PLANNING COMMISSION AGENDA
May 6, 2020
CITY COUNCIL CHAMBERS
6:30 p.m.
50 Natoma Street
Folsom, California 95630

Pursuant to Governor Newsom's Executive Order N-29-20, members of the Folsom Planning Commission and staff may participate in this meeting via teleconference.

Due to the coronavirus (COVID-19) public health emergency, the City of Folsom is allowing remote public input during Commission meetings. Members of the public are encouraged to participate by e-mailing comments to kmullett@folsom.ca.us. E-mailed comments must be received no later than thirty minutes before the meeting and will be read aloud at the meeting during the agenda item. Please make your comments brief. Written comments submitted and read into the public record must adhere to the principles of the three-minute speaking time permitted for in-person public comment at Commission meetings. Members of the public wishing to participate in this meeting via teleconference may email kmullett@folsom.ca.us no later than thirty minutes before the meeting to obtain call-in information. Each meeting may have different call-in information. Verbal comments via teleconference must adhere to the principles of the three-minute speaking time permitted for in-person public comment at Planning Commission meetings.

Members of the public may continue to participate in the meeting in person at Folsom City Hall, 50 Natoma Street, Folsom CA while maintaining appropriate social distancing.

CALL TO ORDER PLANNING COMMISSION: Daniel West, Kevin Duewel, Barbara Leary, Jennifer Lane, Andrew Grant, Vice Chair Eileen Reynolds, Chair Justin Raithel

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

PLEDGE OF ALLEGIANCE

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

MINUTES

The minutes of March 4, 2020 will be presented for approval.

NEW BUSINESS

1. **PN 20-011, Creekside Drive Surgery Center Planned Development Permit Extension**

   A Public Hearing to consider a request from Katz Kirkpatrick Properties for approval of a two-year extension in time of the previously approved Planned Development Permit associated with development of the Creekside Drive Surgery Center (formerly known as the Natural Results Surgery Center) project located at the southeast corner of the intersection of East Bidwell Street and Creekside Drive. The zoning classification for the site is BP PD (Business and Professional, Planned Development Permit), while the General Plan land-use designation is PO (Professional Office). The project was previously determined to be categorically exempt from the California Environmental Quality Act (CEQA) under Section 15332 of the CEQA Guidelines, In-Fill Development Projects. **(Project Planner: Principal Planner, Steve Banks / Applicant: Katz Kirkpatrick Properties)**

2. **PN 20-013, Bidwell Place Design Review and Determination that the Project is Exempt from CEQA**

   A public meeting to consider a request from St. Anton Communities for Design Review approval for the development of the Bidwell Place 75-unit affordable rental housing community. The proposed project includes development of three (3) three-story residential apartment buildings located on a 3.24-acre site at 403 East Bidwell Street. The General Plan designation for the site is GC/EBC (General Commercial/East Bidwell Corridor) Overlay and the zoning is C-2. The project is exempt from environmental review under Public Resources Code Sections 21159.21 and 21159.23, as further described in Sections 15192 and 15194, Affordable Housing Exemption, of the California Environmental Quality Act (CEQA) Guidelines. **(Project Planner: Assistant Planner, Josh Kinkade / Applicant: St. Anton Communities)**

3. **PN 19-431, Mangini Ranch Villages 4 and 8 Subdivision (Phase 2) Residential Design Review**

   A public meeting to consider a request from KB Homes for approval of Residential Design Review for 109 single-family residential homes situated within Villages 4 and 8 of the previously approved Mangini Ranch Phase 2 Subdivision project. The Specific Plan classifications for the site are SP-SFHD-PD and SP-MLD-PD, while the General Plan Land Use designations are SFHD and MLD. The City, as lead agency, previously determined that the Mangini Ranch Phase 2 Subdivision project is entirely consistent with the Folsom Plan Area Specific Plan (FPASP) and therefore the project is exempt from the California Environmental Quality Act as provided by Government Code section 65457 and CEQA Guidelines section 15182. **(Project Planner: Principal Planner, Steve Banks / Applicant: KB Homes)**

4. **PN 19-059, Creekstone Phase 1 Subdivision Small-Lot Vesting Tentative Subdivision Map, Planned Development Permit, and Minor Administrative Modification and Determination that the Project is Exempt from CEQA**

   A Public Hearing to consider a request from Mangini Improvement Company, LLC for approval of Small-Lot Vesting Tentative Subdivision Map, Planned Development Permit, and Minor Administrative Modification for development of a 71-unit single-family residential subdivision on a 9.88-acre site located at the southeast corner of East Bidwell Street and Mangini Parkway within the Folsom Plan Area. The Specific Plan classification for the site is SP-MLD-PD, while the General Plan Land Use designation is MLD. The project is exempt from the California Environmental Quality Act in accordance with Government Code section 65457 and section 15182 of the CEQA Guidelines. **(Project Planner: Principal Planner, Steve Banks / Applicant: Mangini Improvement Company, LLC)**

PLANNING COMMISSION / PLANNING MANAGER REPORT

The next Planning Commission meeting is scheduled for **May 20, 2020**. Additional non-public hearing items may be added to the agenda; any such additions will be posted on the bulletin board in the foyer at City Hall at least 72 hours prior to the meeting. Persons having questions on any of these items can visit the Community Development Department during normal business hours (8:00 a.m. to 5:00 p.m.) at City Hall, 2nd Floor, 50 Natoma Street, Folsom, California, prior to the meeting. The phone number is (916) 461-6203 and FAX number is (916) 355-7274.

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in the meeting, please contact the Community Development Department at (916) 461-6203, (916) 355-7274 (fax) or kmullett@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
March 4, 2020
CITY COUNCIL CHAMBERS
6:30 P.M.
50 Natoma Street
Folsom, CA 95630

CALL TO ORDER PLANNING COMMISSION: Barbara Leary, Jennifer Lane, Andrew Grant, Vice Chair Eileen Reynolds, Daniel West, Kevin Duewel, Chair Justin Raithel

ABSENT: Raithel

CITIZEN COMMUNICATION: None

MINUTES:

The minutes of February 19, 2020 were approved as submitted.

NEW BUSINESS

1. **PN 19-451 Harvest Subdivision Golf Course Netting Planned Development Permit Modification and Determination that the Project is Exempt from CEQA**

   A Public Hearing to consider a request from CalAtlantic Group/Lennar Homes and Harvest Community Association for the extension of the existing golf course netting located at 1400 Lancome Court. The site is located in a R-1-M zoning district and the General Plan Designation is SF. The project is categorically exempt under Section 15301 (Existing Facilities) of the California Environmental Quality Act (CEQA) Guidelines. **(Project Planner: Assistant Planner, Brianna Gustafson / Applicant: CalAtlantic Group/Lennar Homes and Harvest Community Association)**

   COMMISSIONER LEARY MOVED TO APPROVE THE HARVEST GOLF NETTING EXTENSION PLANNED DEVELOPMENT PERMIT MODIFICATION (PN 19-451) TO ALLOW FOR THE EXTENSION OF NET HEIGHT AND LENGTH LOCATED AT 1400 LANCOME COURT SUBJECT TO THE FOLLOWING FINDINGS: GENERAL FINDINGS A & B, CEQA FINDINGS C-E, PLANNED DEVELOPMENT PERMIT MODIFICATION FINDINGS F-M AND CONDITIONS OF APPROVAL NOS. 1-4 WITH MODIFICATION TO CONDITION NO. 1 TO STATE:

   "1. The applicant shall submit final site development plans to the Community Development Department that shall be substantially compliant with the attached Site Plan and elevations, dated October 9, 2019. This Planned Development Permit Modification is approved to extend the maximum golf course netting height to be 80-feet-tall and extend an additional 30-linear-feet. The ~~owner/applicant~~ **Harvest Community Association** shall maintain the golf course netting **and poles** for the life of the project to the satisfaction of the Community Development Department."

COMMISSIONER WEST SECONDED THE MOTION, WHICH CARRIED THE FOLLOWING VOTE:

AYES: LEARY, LANE, GRANT, WEST, DUEWEL, REYNOLDS
NOES: NONE
ABSTAIN: NONE
ABSENT: RAITHEL

PLANNING COMMISSION / PLANNING MANAGER REPORT

The Planning Commission requested a workshop be held on the Brown Act.

RESPECTFULLY SUBMITTED,

_____
Kelly Mullett, ADMINISTRATIVE ASSISTANT

APPROVED:

_____
Justin Raithel, CHAIR

CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 1
Type: Public Hearing
Date: May 6, 2020

Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project:	Creekside Drive Surgery Center Planned Development Permit Extension
File #:	PN-20-011
Request:	Planned Development Permit Extension
Location:	Southeast Corner of Intersection of East Bidwell Street and Creekside Drive (1578 Creekside Drive)
APN(s):	071-1960-001
Staff Contact:	Steve Banks, Principal Planner, 916-461-6207 sbanks@folsom.ca.us

Property Owner
Name: Katz Family Partnership
Address: 1731 East Roseville Parkway, Suite No. 270, Roseville, CA 95661

Applicant
Name: Katz Kirkpatrick Properties
Address: 1731 East Roseville Parkway, Suite No. 270, Roseville, CA 95661

Recommendation: Conduct a public hearing and upon conclusion recommend approval of a Planned Development Permit Extension for a period of two years (until January 18, 2022) for development of the Creekside Drive Surgery Center Project (PN 19-011) subject to the findings (Findings A-O) and conditions of approval (Conditions 1-51) attached to this report.

Project Summary: The proposed project involves a two-year year extension in time of the previously approved Planned Development Permit associated with development of the Creekside Drive Surgery Center (formerly known as the Natural Results Surgery Center) project located at 1578 Creekside Drive. The Creekside Drive Surgery Center project features development of a single-story, 11,000-square-foot building that will accommodate a surgery center and complimentary medical office space. The applicant has indicated that additional time is required to allow completion of on-going street widening and underground utility work along the project's frontage with East Bidwell Street as required by the City as a condition of approval on the project. According to the applicant, a potential building tenant has been identified and the tenant is requesting that the street-widening and underground utility work is completed by the owner/applicant prior to development of the surgery center project due to the potential financial constraints associated with constructing said improvements.

CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 1
Type: Public Hearing
Date: May 6, 2020

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2 - Background
3 - Proposed Findings of Fact and Conditions of Approval
4 - Vicinity Map
5 - Site Plan, dated October 21, 2016
6 - Building Elevations and Renderings, dated October 21, 2016
7 - Planning Commission Staff Report, dated January 18, 2017
8 - Letter from Applicant, dated January 17, 2020
9 - Utility Undergrounding Agreement, dated February 22, 2017
10 - Site Photographs
11 - Planning Commission PowerPoint Presentation

Submitted,

PAM JOHNS
Community Development Director

ATTACHMENT 1
DESCRIPTION/ANALYSIS

APPLICANT'S PROPOSAL

The applicant, Katz Kirkpatrick Properties, is requesting a two-year extension in time of the previously approved Planned Development Permit associated with development of the Creekside Drive Surgery Center (formerly known as the Natural Results Surgery Center) project located at the southeast corner of the intersection of East Bidwell Street and Creekside Drive. A full description of the previously approved surgery center project is included in the original staff report (Attachment 7).

POLICY/RULE

The Folsom Municipal Code (FMC) requires that applications for Planned Development Permit Extensions be forwarded to the Planning Commission for final action. Expiration of the Planned Development Permit is covered by Section 17.38.110 of the Folsom Municipal Code.

ANALYSIS

The Planning Commission approved a Planned Development Permit for development of the Creekside Drive Surgery Center project on January 18, 2017. Subsequently, the Planning Commission approved a one-year extension to the aforementioned Planned Development Permit on February 6, 2019. With respect to timing of the development, a condition of approval was placed on the project stating that "failure to obtain the relevant building (or other) permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval." In this particular case, the Planned Development Permit for the project is valid until January 18, 2020.

On January 17, 2020, the project applicant (Katz Kirkpatrick Properties) submitted a timely letter (Attachment 8) to the City requesting a two-year extension in time for the previously approved Planned Development Permit. In the letter, the applicant has stated that additional time is required to provide a potential tenant (Dr. David Javidan) time to prepare and submit development plans to the City. The applicant has also stated to staff that additional time is necessary to allow completion of on-going street widening and underground utility work along the project's frontage with East Bidwell Street as required by the City as a condition of approval on the project. The applicant has also indicated that the potential tenant of the surgery center project is requesting that the street-widening and underground utility work be completed prior development of the project due to the financial burden associated with constructing these improvements. Upon completion of the improvements, the applicant is expecting to enter into an agreement with a new tenant and move forward with development of the surgery center project in a timely manner.

Staff has reviewed the proposed Planned Development Permit Extension to determine whether or not circumstances have changed in the project vicinity that would require modification to or reconsideration of any of the conditions of approval for this project. Upon review, staff determined that there are no changes on this project site, or in the project vicinity that would require modification to any of the conditions of approval for this project. As a result, staff recommends approval of a two-year extension in time for the Planned Development Permit associated with Creekside Drive Surgery Center project.

ENVIRONMENTAL REVIEW

The project was previously determined to be categorically exempt from the California Environmental Quality Act (CEQA) under Section 15332 of the CEQA Guidelines, In-Fill Development Projects. Staff has determined that no new impacts will result from this extension that were not already considered with the previous approval. No further environmental review is required.

RECOMMENDATION/PLANNING COMMISSION ACTION

Move to approve the Planned Development Permit Extension for a period of two years (until January 18, 2022) for development of the Creekside Drive Surgery Center Project (PN 20-011) with the findings (Findings A-O) and conditions of approval (Conditions 1-51) included as Attachment 3.

ATTACHMENT 2
BACKGROUND

BACKGROUND

On May 16, 2007, the Planning Commission approved a Planned Development Permit and Conditional Use Permit for the development of the Mammoth Professional Building, which included one, three-story professional office building totaling 58,800 square feet. On July 15, 2009, the Planning Commission approved a Planned Development Permit Extension and Conditional Use Permit Extension for development of the aforementioned Mammoth Professional Building project. On April 21, 2010, the Planning Commission approved a Tentative Parcel Map to subdivide a 3.68-acre parcel into two individual parcels (1.71-acres and 1.91-acres respectively). The recording of that Tentative Parcel Map effectively voided the previously approved Mammoth Professional Building project.

On June 5, 2013, the Planning Commission approved a Planned Development Permit and Conditional Use Permit for development and operation of the 60-unit Oakmont Senior Living community (two-story, 59,914-square-foot building) on a 1.71-acre site located near the southeast corner of the intersection of East Bidwell Street and Creekside Drive. The Oakmont Senior Living project was subsequently constructed and began operating in October of 2014. It is important to note that the Oakmont Senior Living project, which is located adjacent to the subject 1.91-acre site, included development of 20 off-site parking spaces on the adjoining 1.71-acre parcel. In addition, a Parking Easement Agreement was entered into between the two respective property owners which allowed residents, staff, employees, and visitors of the Oakmont Senior Living project exclusive use of the 20-space off-site parking lot area.

On January 18, 2017, the Planning Commission approved a Planned Development Permit for development and operation of an 11,000-square-foot surgery center (Natural Results Surgery Center) on a 1.91-acre site located at the southeast corner of East Bidwell Street and Creekside Drive. Subsequent to Planning Commission approval of the surgery center project, the anticipated tenant for the building (Natural Results Surgery) made the decision to relocate to another site on Iron Point Road that was more conducive to their business model. One of the primary reasons that Natural Results Surgery decided not to locate on the subject property was the high cost associated with the requirement to place existing overhead utility lines along the project's frontage with East Bidwell Street underground. Meanwhile, the property owner identified a number of prospective tenants for the surgery center project. However, the prospective tenants were reluctant to enter into any type of agreement until the required utility underground work and street widening had been completed and paid for by the property owner.

In 2018, the City, in conjunction with the subject property owner, commenced with street widening and utility underground work along the project's East Bidwell Street frontage as part of a capital improvement project. Unfortunately, the street widening and undergrounding work was delayed due to complications associated with the public utility

companies (PG&E, SMUD, AT&T, etc.) involved with constructing the improvements. The street widening and underground utility work commenced in the spring of 2019 and is expected to be completed in the late spring or early summer of 2020.

On February 6, 2019, the Planning Commission approved a one-year extension in time of the previously approved Planned Development Permit associated with development of the Creekside Drive Surgery Center (formerly known as the Natural Results Surgery Center) project located at the southeast corner of the intersection of East Bidwell Street and Creekside Drive. Since that time, the applicant has identified a potential tenant (Dr. Javid Javidan) who is interested in moving forward with development of the subject property.

GENERAL PLAN DESIGNATION	PO (Professional Office)	
ZONING	BP PD (Business and Professional, Planned Development District)	
ADJACENT LAND USES/ZONING	North:	East Bidwell Street with Medical Office Development (C-1 PD) Beyond
	South:	A Medical Office Building (BP PD) with a Multi-Family Residential Apartment Complex Beyond
	East:	Southern Pacific Railroad Line with the Humbug-Willow Creek Parkway (OSC) Beyond
	West:	Creekside Drive with Medical Office Development (BP PD) Beyond
SITE CHARACTERISTICS	The 1.91-acre project site, which has previously been rough-graded, slopes gradually from west to east and contains limited vegetation including non-native grasses and two cottonwood trees.	
APPLICABLE CODES	FMC 17.38, Planned Development District FMC 17.57, Parking Requirements FMC 17.59, Signs	

ATTACHMENT 3
PROPOSED FINDINGS OF FACT AND CONDITIONS OF APPROVAL

GENERAL FINDINGS

A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.

B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN, THE ZONING CODE OF THE CITY, AND THE HUMBUG-WILLOW CREEK DESIGN GUIDELINES.

CEQA FINDINGS

C. THE PROJECT IS CONSISTENT WITH THE APPLICABLE GENERAL PLAN DESIGNATION AND ALL APPLICABLE GENERAL PLAN POLICIES AS WELL AS WITH APPLICABLE ZONING DESIGNATION AND REGULATIONS.

D. THE PROPOSED DEVELOPMENT OCCURS WITHIN CITY LIMITS ON A PROJECT SITE OF NO MORE THAN FIVE ACRES SUBSTANTIALLY SURROUNDED BY URBAN USES.

E. THE PROJECT SITE HAS NO VALUE AS HABITAT FOR ENDANGERED, RARE, OR THREATENED SPECIES.

F. APPROVAL OF THE PROJECT WOULD NOT RESULT IN ANY SIGNIFICANT EFFECTS RELATING TO TRAFFIC, NOISE, AIR QUALITY, OR WATER QUALITY.

G. THE SITE CAN BE ADEQUATELY SERVED BY ALL REQUIRED UTILITIES AND PUBLIC SERVICES.

PLANNED DEVELOPMENT PERMIT EXTENSION FINDINGS

H. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF CHAPTER 17.38 (PLANNED DEVELOPMENT DISTRICT) OF THE FOLSOM MUNICIPAL CODE AND OTHER APPLICABLE ORDINANCES OF THE CITY AND THE GENERAL PLAN.

I. THE PROPOSED PROJECT IS CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY.

J. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS IS ACCEPTABLE.

K. THERE ARE AVAILABLE NECESSARY PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO, WATER, SEWER AND DRAINAGE AND THE PROJECT ADEQUATELY PROVIDES FOR THE FURNISHING OF SUCH FACILITIES.

L. 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.

M. 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.

N. ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICES AND EMERGENCY PUBLIC SAFETY SERVICES TO THE DEVELOPMENT.

O. THE PROPOSED DEVELOPMENT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN MITIGATED TO AN ACCEPTABLE LEVEL.

CONDITIONS OF APPROVAL FOR CREEKSIDE DRIVE SURGERY CENTER PLANNED DEVELOPMENT PERMIT EXTENSION (PN 19-002) SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND CREEKSIDE DRIVE				
	Mitigation Measure		**When Required**	**Responsible Department**
1.		The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below: • Preliminary Site Plan, dated October 21, 2016 • Preliminary Grading and Drainage Plan, dated October 19, 2016 • Preliminary Utility Plan, dated October 19, 2016 • Preliminary Landscape Plan, dated October 21, 2016 • Building Elevations, dated October 21, 2016 • Color Building Renderings, dated October 13, 2016 This approval is for the Creekside Drive Surgery Center Planned Development Permit project, which includes development of an 11,000-square-foot building and associated site improvements on a 1.91-acre site located at the southeast corner of the intersection of East Bidwell Street and Creekside Drive as shown on the above-referenced plans. Modifications may be made to the above-referenced plans to respond to site-specific conditions of approval as set forth herein.	B	CD (P)(E)
2.		Building plans, and all civil engineering and landscape plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.	I, B	CD (P)(E)(B)
3.		The project approval granted under this staff report shall remain in effect for two years from final date of approval (January 18, 2022). Failure to obtain the relevant building (or other) permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval.	B	CD (P)

CONDITIONS OF APPROVAL FOR CREEKSIDE DRIVE SURGERY CENTER PLANNED DEVELOPMENT PERMIT EXTENSION (PN 19-002) SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND CREEKSIDE DRIVE				
	Mitigation Measure		**When Required**	**Responsible Department**
4.		The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur: • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.	OG	CD (P)(E)(B) PW, PR, FD, PD
DEVELOPMENT COSTS AND FEE REQUIREMENTS				
5.		The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	I, B	CD (P)(E)
6.		The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	I	CD (P) (E)

CONDITIONS OF APPROVAL FOR CREEKSIDE DRIVE SURGERY CENTER PLANNED DEVELOPMENT PERMIT EXTENSION (PN 19-002) SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND CREEKSIDE DRIVE				
	Mitigation Measure		**When Required**	**Responsible Department**
7.		If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Final Map, improvement plans, or beginning inspection, whichever is applicable.	I	CD (P)(E)
8.		This project shall be subject to all applicable City-wide development impact fees, unless exempt by previous agreement. This project shall be subject to all applicable City-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, fees for fire protection, park facilities, park equipment, Humbug-Willow Creek Parkway, Light Rail, TSM, capital facilities and traffic impacts. The 90-day protest period for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (May 6, 2020). The fees shall be calculated at the fee rate in effect at the time of building permit issuance.	B	CD (P)(E), PW, PK
9.		If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	B	CD (E)
10.		The project is subject to the Housing Trust Fund Ordinance, unless exempt by a previous agreement.	B	CD (P)
11.		The owner/applicant agrees to pay to the Folsom-Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970) of the Government Code; and Sections 65995, 65995.5 and 65995.7 of the Government Code.	B	CD (P)

SITE DEVELOPMENT REQUIREMENTS				
12.		Prior to the issuance of any grading and/or building permit, the owner/applicant shall have a geotechnical report prepared by an appropriately licensed engineer that includes an analysis of site suitability, proposed foundation design for all proposed structures, and roadway and pavement design.	G, B	CD (E)
13.		Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the current edition of the City of Folsom *Standard Construction Specifications* and the *Design and Procedures Manual and Improvement Standards*.	I, B	CD (P)(E)
14.		The applicant/owner shall submit water, sewer and drainage studies to the satisfaction of the Community Development Department and provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the current edition of the City of Folsom *Standard Construction Specifications* and the *Design and Procedures Manual and Improvement Standards*.	I	CD (E)
15.		The improvement plans for the required public and private improvements shall be reviewed and approved by the Community Development Department prior to issuance of a building permit for the project.	B	CD(E)
16.		The required public and private improvements including landscape and irrigation improvements for the project shall be completed and accepted by the Community Development Department prior to issuance of a Certificate of Occupancy for the project.	O	CD(E)
17.		The fire protection system shall be separate from the domestic water system. The fire system shall be constructed to meet the National Fire Protection Association Standard 24. The domestic water and irrigation system shall be metered per City of Folsom *Standard Construction Specifications*.	I	CD(E)
18.		Final lot and building configurations may be modified to allow for overland release of storm events greater than the capacity of the underground system.	B	CD (E)
19.		The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.).	I	CD (P)(E)

20.		The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.	O	CD (E)
21.		For any improvements constructed on private property that are not under ownership or control of the owner/applicant, a right-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City prior to issuance of a grading permit and/or approval of improvement plans.	G, I	CD (E)
22.		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. Lighting shall be shielded and designed to be directed downward onto the project site and away from adjacent properties and public rights-of-way. Lighting shall be equipped with a timer or photo condenser.	I, B	CD (P)
23.		All future signs for the project shall comply with the Folsom Municipal Code, (Section 17.59).	B	CD (P)
		STORM WATER POLLUTION/CLEAN WATER ACT REQUIREMENTS		
24.		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).	G, I, B	CD (E)
25.		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. These facilities shall be constructed concurrent with construction of grading and the initial public improvements and shall be completed prior to final occupancy of the building.	G, I, B, O	CD (E)
26.		Erosion and sedimentation control measures shall be incorporated into construction plans. These measures shall conform to the City of Folsom requirements and the County of Sacramento *Erosion and Sedimentation Control Standards and Specifications*-current edition and as directed by the Community Development Department.	G, I	CD (E)

27.		Prior to issuance of grading permits, the project applicant shall obtain coverage under the State Water SWRCB General Permit for Discharges of Storm Water Associated with Construction Activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the Notice of Intent (NOI) is filed. The project applicant shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to the City of Folsom. The SWPPP shall contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list BMPs the discharger will use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP.	G, I, B	CD (E)

ARCHITECTURE/DESIGN REQUIREMENTS				
28.		The project shall comply with the following architecture and design requirements: 1. This approval is for development of the single-story, 11,000-square-foot Creekside Surgery Center. The owner/applicant shall submit building plans that comply with this approval and the attached building elevations and color renderings dated October 13, 2016 and October 21, 2016 respectively. 2. The design, materials, and colors of the proposed Creekside Surgery Center shall be consistent with the submitted building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department. 3. Roof-mounted mechanical equipment, including satellite dish antennas, shall not extend above the height of the parapet walls. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis-type features. 4. Decorative (gooseneck, lantern style, etc.) lighting fixtures consistent with the architectural theme of the building shall be utilized on all building elevations. 5. All exterior building-attached light fixtures shall be shielded and directed downward and away from adjacent properties. 6. All signs for the project shall comply with the Folsom Municipal Code and any modification to or deviation from the sign criteria shall be subject to review and approval by the Community Development Department. 7. The final location, size, orientation, design, materials, and colors of the trash/recycling enclosure and the emergency generator enclosure shall be subject to review and approval by the Community Development Department.	B	CD (P)

TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS				
29.		A "STOP" sign and appropriate pavement markings (i.e., stop bars and legends) shall be installed at the intersection of the southern terminus of the drive aisle located in the southwest corner of the project site and the project driveway drive aisle.	I	CD (E)(P)
30.		The owner/applicant shall provide a minimum of 72 on-site parking spaces.	I, B	CD (E)(P)
31.		The owner/applicant shall modify the existing Parking Easement Agreement to reflect the modifications to the location of the 20 parking spaces as shown on the submitted site plan. In addition, the modified Parking Easement Agreement shall be recorded by the owner/applicant with the County of Sacramento and a copy provided to the City prior to issuance of a building permit for the proposed project.	B	CD (E)(P)
32.		The owner/applicant shall provide nine (9) bicycle parking spaces at a location in close proximity to the primary building entrance to the satisfaction of the Community Development Department.	I	CD (E)(P)
LANDSCAPE/TREE PRESERVATION REQUIREMENTS				
33.		The owner/applicant shall be responsible for on-site landscape maintenance throughout the life of the project to the satisfaction of the Community Development Department. Vegetation or planting shall not be less than that depicted on the final landscape plan, unless tree removal is approved by the Community Development Department because the spacing between trees will be too close on center as they mature.	B	CD (P)(E)
34.		Final landscape plans and specifications for the project shall be prepared by a registered landscape architect and approved by the City Arborist and City staff prior to the approval of a Building Permit. Said plans shall include all landscape specifications and details. Landscaping of the parking areas for guest parking shall meet shade requirements as outlined in the Folsom Municipal Code Chapter 17.57. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance. The landscape and irrigation plans shall also comply with the City's Model Water Efficiency Landscape 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, sign visibility, 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.	I, B	CD (P)(E)

35.		The final landscape plan shall meet the City shade requirement by providing 40% shade coverage in the parking lot area within fifteen (15) years.	I, B, OG	CD (P)(E)
		CULTURAL RESOURCE REQUIREMENTS		
36.		If any archaeological, cultural, or historical resources or artifacts, or other features are discovered during the course of construction anywhere on the project site, work shall be suspended in that location until a qualified professional archaeologist assesses the significance of the discovery and provides consultation with the Folsom Historical Society, City staff, and the Heritage Preservation League. Appropriate mitigation as recommended by the archaeologist and the Historical Society representative shall be implemented. If agreement cannot be met, the Planning Commission shall determine the appropriate implementation method.	G, I	CD (P)(E)
37.		In the event human remains are discovered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to the origin and disposition pursuant to Public Resources Code 5097.98. If the coroner determines that no investigation of the cause of death is required and if the remains are of Native American Origin, the coroner will notify the Native American Heritage Commission, which in turn will inform a most likely descendent. The descendent will then recommend to the landowner or landowner's representative appropriate disposition of the remains and any grave goods.	G, I	CD (P)(E)
		AIR QUALITY REQUIREMENTS		
38.		In compliance with Rule 201 of the Sacramento Metropolitan Air Quality Management District (SMAQMD), the applicant/developer of the project shall verify with SMAQMD if a permit is required before equipment capable of releasing emissions to the atmosphere are used at the project site. The applicant/developer shall comply with the approved permit or provide evidence that a permit is not required.	G, I, B	CD (P)(E)(B)
39.		In compliance with Rule 442 of the Sacramento Metropolitan Air Quality Management District (SMAQMD), the applicant/developer of the project shall use architectural coatings that that comply with the volatile organic compound content limits specified in the general rule.	G, I, B	CD (P)(E)(B)
40.		Street sweeping shall be conducted to control dust and dirt tracked from the project site onto any of the surrounding roadways. Construction equipment access shall be restricted to defined entry and exit points to control the amount of soil deposition.	G, I, B	CD (P)(E)(B)

