	0	11	1.0%	1.0%	35	45	-5	17	8	4	48.7
3	Alder Creek Pkwy	East of E Bidwell Street	6,000	89	0	11	1.0%	1.0%	45	75	-5	94	44	20	56.5



Appendix C-3

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 231009

Description: Alder Creek Marketplace - 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 Offset			Level, dBA
												60	65	70	
												dBA	dBA	dBA	
1	East Bidwell Street	South of Old Ranch Way	26,090	89	0	11	1.0%	1.0%	45	75	-5	250	116	54	62.8
2	Old Ranch Way	East of E Bidwell Street	790	89	0	11	1.0%	1.0%	35	45	-5	16	7	3	48.3
3	Alder Creek Pkwy	East of E Bidwell Street	15,940	89	0	11	1.0%	1.0%	45	75	-5	180	84	39	60.7



Appendix C-4

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 231009

Description: Alder Creek Marketplace - 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 Offset			Level, dBA
												60	65	70	
												dBA	dBA	dBA	
1	East Bidwell Street	South of Old Ranch Way	28,310	89	0	11	1.0%	1.0%	45	75	-5	264	123	57	63.2
2	Old Ranch Way	East of E Bidwell Street	876	89	0	11	1.0%	1.0%	35	45	-5	17	8	4	48.8
3	Alder Creek Pkwy	East of E Bidwell Street	17,570	89	0	11	1.0%	1.0%	45	75	-5	192	89	41	61.1



Attachment 23

Site Photograph