41.		Control of fugitive dust is required by District Rule 403 and enforced by SMAQMD staff. The owner/applicant shall implement the following measures as identified by the SMAQMD: • Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. • Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. • Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. • Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). • All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. • Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site. • Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.	G, I, B	CD (P)(E)(B)

		NOISE REQUIREMENTS		
42.		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.	G, I, B	CD (P)(E)
43.		Roof-mounted equipment shall not extend above the height of the parapet walls. In addition, ground-mounted mechanical equipment shall be shielded by landscaping or trellis-type features.	B	CD (P)(E)
		GRADING REQUIREMENTS		
44.		The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling or removal of each that meet all applicable health, safety, and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City.	G, I	CD (E)
45.		Prior to the approval of the final facilities design and the initiation of construction activities, the applicant shall submit an erosion control plan to the City for review and approval. The plan shall identify protective measures to be taken during excavation, temporary stockpiling, any reuse or disposal, and revegetation. Specific techniques may be based upon geotechnical reports, the Erosion and Sediment Control Handbook of the State of California Department of Conservation, and shall comply with all updated City standards.	G, I	CD (E)
		OTHER AGENCY REQUIREMENT		
46.		The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review and approval of any grading or improvement plan.	G, I	CD (P)(E)

FIRE DEPARTMENT REQUIREMENTS				
47.		The owner/applicant shall enter into a Fuel Modification Agreement (FMA) with the City to address the open space area to the east of the project site. The Community Development Department and the Fire Department shall be responsible for the review and approval of all residential structures, retaining walls, fencing, and landscaping with respect to fire protection and the specific requirements related to the FMA. The FMA agreement shall include, at a minimum, the following requirements: • The FMA shall be kept free from dry brush and grass. Tree canopies shall be trimmed 8-feet above grade to eliminate "fire ladders". Dead material shall be removed annually from trees. If landscape materials are introduced into the FMA, the said materials shall be low growing plants with fire resistance qualities to the satisfaction of the Community Development Department and the Fire Department. • Structures shall not be located in the FMA. The commercial building within the project site shall be constructed from fire resistant materials including but not limited to stucco, concrete boards, stone, and concrete. Retaining walls, if required, within or adjacent to the FMA shall be made from concrete, concrete blocks, or similar materials. Wood retaining walls shall be prohibited. • If applicable, tubular steel fencing shall be used within or adjacent to the FMA. Wood fencing shall be prohibited.	B, OG	FD
48.		The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and improved by the Fire Marshal.	I	FD
49.		Prior to the issuance of any improvement plans or building permits, the Community Development and Fire Departments shall review and approve all detailed design plans for accessibility of emergency fire equipment, fire hydrant flow location, and other construction features.	I, B	FD

		POLICE/SECURITY REQUIREMENTS		
50.		The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be required: • A security guard shall be on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. (This requirement shall be included on the approved construction drawings). • Security measures for the safety of all construction equipment and unit appliances shall be employed. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.	G, I, B	PD
		MISCELLENEOUS REQUIREMENTS		
51.		The proposed project shall comply with all State and local rules, regulations, Governor's Declarations, and restrictions including but not limited to: Executive Order B-29-15 issued by the Governor of California on December 1, 2015 relative to water usage and conservation, requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the Folsom Municipal Code, (Section 13.26 Water Conservation), or amended from time to time.	I, B, OG	CD (P)(E)

CONDITIONS

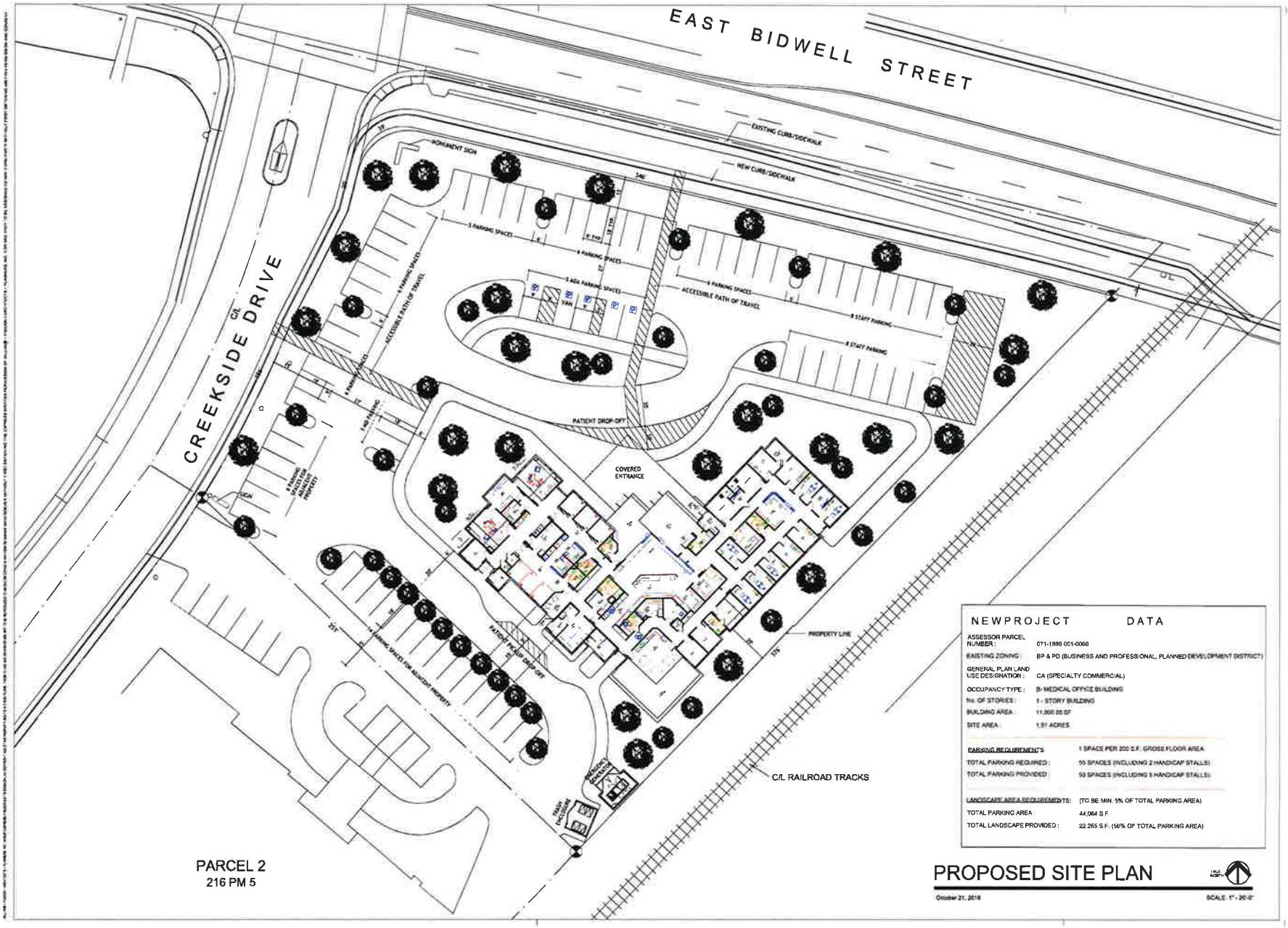
See attached tables of conditions for which the following legend applies.

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

Attachment 4
Vicinity Map

Vicinity Map

Attachment 5
Site Plan, dated October 21, 2016



NEW PROJECT DATA

ASSESSOR PARCEL NUMBER:	071-1980-001-0000
EXISTING ZONING:	BP & PD (BUSINESS AND PROFESSIONAL, PLANNED DEVELOPMENT DISTRICT)
GENERAL PLAN LAND USE DESIGNATION:	CA (SPECIALTY COMMERCIAL)
OCCUPANCY TYPE:	B- MEDICAL OFFICE BUILDING
No. OF STORIES:	1 - STORY BUILDING
BUILDING AREA:	11,000.00 SF
SITE AREA:	1.01 ACRES
PARKING REQUIREMENTS	1 SPACE PER 200 S.F. GROSS FLOOR AREA
TOTAL PARKING REQUIRED:	55 SPACES (INCLUDING 2 HANDICAP STALLS)
TOTAL PARKING PROVIDED:	50 SPACES (INCLUDING 5 HANDICAP STALLS)
LANDSCAPE AREA REQUIREMENTS:	(TO BE MIN. 5% OF TOTAL PARKING AREA)
TOTAL PARKING AREA	44,064 S.F.
TOTAL LANDSCAPE PROVIDED:	22,265 S.F. (50% OF TOTAL PARKING AREA)

PROPOSED SITE PLAN

October 21, 2018

SCALE: 1" - 20'-0"

williams + paddon
ARCHITECTS // PLANNERS // PEOPLE

2337 DOUGLAS BLVD., STE 150 // ROSEVILLE, CALIFORNIA 95661 // T 916.786.8178 F 916.786.2175

THE NATURAL RESULT / ASC

EAST BIDWELL STREET & CREEKSIDE DRIVE

Folsom, CA, 95630

KEYPLAN

REVISIONS

JOB NO.	163203.00
DRAWN	
DATE	10-21-2018
SCALE	AS NOTED
FILENAME	

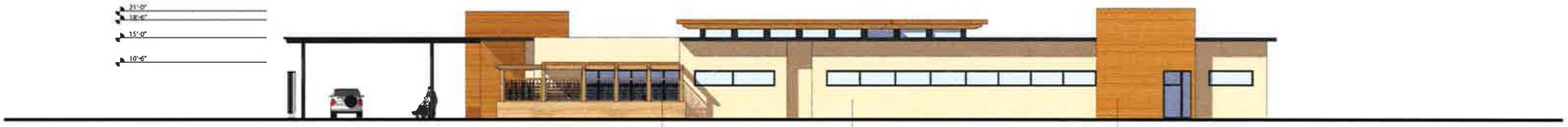
www.williamspluspaddon.com

Attachment 6
Building Elevations and Renderings
Dated October 21, 2016

1 NORTHEAST ELEVATION
1/8" = 1' 0"

2 NORTHWEST ELEVATION
1/8" = 1' 0"

3 SOUTHWEST ELEVATION
1/8" = 1' 0"



4 SOUTHEAST ELEVATION
1/8" = 1' 0"

KAUFMAN MEDICAL OFFICE BUILDING

FOLSOM, CA

OCTOBER 21, 2016

A: RAMMED EARTH

B: NICHIHA WOOD WALL PANEL

C: STUCCO

OPTION 1 — ENTRANCE

OPTION 1 — ENTRANCE

OPTION 1 — ROOF

OPTION 1 — ROOF

OPTION 1 — INTERIOR_LOBBY

OPTION 1

KAUFMAN ASC
SCHEMATIC DESIGN
October, 13, 2016

Attachment 7
Planning Commission Staff Report
Dated January 18, 2017

Agenda Item No. 2
PN 16-339
PC Meeting: 1-18-17

PLANNING COMMISSION STAFF REPORT

PROJECT TITLE	Natural Result Medical Office and Surgery Center
PROPOSAL	Request for approval of a Planned Development Permit for development and operation of an 11,000-square-foot medical office and surgery center
RECOMMENDED ACTION	Approve, based upon findings and subject to conditions
OWNER/APPLICANT	Fred and Kathy Katz/Williams Plus Paddon Architects
LOCATION	Southeast corner of the intersection of East Bidwell Street and Creekside Drive
SITE CHARACTERISTICS	The 1.91-acre project site, which has previously been rough-graded, slopes gradually from west to east and contains limited vegetation including non-native grasses and two cottonwood trees.
GENERAL PLAN DESIGNATION	CA (Specialty Commercial)
ZONING	BP PD (Business and Professional, Planned Development District)
ADJACENT LAND USES/ZONING	North: East Bidwell Street with medical office buildings (C-1 PD) beyond South: A medical office building (BP PD) with a multi-family residential apartment complex beyond East: Southern Pacific Railroad Line with the Humbug-Willow Creek Parkway (OSC) beyond West: Creekside Drive with medical office buildings (BP PD) beyond

PREVIOUS ACTION	Approval of a Planned Development Permit and Conditional Use Permit for development of a 58,800-square-foot professional office building (Mammoth Professional Center) by the Planning Commission on May 16, 2007, Approval of a Planned Development Permit Extension for development of the Mammoth Professional Center by the Planning Commission on July 15, 2009, Approval of a Tentative Parcel Map by the Planning Commission on April 21, 2010, and Approval of a Planned Development Permit and Conditional Use Permit for development of a 60-unit assisted living facility (Oakmont Senior Living) by the Planning Commission on June 5, 2013
FUTURE ACTION	Issuance of Building and Grading permits
APPLICABLE CODES	FMC 17.38, Planned Development District FMC 17.57, Parking Requirements FMC 17.59, Signs
ENVIRONMENTAL REVIEW	The project is categorically exempt under Section 15332 In-Fill Development of the California Environmental Quality Act (CEQA)

ATTACHED REFERENCE MATERIAL

1. Vicinity Map
2. Preliminary Site Plan, dated October 21, 2016
3. Preliminary Grading and Drainage Plan, dated October 19, 2016
4. Preliminary Utility Plan, dated October 19, 2016
5. Preliminary Landscape Plan, dated October 21, 2016
6. Building Elevations, dated October 21, 2016
7. Color Building Renderings, dated October 13, 2016
8. Site Photographs

PROJECT PLANNER	Steve Banks, Principal Planner

BACKGROUND

On May 16, 2007, the Planning Commission approved a Planned Development Permit and Conditional Use Permit for the development of the Mammoth Professional Building, which included one, three-story professional office building totaling 58,800 square feet. On July 15, 2009, the Planning Commission approved a Planned Development Permit Extension and Conditional Use Permit Extension for development of the aforementioned Mammoth Professional Building project. On April 21, 2010, the Planning Commission approved a Tentative Parcel Map to subdivide a 3.68-acre parcel into two individual parcels (1.71-acres and 1.91-acres respectively). The recording of

the aforementioned Tentative Parcel Map effectively voided the previously-approved Mammoth Professional Building project.

On June 5, 2013, the Planning Commission approved a Planned Development Permit and Conditional Use Permit for development and operation of the 60-unit Oakmont Senior Living community (two-story, 59,914-square-foot building) on a 1.71-acre site located near the southeast corner of the intersection of East Bidwell Street and Creekside Drive. The Oakmont Senior Living project was subsequently constructed and began operating in October of 2014. It is important to note that the Oakmont Senior Living project, which is located adjacent to the subject 1.91-acre site, included development of 20 off-site parking spaces on the on the adjoining 1.71-acre parcel. In addition, a Parking Easement Agreement was entered into between the two respective property owners which allowed residents, staff, employees, and visitors of the Oakmont Senior Living project exclusive use of the 20-space off-site parking lot area.

APPLICANT'S PROPOSAL

The applicant, Williams Plus Paddon Architects, on behalf of Natural Result Surgery Center, is requesting approval of a Planned Development Permit for development and operation of an 11,000-square-foot medical office and surgery center on a 1.91-acre site located at the southeast corner of East Bidwell Street and Creekside Drive. The proposed medical office and surgery center will offer a range of surgical and non-surgical aesthetic procedures to its patients. Vehicle access to the project site is provided by an existing driveway located on the east side of Creekside Drive. Internal circulation is facilitated by drive aisles within the project site. Proposed on-site improvements include underground utilities, parking, pedestrian walkways, site lighting, site landscaping, a trash/recycling enclosure, and an emergency generator enclosure. Proposed off-site improvements include construction of a third eastbound travel lane on East Bidwell Street, traffic signal modifications, and undergrounding of overhead utilities along East Bidwell Street. In terms of building design, the proposed medical office and surgery center is fairly modern in appearance and features an array of angular building forms and shapes.

GENERAL PLAN AND ZONING CONSISTENCY

The General Plan land use designation for the project site is CA (Specialty Commercial) and the zoning designation is BP PD (Business and Professional, Planned Development District). The zoning designation corresponds with the General Plan land use designation. The proposed project is consistent with both the General Plan land use and zoning designations, as medical offices and related uses are identified as a permitted land use in the zoning district for this site. In addition, the proposed project will not conflict with any known applicable plans or policies by agencies with jurisdiction over the project.

LAND USE COMPATIBILITY

The proposed medical office and surgery center site, which is located on an undeveloped 1.91-acre commercially-zoned property at the southeast corner of the intersection of East Bidwell Street and Creekside Drive, slopes gradually from west to east and contains non-native grasses and two cottonwood trees. The project site is bounded by East Bidwell Street to the north with medical office buildings beyond, an assisted living facility to the south with a medical office building beyond, Creekside Drive to the west with medical office buildings beyond, and the Joint Powers Authority (JPA) Rail Line to the east with the Humbug-Willow Creek Parkway and single-family residential development beyond. It is important to note that the nearest residential neighborhood (Los Cerros Subdivision), which is located approximately 250 feet east of the project site, is

separated from the subject property by the JPA Rail Line corridor and the Humbug-Willow Creek Parkway. Based on the predominance of medical offices and medical-related uses in the immediate project vicinity, staff has determined that the proposed project is compatible with and complimentary to existing land uses in the project area.

PLANNED DEVELOPMENT PERMIT

The purpose of the Planned Development Permit process is to allow greater flexibility in the design of integrated developments than otherwise possible through strict application of land use regulations. The Planned Development Permit process is also designed to encourage creative and efficient uses of land. In reviewing the applicant's request for approval of a Planned Development Permit, staff considered a variety of factors including existing/proposed development standards, traffic/access/circulation, parking requirements, noise impacts, site lighting, site landscaping, trash/recycling, project signage, and architecture/design.

Development Standards

The applicant's intent with the subject application is to comply with the development standards established for the Business and Professional zoning district (BP) including maximum building coverage, setbacks, and building height. The following table outlines the existing and proposed development standards for the proposed project:

Natural Results Surgery Center Development Standards Table					
	Building Coverage	**Front Yard Setback**	**Rear Yard Setback**	**Side Yard Setbacks**	**Building Height limit**
BP Zoning District Standard	60 Percent	20 feet	20 feet	5/10 feet	35 feet
Proposed Project	13 Percent	120 feet	20 feet	60 and 120 feet	21 feet

As shown on the development standards table above, the proposed project meets or exceeds all of the applicable development standards. As a result, staff has determined that the proposed project meets the intent, purposes, and standards set forth in the Folsom Municipal Code (FMC, Section 17.22.050 Commercial Zone Standards Table).

Traffic, Access, and Circulation

Existing Roadway Network:

The project site is located at the southeast corner of the intersection of East Bidwell Street and Creekside Drive. Access to the project site is provided by an existing two-way driveway that is situated on the south side of Creekside Drive, approximately 240 feet south of the intersection of East Bidwell Street and Creekside Drive. The existing driveway, which was constructed with development of the Oakmont Senior Living project in 2014, was anticipated to be a common driveway and serve the subject site as well as the Oakmont Senior Living project. Significant roads in the project vicinity include East Bidwell Street, Blue Ravine Road, and Creekside Drive. In the vicinity of the project site, East Bidwell Street is generally two lanes in each direction with a posted 45 mph speed limit. In the project area, Blue Ravine Road is generally two lanes in each direction and has a posted 40 mph speed limit. Creekside Drive, which meets East Bidwell Street at a traffic signal controlled intersection at the northwest corner of the project site, is one lane in each direction and has a 35 mph posted speed limit.

Traffic Impacts:
The traffic, access, and circulation impacts associated with the proposed project are based, in part, on the results of a traffic study that was prepared in 2007 by MRO Engineers for the Mammoth Professional Center project and a traffic study that was prepared in 2013 by MRO Engineers for the Oakmont Senior Living project. The Oakmont Senior Living project traffic study assumed that the subject site would be developed with a 20,000-square-foot medical office and cancer center (as opposed to an 11,000-square-foot medical office and surgery center). The aforementioned traffic studies analyzed traffic operations in the vicinity of the project site under three scenarios: Existing Conditions, Construction Year No Project Conditions, and Construction Year Plus Project Conditions. Potential impacts of the project were evaluated at three nearby street intersections: East Bidwell Street/Blue Ravine Road, East Bidwell Street/Creekside Drive, and Creekside Drive/Project Driveway. The proposed project is expected to generate 26 AM Peak Hour trips (21 inbound and 5 outbound) and 39 PM Peak Hour trips (21 inbound trips and 18 outbound trips). As a point of reference, the 2013 traffic study assumed the subject site would generate 48 AM Peak Hour trips and 71 PM Peak Hour trips. Based on the extremely low volume of vehicle trips, no change in level of service (LOS) is anticipated at any of the three study intersections with development of the proposed project.

Project Access and On-Site Circulation:
As shown on the submitted site plan, access to the project site is provided by an existing two-way driveway located on the east side of Creekside Drive. As part of the previous traffic study, a stopping sight distance analysis and a queue length analysis were conducted to evaluate potential traffic and circulation safety hazards related to the project driveway on Creekside Drive. The traffic study did not identify any concerns relative to the location and operation of the two-way driveway on Creekside Drive. It is important to note that no changes or modifications are proposed to the existing common two-way driveway on Creekside Drive which will serve the proposed project. City staff evaluated the submitted site plan for the proposed project and determined that, in general, the on-site circulation system is acceptable. However, to further ensure safe travel within the project site, staff recommends that the following measure be implemented (Condition No. 29):

- A "STOP" sign and appropriate pavement markings (i.e., stop bars and legends) shall be installed at the intersection of the southern terminus of the drive aisle located in the southwest corner of the project site and the project driveway drive aisle.

Off-Site Improvements
As described previously within this report, the project site is located at the southeast corner of the intersection of East Bidwell Street and Creekside Drive. The project's frontage along Creekside Drive is fully improved with a curb, gutter, and sidewalk. The applicant is proposing to provide landscape improvements along the frontage of Creekside Drive. The project's frontage along East Bidwell Street is also fully improved with a curb, gutter, and sidewalk; however, these improvements are not situated at the ultimate right-of-way location.

The Folsom General Plan Circulation Element planned for the ultimate build-out of East Bidwell Street with six travel lanes (three eastbound and three westbound travel lanes) in the project area. Currently, there are four travel lanes located on East Bidwell Street adjacent to the project site. In compliance with the General Plan, staff recommends that the owner/applicant widen southbound East Bidwell Street (provide third southbound travel lane) and construct associated frontage

improvements (including traffic signal relocation) from Creekside Drive to the approximate eastern property boundary to the satisfaction of the Community Development Department. In addition, staff recommends that the owner/applicant enter into a credit reimbursement agreement with the City to mitigate the cost of constructing the aforementioned improvements. Condition No. 52 is included to reflect these requirements.

The project's frontage adjacent to East Bidwell Street includes existing overhead poles and associated overhead power lines. City Council policy is that all new development projects place any above-ground utility lines (and associated overhead poles) lower than 69 KV underground within and along the perimeter of the project site at the developer's cost. The applicant has indicated to staff that the cost of undergrounding the existing overhead poles and power lines along the project's entire frontage with East Bidwell Street is a financial burden that this particular project is unable to absorb. As a result, the applicant is requesting approval to deviate from City policy by undergrounding the utilities along the project's frontage with East Bidwell Street between the two overhead poles, but retaining and relocating the overhead poles on the project site. It is important to acknowledge that the applicant was aware of City policy regarding undergrounding of utilities prior to submitting the subject development application.

In order to better understand the framework behind the applicant's request deviate from City policy relative to undergrounding of the utilities, it is important to revisit the development history of the project site. In 2007, the Planning Commission approved development of the 58,000-square-foot Mammoth Professional Office Building project on a 3.62-acre site located at the southeast corner of East Bidwell Street and Creekside Drive. The approval of the aforementioned office building project included a condition of approval requiring undergrounding all utility lines less than 69 KV along East Bidwell Street at the developers cost. In 2010, the Planning Commission approved a Tentative Parcel Map which subdivided the 3.62-acre site into two individual parcels and voided the office building project approval. In 2013, the Planning Commission approved development of the Oakmont Senior Living project on the interior 1.71-acre parcel. Since the Oakmont Senior Living Parcel was not located adjacent to East Bidwell Street, there was no condition of approval placed on the project relative to undergrounding of utilities adjacent to East Bidwell Street. The end result of the aforementioned actions is that the undergrounding of utility lines less than 69 KV along this particular frontage with East Bidwell Street is the responsibility of owner/applicant of the subject 1.91-acre parcel.

As described previously, the applicant is requesting approval to deviate from the City Council policy with respect to undergrounding of utilities adjacent to East Bidwell Street due to the financial hardship this requirement would have on the proposed project. The authority to deviate from City Council policy rests solely with the City Council. As a result, staff recommends that the applicant submit a formal request to the City Council requesting that the requirement to underground utilities less than 69 KV along the project's frontage be modified. In the meantime, staff recommends that the existing overhead utility lines (including overhead poles) located along East Bidwell Street and all future utility lines, lower than 69 KV, be placed underground within and along the perimeter of the project at the owner/applicant's cost. In addition, staff recommends that any deviation from the aforementioned requirement be subject to review and approval by the City Council. Condition No. 53 is included to reflect these requirements.

Parking
The proposed project includes development of an 11,000-square-foot medical office and surgery center. The Folsom Municipal Code (FMC, Section 17.57.040) requires that medical offices and similar-type facilities provide one parking space per two hundred square feet of floor area (not including common areas, interior hallways, and restroom facilities). As shown on the submitted site plan, the proposed project meets the minimum parking requirement by providing 52 on-site parking spaces whereas 50 parking spaces are required (9,900 square feet of building area /200 square feet of floor area). The submitted site plan does not identify any the location of any bicycle parking spaces. Staff recommends that nine bicycle parking spaces be provided in a location that is in close proximity to the building entrances. Condition No. 32 is included to reflect this requirement.

The project site currently includes an improved parking lot area with 20 parking spaces (located in the southeast corner of the property) intended for the exclusive use of residents, staff, employees, and visitors of the adjacent Oakmont Senior Living Community through a Parking Easement Agreement recorded between the two property owners. The 20 existing parking spaces were not included in the parking analysis for the proposed project. As shown on the site plan, the applicant is proposing to relocate these 20 parking spaces from the southeast corner of the project site to a more central location directly across from the entrance to the Oakmont Senior Living Community. The applicant has discussed this modification to the location of the parking spaces with the owner of the Oakmont Senior Living Community and indicated that they are agreeable. However, the owner of the Oakmont Senior Living Community does not want to modify the existing Parking Easement Agreement until such time that the Planning Commission approval of the proposed project. As a result, staff recommends that the owner/applicant modify the existing Parking Easement Agreement to reflect the aforementioned modifications to the location of the 20 parking spaces. In addition, staff recommends that the Parking Easement Agreement be recorded with the County of Sacramento and a copy provided to the City prior to issuance of a building permit for the proposed project. Condition No. 31 is included to reflect these requirements.

Noise
Development of the 11,000-square-foot medical office and surgery center would temporarily increase noise levels in the project vicinity during the construction period, which would take approximately eight 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, 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 the hours of construction activity 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. 42 is included to reflect these requirements.

The noise environment in the area of the project site is dominated by traffic noise generated by vehicles on East Bidwell Street and Creekside Drive. Additional noise is also generated by nearby commercial uses and from bicyclists and pedestrians utilizing the Humbug-Willow Creek Parkway. Operational noises generated by the proposed project include sounds associated with new vehicle trips, vehicles parking, and mechanical equipment associated with the new building. Based on the limited volume of project-related vehicle trips, vehicle noise exposure would increase only slightly

as compared to existing conditions in the project vicinity. There would also only be a slight noise increase from activities occurring in the parking lot area as the parking lot area is fairly limited in size (72 on-site parking spaces). To minimize operational noise impacts associated with mechanical equipment, staff recommends that roof-mounted equipment not extend above the height of the parapet walls. In addition, staff recommends that ground-mounted mechanical equipment be shielded by landscaping or trellis-type features. Condition No. 43 is included to reflect these requirements.

Site Lighting

The applicant is proposing to use a combination of wall-mounted lights, landscape lighting, and free-standing parking lot lights. The proposed free-standing parking lot lights are 18 feet in height and have a dark bronze finish. Wall-mounted lights are proposed to provide illumination for architectural building features and to provide necessary lighting for the pedestrian walkways around the building. Staff recommends that decorative (gooseneck, lantern style, etc.) lighting fixtures consistent with the architectural theme of the building be utilized on all building elevations. Condition No. 22 is included to reflect this requirement. In addition, staff recommends that all exterior building-attached lighting be shielded and directed downward to minimize glare towards the surrounding properties. Condition No. 28-4 is included to reflect this requirement.

Trash/Recycling Enclosure/Emergency Generator Enclosure

The proposed project includes a single trash/recycling enclosure which is located in the southeast corner of the project site. The applicant is also proposing to locate an emergency generator enclosure adjacent to the trash/recycling enclosure. The proposed six-foot-tall trash/recycling enclosure and six-foot-tall emergency generator enclosure, which measure 20 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 and the emergency generator enclosure an earth-tone color to match the colors utilized on the proposed building. Staff recommends that the final location, size, orientation, design, materials, and colors of the trash/recycling enclosure and the emergency generator enclosure are subject to review and approval by the Community Development Department. Condition No. 28-7 is included to reflect this requirement.

Signage

Project identification for the proposed medical office and surgery center includes a single wall-mounted sign and one freestanding monument sign. The proposed externally-illuminated wall-mounted sign, which is located on the north building elevation, is approximately 40 square feet in size with black-colored copy that reads "KAUFMAN PLASTIC SURGERY". In addition to the sign copy, the wall sign includes a circular multi-colored logo. The proposed monument sign, which is located on a decorative wall in the northwest corner of the project site, is approximately 24-square-feet in size and also features black-colored copy that reads "THE NATURAL RESULT." Staff has determined that the size of the proposed wall sign and the proposed monument sign are consistent with the requirements of the Folsom Municipal Code (FMC, Section 17.59.040). In addition, staff has determined that the proposed wall sign and monument sign utilize a design, materials, and colors that are complimentary to the design of the proposed building.

Grading and Drainage

The preliminary grading plan shows the finished pad grade at 302 feet. The project site has previously been rough-graded and slopes moderately from west to east, with more severe sloping

occurring within the southeastern portion of the proposed boundary adjacent to the Humbug-Willow Creek corridor. Development of the project site is anticipated to require moderate movement of soils and the compaction of said materials. The applicant is required to provide a complete geotechnical report before the design of the interior drive aisles, parking lot areas, and building foundations are finalized. Condition No. 12 is included to reflect this requirement.

Public storm drain facilities are provided to accommodate runoff for the surrounding commercial uses and medical office buildings, but no infrastructure currently exists within the project site. The nearest storm drainage infrastructure is located adjacent to the site within the Creekside Drive right-of-way. Because no storm drain facilities are provided within the project site, storm water quality treatment controls are required to be incorporated into the site design and connected to the existing City storm drainage facilities. Staff recommends the storm drain improvement plans 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. Condition No. 25 is included to reflect this requirement.

Existing and Proposed Landscaping

The project site has previously been rough-graded and contains a variety of non-native grasses along with two cottonwood trees. There are no natural habitats within the project site nor are there any water bodies (including wetlands). The project site is located in relatively close proximity to natural habitat and riparian vegetation along Willow Creek and within the Humbug-Willow Creek Parkway. However, the site is separated from the parkway area by the Joint Powers Authority Rail Line and a paved bicycle and pedestrian trail, a distance of no less than 85 feet.

The preliminary landscape plan includes a twenty-foot-wide landscape buffer adjacent to Creekside Drive, a twenty-foot-wide landscape buffer adjacent to East Bidwell Street, and a twenty-foot-wide landscape buffer along the eastern property boundary. Proposed landscape improvements include a variety of trees, shrubs, groundcover, and turf. Among the proposed trees are Drake Elm, Dwarf Southern Magnolia, Eastern Dogwood, European Hackberry, London Plane, Oklahoma Red Bud, Sawleaf Zelkova, and Tulip Tree. Proposed shrubs and groundcover include Baby New Zealand Flax, Blue Oat Grass, Daylily, Dwarf Coyote Brush, Dwarf Heavenly Bamboo, Manzanita, Rosemary, Russian Sage, and Summer Lilac. The proposed landscape plan meets the City shade requirement by providing 60% shade coverage (40% required) in the parking lot within fifteen (15) years. Staff recommends the final landscape plan be subject to review and approval by the Community Development Department. Condition No. 34 is included to reflect this requirement.

Architecture/Design

As referenced previously within this report, the proposed Natural Result Medical Office and Surgery Center includes development of a one-story, 11,000-square-foot building. The proposed building features a modern style of design that incorporates natural building materials and sustainability features in an effort to be responsive to local environmental conditions. The proposed building includes a number of unique design features including varied roof heights and shapes, angular building forms, building projections and reveals, and covered entries. Proposed building materials include wood wall panels, stone veneer, stucco, wood and metal shade canopies, exposed wood and metal beams, and glass skylights. Primary colors are generally earth tone with richer trim and accent colors.

Based on the fact that the Natural Result Medical Office and Surgery Center is located in close proximity to the Humbug-Willow Creek Corridor (approximately 85 feet to the east), the proposed project is subject to the Humbug-Willow Creek Design Guidelines. The following are general design guidelines that are intended to guide the architectural design for projects located within the Humbug-Willow Creek corridor:

- Incorporate wood, brick, masonry, and stone as one of the primary building elements.

- Use a projecting trim around all doors and windows, unless they are inset in stone or a masonry façade.

- Articulate the facades visible from the Parkway and the public right-of-way of buildings greater than 50 feet in length with projections and/or reveals in order to create a varying architectural form.

- Utilize colors that are earth tones, non-glossy, and are not bright, which can blend in with the natural landscape.

As recommended by the Humbug-Willow Creek Design Guidelines, the proposed project features a significant amount of articulation through the use of varied roof heights, angular building forms, building projections, and building reveals. In addition, the proposed project provides interesting views from all four building elevations through the utilization of design elements including elevated roof forms, covered entries, and decorative trellises. The proposed project also takes advantage of natural building materials (wood wall panels, stone veneer, and exposed wood design elements) which will allow the building to integrate seamlessly with the natural setting of the adjacent parkway. Lastly, the proposed project features a palate of earth tone colors (predominantly browns and tans) which will blend well with the natural landscape of the project area. Based on the aforementioned factors, staff has determined that the proposed project is complimentary to surrounding developments and compatible with the natural setting of the Humbug-Willow Creek Parkway. Staff forwards the following design recommendations to the Commission for consideration:

1. This approval is for development of the single-story, 11,000-square-foot Natural Result Medical Office and Surgery Center. The owner/applicant shall submit building plans that comply with this approval and the attached building elevations and color renderings dated October 13, 2016 and October 21, 2016 respectively.

2. The design, materials, and colors of the proposed Natural Result Surgery Center shall be consistent with the submitted building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department.

3. Roof-mounted mechanical equipment, including satellite dish antennas, shall not extend above the height of the parapet walls. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis-type features.

4. Decorative (gooseneck, lantern style, etc.) lighting fixtures consistent with the architectural theme of the building shall be utilized on all building elevations.

5. All exterior building-attached light fixtures shall be shielded and directed downward and away from adjacent properties.

6. All signs for the project shall comply with the Folsom Municipal Code and any modification to or deviation from the sign criteria shall be subject to review and approval by the Community Development Department.

7. The final location, size, orientation, design, materials, and colors of the trash/recycling enclosure and the emergency generator enclosure shall be subject to review and approval by the Community Development Department.

These recommendations are included in the conditions of approval presented for consideration by the Planning Commission (Condition No. 28).

ENERGY AND WATER CONSERVATION

To reduce impacts in terms of energy and water consumption, the proposed project is required to meet the 2014 Title 24 Building Envelope Energy Efficiency Standards. The project will be allowed to achieve this performance standard through a combination of measures to reduce energy use for heating, cooling, water heating and ventilation. Because energy use for each different system type (i.e., heating, cooling, water heating, and ventilation) is defined, this method will also easily allow for application of individual measures aimed at reducing the energy use of these devices in a prescriptive manner. It is important to note that the project applicant will be utilizing the checklist for the LEED and WELL Building Standard in an attempt to exceed required energy and water conservation requirements.

In an effort to address water conservation, the proposed project includes a number of measures aimed at reducing on-site water usage. The proposed project has been designed to achieve an overall water efficient landscape rating utilizing primarily low water use plant materials. The concepts of utilizing plant materials that are compatible in their water use requirements together within the same irrigation zones, are to be applied with all planting and irrigation design. In addition, all proposed landscape areas will have automatically controlled irrigation systems that incorporate the use of spray, subsurface in-line emitters, and other high efficiency drip-type systems. To further ensure water conservation is being achieved, the proposed project is required to comply with all State and local rules, regulations, Governor's Declarations, and restrictions including but not limited to: Executive Order B-29-15 issued by the Governor of California on December 1, 2015 relative to water usage and conservation, requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the Folsom Municipal Code, (Section 13.26 Water Conservation), or amended from time to time. Condition No 51 is included to reflect these requirements.

ENVIRONMENTAL REVIEW

In reviewing the submitted development application, City staff determined that the proposed project was eligible for categorical exemption under Section 15332 In-Fill Development of the California Environmental Quality Act (CEQA). In order to be eligible for this particular exemption, a project must satisfy five specific criteria established within Section 15332. The first criterion is that the project must be consistent with the General Plan land use designation, applicable General Plan policies, the Zoning designation, and the Zoning Regulations. As discussed within the General Plan

and Zoning Consistency section of this staff report, the proposed project is consistent with the existing General Plan land use designation and Zoning designation. The proposed project also meets all zoning regulations and standards established for the subject property. In addition, the proposed project is consistent with all applicable General Plan policies.

The second criterion is that the proposed project must be located within the City limits with no more than five acres of land and substantially surrounded by urban land uses. The proposed project is located on a 1.91-acre of property located within the City of Folsom. The project site is surrounded by urban development with commercial office buildings to the north, and assisted living facility to the south, commercial office buildings to the west, and single-family residential development across the Humbug-Willow Creek corridor to the east. The third criterion states that the proposed development has no habitat for endangered, rare, or threatened species. A biological resource assessment prepared for the project site in 2013 (in conjunction with an Initial Study and Mitigated Negative Declaration prepared for the Oakmont Senior Living project) determined that there were no rare, endangered, or threated species located on the project site. It is important to note that the project site has previously been rough graded and contains no significant vegetation.

The fourth criterion requires that the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. As described within the traffic section of this staff report, the proposed project would not have a significant impact relative to traffic given the use of an existing driveway for project access and the extremely low volume of projected vehicle trips. In terms of noise, staff determined that the proposed project will not result in any significant noise-related impacts given the proposed use as a medical office and surgery center. Based on the low number of projected vehicle trips, the proposed project will not result in any air quality or greenhouse gas-related impacts. The proposed project will not have any water quality-related impacts as the project will utilize the existing storm drain system located adjacent to the project site. The fifth criterion is that the project site can adequately be served by all required utilities and public services. City staff has determined that the project site will be served by existing utilities located within the Creekside Drive and East Bidwell Street right-of-way. In addition, staff has determined that there is sufficient capacity and capability (school capacity, fire response, police response, park facilities, etc.) so that public services will not be impacted by the proposed project.

RECOMMENDATION/PLANNING COMMISSION ACTION

MOVE TO APPROVE A PLANNED DEVELOPMENT PERMIT FOR DEVELOPMENT AND OPERATION OF AN 11,000-SQUARE-FOOT MEDICAL OFFICE AND SURGERY CENTER AT THE SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND CREEKSIDE DRIVE AS ILLUSTRATED ON ATTACHMENTS 2 THROUGH 7 FOR THE NATURAL RESULT MEDICAL OFFICE AND SURGERY PROJECT WITH THE FOLLOWING FINDINGS AND CONDITIONS (NO. 1-54).

GENERAL FINDINGS

A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.

B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN, THE ZONING CODE OF THE CITY, AND THE HUMBUG-WILLOW CREEK DESIGN GUIDELINES.

CEQA FINDINGS

C. THE PROJECT IS CONSISTENT WITH THE APPLICABLE GENERAL PLAN DESIGNATION AND ALL APPLICABLE GENERAL PLAN POLICIES AS WELL AS WITH APPLICABLE ZONING DESIGNATION AND REGULATIONS.

D. THE PROPOSED DEVELOPMENT OCCURS WITHIN CITY LIMITS ON A PROJECT SITE OF NO MORE THAN FIVE ACRES SUBSTANTIALLY SURROUNDED BY URBAN USES.

E. THE PROJECT SITE HAS NO VALUE AS HABITAT FOR ENDANGERED, RARE, OR THREATENED SPECIES.

F. APPROVAL OF THE PROJECT WOULD NOT RESULT IN ANY SIGNIFICANT EFFECTS RELATING TO TRAFFIC, NOISE, AIR QUALITY, OR WATER QUALITY.

G. THE SITE CAN BE ADEQUATELY SERVED BY ALL REQUIRED UTILITIES AND PUBLIC SERVICES.

PLANNED DEVELOPMENT PERMIT FINDINGS

H. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF CHAPTER 17.38 (PLANNED DEVELOPMENT DISTRICT) OF THE FOLSOM MUNICIPAL CODE AND OTHER APPLICABLE ORDINANCES OF THE CITY AND THE GENERAL PLAN.

I. THE PROPOSED PROJECT IS CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY.

J. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS IS ACCEPTABLE.

K. THERE ARE AVAILABLE NECESSARY PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO, WATER, SEWER AND DRAINAGE AND THE PROJECT ADEQUATELY PROVIDES FOR THE FURNISHING OF SUCH FACILITIES.

L. 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

M. 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.

N. ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICES AND EMERGENCY PUBLIC SAFETY SERVICES TO THE DEVELOPMENT.

O. THE PROPOSED DEVELOPMENT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN MITIGATED TO AN ACCEPTABLE LEVEL.

Submitted,

_____

DAVID E. MILLER, AICP
Community Development Director

CONDITIONS

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

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

Attachment 8
Letter from Applicant, dated January 17, 2020

Steven Banks

From: Fred Katz <fkatz@kkprop.net>
Sent: Friday, January 17, 2020 3:25 PM
To: Steven Banks
Cc: rich@rbnaint.com; Steve Kirkpatrick; Scott Paddon; Jack Paddon; javidannejad@yahoo.com
Subject: RE: Esc#FSSE-8041902600 - 1578 Creekside Drive, Folsom CA 95630 - Planned Development Permit Extension for Natural Results Surgery Center (PN-19-002)

Hi Steve,
The purpose of this email is to formally request a further extension of the Planned Development Permit for Natural Results Surgery Center (PN-19-002). As you know, Williams and Paddon is currently processing a Planned Development Modification for Dr. Javid Javidan to develop a medical building on the property. We are in escrow to sell the property to Dr. Javidan who is anxious to proceed with his project once the Planned Development Modification is approved by the City of Folsom. Your cooperation is appreciated. Please call or email if you need anything further from me to accommodate our request. Many thanks.

Fred M. Katz
Katz Kirkpatrick Properties
KKP Lake of the Pines LLC
1731 E. Roseville Parkway
Suite 270
Roseville, CA 95661
916-780-6670, ext. 204
fkatz@kkprop.net

This message and any attachments are intended only for the use of the addressee and may contain information that is privileged and confidential. If the reader of the message is not the intended recipient or an authorized representative of the intended recipient, you are hereby notified that any dissemination of this communication is strictly prohibited. If you have received this communication in error, notify the sender immediately by return email and delete the message and any attachments from your system. Nothing in this email transmittal is intended to constitute an "electronic signature" or to create a binding contract pursuant to the California Uniform Electronic Transactions Act.

Attachment 9
Utility Undergrounding Agreement
Dated February 22, 2017

CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Community Development Department
50 Natoma Street
Folsom, CA 95630

February 22, 2017

Fred Katz
Katz Kilpatrick Properties
3300 Douglas Blvd., Suite 385
Roseville, CA 95661

RE: E. Bidwell St. & Creekside Drive Surgery Center Project Utility Undergrounding

Dear Mr. Katz:

Thank you for meeting with Steve Krahn, City Engineer, and me to discuss Condition No. 53 of your project approval by the Folsom Planning Commission for the surgery center project located at East Bidwell Street and Creekside Drive. Per our discussion, you have agreed to comply with Condition No. 53 by undergrounding all overhead electric and associated utilities on East Bidwell Street fronting your property from the existing power pole near the east property line to a pole located at the SE corner of the intersection of Creekside Drive and East Bidwell Street. This work is shown on the attached exhibit.

Please evidence your concurrence with the description of the scope of work as shown in the attached exhibit and described above by signing at the bottom of this letter. The undergrounding work, once completed, will satisfy the developer's obligation under Condition No. 53.

Additionally, the City Engineer will produce a letter to SMUD indicating that the street widening is a City project and therefor the costs to the project will be adjusted as a city project. We will copy this letter to you and anticipate having it sent this week.

Please sign and returned an original of the signed copy of this letter signifying agreement as to your obligation under Condition No. 53 of your PD Permit approval.

Sincerely,

David E. Miller

David E. Miller
Director of Community Development
City of Folsom

I concur with the description of the scope of work as shown in the attached exhibit and described above pertaining to Condition No. 53.

_____

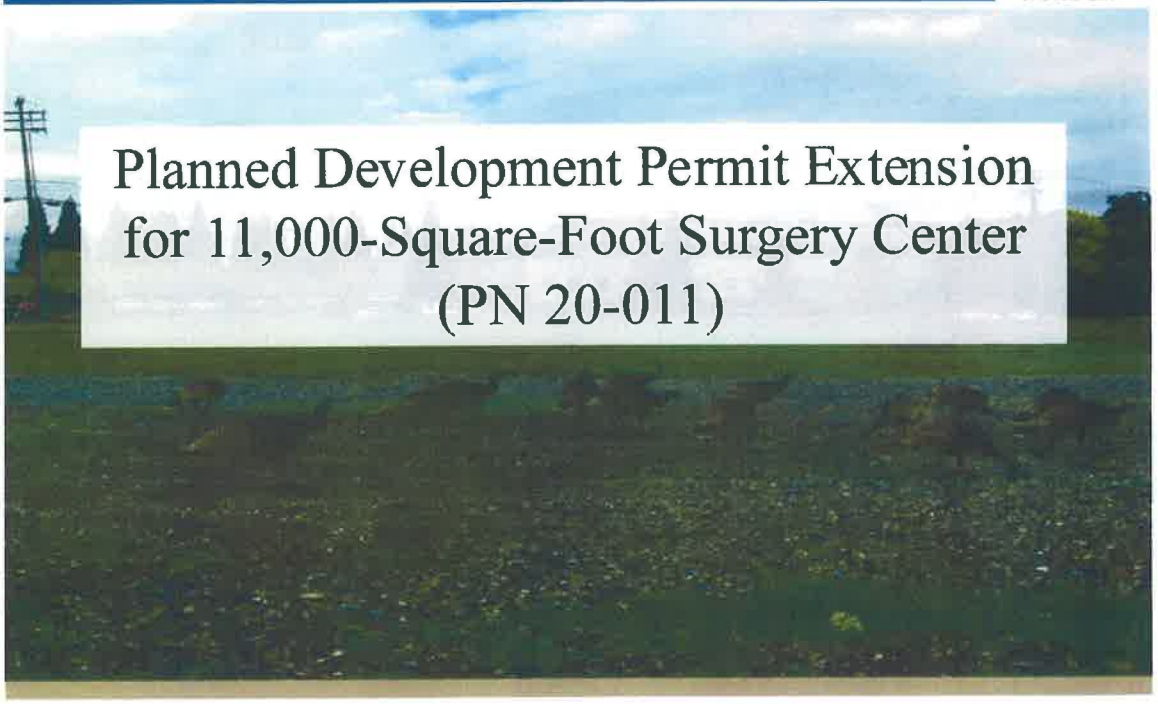
Fred Katz
Katz Kilpartick Properties

Date

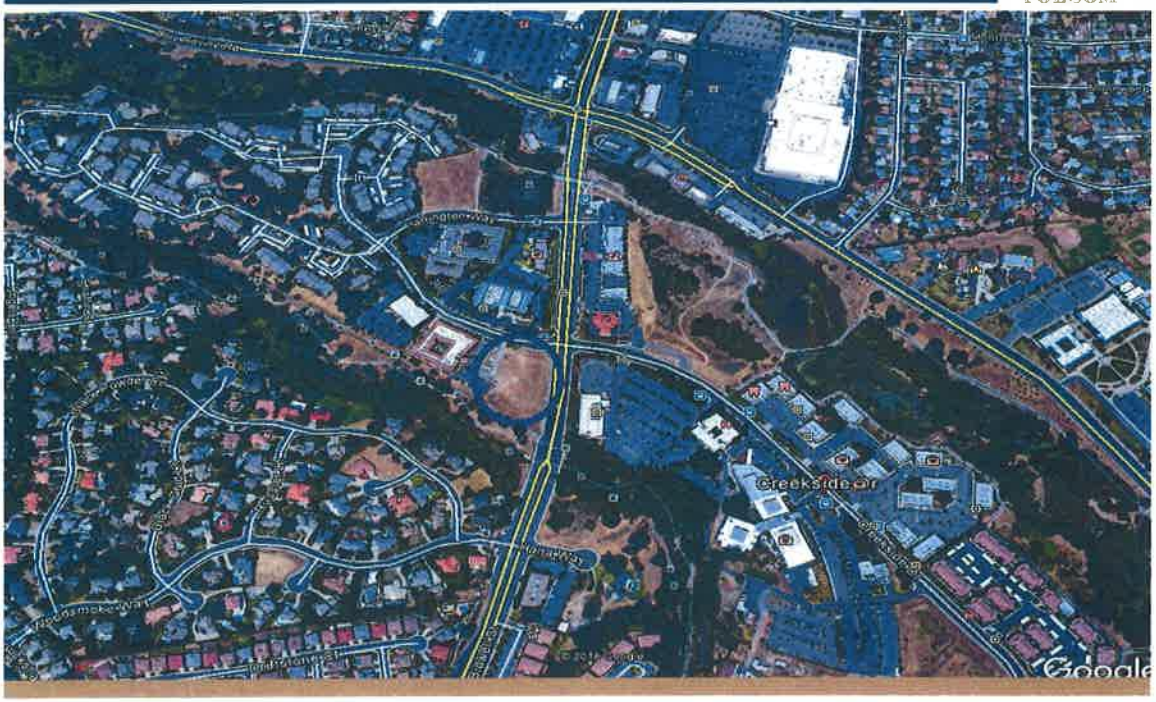
Attachment 10
Site Photographs

Attachment 11
Planning Commission PowerPoint Presentation

Creekside Drive Surgery Center



Vicinity Map



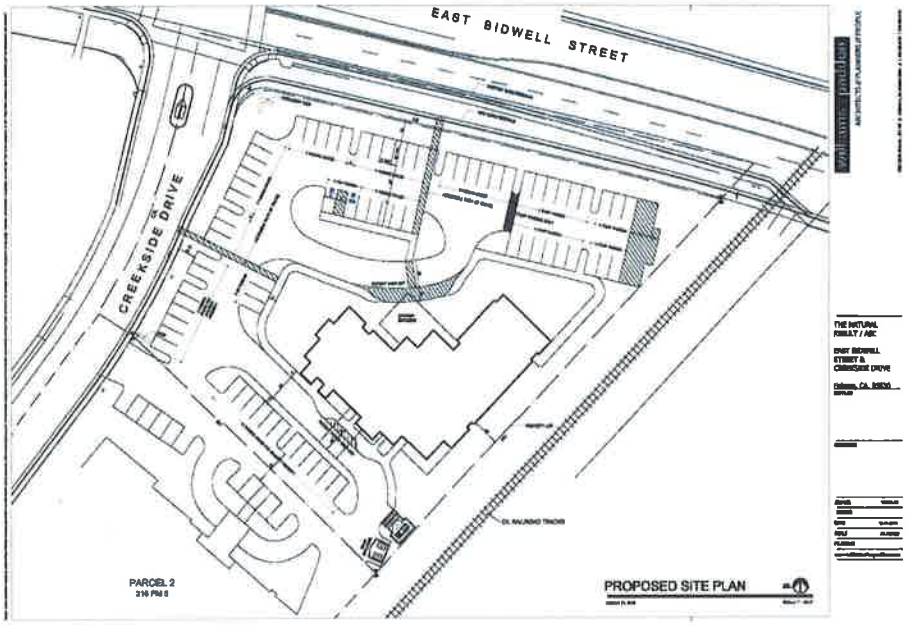
Aerial View of Project Site

Project Background

- 2013: Planning Commission Approval of a Planned Development Permit and Conditional Use Permit for Development for Development and Operation of 60-Unit Oakmont Senior Living Community on 1.71-Acre Interior Parcel. Project Included Parking Easement Agreement for Development of 20-Space Parking Lot Off-Site on Adjacent 1.91-Acre Corner Parcel (Subject Site)
- 2017: Planning Commission Approval of a Planned Development Permit for Development of an 11,000-Square-Foot Surgery Center (Natural Results Surgery Center) on 1.91-Acre Site Located at Southeast Corner of East Bidwell Street and Creekside Drive
- 2018: Commencement of Street Widening and Underground Utility Work Along the Project's East Bidwell Street Frontage as Required by the City as a Condition of Approval for the Surgery Center Project
- 2019: Planning Commission Approval of a Planned Development Permit Extension for Creekside Drive Surgery Center Project

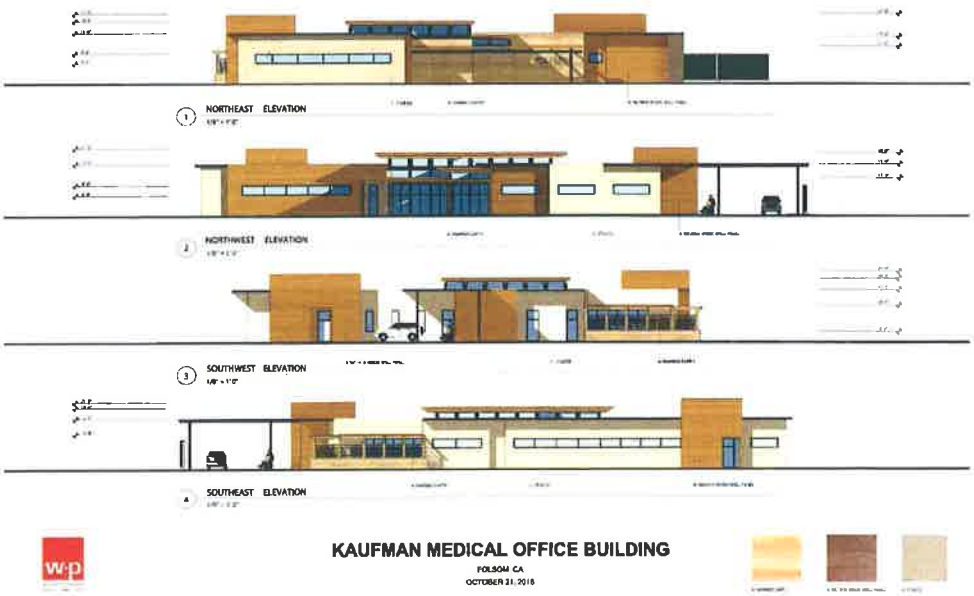
Approved Site Plan

FOLSOM



Building Elevations

FOLSOM



Building Renderings

FOLSOM

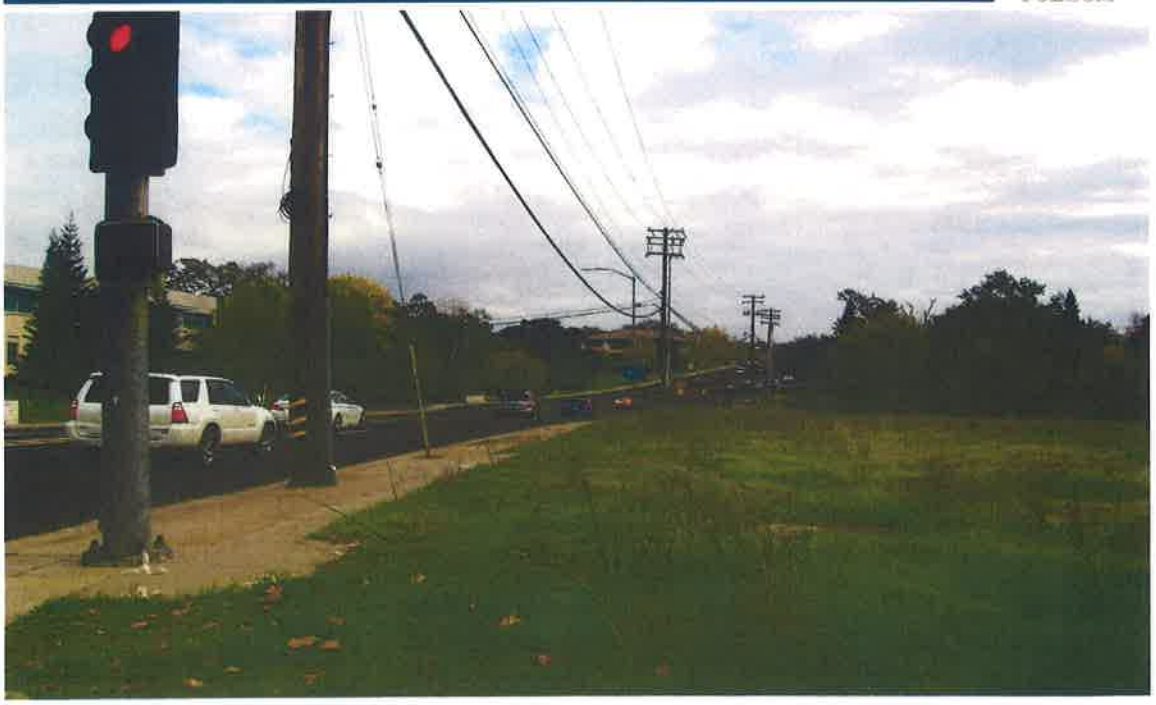
Key Project Details/Analysis

FOLSOM

- Entitlement Extension Request:
  - Planned Development Permit Extension
- Analysis:
  - Timely Letter Submitted by Project Applicant on January 17, 2020
    - Additional Time Required for Ongoing Street-Widening and Underground Utility Work
    - Tenant Requesting Owner Complete Frontage Improvements
    - Agreement to Move Forward with Development Following Completion of Improvements
    - Construction by the Early 2021
  - No Changes on Project Site or in Project Vicinity that Would Require Modification to any Conditions of Approval for the Project
  - Staff Supportive of Two-Year Extension for the Planned Development Permit

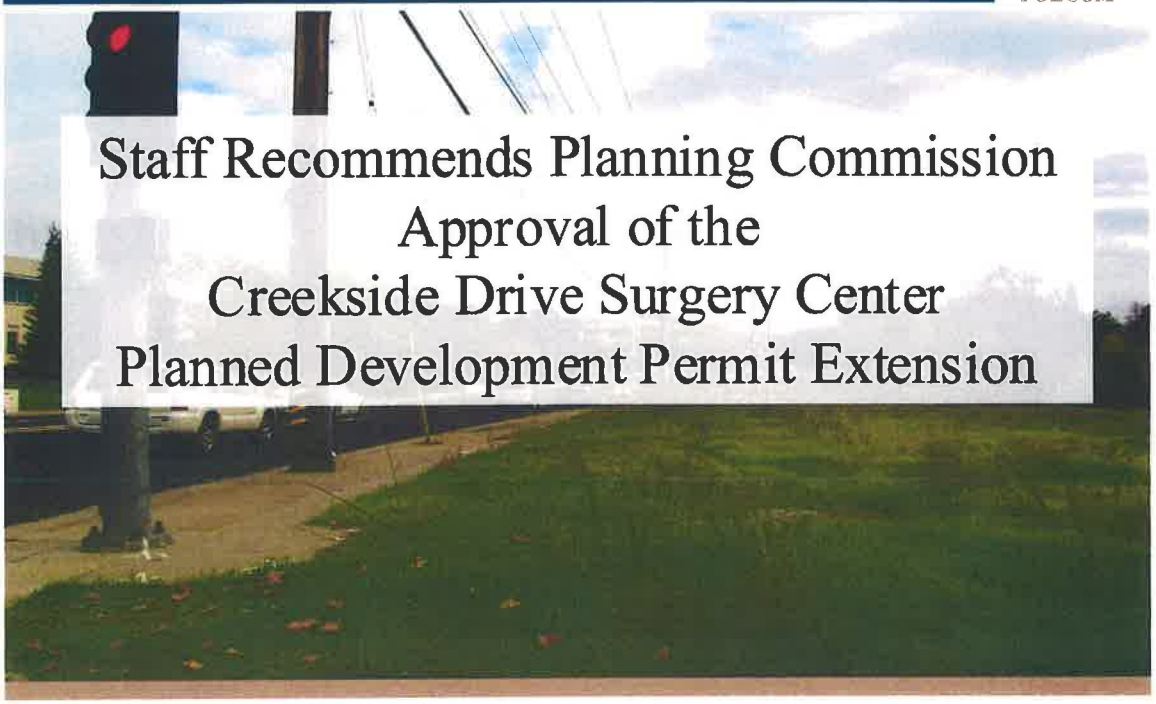
Site Photographs

Site Photographs



Staff Recommendation

FOLSOM



AGENDA ITEM NO. 2
Type: Public Meeting
Date: May 6, 2020

Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project:	Bidwell Place Design Review
File #:	PN 20-013
Request:	Design Review
Location:	403 East Bidwell Street
Parcel(s):	071-0190-060 and 071-0190-061
Staff Contact:	Josh Kinkade, Assistant Planner, 916-461-6209 jkinkade@folsom.ca.us

Property Owner
Name: St. Anton Communities
Address: 1801 I Street, Suite 200
Sacramento, CA 95811

Applicant
Name: St. Anton Communities
Address: 1801 I Street, Suite 200
Sacramento, CA 95811

Recommendation: Conduct a public meeting and upon conclusion approve the Design Review Application to construct the Bidwell Place Apartment complex at 403 East Bidwell Street (PN 20-013) subject to the findings included in this report (Findings A-E) and attached conditions of approval (Conditions 1-57).

Project Summary: The proposed project is the development of a 75-unit, 100% affordable rental housing community to be known as Bidwell Place. The proposed project, which includes the development of three (3) three-story residential buildings totaling 66,000-square-feet, is located on a 3.24-acre site located on East Bidwell Street. In addition, the project includes leaving the existing Bank of America building onsite. Additional site improvements include drive aisles, 167 parking spaces, underground utilities, site lighting and site landscaping.

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Submitted,

PAM JOHNS
Community Development Director

ATTACHMENT 1
DESCRIPTION/ANALYSIS

APPLICANT'S PROPOSAL

The applicant, St. Anton Communities, is requesting Design Review approval for the development of a 75-unit affordable rental housing community (Bidwell Place) on a 3.24-acre site located on East Bidwell Street between Rumsey Way and Market Street. The proposed project, which includes development of three (3) three-story apartment buildings, features nine studio units, 39 one-bedroom units, and 27 two-bedroom units. The individual apartment units range from 503-square feet (studio units) to 959-square feet (two-bedroom units). In addition to the residential units, the project includes demolishing approximately 8,860-square-feet of the existing commercial building that is at the project site. The applicant has executed an agreement with the existing tenant, Bank of America, to stay in-place during and after construction of the new housing community.

This project is 100% affordable housing, with four (4) units at the 30% Average Median Income (AMI) Level, four (4) units at the 50% AMI level, 61 units at the 60% AMI level, five (5) units at the 80% AMI level and then one manager unit. The California Department of Housing and Community Development explains that extremely low income is categorized as 0% to 30% of AMI, very low income is categorized as 30% to 50% of AMI, and low income is 50% to 80% of AMI. The project is proposing to have eight (8) units at very low income, and 66 units at low income.

In terms of building design, the proposed project features three buildings that are fairly contemporary in architectural style with many high-quality elements. Proposed building materials include stucco siding, stucco trim, stone veneer, decorative metal railing, and composition shingle roof tiles. Primary colors are generally light earth tones with a richer accent green, as shown in the elevations and renderings in Attachment 5. The design of this project is proposed to match and be an extension of the neighboring community complex, Bidwell Pointe Apartments, which was approved by the Planning Commission on June 21, 2017 and is currently operational.

Vehicle access will be provided by two existing driveways on the east side of the property that each connect to East Bidwell Street. Internal vehicle circulation is facilitated by an internal drive aisle that is spread through the community. Pedestrian circulation is accommodated by a combination of existing sidewalks and new interior walkways. The proposed project provides a total of 167 parking spaces. Additional site improvements include underground utilities, trash enclosures, site lighting, and site landscaping.

POLICY/RULE

Multifamily residential projects containing more than two units are required to submit a Design Review application to the Planning Commission for review and approval, per

Section 17.06.030 of the Folsom Municipal Code.

Government Code section 65589.5
As a part of a comprehensive series of changes to the State of California's Planning and Zoning Law, the Legislature enacted various updates to the Housing Accountability Act that went into effect on January 1, 2020. Even before these recent updates, Government Code Section 65589.5 prohibited local agencies from disapproving, or conditioning approval in a manner that would render a housing development project infeasible for the development of very low, low, or moderate-income households, including through the use of design review standards, unless it makes very specific findings based upon a preponderance of the evidence in the record. This requirement is in addition to the City's standard Design Review denial findings.

Specifically, pursuant to Gov. Code Section 65589.5(d)(2), in order to deny a housing development project, the Commission would have to find that the project, as proposed would have a specific, adverse impact upon the public health or safety, and that there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households.

As defined in Gov. Code Section 65589.5(d)(2), a "specific, adverse impact" means "a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete." Updates to this law that went into effect on January 1, 2020 make clear that inconsistency with the zoning ordinance or general plan land use designation do not constitute "specific, adverse impacts upon the public health or safety" for purposes of this analysis. (Gov. Code § 65589.5(d)(2)(A).)

Similarly, Gov. Code section 65589.5(j)(4) states that "a proposed housing development project is not inconsistent with the applicable zoning standards and criteria, and shall not require a rezoning, if the housing development project is consistent with the objective general plan standards and criteria but the zoning for the project site is inconsistent with the general plan".

ANALYSIS

General Plan and Zoning Consistency

The General Plan land use designation for the project site is CC (Community Commercial) within the East Bidwell Corridor (EBC) Overlay. The EBC Overlay designation gives property owners along the East Bidwell Corridor the flexibility to develop sites with a mixture of commercial and residential uses that are mutually compatible along East Bidwell Street. This designation balances existing commercial uses with future mixed-site development. As described on page LU-7 of the General Plan, this designation allows for multifamily housing as well as shops, restaurants, offices, and other compatible uses. The EBC allows for 20-30 dwelling units per acre, and the proposed project is 23.1 dwelling units per acre. Therefore, the proposed

project is consistent with the EBC Overlay.

Currently, the proposed project is not consistent with the Zoning Code, FMC Chapter 17.22, as the zoning designation for the site is C-2 (Central Business) and C-2 zones do not allow for residential development. However, state law (discussed in detail above) makes clear that a proposed housing development project is not inconsistent with the applicable zoning standards and criteria, and shall not require a rezoning, if the housing development project is consistent with the objective general plan standards and criteria but the zoning for the project site is inconsistent with the general plan. (Gov. Code § 65589.5(j)(4).) While the zoning for the project site (C-2) does not allow residential development, that prohibition is inconsistent with the general plan (EBC Overlay), with which the project complies. Accordingly, state law prohibits a finding that the proposed project is inconsistent with applicable zoning standards or requires a re-zone (Gov. Code § 65589.5(j)(4)) and it also prohibits a denial of the project based on inconsistency with the zoning ordinance (Gov. Code § 65589.5(d)(2)(A)).

Staff anticipates that differences between the existing zoning designations along East Bidwell Street and the provisions of the General Plan's EBC Overlay will be addressed as a part of the upcoming zoning code update, which will bring the Zoning Ordinance into conformance with the General Plan.

Regional Housing Needs Allocation (RHNA)
In evaluating the proposed development, staff considered the potential impact of the project on the City's Regional Housing Needs Allocation (RHNA) requirement. State Housing Element Law (Government Code Section 65580) mandates that local governments must adequately plan to meet the existing and projected housing needs of all economic segments of the community. The City of Folsom Housing Element, which was adopted on October 22, 2013, assesses the city's future housing needs based on the regional "fair share" allocation in the Regional Housing Needs Allocation (RHNA) prepared by the Sacramento County Council of Governments (SACOG). SACOG, in its RHNA, allocated the City of Folsom a total of 4,633 housing units for the period from January 1, 2013 through June 30, 2021. The RHNA Methodology that was adopted in November 21, 2019 for the 2021 Folsom Housing Element update was projected to be 6,363 total housing units. As described earlier in this report, the applicant is proposing to develop all 75 apartment rental units as affordable, ranging from low- to very low-income which will help meet the RHNA requirement.

Land Use Compatibility/Site Considerations
The 3.24-acre project site is located at East Bidwell Street between Rumsey Way and Market Street. The project site is surrounded by a shopping center to the north, Kohls shopping center to the west, and a storage and hotel site to the south. In reviewing the proposed project with respect to land use compatibility, City staff took into consideration existing land uses in the project vicinity. The project site is located within the central

business district which includes a variety of land uses such as large retail stores, small retail stores, restaurants, grocery stores, restaurants, professional offices, service stations, a motel, a middle school, a post office, a bowling alley, and an aquatic center. Residential development, including single-family homes and apartment buildings, is located primarily around the periphery of the central business district. The Bidwell Pointe Apartments are northwest of the project, and Bidwell Place is to be an extension of Bidwell Pointe. Based on the existing land uses present in the project vicinity and taking into consideration the intent of the EBC overlay, staff has determined that the proposed project is compatible with existing land uses in the project vicinity.

The existing site has the Bank of America office located on the southern parcel, with most of the two lots paved. The western portion of the lot is undeveloped and not paved. As stated before, the EBC designation allows for multifamily housing as well as shops, restaurants, offices, and other compatible uses. The Bank of America office is considered a similar use as the uses listed above, and the inclusion of the multifamily use on the same site is encouraged with the EBC Overlay. Staff concluded that the proposed project would be compatible with the existing commercial use and also more aligned with the character of the EBC Overlay, as the site is currently underutilized.

The project is currently proposed on two parcels of land. Condition No. 54 mandates that the applicant perform a lot line adjustment to provide separate parcels for the bank and the apartment complex and ensure that no parcel lines would be bisected due to the new development. Per the California Building Code, a single building is prohibited from bisecting two parcels. The lot line adjustment will be required to be completed prior to the issuance to Building Permits. Lot line adjustments are approved at a staff level.

Density Bonus

As described above, the applicant is requesting design review approval of a multifamily project that includes 75 rental units on a 3.24-acre site located at 403 East Bidwell Street (23 units per acre). However, as also stated above, staff has recommended that the project be conditioned to require the applicant to perform a lot line adjustment to allow the bank and the apartment complex to have separate parcels to ensure no parcel lines would be bisected due to the new development. This lot line adjustment has the potential to increase the density of the project above the 20 to 30 dwelling units per acre that is allowed under the General Plan per the EBC Overlay. After the lot line adjustment, the parcel with the apartment community is anticipated to be approximately 2.09 acres. This would make the density to be 35.8 dwelling units per acre.

In 2011, in order to facilitate the development of affordable housing and to implement the goals, objectives, and policies of the City's Housing Element, the City adopted FMC Chapter 17.102, the Density Bonus Ordinance. This ordinance is intended to provide incentives for the production of housing affordable to very low, low, and moderate-income households, as well as senior households, as required by state law. As relevant

to this project, for purposes of the Density Bonus Ordinance, “density bonus” means a density increase over the maximum residential density otherwise allowable under the City’s General Plan (FMC section 17.102.020(G).). Generally, as described in FMC section 17.102.030, the City shall grant a density bonus to a housing development project consisting of five or more dwelling units if the project applicant agrees to provide at least ten percent of the total units for low income households or at least five percent of the total units for very low income households.

Pursuant to FMC section 17.102.030(A)(3)(a) and Government Code section 65915(f), the State Density Bonus Law, the amount of density increase to which a project applicant is entitled shall vary according to the amount by which the project’s percentage of affordable housing units exceeds the percentages stated above. An amendment to the State Density Bonus Law that took effect on January 1, 2020 now mandates that housing projects (like the proposed project) where all of the units are affordable to low-, very low- and moderate-income residents, receive a density increase of up to 80% above the maximum residential density otherwise allowed. (Gov. Code § 65915(f)(3)(D).) As stated above, the projected density for the project after the lot line adjustment is processed is approximately 36 dwelling units per acre, which is 6 units more than what is permitted in the EBC Overlay. The City’s Density Bonus Ordinance and the recent amendment to the State Density Bonus Law allow affordable housing projects to be constructed at densities in excess of what is permitted under the EBC Overlay General Plan land use designation and specifically require approval of the projected density bonus needed for this project.

In addition, per Gov. Code section 65589.5(j)(3) of the Housing Accountability Act, the receipt of a density bonus shall not constitute a valid basis on which to find a proposed housing development project inconsistent, not in compliance, or not in conformity with any applicable plan, program, policy, ordinance, standard, requirement, or similar provision. This requirement is consistent with Government Code section 65915(f)(5) of the State Density Bonus Law, which states that “the granting of a density bonus shall not require, or be interpreted, in and of itself, to require a general plan amendment, zoning change, or other discretionary approval.” Therefore, even if the lot line adjustment impacts the project to be a higher density than what is permitted in the EBC Overlay, the project would not be required to go through a re-zone or a general plan amendment, as the law does not view density bonus as a valid basis for finding inconsistency between the project and the zoning ordinance or the General Plan.

DESIGN REVIEW

Development Standards

As stated above, the project is not in compliance with the Zoning Code, as the C-2 zone does not allow for residential uses. However, the project is in compliance with the Commercial Zone Development Standards for the C-2 zone. The project is proposed to be 3 stories and 40-feet in height, and the C-2 Development Standards state that building limitation is 4 stories, not exceed 50-feet in height. The rear yard requirement is

12 feet and the project proposes to maintain 19 feet in the rear yard. Per the Commercial Zone Development Standards, there are no front yard or side yard setback requirements. The project is proposing to maintain 7.9-foot and 10.1-foot side yard setbacks. Additionally, there are no requirements for building coverage, lot area, and lot width per the Commercial Zone Development Standards. Therefore, by meeting the standards described above, the project is consistent with the Commercial Zone Development Standards as described in the FMC, Section 17.22.050.

The Multifamily Design Guidelines state that all structures, carports and similar features shall maintain a minimum 25-footsetback from any public or private streets along the perimeter of the site. The existing commercial bank occupies the front of the parcel that faces East Bidwell Street, and the closest residential building is approximately 180-linear-feet away from East Bidwell Street. Furthermore, the Guidelines state that main buildings on the same lot shall be a minimum of 10 feet away from each other. Buildings on the project site are proposed to be separated by a minimum distance of 16 feet.

Architecture and Design

The proposed project, which includes development of three (3) three-story apartment buildings, reflects a fairly modern architectural style with many high-quality elements including varied roof forms and shapes, highly articulated facades, recessed entries and balconies, dormers, and decorative enhancements. Proposed building materials include stucco siding, fiber cement panels, stone veneer, stucco trim, decorative metal railings, and composition shingle roof tiles. Primary colors are generally lighter earth tones enhanced by richer trim and accent colors.

Staff considered the City's Design Guidelines for Multifamily Development when evaluating the architecture and design of the proposed project. The primary purpose of the Design Guidelines for Multifamily Development is to establish specific development standards and design guidelines for the development of multifamily units which are necessary to protect the public health, safety, and general welfare of the community. The Design Guidelines include a variety of recommendations for residential land uses 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.

- Buildings should be articulated with balconies, dormers, gables, porches, varied setbacks, and staggered roof planes to break up the visual massing of building facades.
- Natural materials such as stone, masonry, wood, and patterned concrete should be used as building materials.
- 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, balconies, and doors.

In reviewing the architecture and design of the proposed project (Attachment 5), City staff determined that the applicant incorporated many of the essential design elements required by the Design Guidelines for Multifamily Development including highly-articulated facades, varied roof design elements, dormers, covered entries, balconies, and various decorative enhancements. As recommended by the Design Guidelines, the primary colors are generally earth tone in nature and feature various shades of beige and tan. The supporting trim and accent colors offer richer and more vibrant colors such as olive, gray, brown, bronze, and black. Proposed roof shingle colors, which have been designed to complement the building colors, are charcoal in color. In addition, the proposed apartment buildings utilize a variety of natural building materials as suggested by the Design Guidelines including stucco siding, fiber cement panels, stucco trim, and composition shingle roof tiles. Furthermore, this project is anticipated to be an extension of the Bidwell Pointe Apartments, and as such, is proposed to match with colors, materials and general architectural features of that project.

The applicant is anticipated to make the existing Bank of America building match the proposed community complex. However, any remodel to the façade will be subject to its own Design Review approval process and is not associated with this project. It has been conditioned in this staff report as Condition No. 53 that the Bank of America building will be subject to future Design Review.

Grading and Drainage

The partially-developed project site is relatively flat, and the proposed project will involve a minimal amount of overall grading. Development of the project site is anticipated to require minimal movement of soils (including cutting, filling, and leveling) and compaction of said materials. The applicant will be required to provide a complete geotechnical report before the design of interior roads, parking lot areas, and building foundations are finalized. Condition No. 11 is included to reflect this requirement.

Public storm drainage facilities are provided to accommodate runoff for the surrounding commercial and educational land uses, but limited information on existing infrastructure currently exists within the project site itself. Staff has therefore recommended Condition No. 34, which states that a drainage report is required prior to the issuance of improvement plans. The drainage study is required to demonstrate that peak flows leaving the site do not exceed pre-project levels. Staff also recommends the storm drain

improvement plans 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. Condition No. 29 and Condition No. 30 are included to reflect this requirement.

Fencing
The applicant is proposing to install six-foot-tall decorative metal fencing along the northern, western, and southern property boundaries of the project site in order to provide a safe environment for residents and to provide a buffer between the project site and adjacent commercial land uses. In addition, staff recommends that the final location, design, height, materials, and colors of fencing be subject to review and approval by the Community Development Department. Condition No. 55 is included to reflect this requirement.

Trash/Recycling Enclosures
The proposed project includes two trash/recycling enclosures which are located in the northwestern and southeastern portions of the site respectively. The proposed six-foot-tall residential trash/recycling enclosure, which measures 24 feet in width by 12 feet in depth, includes a design that features CMU split-face blocks, a CMU wall-cap, and a metal gate. The applicant is proposing to paint the trash-recycling enclosure an earth-tone color to match the colors utilized on the proposed apartment and community buildings. The second trash enclosure will be for the Bank of America waste bins, which measure 12 feet in width by 9 feet in depth and include similar design to the residential trash enclosure. 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. 50 is included to reflect this requirement.

Signage
The applicant has not provided specific details with respect to the design of the proposed monument sign. Staff recommends that the final location, design, and materials of any sign be subject to review and approval by the Community Development Department. In addition, staff recommends that the owner/applicant obtain a sign permit and that all signage associated with proposed project comply with the requirements established by the Folsom Municipal Code (FMC, Section 17.59, Signs). Condition No. 52 is included to reflect this requirement.

Parking
The applicant proposed to provide a total of 167 parking spaces, of which 120 will be designated for the residential units and 47 will be exclusively for Bank of America’s use. The parking areas will be fenced to facilitate parking enforcement between commercial and residential uses. Per FMC Section 17.57.040, Off-Street Parking Requirements, multifamily structures and complexes are required to have 1.5 spaces per unit. By those standards, the applicant would be required to provide 112.5 parking spaces. As the proposed project provides 120 parking spaces for the 75-unit complex, the applicant is

over the required parking by 7.5 parking spaces.

The Multifamily Design Guidelines provide the following parking ratio recommendations:

- One bedroom: one and one-half on-site parking space per unit; and
- Two bedrooms: two on-site parking spaces per unit.

With these standards, the project would be required to have 119.25 parking spaces and 120 are being provided. Based on the aforementioned analysis, staff has determined that the project meets the parking requirements of the Folsom Municipal Code.

As stated above, the existing Bank of America building will retain 47 parking spaces. The FMC states that retail commercial uses, banks, financial institutions, and office/service-type commercial uses require one space per 200 square feet of gross floor area. The Bank of America site will be 6,289-square-feet after the partial demolition, which means that they would be required to have 31.5 parking spaces. The proposed project is therefore over the required parking for the commercial use.

The applicant is proposing to install two (2) electric vehicle charging stations at the apartment complex as part of the project. The City of Folsom General Plan Goal M. 4.2.4, encourages the installation of electric vehicle charging stations in parking spaces throughout the City, prioritizing installations at multifamily residential units. By installing the two electric vehicle charging stations, the applicant will be consistent with Goal M. 4.2.4 the General Plan.

The Folsom Municipal Code requires that multifamily residential projects provide one bicycle parking space per every five dwelling units. Staff recommends that the applicant provide 15 bicycle parking spaces evenly distributed throughout the project site. Condition No. 44 is included to reflect this requirement.

Landscaping

The western portion of the project site is an unimproved dirt field. The remainder of the site is developed with two driveways fronting East Bidwell Street and parking lot areas with associated lighting and landscape improvements. The proposed shade and accent trees include Red Pointe Red Maple, Saratoga Sweet Bay, Chinese Pistache, Red Oak, Little Leaf Linden, and Chinese Evergreen Elm. The proposed shrubs and ground coverage include Glossy Abelia, Blue Oat Grass, Feather Reed Grass, Heavenly Bamboo, India Hawthorn, Manzanita, Blue Fescue, Flower Carpet Rose, and Bluebell Creeper. The preliminary landscape plan meets the City parking lot shade requirement contained in FMC section 17.57.070 (G)(3) by providing 40% shade in the parking lot area within fifteen (15) years.

All proposed landscape areas will have automatically-controlled irrigation systems that incorporate the use of spray, subsurface in-line emitters, and other high-efficiency drip-type systems. All irrigation watering will be required to comply with the water

conservation requirements established within the Folsom Municipal Code (FMC, Chapter 13.26 Water Conservation) and all state water conservation regulations including the Model Water Efficient Landscape Ordinance (MWELO) pertaining to water conservation and outdoor landscaping. Condition No. 38 is included to reflect this requirement.

Tree Preservation

The City of Folsom Tree Preservation Ordinance (Folsom Municipal Code Chapter 12.16) regulates both the removal of protected trees and the encroachment of construction activities within their drip lines. Protected trees include, but are not limited to, native oak trees with a trunk diameter of 6 inches or greater, and multiple-trunked oak trees with an aggregate trunk diameter of 20 inches. An Arborist Report prepared for the project identified a total of 24 trees on the project site including Coast Live Oak, Italian Stone Pine, Black Pine, Coast Live Oak, Coast Redwood, Interior Live Oak, and Pacific Willow. Twelve trees are proposed for removal from the proposed project area due to their nature and extent of compromised health or structural instability. Therefore, it has been conditioned that:

- The applicant shall supply a tree permit application in accordance with the city's Tree Preservation Ordinance (Folsom Municipal Code 12.16) to the Community Development Department prior to any development activity. All items in the tree permit application shall be subject to review and approval by the Community Development Department and contain the following:

    - A tree plan clearly illustrating which on-site trees are proposed for removal and which are proposed for preservation. The tree plan shall include physical characteristics of the site (existing and proposed) as well as trees on neighboring properties possessing Tree Protection Zones (TPZ) which overlap onto the project site. The tree plan shall be included within all associated plan sets and shall include the contact information of the applicant's project arborist

    - An arborist report and tree survey of all on-site trees and trees on neighboring properties potentially impacted by the proposed development. The arborist report shall include an impact assessment for each tree based on the proposed development plans and prescribe preservation actions to minimize impacts for trees to be retained.

- The applicant shall retain the services of an independent project arborist throughout the duration of the project to monitor the condition all trees potentially impacted by the development and supervise regulated activity within the TPZ. All tree management recommendations by the project arborist shall be followed to the satisfaction of the Community Development Department.

- Prior to Certificate of Occupancy, at the time of the final inspection, the applicant shall submit to the Community Development Department a written statement from

the project arborist attesting that the conditions associated with the tree permit have been satisfied.

Circulation Along East Bidwell Corridor
The applicant has provided a 6-foot-wide pedestrian access easement along the project's southern boundary between East Bidwell Street and Riley Street terminating at the adjacent Kohls department store property. This easement maintains the possibility of a future pedestrian connection to Riley Street.

ENVIRONMENTAL REVIEW
In reviewing the submitted development application, City staff determined that the proposed project was potentially eligible for categorical exemption under Public Resources Code sections 21159.21 and 21159.23 as further described in Sections 15192 and 15194, Affordable Housing Exemption, of the California Environmental Quality Act (CEQA). In order to be eligible for this particular exemption, a project must satisfy twenty-four (24) specific criteria established within the code sections referenced above. The applicant has provided an Exemption Analysis, which is attached to this report as Attachment 9. Staff reviewed the applicant's exemption analysis and determined that the proposed project satisfies the statutory criteria and therefore it is exempt from environmental review.

RECOMMENDATION/HISTORIC DISTRICT COMMISSION ACTION
Staff recommends that the Planning Commission approve the Design Review application for the proposed project (PN20-013) located at 403 East Bidwell Street, with the below findings (Findings A-E) and the attached conditions of approval (Conditions 1-57).

GENERAL FINDINGS

A. NOTICE OF PUBLIC MEETING 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.

CEQA FINDINGS

C. THE PROJECT IS EXEMPT FROM ENVIRONMENTAL REVIEW UNDER PUBLIC RESOURCES CODE SECTIONS 21159.21 AND 21159.23 AS FURTHER DESCRIBED IN SECTIONS 15192 AND 15194 (AFFORDABLE HOUSING EXEMPTION) OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES.

DESIGN REVIEW FINDINGS

D. THE BUILDING MATERIALS, TEXTURES AND COLORS USED IN THE PROPOSED PROJECT ARE COMPATIBLE WITH SURROUNDING DEVELOPMENT AND ARE CONSISTENT WITH THE GENERAL DESIGN THEME OF THE NEIGHBORHOOD.

E. THE PROPOSED PROJECT ITSELF IS IN CONFORMANCE WITH THE MULTIFAMILY DESIGN AND DEVELOPMENT GUIDELINES ADOPTED BY CITY COUNCIL.

ATTACHMENT 2
BACKGROUND

BACKGROUND

The Bank of America building was constructed in 1981, along with all the project site improvements. In 2017, St. Anton Communities acquired a 4.2-acre portion of the neighboring Folsom Cordova Unified School District parcel and developed the Bidwell Pointe Apartments (PN17-045). Bidwell Pointe is a 140-unit mixed-use, mixed-income master planned community. The proposed project is an extension of the Bidwell Pointe community, where residents can enjoy both areas and travel between the two complexes.

GENERAL PLAN DESIGNATION	EBC Overlay, East Bidwell Corridor Overlay
ZONING	C-2, Central Business
ADJACENT LAND USES/ZONING	North: East Bidwell Street with existing commercial buildings (C-2) and residential buildings beyond (R-2) South: Kohls Shopping Center (C-2/PD) East: Existing commercial uses (C-3) West: Existing Bidwell Pointe Apartments (MU)
SITE CHARACTERISTICS	The 3.24-acre project site contains one commercial structure and is partially developed, and the remainder of the lot is dirt.
APPLICABLE CODES	FMC Chapter 17.06, Design Review FMC Section 13.26, Water Conservation FMC 17.57, Parking Requirements FMC 17.59, Signs FMC 17.102, Density Bonus Multifamily Development Design Guidelines

ATTACHMENT 3
Conditions of Approval

CONDITIONS OF APPROVAL FOR 403 EAST BIDWELL STREET BIDWELL PLACE DESIGN REVIEW (PN 20-013)				
Cond. No.	**Mitigation Measure**	**GENERAL REQUIREMENTS**	**When Required**	**Responsible Department**
1.		The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below: • Preliminary Site Plan, dated March 9, 2020 • Preliminary Fire Apparatus Access Plan, dated January 24, 2020 • Preliminary Building Plans, dated March 9, 2020 • Preliminary Landscape Plan, dated March 10, 2020 • Preliminary Grading & Drainage Plans, dated January 24, 2020 • Preliminary Utility Plan, dated January 24, 2020 • Preliminary Demolition Plan, dated January 24, 2020 • Building Elevations, dated March 9, 2020 • Building Renderings, dated March 9, 2020 • Color and Materials Board, dated March 9, 2020 The Design Review is approved for the development of a 75-unit affordable housing community (Bidwell Place). Implementation of the project shall be consistent with the above-referenced items as modified by these conditions of approval.	B	CD (P)(E)
2.		Building plans shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.	B	CD (P)(E)(B)
3.		The project approval granted under this staff report (Design Review) shall remain in effect for two years from final date of approval (May 6, 2022). Failure to obtain the relevant building (or other) permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval.	B	CD (P)

4.		The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur: • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.	OG	CD (P)(E)(B) PW, PR, FD, PD
DEVELOPMENT COSTS AND FEE REQUIREMENTS				
5.		The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	I, B	CD (P)(E)
6.		If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	B	CD (E)
7.		The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	I	CD (P)(E)
8.		If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Final Map, improvement plans, or beginning inspection, whichever is applicable.	I, M, B	CD (P)(E)

9.		This project shall be subject to all applicable City-wide development impact fees, unless exempt by previous agreement. This project shall be subject to all applicable City-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, fees for fire protection, park facilities, park equipment, Humbug-Willow Creek Parkway, Light Rail, TSM, capital facilities and traffic impacts. The 90-day protest period for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (March 18, 2020). The fees shall be calculated at the fee rate in effect at the time of building permit issuance.	B	CD (P)(E), PW, PK
10.		The owner/applicant agrees to pay to the Folsom-Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970) of the Government Code; and Sections 65995, 65995.5 and 65995.7 of the Government Code.	B	CD (P)
11.		Prior to the issuance of any grading and/or building permit, the owner/applicant shall have a geotechnical report prepared by an appropriately licensed engineer that includes an analysis of site suitability, proposed foundation design for all proposed structures, and roadway and pavement design.	G, B	CD (E)
12.		Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the current edition of the City of Folsom *Standard Construction Specifications* and the *Design and Procedures Manual and Improvement Standards*.	I, B	CD (P)(E)
13.		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 *Standard Construction Specifications* and the *Design and Procedures Manual and Improvement Standards*.	I	CD (E)
14.		The improvement plans for the required public and private improvements, including but not limited to street and frontage improvements on East Bidwell Street shall be reviewed and approved by the Community Development Department prior to issuance of the Building Permit.	B	CD (E)
15.		Required public and private improvements, including but not limited to street and frontage improvements on East Bidwell Street shall be completed prior to issuance of a Certificate of Occupancy.	O	CD (E)

16.		Any reimbursement for public improvements constructed by the owner/applicant shall be in accordance with a formal reimbursement agreement entered into between the City and the owner/applicant prior to approval of the improvement plans.	I	CD (E)
17.		Final lot and building configurations may be modified to allow for overland release of storm events greater than the capacity of the underground system.	B	CD (E)
18.		The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.).	I	CD (P)(E)
19.		The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.	O	CD (E)
20.		A Master Apartment Rental Lease Agreement 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 Folsom Municipal Code and adopted policies, prior to the issuance of the first Building Permit. In addition, the Master Apartment Rental Lease Agreement shall comply with the conditions of approval for this project.	B	CD (P)(E)
21.		The owner/applicant shall prepare and implement a facility use regulation as part of the Master Apartment Rental Agreement that prohibits outdoor storage on porches/balconies to the satisfaction of the Community Development Department. Outdoor storage closets on porches will be permitted.	B, OG	CD (P)
22.		The owner/applicant shall disclose to the apartment renters in the Master Apartment Rental Agreement commercial land uses, and a middle school, are located in close proximity to the project site and that these uses may generate noise and light impacts during various times, including but not limited to evening and nighttime hours. In addition, the owner/applicant shall disclose to apartment renters in the Master Apartment Rental Agreement that the project site is located within close proximity to the Mather Airport flight path and that overflight noise may be present at various times.	B	CD (P)

23.		The proposed project shall include the following parking and vehicle restrictions (this condition shall be included in the Master Apartment Rental Agreement for this project): 1) Parking and Vehicle Restrictions a) Parking Restrictions - The purpose and intent of this Declaration is to restrict the areas where motor vehicles can be parked within the development. • Residents shall only park motor vehicles in garages or in on-site parking spaces. b) Vehicle Type Restrictions - The purpose and intent of this Declaration is to restrict the types of vehicles which can be parked within the development. • Permitted Vehicles – Only motor vehicles registered and permitted to drive on public roadways by a government agency are permitted within the development. • Recreational Vehicles - No trailer, motor home, camper, boat, personal watercraft, all-terrain, or other similar recreational vehicle shall be parked, stored, or permitted to remain within the development	B	CD (P,E)
24.		The owner/applicant shall form a Property Management Company, which shall be responsible for maintenance of all private streets, maintenance of all common areas, maintenance of all on-site landscaping, maintenance of private storm drain facilities, maintenance of water quality swales, maintenance of water quality ponds, maintenance of sanitary sewer improvements, and maintenance of any other on-site facilities throughout the life of the project to the satisfaction of the Community Development Department.	I, B, OG	CD (P)(E)
25.		For any improvements constructed on private property that are not under ownership or control of the owner/applicant, a right-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City prior to issuance of a grading permit and/or approval of improvement plans.	G, I	CD (E)

26.		Final exterior building and site lighting plans shall be submitted for review and approval by Community Development Department for location, height, aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. All lighting, including but not limited to free-standing parking area lights, landscape/walkway lights, and building-attached lights shall be designed to be screened, shielded, and directed downward onto the project site and away from adjacent properties and public rights-of-way. The final design of the building-attached lights shall be subject to review and approval by the Community Development Department. Lighting shall be equipped with a timer or photo condenser. In addition, pole-mounted parking lot lights shall utilize a low-intensity, energy efficient lighting method.	I, B	CD (P)
27.		The existing overhead utility lines (including overhead poles) located along East Bidwell Street and all future utility lines, lower than 69 KV, shall be placed underground within and along the perimeter of the project at the owner/applicant's cost.	I	CD (E)
STORM WATER POLLUTION/CLEAN WATER ACT REQUIREMENTS				
28.		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).	G, I, B	CD (E)
29.		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.	G, I, B, O	CD (E)
30.		Prior to issuance of a Grading Permit, the owner/applicant shall submit erosion control plans and other monitoring programs for the construction and operational phases of the proposed project for review and approval by the City. The plan shall include Best Management Practices (BMP) to minimize and control the level of pollutants in stormwater runoff, and in runoff released to off-site receiving waters. Specific techniques may be based on geotechnical reports or the Erosion and Sediment Control Handbook of the California Department of Conservation and shall comply with current City standards.	G, I	CD (E)
31.		Prior to the approval of the final facilities design and the initiation of construction activities, the applicant shall submit an erosion control plan to the City for review and approval. The plan shall identify protective measures to be taken during excavation, temporary stockpiling, any reuse or disposal, and revegetation. Specific techniques may be based upon geotechnical reports, the Erosion and Sediment Control Handbook of the State of California Department of Conservation and shall comply with all updated City standards.	G, I	CD (E)

32.		Prior to issuance of grading permits, the project applicant shall obtain coverage under the State Water SWRCB General Permit for Discharges of Storm Water Associated with Construction Activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the Notice of Intent (NOI) is filed. The project applicant shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to the City of Folsom. The SWPPP shall contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list BMPs the discharger will use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP.	G, I, B	CD (E)
33.		The proposed project shall comply with all conservation requirements established within the Folsom Municipal Code, (Chapter 13.26 Water Conservation), or amended from time to time.	I, B, OG	CD (P)(E)
34.		The owner/applicant shall be responsible for constructing any onsite and offsite drainage improvements as recommended by the approved drainage study (COA #13), to the satisfaction of the Community Development Department, prior to the issuance of any Building Permits.	B, OG	CD (P)(E)

LANDSCAPE/TREE PRESERVATION REQUIREMENTS				
35.		The applicant shall submit a tree permit application in accordance with the city's Tree Preservation Ordinance (Folsom Municipal Code 12.16) to the Community Development Department prior to any development activity. All items in the tree permit application shall be subject to review and approval by the Community Development Department and contain the following: • A tree plan clearly illustrating which on-site trees are proposed for removal and which are proposed for preservation. The tree plan shall include physical characteristics of the site (existing and proposed) as well as trees on neighboring properties possessing Tree Protection Zones (TPZ) which overlap onto the project site. The tree plan shall be included within all associated plan sets and shall include the contact information of the applicant's project arborist • An arborist report and tree survey of all on-site trees and trees on neighboring properties potentially impacted by the proposed development. The arborist report shall include an impact assessment for each tree based on the proposed development plans and prescribe preservation actions to minimize impacts for trees to be retained.	G, I	CD (P)(E)
36.		The applicant shall retain the services of an independent project arborist throughout the duration of the project to monitor the condition all trees potentially impacted by the development and supervise regulated activity within the TPZ. All tree management recommendations by the project arborist shall be followed to the satisfaction of the Community Development Department.	G, I	CD (E)
37.		Prior to Certificate of Occupancy, at the time of the final inspection, the applicant shall supply to the Community Development Department a written statement from the project arborist attesting that the conditions associated with the tree permit have been satisfied.	G, I	CD (E)
38.		Final landscape plans and specifications for the project shall be prepared by a registered landscape architect and approved by the City Arborist and City staff prior to the approval of improvement plans. Said plans shall include all landscape specifications and details. Landscaping of the parking areas for guest parking shall meet shade requirements as outlined in the Folsom Municipal Code Chapter 17.57. The landscape plans shall comply with and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881). 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, sign visibility, 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.	G, I	CD (E)

39.		If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find: • If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required. • If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the relevant federal and CEQA agencies, and applicable landowner. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be eligible for inclusion in the NRHP or CRHR. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not eligible for the NRHP or CRHR; or 2) that the treatment measures have been completed to their satisfaction.	G, I	CD (P)(E)
40.		If the find includes human remains, or remains that are potentially human, the archaeologist shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Sacramento County Coroner. The provisions of § 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, then the Coroner will notify the Native American Heritage Commission, which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the Public Resources Code). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, then the NAHC can mediate (§ 5097.94 of the Public Resources Code). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (Section 5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.	G, I	CD (P)(E)

41.		If paleontological or other geologically sensitive resources be identified during any phase of project development, the construction manager shall cease operation at the site of the discovery and immediately notify the Community Development Department. The owner/applicant shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less than significant level. In considering any suggested mitigation proposed by the consulting paleontologist, the Community Development Department shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.	G, I	CD (P)(E)

AIR QUALITY REQUIREMENTS				
42.		The owner/applicant shall follow all construction control measures recommended by the Sacramento Air Quality Management District (SMAQMD). The following control measures, which are consistent with basic construction emission control practices recommended by SMAQMD, shall be implemented by the owner/applicant to reduce PM10 emission during construction: • Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. • Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. • Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. • Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). • All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. • Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site. • Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.	G, I, B	CD (P)(E)(B)

HAZARDOUS MATERIALS REQUIREMENTS				
43.		Discovery of unknown contaminated soils during construction. If during construction, currently unknown contaminated soils are discovered (i.e., discolored soils, odorous, other indications), construction within the area shall be halted, the extent and type of contamination shall be characterized, and a clean-up plan shall be prepared and executed. The plan shall require remediation of contaminated soils. The plan shall be subject to the review and approval of SCEMD, RWQCB, the City of Folsom, or other agencies, as appropriate. Remediation can include in-situ treatment, disposal at an approved landfill, or other disposal methods, as approved. Construction can proceed within the subject area upon approval of and in accordance with the plan.	G, I, B	CD (P)(E)(B)
TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS				
44.		A minimum of 15 bicycle parking spaces shall be provided for the project. In addition, the applicant shall incorporate two electric vehicle charging stations at the project to the satisfaction of the Community Development Department.	I, O	CD (P,E)
NOISE REQUIREMENTS				
45.		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.	I, B	CD (P)(E)

ARCHITECTURE/SITE DESIGN REQUIREMENTS				
46.		The project shall comply with the following architecture and design requirements: 1. This approval is for three (3) individual apartment buildings associated with the Bidwell Place Community project. The applicant shall submit building plans that comply with this approval, the attached building elevations and renderings dated March 9, 2020. 2. The design, materials, and colors of the proposed Bidwell Place Community buildings shall be consistent with the submitted building elevations, color renderings, materials samples, and color scheme to the satisfaction of the Community Development Department. 3. Roof-mounted mechanical equipment, including satellite dish antennas, shall not extend above the height of the parapet walls. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis type features. 4. Utility equipment such as transformers, electric and gas meters, electrical panels, and junction boxes shall be screened by walls and or landscaping. 5. Brick pavers, stamped colored asphalt, or another type of colored masonry material (ADA compliant) shall be used to designate pedestrian crosswalks on the project site, in addition to where pedestrian paths cross drive aisles, and shall be incorporated as a design feature at the driveway entrances. 6. 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 apartment and community recreation buildings.	B	CD (P)
FIRE DEPARTMENT REQUIREMENTS				
47.		The buildings shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and improved by the Fire Department.	I	FD
48.		Prior to the issuance of any improvement plans or building permits, the Community Development and Fire Departments shall review and approve all detailed design plans for accessibility of emergency fire equipment, fire hydrant flow location, and other construction features.	I, B	FD

ENVIRONMENTAL AND WATER RESOURCE REQUIREMENTS				
49.		The owner/applicant shall be subject to all requirements established by Folsom Municipal Code (FMC, Chapter 13.26, Water Conservation) relative to water conservation.	I, OG	EWR, CD (E)
MISCELLANEOUS REQUIREMENT				
50.		The final trash and recycling collection plan, location, design, materials, and color shall be subject to review and approval by the Community Development Department.	I, B	CD (P)
51.		The owner/applicant shall obtain permission (permit, letter, agreement, etc.) from all applicable public utility companies (SMUD, PG&E, WAPA, etc.) in a form acceptable to the Community Development Department for construction-related activities proposed within the existing public utility easements.	I	CD (P)
52.		The final location, design, and materials of any signs for the project shall be subject to review and approval by the Community Development Department. In addition, the owner/applicant shall obtain a sign permit and all signage associated with proposed project shall comply with the requirements established by the Folsom Municipal Code (FMC, Section 17.59, Signs).	OG	(P)
53.		Design Review approval is required for the Bank of America prior to the issuance of a demolition permit.	B	(P)
54.		Prior to grading or site improvements, a Lot Line Adjustment must be completed to modify the parcel lines at 403 East Bidwell Street, to the satisfaction of the Community Development Department.	G,I	CD (P,E,B)
55.		The final walls and fencing location, design, material, and color shall be subject to the review and approval by the Community Development Department.	I, B	CD (P)
56.		The project shall comply with the CEQA exemption, 21159.23, and provide sufficient legal commitments to the City of Folsom to ensure that continued availability and use of the housing units will be for lower income households, for a period for at least 30 years.	I,B	CD (P)
57.		The owner/applicant shall dedicate reciprocal access easements for both parcels for common use of the project driveways on E. Bidwell Street and the internal drive aisles. This condition shall be met prior to the issuance of any Building Permits.	B	CD (E)

RESPONSIBLE DEPARTMENT	WHEN REQUIRED

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

Attachment 4
Project Narrative

General Project Description

January 24, 2020

Bidwell Place – A Workforce Housing Community

Bidwell Place is a 75-unit affordable rental housing community with a diverse mix of unit sizes and types for residents with incomes between 30% and 80% of the Area Median Income.

The applicant, St. Anton Communities, is a locally based, privately-owned affordable and market-rate housing developer with more than 8,000 units developed throughout California, including the Granite City (completed 2013) and Bidwell Pointe (completed 2019) apartments in Folsom. This proposed new community, "*Bidwell Place,*" is a Transit Oriented Development ("TOD") with a pedestrian focus, within walking proximity to a variety of grocery stores, retail shopping and restaurants, including the thriving Sutter Street business district. It also benefits from proximity to the Historic Folsom Light Rail Station and access to bicycle trail and pedestrian walkways.

Based on market data accumulated through their recently-completed adjacent project, St. Anton Communities introduces a "studio" unit concept in Bidwell Place, designed for the unmet housing demand of entry-level working professionals. In addition, Bidwell Place also provides some Extremely Low Income units to create a broad range of workforce housing options for the community. The residential units are indistinguishable from market-rate housing and will have access to a variety of amenities, programs and classes targeted toward the enrichment and growth of the community and the residents of *Bidwell Place*.

In addition to the open spaces and gathering areas proposed at Bidwell Place, the future residents have full access to all amenities offered in St. Anton's recently-completed Bidwell Pointe project.

SITE

The ±3.24 acre site located at 403 E. Bidwell Street holds a one-story commercial building which is half-occupied by a banking center. The back portion of the site is unpaved vacant land. St. Anton has executed agreements with the existing tenant to stay-in-place during and after construction of the new workforce housing community. The project circulation and parking plan is designed to enable both the housing and commercial space to operate independently with little to no disruption.

The back half of the commercial building, which has been vacant for years, will be demolished to create more open space and parking for the community, while the banking center stays in place. In addition, cosmetic improvements are planned for the banking center to create a consistent aesthetic scheme between the housing community and the center.

The proposed new apartment construction and reuse of an existing commercial center is the highest and best use of this vacant property and will yield deeply needed affordable housing while maintaining the mixed-use character of the Bidwell corridor. The project perfectly aligns with the Folsom General Plan land use designation for this area, East Bidwell Corridor (EBC) Overlay.

ZONING AND ENTITLEMENT

The project's parcel is within the EBC Overlay, which allows development per Mixed-Use standards. It allows for residential density of 20-30 dwelling units per acre with commercial uses along major commercial corridors. *Bidwell Place*'s proposed density is ±23 du/acre, which falls within the permitted density.

DESIGN AND CONSTRUCTION

The project consists of three at-grade walk-up (3 story) wood-frame buildings. The buildings' dynamic façade includes modern and unique design elements to stimulate activity and movement and is in harmony with the surrounding area and the newly-developed Bidwell Pointe project.

UNITS, PARKING AND COMMERCIAL SPACE

Based on data obtained during Bidwell Pointe's lease-up, St. Anton developed a unit mix for *Bidwell Place* based on up-to-date demand in the immediate submarket. *Bidwell Place* offers studio, one, and two-bedroom floor plans and provides 167 parking spaces of which 120 will be designated for the residential units and 47 will be exclusively for Bank of America's use. The parking areas will be fenced to facilitate parking enforcement between commercial and residential uses.

FEATURES AND AMENITIES

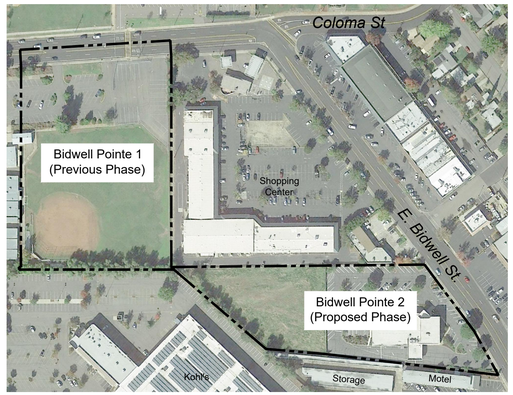
Units:

- Studio, one, and two bedroom floor plans
- Washer/dryer hookups in all units
- Laundry room access
- Patio or balcony
- Wall to wall flooring
- White vertical blinds
- Fully equipped kitchens
- Designer cabinetry
- Double stainless steel sinks
- Quartz counter tops
- Dishwasher
- Refrigerator
- Self-cleaning oven range
- Built-In Microwave
- Garbage disposal
- Large bathrooms
- Shower/tub combos
- Sheet vinyl flooring
- Mirrored medicine cabinets

Common Areas:

- **Access to:**
  - Leasing office
  - Fully equipped communal kitchen
  - Business Center
  - Fitness Center
  - Community room
  - Swimming pool
  - BBQ and sun deck
  - Tot Lot
- Social activities
- Garden landscaping
- Bike racks

Attachment 5
Architectural Plans



Vicinity Map
N.T.S.

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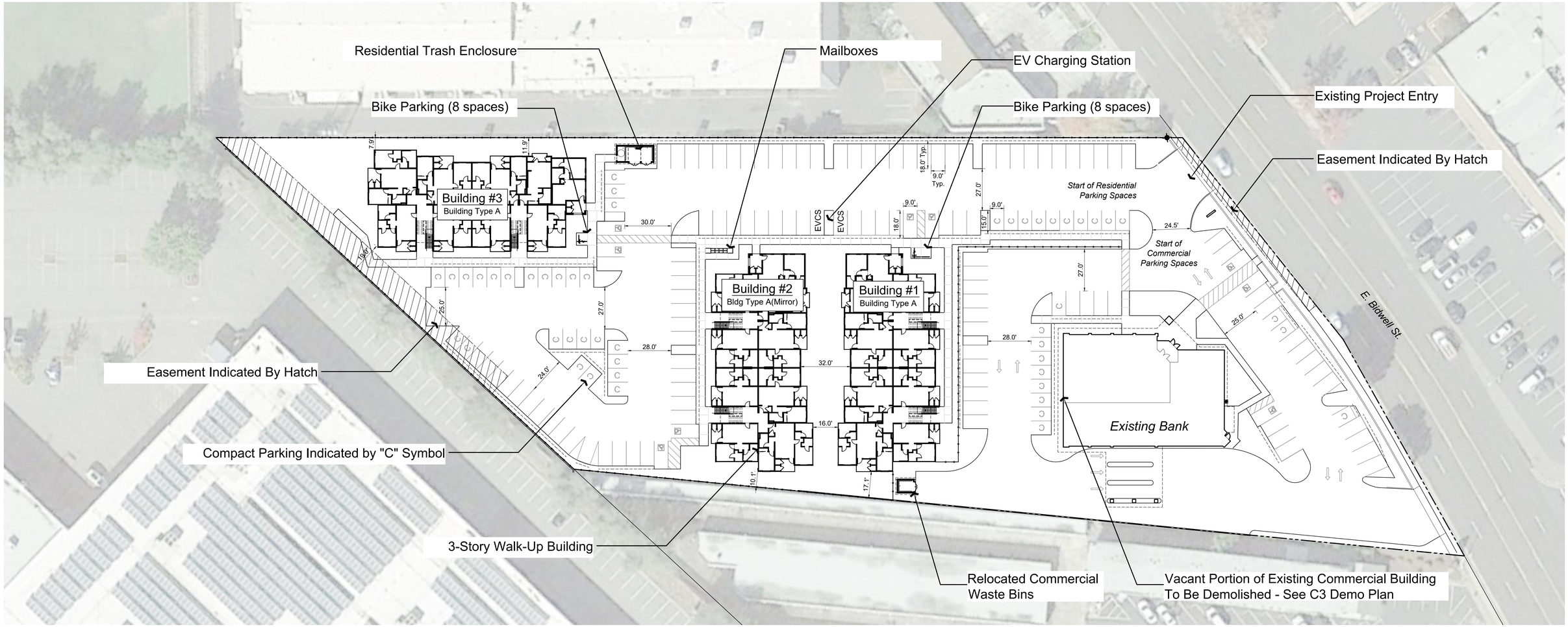
BIDWELL PLACE
FOLSOM, CA # 2019-0766

CONCEPTUAL DESIGN
MARCH 9TH, 2020

COVER SHEET
SHEET INDEX

A0.1



Site Plan

Project Data

Address
403 E. Bidwell St., Folsom, CA 95630

Existing Land Use Designation
East Bidwell Corridor (EBC) Overlay

Gross Site Area	± 3.24 Acres
Unit Count	75 Units
Gross Res. Density	23.1 Units/ Acre

New Building Summary:
(3) Three-Story Construction Type VB Apartment Buildings

Unit Type:	Beds/Baths	DUs	Ratio
P0-1	Studio/1 Bath	9	12.0%
P1-1	1 Bed/1 Bath	36	48.0%
P1-2	1 Bed/1 Bath	3	4.0%
P2-1	2 Bed/2 Bath	27	36.0%
		75 Units	

Proposed Parking

Residential Parking:	Standard	Access	Total
Compact Open	36		36 spaces
Standard Open	76	06	82 spaces
Open (EV Charging)	2		02 spaces
			120 spaces
			1.60 space/DU

Commercial Parking:	Standard	Access	Total
Compact Open	12		12 spaces
Standard Open	32	3	35 spaces
			47 spaces

Bike Parking:	Req'd	Proposed
Class II	15 spaces 1 space/ 5 units	16 spaces

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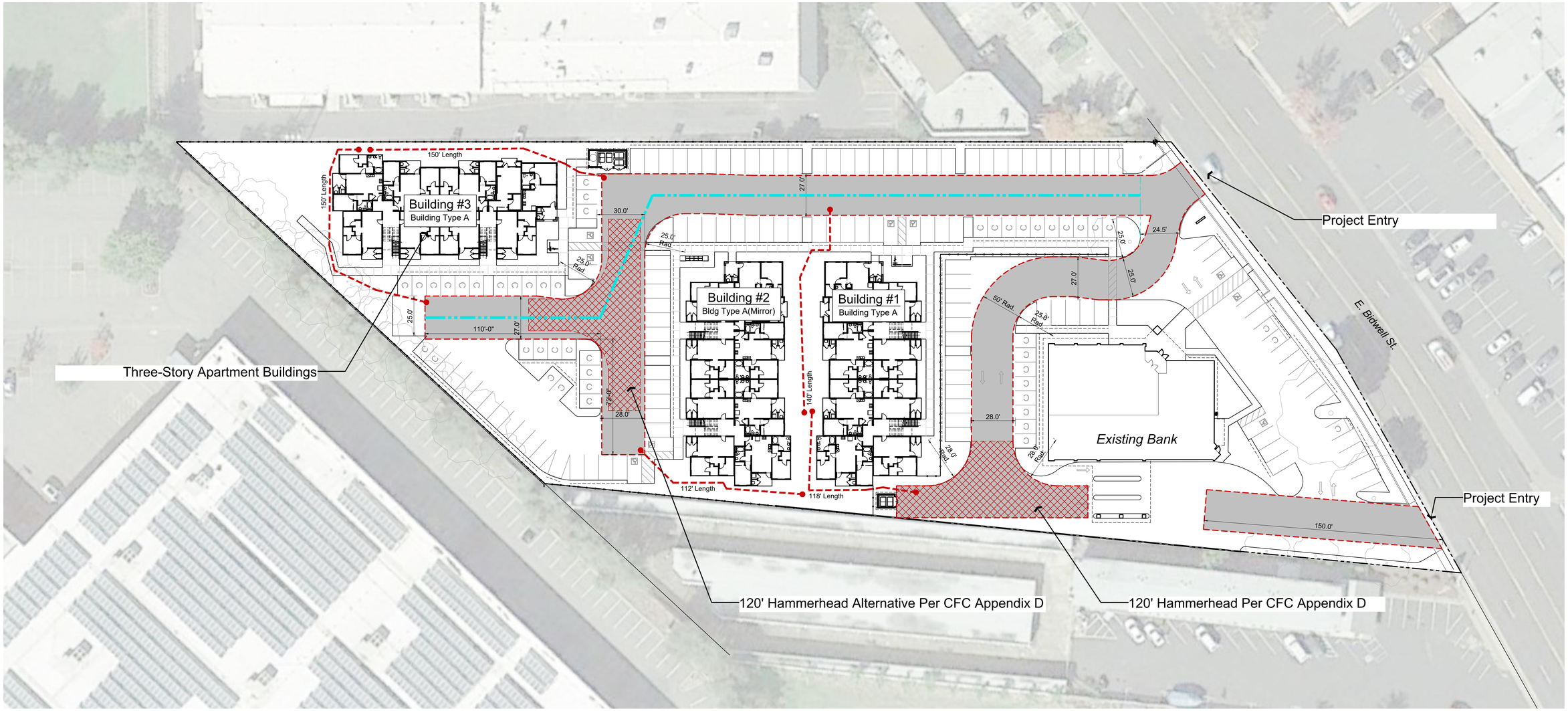
BIDWELL PLACE
FOLSOM, CA # 2019-0766

CONCEPTUAL DESIGN
MARCH 9TH, 2020

0 15 30 60

SITE PLAN

A1.0



Site Plan

Project Description

(3) Three-Story Walk-Up Apartment Buildings in Construction Type VB

Building Areas:	
Building A	±22,000 SF
Building B	±22,000 SF
Building C	±22,000 SF
	±66,000 SF
Occupancy:	R2
Building Height:	3 Stories; ±40'-0"
Fire Sprinkler:	NFPA 13

Legend

- Asphalt Concrete Fire Apparatus Access Road Per CFC §503 & Appendix D 27'-0" Wide Minimum
- "Hose Pull" Access Per CFC §503.1.1 150' Maximum
- 500' Max. Fire Apparatus Access Without Secondary Entry

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FOLSOM, CA # 2019-0766

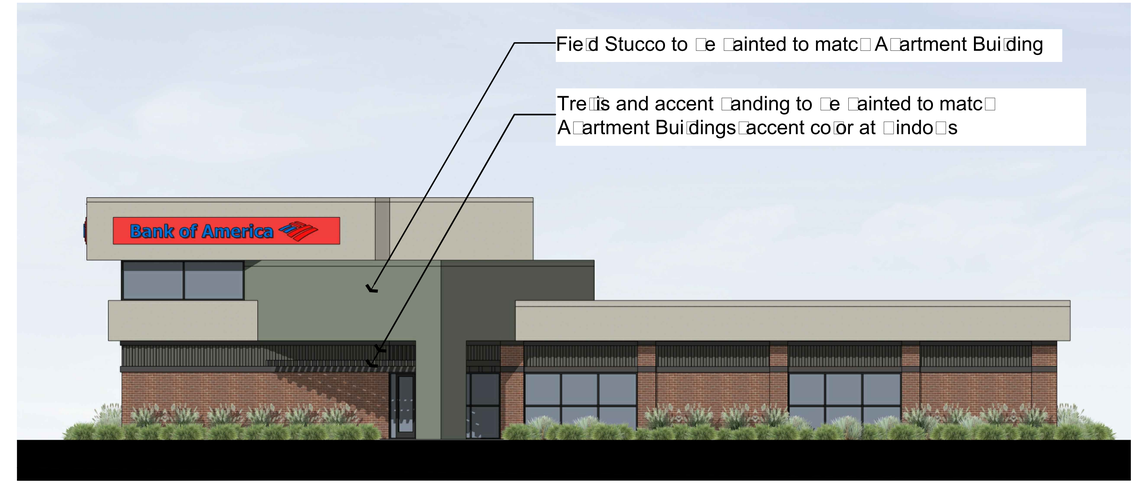
CONCEPTUAL DESIGN
JANUARY 24TH, 2020

0 15 30 60

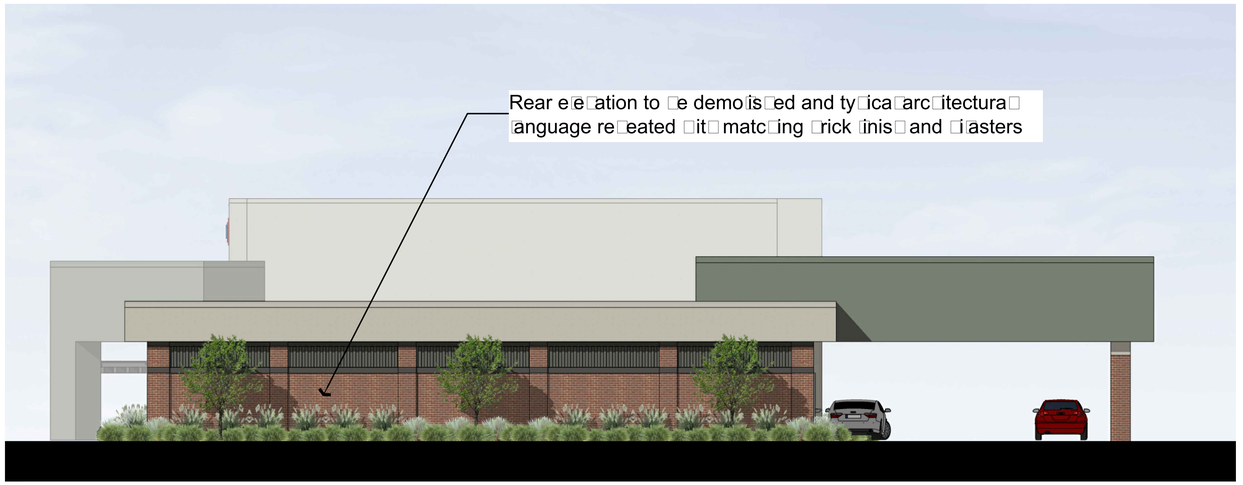
FIRE APPARATUS ACCESS PLAN

A1.1

FRONT ELEVATION □BIDWELL STREET□
NORTH-EAST



RIGHT ELEVATION
NORTH-EAST



REAR ELEVATION
SOUTH-WEST

LEFT ELEVATION
SOUTH-EAST

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BIDWELL PLACE
FOLSOM, CA # 2019-0766

CONCEPTUAL DESIGN
MARCH 9TH, 2020

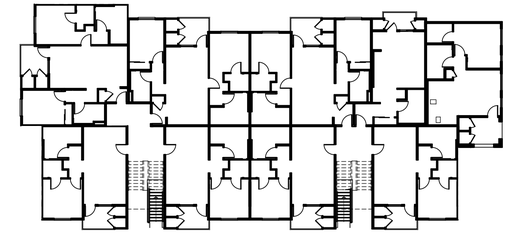
0 4 8 16

BUILDING ELEVATIONS
E□ISTING BANK OF AMERICA

A2.0

VIEW 1 - FRONT ELEVATION

VIEW 2 - LEFT ELEVATION



KEY PLAN
N.T.S.

1

2

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BIDWELL PLACE
FOLSOM, CA # 2019-0766

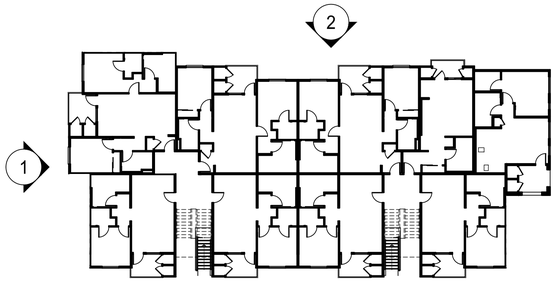
CONCEPTUAL DESIGN
MARCH 9TH, 2020

0 4 8 16

BUILDING ELEVATIONS
BUILDING TYPE A

A2.1

VIEW 1 - REAR ELEVATION



KEY PLAN
N.T.S.

VIEW 2 - RIGHT ELEVATION

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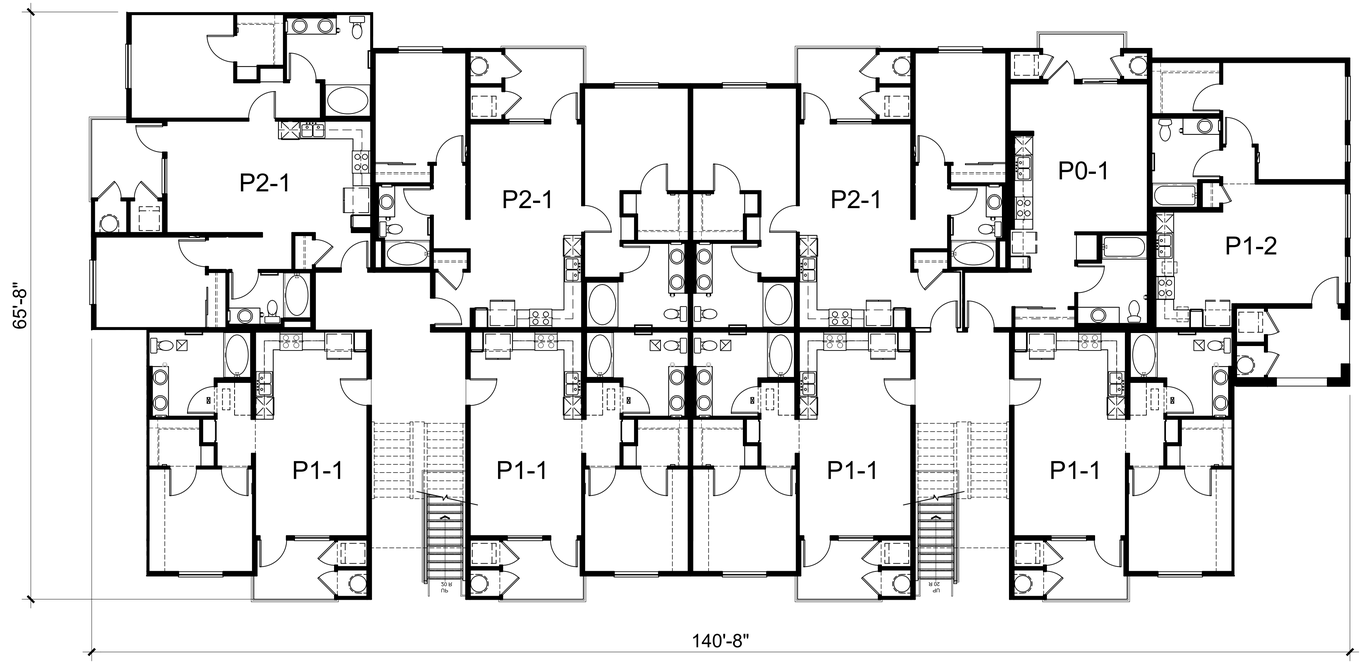
FOLSOM, CA # 2019-0766

CONCEPTUAL DESIGN
MARCH 9TH, 2020

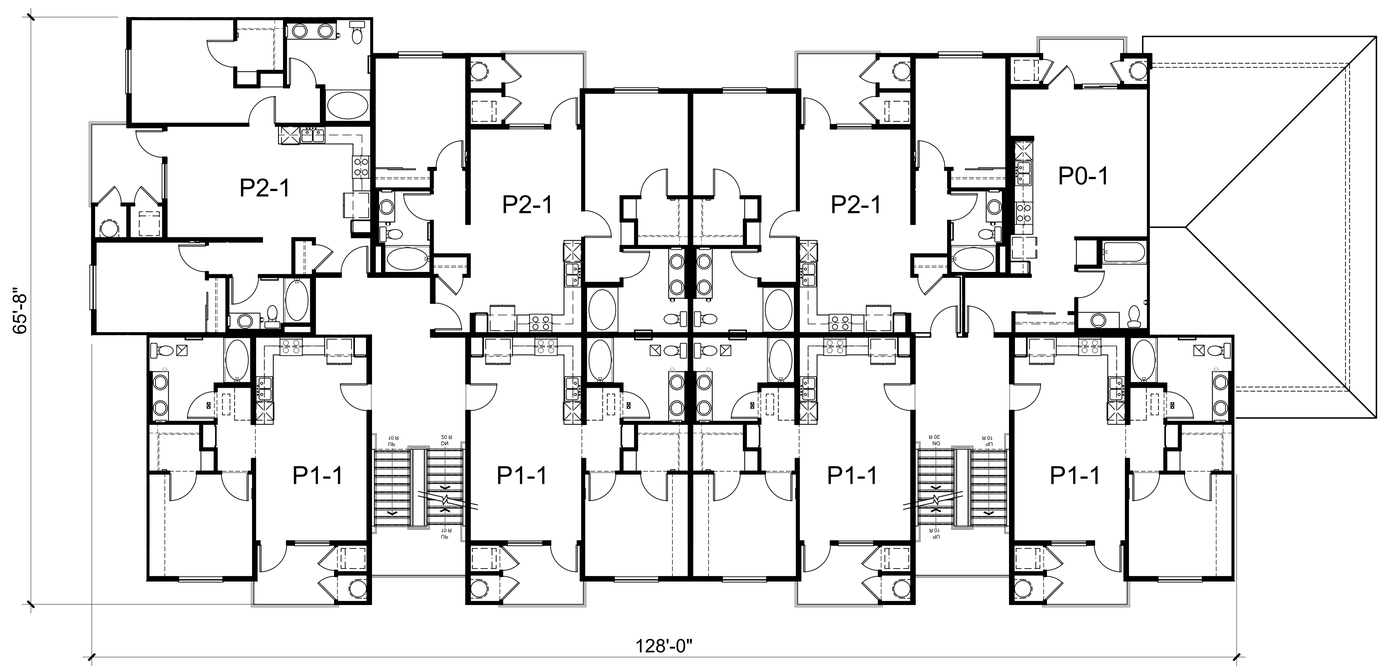
0 4 8 16

BUILDING ELEVATIONS
BUILDING TYPE A

A2.2



LEVEL 1



LEVEL 2

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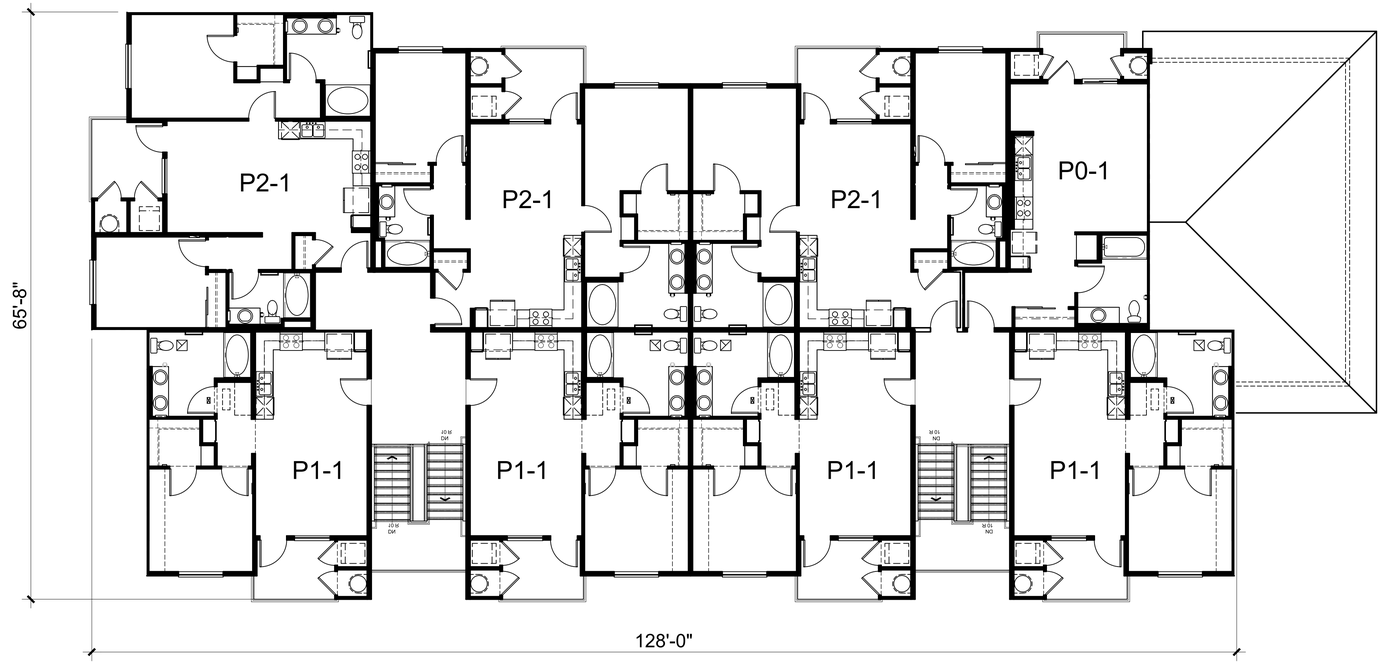
FOLSOM, CA # 2019-0766

CONCEPTUAL DESIGN
MARCH 9TH, 2020

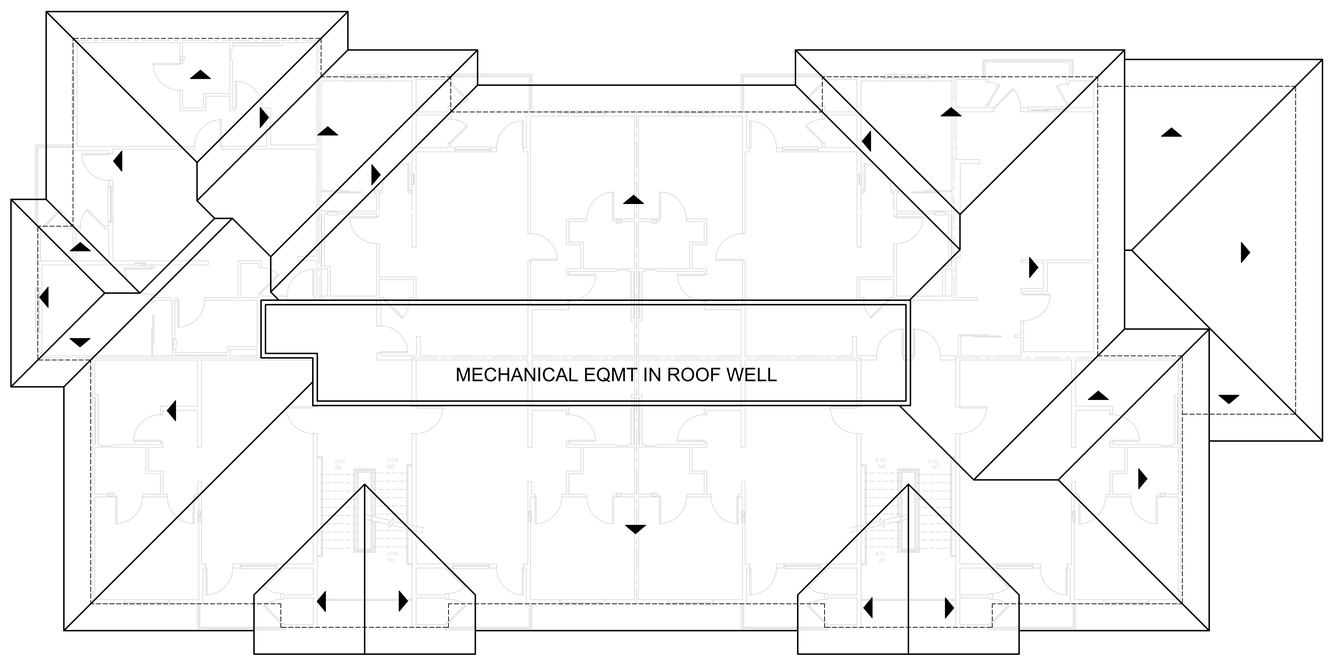
0 4 8 16

BUILDING PLANS
BUILDING TYPE A

A3.1



LEVEL 3



ROOF PLAN

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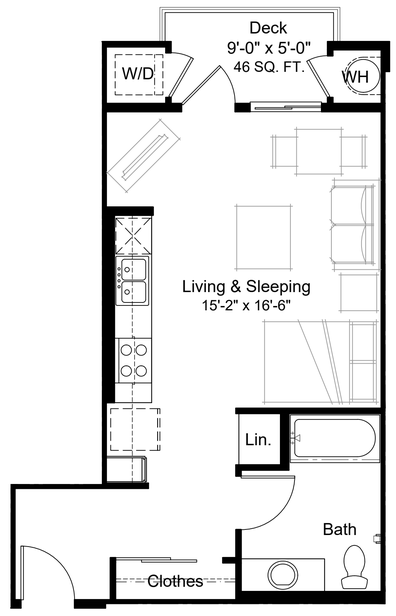
FOLSOM, CA # 2019-0766

CONCEPTUAL DESIGN
MARCH 9TH, 2020

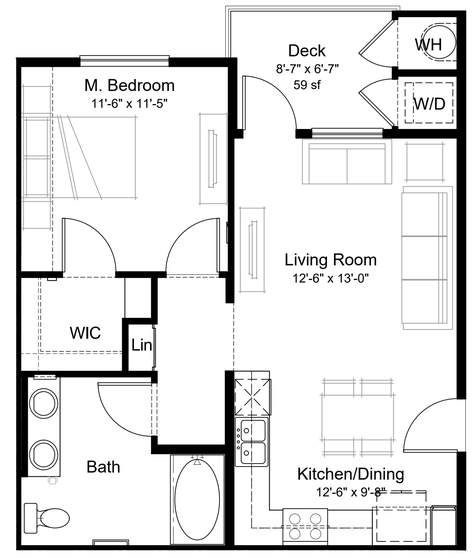
0 4 8 16

BUILDING PLANS
BUILDING TYPE A

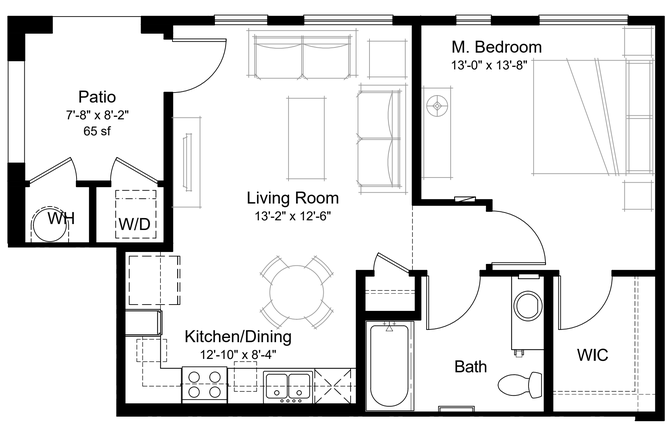
A3.2



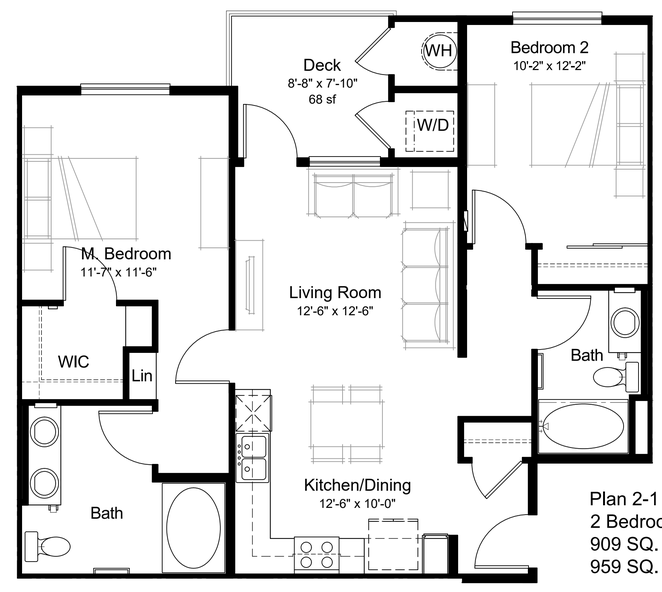
Plan 0-1
Studio / 1 Bathroom
464 SQ. FT. net
503 SQ. FT. gross



Plan 1-1
1 Bedroom / 1 Bathroom
624 SQ. FT. net
666 SQ. FT. gross



Plan 1-2
1 Bedroom / 1 Bathroom
631 SQ. FT. net
682 SQ. FT. gross



Plan 2-1
2 Bedroom / 2 Bathroom
909 SQ. FT. net
959 SQ. FT. gross

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BIDWELL PLACE
FOLSOM, CA # 2019-0766

CONCEPTUAL DESIGN
MARCH 9TH, 2020

0 2 4 8

UNIT PLANS

A5.1

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BIDWELL PLACE
FOLSOM, CA # 2019-0766

CONCEPTUAL DESIGN
MARCH 9TH, 2020

RENDERINGS
VIEW OF PROJECT ENTRY FROM E. BIDWELL STREET

A6.1

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BIDWELL PLACE
FOLSOM, CA # 2019-0766

CONCEPTUAL DESIGN
MARCH 9TH, 2020

RENDERINGS
VIEW OF FRONT ELEVATION

A6.2

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BIDWELL PLACE
FOLSOM, CA # 2019-0766

CONCEPTUAL DESIGN
MARCH 9TH, 2020

RENDERINGS
VIEW OF LEFT ELEVATION

A6.3

(Left Elevation)

(Front Elevation)

A. Stucco 1
SW 7036
Accessible Beige

B. Stucco 2
SW 9184
Foxhall Green

C. Stone Veneer
El Dorado Stone

D. Trim & Accent 1
SW 7033
Brainstorm Bronze

E. Metal Railing
SW 7048
Urbane Bronze

F. Vinyl Window
White

F. Asphalt Shingle
CertainTeed Traditional
"Heather Blend"

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BIDWELL PLACE
FOLSOM, CA # 2019-0766

CONCEPTUAL DESIGN
MARCH 9TH, 2020

MATERIAL BOARD

A7.1

Attachment 6
Civil Plans

GENERAL NOTES

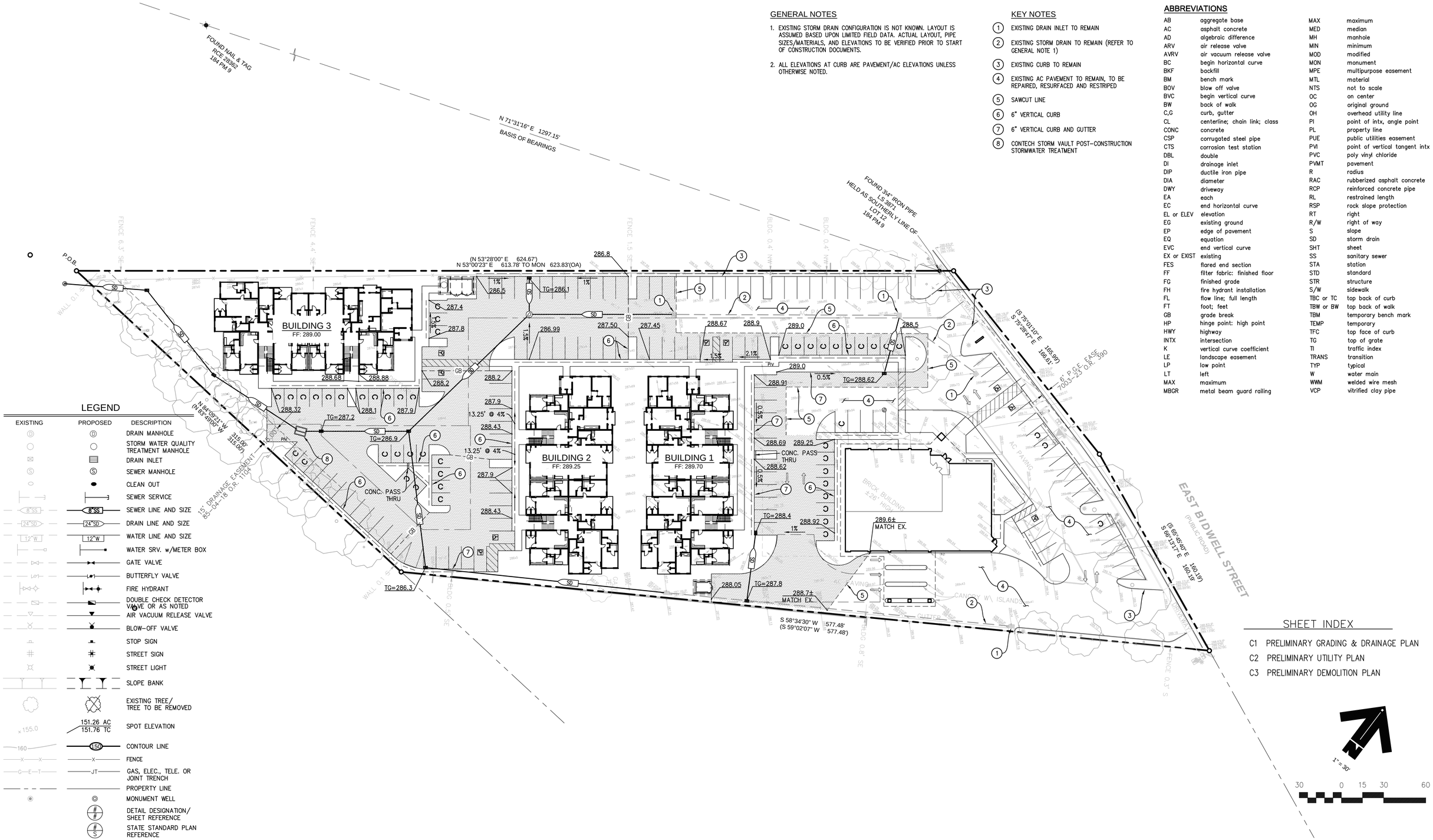
1. EXISTING STORM DRAIN CONFIGURATION IS NOT KNOWN. LAYOUT IS ASSUMED BASED UPON LIMITED FIELD DATA. ACTUAL LAYOUT, PIPE SIZES/MATERIALS, AND ELEVATIONS TO BE VERIFIED PRIOR TO START OF CONSTRUCTION DOCUMENTS.
2. ALL ELEVATIONS AT CURB ARE PAVEMENT/AC ELEVATIONS UNLESS OTHERWISE NOTED.

KEY NOTES

1. EXISTING DRAIN INLET TO REMAIN
2. EXISTING STORM DRAIN TO REMAIN (REFER TO GENERAL NOTE 1)
3. EXISTING CURB TO REMAIN
4. EXISTING AC PAVEMENT TO REMAIN, TO BE REPAIRED, RESURFACED AND RESTRIPED
5. SAWCUT LINE
6. 6" VERTICAL CURB
7. 6" VERTICAL CURB AND GUTTER
8. CONTECH STORM VAULT POST-CONSTRUCTION STORMWATER TREATMENT

ABBREVIATIONS

AB	aggregate base	MAX	maximum
AC	asphalt concrete	MED	median
AD	algebraic difference	MH	manhole
ARV	air release valve	MIN	minimum
AVRV	air vacuum release valve	MOD	modified
BC	begin horizontal curve	MON	monument
BKF	backfill	MPE	multipurpose easement
BM	bench mark	MTL	material
BOV	blow off valve	NTS	not to scale
BVC	begin vertical curve	OC	on center
BW	back of walk	OG	original ground
C,G	curb, gutter	OH	overhead utility line
CL	centerline; chain link; class	PI	point of intx, angle point
CONC	concrete	PL	property line
CSP	corrugated steel pipe	PUE	public utilities easement
CTS	corrosion test station	PVI	point of vertical tangent intx
DBL	double	PVC	poly vinyl chloride
DI	drainage inlet	PVMT	pavement
DIP	ductile iron pipe	R	radius
DIA	diameter	RAC	rubberized asphalt concrete
DWY	driveway	RCP	reinforced concrete pipe
EA	each	RL	restrained length
EC	end horizontal curve	RSP	rock slope protection
EL or ELEV	elevation	RT	right
EG	existing ground	R/W	right of way
EP	edge of pavement	S	slope
EQ	equation	SD	storm drain
EVC	end vertical curve	SHT	sheet
EX or EXIST	existing	SS	sanitary sewer
FES	flared end section	STA	station
FF	filter fabric: finished floor	STD	standard
FG	finished grade	STR	structure
FH	fire hydrant installation	S/W	sidewalk
FL	flow line; full length	TBC or TC	top back of curb
FT	foot; feet	TBW or BW	top back of walk
GB	grade break	TBM	temporary bench mark
HP	hinge point: high point	TEMP	temporary
HWY	highway	TFC	top face of curb
INTX	intersection	TG	top of grate
K	vertical curve coefficient	TI	traffic index
LE	landscape easement	TRANS	transition
LP	low point	TYP	typical
LT	left	W	water main
MAX	maximum	WWM	welded wire mesh
MBGR	metal beam guard railing	VCP	vitrified clay pipe



LEGEND

EXISTING	PROPOSED	DESCRIPTION
		DRAIN MANHOLE
		STORM WATER QUALITY TREATMENT MANHOLE
		DRAIN INLET
		SEWER MANHOLE
		CLEAN OUT
		SEWER SERVICE
8"SS	8"SS	SEWER LINE AND SIZE
24"SD	24"SD	DRAIN LINE AND SIZE
12"W	12"W	WATER LINE AND SIZE
		WATER SRV. w/METER BOX
		GATE VALVE
		BUTTERFLY VALVE
		FIRE HYDRANT
		DOUBLE CHECK DETECTOR VALVE OR AS NOTED
		AIR VACUUM RELEASE VALVE
		BLOW-OFF VALVE
		STOP SIGN
		STREET SIGN
		STREET LIGHT
		SLOPE BANK
		EXISTING TREE/ TREE TO BE REMOVED
x 155.0	151.26 AC 151.76 TC	SPOT ELEVATION
160	150	CONTOUR LINE
X X	X	FENCE
G E T	JT	GAS, ELEC., TELE. OR JOINT TRENCH
		PROPERTY LINE
		MONUMENT WELL
	#	DETAIL DESIGNATION/ SHEET REFERENCE
	# S	STATE STANDARD PLAN REFERENCE

SHEET INDEX

C1 PRELIMINARY GRADING & DRAINAGE PLAN
C2 PRELIMINARY UTILITY PLAN
C3 PRELIMINARY DEMOLITION PLAN

TLA ENGINEERING AND PLANNING
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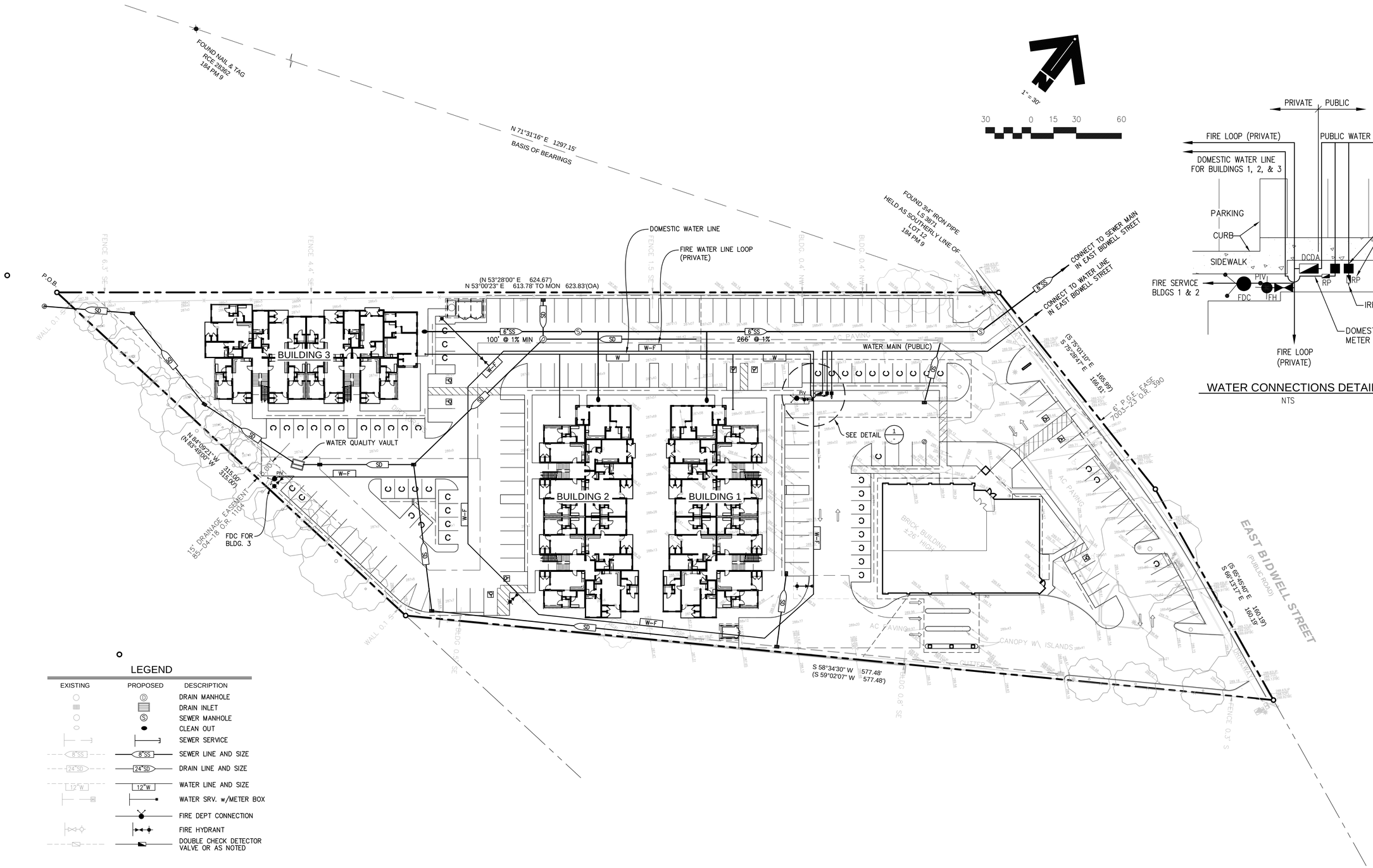
BIDWELL PLACE
FOLSOM, CA # 2019-0766

CONCEPTUAL DESIGN
JANUARY 24TH, 2020

AS SHOWN NA NTS
5 ' MAJOR
1 ' MINOR

PRELIMINARY GRADING & DRAINAGE PLAN

C1



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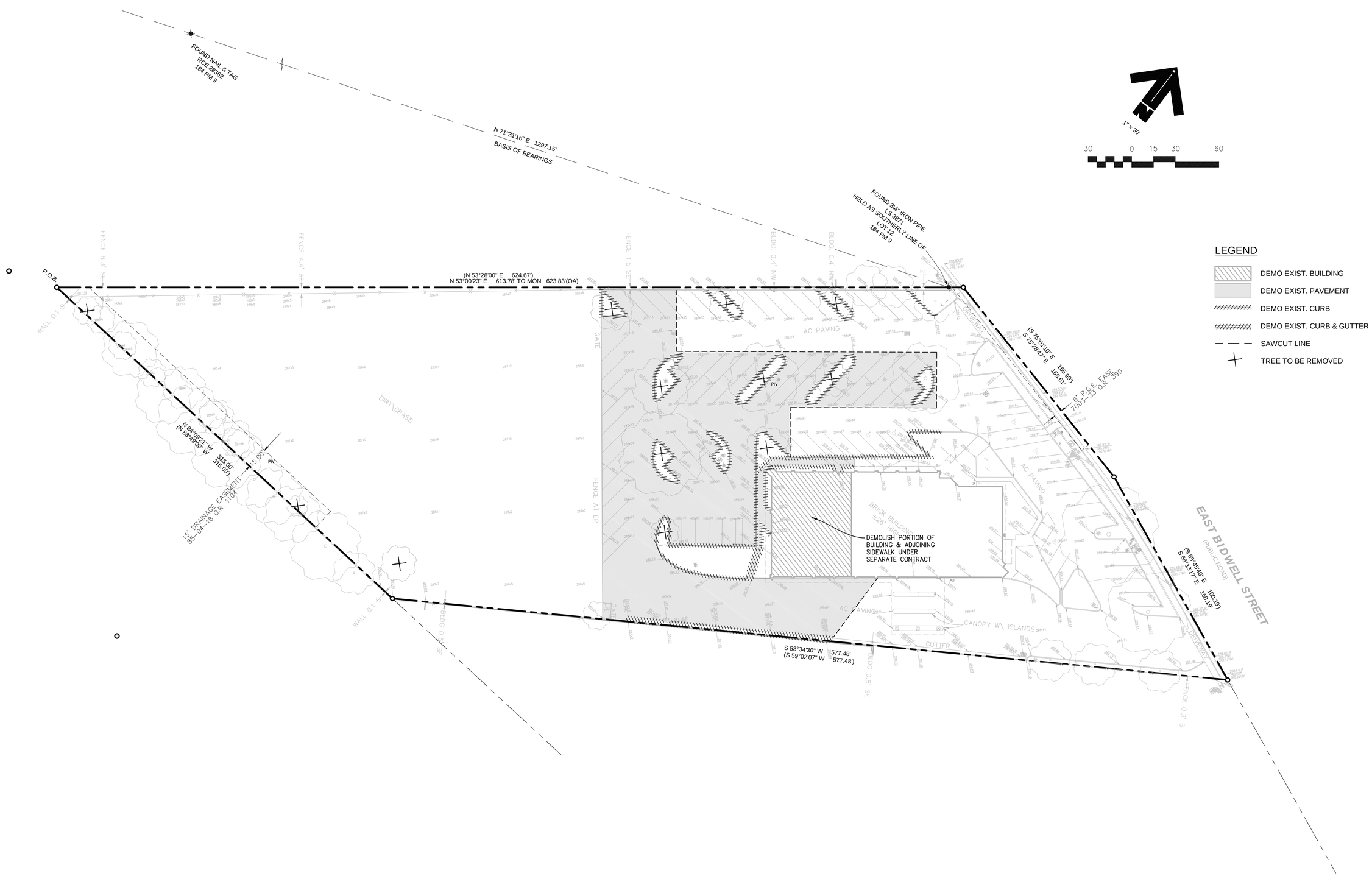
FOLSOM, CA # 2019-0766

CONCEPTUAL DESIGN
JANUARY 24TH, 2020

NTS

PRELIMINARY
UTILITY
PLAN

C2



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FOLSOM, CA # 2019-0766

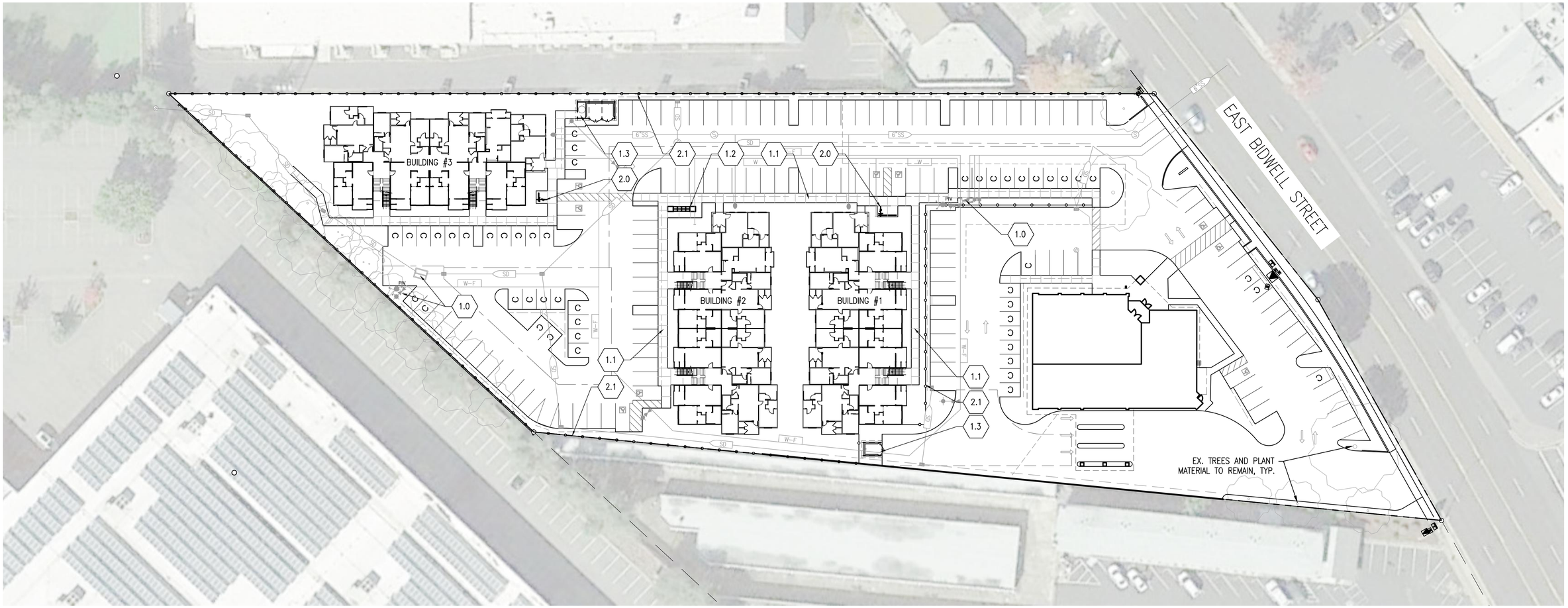
CONCEPTUAL DESIGN
JANUARY 24TH, 2020

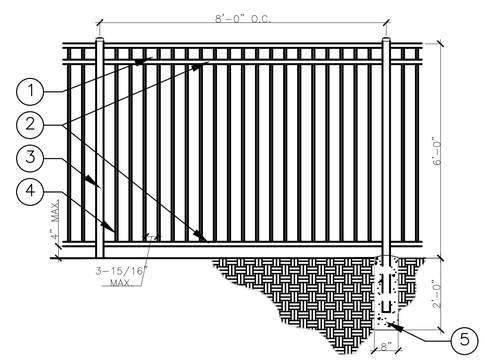
NTS

PRELIMINARY
DEMOLITION
PLAN

C3

Attachment 7
Landscape Plans





LEGEND:

1. WELDED PANEL.
2. 1-1/2" SQ. RAILS – 16 Ga.
3. 2-1/2" SQ. POST – 11 Ga. WITH CAP. PLACE POSTS 8'-0" O.C. MAXIMUM.
4. 3/4" SQ. PICKET – 18 Ga.
5. 8" X 24" CONCRETE FOOTING, TYP. SLOPE TOP AWAY FROM POST TO PREVENT STANDING WATER.

FINISH:
PAINT ALL METAL WITH TWO COATS SHOP PRIMER AND ONE COAT ENAMEL PAINT. COLOR PER FINISH SCHEDULE.

A TUBULAR METAL FENCE - 6'0" HEIGHT

SCALE: 1/2" = 1' – 0"

CONSTRUCTION KEYNOTES

1 - GENERAL KEY NOTES	
1.0	PROPOSED UTILITIES – SEE CIVIL PLANS.
1.1	PROPOSED CONCRETE FLATWORK – SEE CIVIL PLANS.
1.2	PROPOSED MAILBOXES – SEE ARCHITECTURAL PLANS.
1.3	PROPOSED TRASH ENCLOSURE – SEE ARCHITECTURAL PLANS.
2 - SITE KEY NOTES	
2.0	PROPOSED BIKE RACKS BY FAIRWEATHER. MODEL: (1) BR-1.7 & (1) BR-1.13. COLOR: MINERAL BRONZE.
2.1	PROPOSED 6'0" OPEN METAL FENCE.

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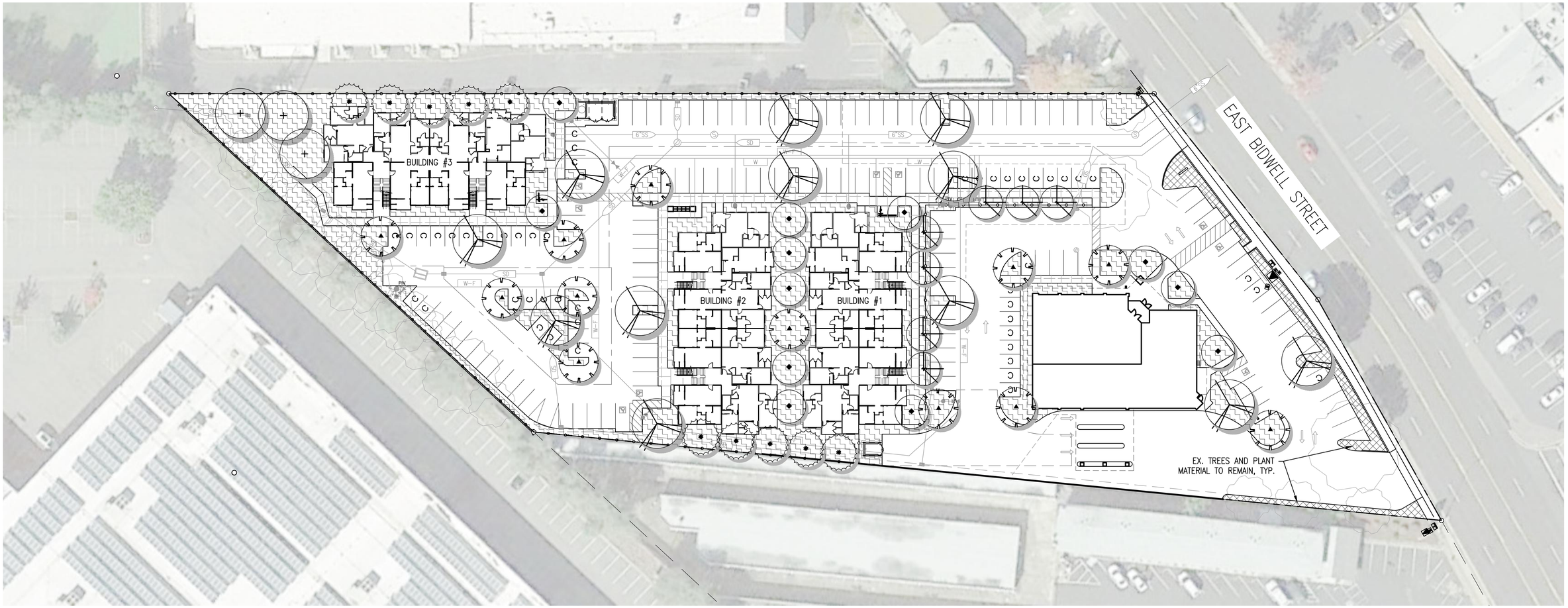
BIDWELL PLACE
FOLSOM, CA # 2019-0766

CONCEPTUAL DESIGN
MARCH 10TH, 2020

0 15 30 60

CONSTRUCTION PLAN

L1.0



SHADE CALCULATIONS

TOTAL PAVED AREA = 53,753 S.F.
TOTAL SHADE REQUIRED (40%) = 21,501 S.F.
TOTAL SHADE PROVIDED (40%) = 21,645 S.F.

DIA.	QTY.	S.F.	TOTAL S.F.
35' TREES			
(PISK, TILC, EX. TREES)			
100%	10	962	9,620
75%	1	722	722
50%	11	481	5,291
25%	0	240	0
25' TREES			
(ULMP)			
100%	6	707	4,242
75%	0	531	0
50%	5	354	1,770
25%	0	177	0
20' TREES			
100%	0	314	0
75%	0	236	0
50%	0	157	0
25%	0	79	0
TOTAL SHADE PROVIDED:			21,645 S.F.

PRELIMINARY PLANT LIST AND LEGEND

SYMBOL	BOTANICAL NAME COMMON NAME	MIN. SIZE	WATER USE	DESIGN USE	QUANTITY
	ACER RUBRUM 'REDPOINTE' RED POINTE RED MAPLE	#15	MED	ACCENT	12
	LAURUS 'SARATOGA' SARATOGA SWEET BAY	#15	LOW	SCREEN	10
	PISTACIA CHINENSIS 'KEITH DAVEY' KEITH DAVEY CHINESE PISTACHE	#15	LOW	SHADE	12
	QUERCUS RUBRA RED OAK	#15	LOW	STREET	3
	TILIA CORDATA 'GREENSPIRE' LITTLE LEAF LINDEN	#15	MOD	SHADE	7
	ULMNUS PARVIFOLIA 'ALLEE' ALLEE CHINESE EVERGREEN ELM	#15	LOW	SHADE	12

SHRUBS

SYMBOL	BOTANICAL NAME COMMON NAME	SIZE	WATER USE	REMARKS
	BACKGROUND / SCREEN SHRUBS – EVERGREEN, LARGE SHRUBS TO 6'–0" USED FOR REDUCING BUILDING MASS OR SCREENING UNDESIRABLE VIEWS.			
	ABELIA X 'ED GOUCHER' GLOSSY ABELIA	# 5	LOW	––
	ARCTOSTAPHYLOS 'SUNSET' SUNSET MANZANITA	# 5	LOW	––
	ARBUTUS UNEDO STRAWBERRY TREE	# 5	LOW	––
	RHAPHIOLEPIS INDICA 'JACK EVANS' INDIA HAWTHORN	# 5	LOW	––
	XYLOSMA C. 'COMPACTA' COMPACT XYLOSMA	# 5	LOW	––
	FACER/FILLER SHRUBS EVERGREEN OR DECIDUOUS SHRUBS TO 4'–0". USED FOR 'TERRACING' OF PLANT MATERIAL. SEASONAL COLOR AND SOFTENING OF BUILDING EDGES AND FOUNDATION SHRUBS.			
	DIANELLA CAERULEA BLUE FLAX LILY	# 5	LOW	––
	DIETES BICOLOR FORTNIGHT LILY	# 5	LOW	––
	LOMONDRA LONGIFOLIA 'BREEZE' DWARF MAT RUSH	# 5	LOW	––
	MUHLENBERGIA RIGENS DEER GRASS	# 5	LOW	––
	NANDINA DOMESTICA 'COMPACTA' HEAVENLY BAMBOO	# 5	LOW	––
	RHAPHIOLEPIS INDICA 'SPP. INDIA HAWTHORN	# 5	LOW	––

SHRUBS

SYMBOL	BOTANICAL NAME COMMON NAME	SIZE	WATER USE	REMARKS
	GROUND COVER MATERIAL – SMALL SCALE DUE TO PROJECT TYPE, EVERGREEN OR PERENNIAL SHRUBS TO 24" HIGH. USED AS A FILLER BETWEEN SITE WORK EDGES AND FACER SHRUBS.			
	ARCTOSTAPHYLOS U. URSI MANZANITA	# 1	LOW	36" O.C.
	ACACIA REDOLENS 'LOW BOY' PROSTRATE ACACIA	# 1	LOW	36" O.C.
	MYOPORUM PARVIFOLIUM 'PUTAH CREEK' CREEPING MYOPORUM	# 1	LOW	24" O.C.
	ROSA FLOWER CARPET (WHITE AND RED) FLOWER CARPET ROSE	# 1	MED	36" O.C.
	TEUCRIUM X LUCIDRYS 'PROSTRATUM' PROSTRATE GERMANDER	# 1	LOW	18" O.C.
	VINES/ESPALIER MATERIAL – EVERGREEN OR PERENNIAL VINES WITH MANAGEABLE SPREAD FOR COVERING BLANK WALLS, AND CASCADE OVER OUTDOOR ARBORS AND ACCENT STONE WALLS. USED TO SOFTEN ARCHITECTURAL ELEMENTS AND CREATE SEASONAL INTEREST VERTICALLY.			
	FICUS PUMILA CREEPING FIG	# 1	LOW	
	MACFADEYANA UNGIS CATI CATS CLAW VINE	# 1	LOW	

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ST. ANTON COMMUNITIES
St. Anton Communities
1801 I Street, Suite 200
Sacramento, CA 916.471.3000

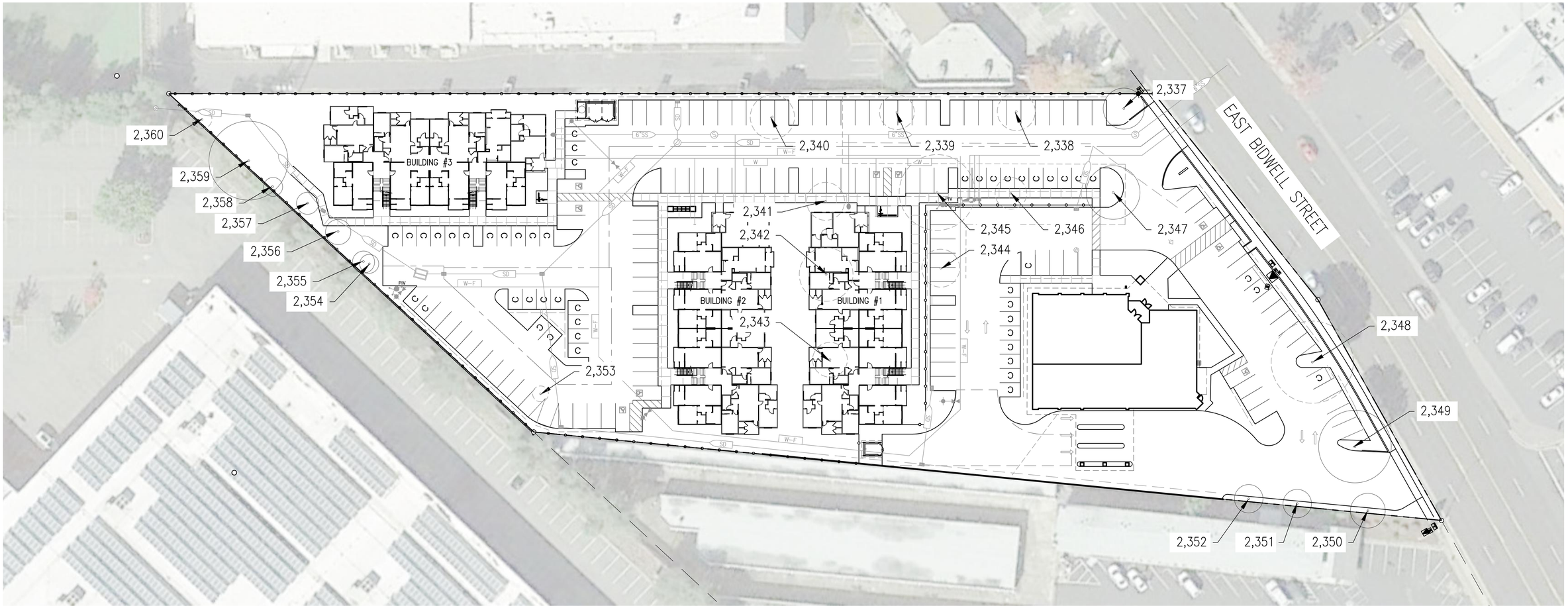
BIDWELL PLACE
FOLSOM, CA # 2019-0766

CONCEPTUAL DESIGN
MARCH 10TH, 2020

0 15 30 60

PLANTING PLAN

L1.1



TREES TO REMAIN			
TAG #	NAME	TOTAL DBH	MEASURED CANOPY RADIUS
2337	QUERCUS AGRIFOLIA	10	13
2347	PINUS PINEA	16	17
2349	PINUS PINEA	23	25
2350	QUERCUS AGRIFOLIA	9	11
2351	QUERCUS AGRIFOLIA	10	9
2352	QUERCUS AGRIFOLIA	11	9
2354	QUERCUS WISLIZENII	13	6
2355	QUERCUS WISLIZENII	6	7
2356	QUERCUS WISLIZENII	7	8
2357	QUERCUS WISLIZENII	10	7
2358	QUERCUS WISLIZENII	11	6
2359	SALIX LASIANDRA	29	25

TREES TO BE REMOVED			
TAG #	NAME	TOTAL DBH	MEASURED CANOPY RADIUS
2338	QUERCUS AGRIFOLIA	9	12
2339	QUERCUS AGRIFOLIA	9	11
2340	PINUS PINEA	30	14
2341	PINUS NIGRA	41	12
2342	PINUS PINEA	43	17
2343	PINUS PINEA	9	11
2344	SEQUOIA SEMPERVIRENS	22	12
2345	PINUS PINEA	37	24
2346	PINUS PINEA	11	10
2348	PINUS PINEA	22	26
2353	QUERCUS WISLIZENII	13	5
2360	QUERCUS WISLIZENII	5	6

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BIDWELL PLACE
FOLSOM, CA # 2019-0766

CONCEPTUAL DESIGN
MARCH 10TH, 2020

0 15 30 60

TREE PLAN

L1.2

Attachment 8
Arborist Report

California Tree and Landscape Consulting, Inc.

January 21, 2020

Sahar Soltani, Development Manager
St. Anton Communities
1801 I Street, Suite 200
Sacramento, California 95811
Via Email: ss@antoncap.com

PROPERTY TRANSITION ARBORIST REPORT

RE: Arborist Report and Tree Inventory
403 E. Bidwell Street, Folsom, California

Executive Summary:

Sahar Soltani with St. Anton Communities, the owners, contacted California Tree and Landscape Consulting, Inc. to document the trees on the property for a better understanding of the existing resource and any potential improvement obstacles that may arise. Ms. Soltani requested an arborist report and tree inventory suitable for submittal to the City. This is a Preliminary Arborist Report and Tree Inventory for the initial filing of plans to develop the property. The property is 403 E. Bidwell Street, located in Folsom, California. (See Supporting Information – Tree Location Map.)

Ed Stirtz, ISA Certified Arborist WE0510A, visited the property on January 15, 2020, to provide species identification, measurements of DBH and canopy, field condition notes, recommended actions, ratings, and approximate locations for the trees. A total of 24 trees were evaluated on this property, of which 12 are protected trees (oaks larger than 6" diameter) according to the City of Folsom Tree Preservation Ordinance. The trees included in the inventory include those currently growing in the landscape of the existing bank and several trees in the vacant parcel immediately behind the bank. There are several native oak trees incorporated into the landscape and growing in the vacant lot. The multi-trunk trees have diameters for each individual stem in the multi-stem column and the number in the total DBH column represents the "extrapolated" diameter per the City of Folsom inventory requirements. The dripline radius measurements are presented as the TPZ, and the tree conditions are provided in the numerical rating format per the City of Folsom requirements.

Tree Species	Trees on this Site	Protected Trees on the Site:	Proposed for Removal for Development	Total Proposed for Retention
Black Pine *(Pinus nigra)*	1	0	0	1
Coast Live Oak *(Quercus agrifolia)*	6	6	3	3
Coast Redwood *(Sequoia sempervirens)*	1	0	0	1

Tree Species	Trees on this Site	Protected Trees on the Site:	Proposed for Removal for Development	Total Proposed for Retention
Interior Live Oak *(Quercus wislizeni)*	7	3	0	7
Italian Stone Pine *(Pinus pinea)*	8	3	0	8
Pacific Willow *(Salix lasiandra)*	1	0	1	0
TOTAL	**24**	**12**	**4**	**20**

ASSIGNMENT

Perform an examination of the site to document the presence and condition of trees protected by the City of Folsom Tree Preservation Ordinance. All trees protected by the City are included in the inventory. Prepare a report of findings.

METHODS

Appendix 2 and Tables 1, 2 and 3 in this report are the detailed inventory and recommendations for the trees. The following terms and Table A – Ratings Descriptions will further explain our findings.

Species of trees is listed by our local common name and botanical name by genus and species.

DBH (diameter breast high) is normally measured at 4'6" (54" above the average ground, height but if that varies then the location where it is measured is noted here. A steel diameter tape was used to measure the trees.

Canopy radius is measured in feet. It is the farthest extent of the crown composed of leaves and small twigs measured by a Stanley digital distance meter. This measurement often defines the Critical Root Zone (CRZ) or Protection Zone (PZ), which is a circular area around a tree with a radius equal to this measurement.

Actions listed are recommendations to improve health or structure of the tree. Trees in public spaces require maintenance. If a tree is to remain and be preserved, then the tree may need some form of work to reduce the likelihood of failure and increase the longevity of the tree. Preservation requirements and actions based on a proposed development plan are not included here.

Arborist Rating is subjective to condition and is based on both the health and structure of the tree. All of the trees were rated for condition, per the recognized national standard as set up by the Council of Tree and Landscape Appraisers and the International Society of Arboriculture (ISA) on a numeric scale of 5 (being the highest) to 0 (the worst condition, dead). The rating was done in the field at the time of the measuring and inspection.

Table A – Ratings Descriptions

No problem(s)	5	excellent
No apparent problem(s)	4	good
Minor problem(s)	3	fair
Major problem(s)	2	poor
Extreme problem(s)	1	hazardous, non-correctable
Dead	0	dead

Rating #0: This indicates a tree that has no significant sign of life.

Rating #1: The problems are extreme. This rating is assigned to a tree that has structural and/or health problems that no amount of work or effort can change. The issues may or may not be considered a dangerous situation.

Rating #2: The tree has major problems. If the option is taken to preserve the tree, its condition could be improved with correct arboricultural work including, but not limited to: pruning, cabling, bracing, bolting, guying, spraying, mistletoe removal, vertical mulching, fertilization, etc. If the recommended actions are completed correctly, hazard can be reduced and the rating can be elevated to a 3. If no action is taken the tree is considered a liability and should be removed.

Rating #3: The tree is in fair condition. There are some minor structural or health problems that pose no immediate danger. When the recommended actions in an arborist report are completed correctly the defect(s) can be minimized or eliminated.

Rating #4: The tree is in good condition and there are no apparent problems that a Certified Arborist can see from a visual ground inspection. If potential structural or health problems are tended to at this stage future hazard can be reduced and more serious health problems can be averted.

Rating #5: No problems found from a visual ground inspection. Structurally, these trees have properly spaced branches and near perfect characteristics for the species. Highly rated trees are not common in natural or developed landscapes. No tree is ever perfect especially with the unpredictability of nature, but with this highest rating, the condition should be considered excellent.

Notes indicate the health, structure and environment of the tree and explain why the tree should be removed or preserved. Additional notes may indicate if problems are minor, extreme or correctible.

Remove is the recommendation that the tree be removed. The recommendation will normally be based either on poor structure or poor health and is indicated as follows:

Yes H - Tree is unhealthy
Yes S - Tree is structurally unsound

Observations and Conclusions

The site is an established commercial site with improvements completed many years ago. The existing landscape contains a few native oak trees and ornamentals. Most of the trees have developed shallow roots that are destroying the adjacent curbs and asphalt. The majority of native oaks in the parking area have been mispruned over the years and have poor structures.

Below is a summary of tree condition by Arborist Rating and Species.

# Trees	Common Name	DBH	Canopy Radius	Arborist Rating	Defects Found	Retain/ Remove?
1	Coast Live Oak	9	11	2- Major Structure or Health Problems	Parking lot tree in narrow planter. Out of balance north.	Remove
1	Italian Stone Pine	18	14	2- Major Structure or Health Problems	Past failure of the root system has left the tree lying on grade. Out of balance east.	Retain
1	Black Pine	19	12	3 - Fair/Minor Problems	Forks at grade. Chlorotic foliage.	Retain
5	Coast Live Oak	9-11	9-13	3 - Fair/Minor Problems	Surface rooting. Poor structure. Out of balance.	3 Retain/ 2 Remove
1	Coast Redwood	22	12	3 - Fair/Minor Problems		Retain
7	Interior Live Oak	5-8	5-8	3 - Fair/Minor Problems	Poor structure. Out of balance.	7 Retain
7	Italian Stone Pine	9-28	10-26	3 - Fair/Minor Problems	Surface rooting. Bark inclusions in crotches. Topped. Stem girdling root.	7 Retain
1	Pacific Willow	21	25	3 - Fair/Minor Problems	Forks at grade. Slightly above average amount of deadwood. Very poor condition. 90% dead. Extensive mistletoe infestation.	Remove
TOTAL 24						**20 Retain/ 4 Remove**

RECOMMENDED REMOVALS

At this time, 4 trees have been recommended for removal from the proposed project area due to the nature and extent of defects, compromised health, and/or structural instability noted at the time of field inventory efforts. If these trees were retained within the proposed project area, it is our opinion that they may be hazardous depending upon their proximity to planned development activities. For reference, the trees which have been recommended for removal due to the severity of noted defects, compromised health, and/or structural instability are highlighted in green within the accompanying Tree Inventory Summary and are briefly summarized as follows:

Tag #	Protected By Code	Name	Common Name	Multi-Stem (inches)	Total Extra-polated DBH (inches)	TPZ	Measured Canopy Radius	Structural Condition	Vigor Condition
2350	Yes	*(Quercus agrifolia)*	Coast Live Oak		9	10	11	Poor to Fair	Fair
2351	Yes	*(Quercus agrifolia)*	Coast Live Oak		10	11	9	Poor to Fair	Fair
2352	Yes	*(Quercus agrifolia)*	Coast Live Oak		11	12	9	Poor to Fair	Fair

Tag #	Protected By Code	Name	Common Name	Multi-Stem (inches)	Total Extra-polated DBH (inches)	TPZ	Measured Canopy Radius	Structural Condition	Vigor Condition
2359	No	*(Salix lasiandra)*	Pacific Willow	12,17	21	22	25	Poor	Poor
Note: The aggregate diameter inches represent the extrapolated number per the City of Folsom requirements.									

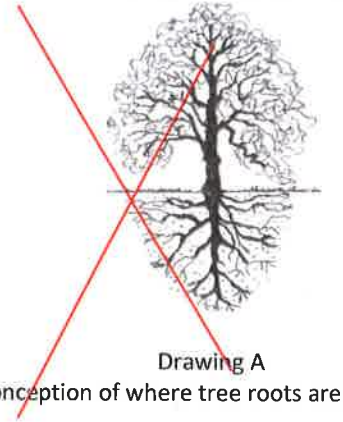
Discussion

Trees need to be protected from normal construction practices if they are to remain healthy and viable on the site. Our recommendations are based on experience, and City ordinance requirements, so as to enhance tree longevity. This requires their root zones remain intact and viable, despite heavy equipment being on site, and the need to install foundations, driveways, underground utilities, and landscape irrigation systems. Simply walking and driving on soil has serious consequences for tree health.

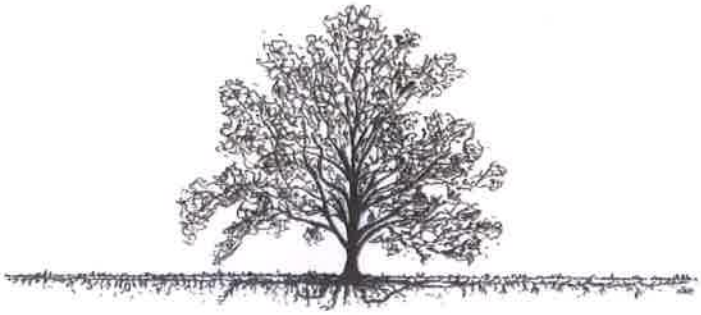
Following is a summary of Impacts to trees during construction and Tree Protection measures that should be incorporated into the site plans in order to protect the trees. Once the plans are approved, they become the document that all contractors will follow. ***The plans become the contract between the owner and the contractor, so that only items spelled out in the plans can be expected to be followed. Hence, all protection measures, such as fence locations, mulch requirements and root pruning specifications must be shown on the plans.***

Root Structure

The majority of a tree's roots are contained in a radius from the main trunk outward approximately two to three times the canopy of the tree. These roots are located in the top 6" to 3' of soil. It is a common misconception that a tree underground resembles the canopy (see Drawing A below). The correct root structure of a tree is in Drawing B. All plants' roots need both water and air for survival. Surface roots are a common phenomenon with trees grown in compacted soil. Poor canopy development or canopy decline in mature trees is often the result of inadequate root space and/or soil compaction.



Drawing A
Common misconception of where tree roots are assumed to be located



Drawing B
The reality of where roots are generally located

Structural Issues

Limited space for canopy development produces poor structure in trees. The largest tree in a given area, which is 'shading' the other trees is considered Dominant. The 'shaded' trees are considered Suppressed. The following picture illustrates this point. Suppressed trees are more likely to become a potential hazard due to their poor structure.

Dominant Tree

Growth is upright

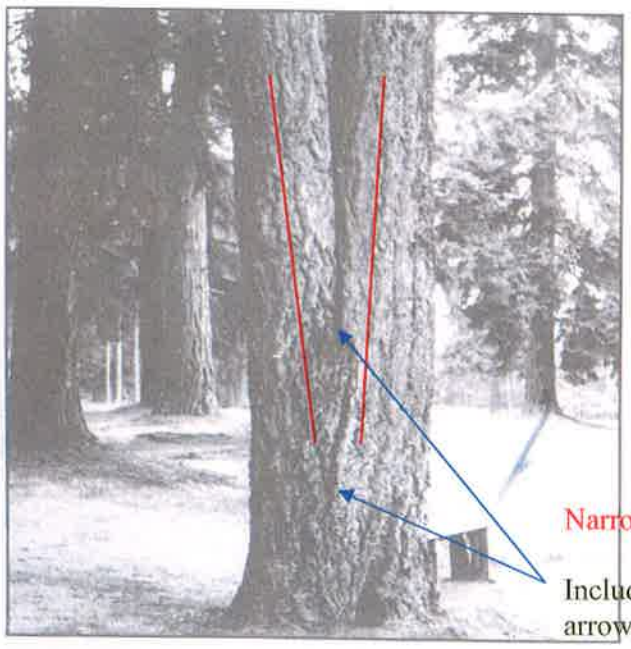
Canopy is balanced by limbs and foliage equally

Suppressed Tree

Canopy weight all to one side

Limbs and foliage grow away from dominant tree

Co-dominant leaders are another common structural problem in trees.



The tree in this picture has a co-dominant leader at about 3' and included bark up to 7 or 8'. Included bark occurs when two or more limbs have a narrow angle of attachment resulting in bark between the stems – instead of cell to cell structure. This is considered a critical defect in trees and is the cause of many failures.

Figure 6. Codominant stems are inherently weak because the stems are of similar diameter.

Photo from Evaluation of Hazard Trees in Urban Areas by Nelda P. Matheny and James R. Clark, 1994 International Society of Arboriculture

Pruning Mature Trees for Risk Reduction

There are few good reasons to prune mature trees. Removal of deadwood, directional pruning, removal of decayed or damaged wood, and end-weight reduction as a method of mitigation for structural faults are the only reasons a mature tree should be pruned. Live wood over 3" should not be pruned unless absolutely necessary. Pruning cuts should be clean and correctly placed. Pruning should be done in accordance with the American National Standards Institute (ANSI) A300 standards. It is far better to use more small cuts than a few large cuts as small pruning wounds reduce risk while large wounds increase risk.

Pruning causes an open wound in the tree. Trees do not "heal" they compartmentalize. Any wound made today will always remain, but a healthy tree, in the absence of decay in the wound, will 'cover it' with callus tissue. Large, old pruning wounds with advanced decay are a likely failure point. Mature trees with large wounds are a high failure risk.

Overweight limbs are a common structural fault in suppressed trees. There are two remedial actions for overweight limbs (1) prune the limb to reduce the extension of the canopy, or (2) cable the limb to reduce movement. Cables do not hold weight they only stabilize the limb and require annual inspection.

Normal limb structure

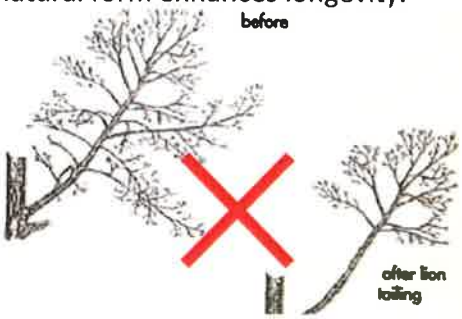
Over weight, reaching limb with main stem diameter small compared with amount of foliage present

Photo of another tree – not at this site

Photo of another tree – not at this site.

Lion's – Tailing is the pruning practice of removal of "an excessive number of inner and/or lower lateral branches from parent branches. Lion's tailing is not an acceptable pruning practice" ANSI A300 (part 1) 4.23. It increases the risk of failure.

Pruning – Cutting back trees changes their natural structure, while leaving trees in their natural form enhances longevity.



Arborist Classifications

There are different types of Arborists:

Tree Removal and/or Pruning Companies. These companies may be licensed by the State of California to do business, but they do not necessarily know anything about trees;

Arborists. Arborist is a broad term. It is intended to mean someone with specialized knowledge of trees but is often used to imply knowledge that is not there.

ISA Certified Arborist: An International Society of Arboriculture Certified Arborist is someone who has been trained and tested to have specialized knowledge of trees. You can look up certified arborists at the International Society of Arboriculture website: isa-arbor.org.

Consulting Arborist: An American Society of Consulting Arborists Registered Consulting Arborist is someone who has been trained and tested to have specialized knowledge of trees and trained and tested to provide high quality reports and documentation. You can look up registered consulting arborists at the American Society of Consulting Arborists website: https://www.asca-consultants.org/

Decay in Trees

Decay (in General): Fungi cause all decay of living trees. Decay is considered a disease because cell walls are altered, wood strength is affected, and living sapwood cells may be killed. Fungi decay wood by secreting enzymes. Different types of fungi cause different types of decay through the secretion of different chemical enzymes. Some decays, such as white rot, cause less wood strength loss than others because they first attack the lignin (causes cell walls to thicken and reduces susceptibility to decay and pest damage) secondarily the cellulose (another structural component in a cell walls). Others, such as soft rot, attack the cellulose chain and cause substantial losses in wood strength even in the initial stages of decay. Brown rot causes wood to become brittle and fractures easily with tension. Identification of internal decay in a tree is difficult because visible evidence may not be present.

According to Evaluation of Hazard Trees in Urban Areas (Matheny, 1994) decay is a critical factor in the stability of the tree. As decay progresses in the trunk, the stem becomes a hollow tube or cylinder rather than a solid rod. This change is not readily apparent to the casual observer. Trees require only a small amount of bark and wood to transport water, minerals and sugars. Interior heartwood can be eliminated (or degraded) to a great degree without compromising the transport process. Therefore, trees can contain significant amounts of decay without showing decline symptoms in the crown.

Compartmentalization of decay in trees is a biological process in which the cellular tissue around wounds is changed to inhibit fungal growth and provide a barrier against the spread of decay agents into the barrier zones is the formation of while a tree may be able to limit pruning cuts, in the event that there located vertically along the main additional cells. The weakest of the vertical wall. Accordingly, decay progression inward at large are more than one pruning cut trunk of the tree, the likelihood of decay progression and the associated structural loss of integrity of the internal wood is high.

Oak Tree Impacts

Our native oak trees are easily damaged or killed by having the soil within the Critical Root Zone (CRZ) disturbed or compacted. All of the work initially performed around protected trees that will be saved should be done by people rather than by wheeled or track type tractors. Oaks are fragile giants that can take little change in soil grade, compaction, or warm season watering. **Don't be fooled into believing that warm season** watering has no adverse effects on native oaks. Decline and eventual death can take as long as 5-20 years with

poor care and inappropriate watering. Oaks can live hundreds of years if treated properly during construction, as well as later with proper pruning, and the appropriate landscape/irrigation design.

RECOMMENTATIONS: SUMMARY OF TREE PROTECTION MEASURES

Hire a Project Arborist to help ensure protection measures are incorporated into the site plans and followed. The Project Arborist should, in cooperation with the Engineers and/or Architects:

- Identify the Root Protection Zones on the final construction drawings, prior to bidding the project.
- Show the placement of tree protection fences, as well as areas to be irrigated, fertilized and mulched on the final construction drawings.
- Clearly show trees for removal on the plans and mark them clearly on site. A Contractor who is a Certified Arborist should perform tree and stump removal. All stumps within the root zone of trees to be preserved shall be ground out using a stump router or left in place. **No trunk within the root zone of other trees shall be removed using a backhoe or other piece of grading equipment**.
- Prior to any grading, or other work on the site that will come within 50' of any tree to be preserved:
    1. Irrigate (if needed) and place a 3" layer of chip mulch over the protected root zone of all trees that will be impacted.
    2. Erect Tree Protection Fences. Place boards against trees located within 3' of construction zones, even if fenced off.
    3. Remove lower foliage that may interfere with equipment PRIOR to having grading or other equipment on site. The Project Arborist should approve the extent of foliage elevation, and oversee the pruning, performed by a contractor who is an ISA Certified Arborist.
- For cuts, expose roots by hand digging, potholing or using an air spade and then cut roots cleanly prior to further grading outside the tree protection zones.
- For fills, if a cut is required first, follow as for cuts.
- Where possible, specify geotextile fabric in lieu of compacting and root cutting, prior to placing fills on the soil surface. Any proposed retaining wall or fill soil shall be discussed with the engineer and arborist in order to reduce impacts to trees to be preserved.
- Clearly designate an area on the site outside the drip line of all trees where construction materials may be stored, and parking can take place. No materials or parking shall take place within the root zones of protected trees.
- Design utility and irrigation trenches to minimize disturbance to tree roots. Where possible, dig trenches with a hydraulic or air spade, placing pipes underneath the roots, or bore the deeper trenches underneath the roots.
- Include on the plans an Arborist inspection schedule to monitor the site during (and after) construction to ensure protection measures are followed and make recommendations for care of the trees on site, as needed.

General Tree protection measures are included as Appendix 3. These measures need to be included on the Site, Grading, Utility and Landscape Plans. A final report of recommendations specific to the plan can be completed as part of, and in conjunction with, the actual plans. This will require the arborist working directly with the engineer and architect for the project. If the above recommendations are followed, the amount of time required by the arborist for the final report should be minim this will require the arborist working directly with the engineer and architect for the project. If the above recommendations are followed, the amount of time required by the arborist for the final report should be minimal.

Report Prepared by:

Edwin E. Stirtz, Consulting Arborist
International Society of Arboriculture
Certified Arborist WE-0510A
ISA Tree Risk Assessment Qualified
Member, American Society of Consulting Arborists

Enc.: Appendix 1 – Map of The Property Showing Tree Locations
Appendix 2 – Tree Information Collected
Appendix 3 – General Practices for Tree Protection

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cape Consulting
January 16, 2020

APPENDIX 2 – TREE INFORMATION COLLECTED

Tag #	Protected By Code	Name	Common Name	Multi-Stem (inches)	Total Extra-polated DBH (inches)	Measured Canopy Radius	TPZ	Arborist Rating	Jurisdic-tional Rating	Structural Condition	Vigor Condition	Notes	Recommendations
2337	Yes	*(Quercus agrifolia)*	Coast Live Oak		10	13	14	3 = Fair/Minor Problems	Fair	Fair	Fair		Prune to remove deadwood. Clean out crown.
2338	Yes	*(Quercus agrifolia)*	Coast Live Oak		9	12	13	3 = Fair/Minor Problems	Fair to Poor	Poor to Fair	Fair	Out of balance/one-sided southwest.	None at this time.
2339	Yes	*(Quercus agrifolia)*	Coast Live Oak		9	11	12	3 = Fair/Minor Problems		Poor to Fair	Fair	Out of balance west.	Prune to remove deadwood. Clean out crown. Reduce either height/size & weight.
2340	No	*(Pinus pinea)*	Italian Stone Pine	8,10,12	18	14	15	2 = Major Structure or Health Problems	Fair to Poor	Poor to Fair	Fair	Past failure of the root system has left the tree lying on grade. Out of balance east.	None at this time.
2341	No	*(Pinus nigra)*	Black Pine	4,4,5, 5,5,6, 6,6,12	19	12	13	3 = Fair/Minor Problems	Fair to Poor	Poor to Fair	Poor to Fair	Forks at grade. Chlorotic foliage.	None at this time.
2342	No	*(Pinus pinea)*	Italian Stone Pine	9,17,17	26	17	18	3 = Fair/Minor Problems		Fair	Fair	Forks 3-4 feet above grade. Root damage to adjacent parking lot.	None at this time.
2343	No	*(Pinus pinea)*	Italian Stone Pine		9	11	12	3 = Fair/Minor Problems		Poor	Poor to Fair	Located in planter. Previously topped. Chlorotic. Probably mites.	None at this time.
2344	No	*(Sequoia sempervirens)*	Coast Redwood		22	12	13	3 = Fair/Minor Problems		Fair	Fair		None at this time.
2345	Yes	*(Pinus pinea)*	Italian Stone Pine	15,22	27	24	25	3 = Fair/Minor Problems	Fair	Fair	Fair	Located in planter. Root damage to adjacent parking area, fair.	None at this time.

Tag #	Protected By Code	Name	Common Name	Multi-Stem (inches)	Total Extra-polated DBH (inches)	Measured Canopy Radius	TPZ	Arborist Rating	Jurisdic-tional Rating	Structural Condition	Vigor Condition	Notes	Recommendations
2346	No	*(Pinus pinea)*	Italian Stone Pine		11	10	11	3 = Fair/Minor Problems	Fair	Fair	Fair		None at this time.
2347	No	*(Pinus pinea)*	Italian Stone Pine	7,9	11	17	18	3 = Fair/Minor Problems	Fair	Fair	Fair	Multi-stems. Forks 2'-3' above grade with inclusion.	Prune to remove deadwood. Clean out crown. Reduce either height/size & weight.
2348	Yes	*(Pinus pinea)*	Italian Stone Pine	17,22	28	26	27	3 = Fair/Minor Problems	Fair	Fair	Fair	Multi-stems. Forks 3.5' above grade. Root damage to adjacent parking lot.	None at this time.
2349	Yes	*(Pinus pinea)*	Italian Stone Pine		23	25	26	3 = Fair/Minor Problems	Fair to Poor	Poor	Fair	Root damage to parking lot. Stem girdling root, north side, affecting 1/3 of the circumference.	None at this time.
2350	Yes	*(Quercus agrifolia)*	Coast Live Oak		9	11	12	2 = Major Structure or Health Problems	Fair to Poor	Poor to Fair	Fair	Parking lot tree in narrow planter. Out of balance north.	***Recommend removal due to nature and extent of noted defects.***
2351	Yes	*(Quercus agrifolia)*	Coast Live Oak		10	9	10	3 = Fair/Minor Problems	Fair to Poor	Poor to Fair	Fair	Parking lot tree. Surface routes with minor hard scape damage. Out of balance north. Sparse foliage. Above average amount of deadwood.	***Recommend removal due to nature and extent of noted defects.***
2352	Yes	*(Quercus agrifolia)*	Coast Live Oak		11	9	10	3 = Fair/Minor Problems	Fair to Poor	Poor to Fair	Fair	Parking lot tree. Minor surface rooting. Minor hard scape damage. Out of balance north. One-sided.	***Recommend removal due to nature and extent of noted defects.***
2353	No	*(Quercus wislizeni)*	Interior Live Oak	1,3,4,5	7	5	6	3 = Fair/Minor Problems	Fair	Fair	Fair		None at this time.

Tag #	Protected By Code	Name	Common Name	Multi-Stem (inches)	Total Extra-polated DBH (inches)	Measured Canopy Radius	TPZ	Arborist Rating	Jurisdic-tional Rating	Structural Condition	Vigor Condition	Notes	Recommendations
2354	Yes	*(Quercus wislizeni)*	Interior Live Oak		6	6	7	3 = Fair/Minor Problems	Fair	Poor to Fair	Fair	Out of balance northeast. Slightly above average amount of deadwood.	None at this time.
2355	Yes	*(Quercus wislizeni)*	Interior Live Oak		6	7	8	3 = Fair/Minor Problems	Fair	Poor to Fair	Fair	Suppressed. Out of balance north. Slightly above average amount of deadwood.	None at this time.
2356	Yes	*(Quercus wislizeni)*	Interior Live Oak		7	8	9	3 = Fair/Minor Problems	Fair	Poor to Fair	Fair	Suppressed. Out of balance east. Slightly above average amount of deadwood.	None at this time.
2357	No	*(Quercus wislizeni)*	Interior Live Oak	3,3,4	6	7	8	3 = Fair/Minor Problems	Fair	Poor to Fair	Fair	Out of balance northeast.	None at this time.
2358	No	*(Quercus wislizeni)*	Interior Live Oak	5,6	8	6	7	3 = Fair/Minor Problems	Fair	Poor to Fair	Fair	Suppressed. Out of balance. Forks 2 feet above grade. Measured at 3 feet above grade.	None at this time.
2359	No	*(Salix lasiandra)*	Pacific Willow	12,17	21	25	26	3 = Fair/Minor Problems	Dead Diseased Dying 2	Poor	Poor	Forks at grade. Slightly above average amount of deadwood. Very poor condition. 90% dead. Extensive mistletoe infestation.	***Recommend removal due to nature and extent of noted defects.***
2360	No	*(Quercus wislizeni)*	Interior Live Oak		5	6	7	3 = Fair/Minor Problems	Fair	Fair	Fair		None at this time.

TOTAL INVENTORIED TREES = 24 trees (318 extrapolated aggregate diameter inches)
TOTAL RECOMMENDED REMOVALS = 4 trees (51 extrapolated aggregate diameter inches)
Rating: 0=0 trees; 1=0 trees; 2=2 trees; 3=22 trees; 4=0 trees; 5=0 trees
City Protected Trees = 12 trees (155 extrapolated aggregate diameter inches)

APPENDIX 3 – GENERAL PRACTICES FOR TREE PROTECTION

Definitions

Root zone: The roots of trees grow fairly close to the surface of the soil, and spread out in a radial direction from the trunk of tree. A general rule of thumb is that they spread 2 to 3 times the radius of the canopy, or 1 to 1 ½ times the height of the tree. It is generally accepted that disturbance to root zones should be kept as far as possible from the trunk of a tree.

Inner Bark: The bark on large valley oaks and coast live oaks is quite thick, usually 1" to 2". If the bark is knocked off a tree, the inner bark, or cambial region, is exposed or removed. The cambial zone is the area of tissue responsible for adding new layers to the tree each year, so by removing it, the tree can only grow new tissue from the edges of the wound. In addition, the wood of the tree is exposed to decay fungi, so the trunk present at the time of the injury becomes susceptible to decay. Tree protection measures require that no activities occur which can knock the bark off the trees.

Methods Used in Tree Protection:

No matter how detailed Tree Protection Measures are in the initial Arborist Report, they will not accomplish their stated purpose unless they are applied to individual trees and a Project Arborist is hired to oversee the construction. The Project Arborist should have the ability to enforce the Protection Measures. The Project Arborist should be hired as soon as possible to assist in design and to become familiar with the project. He must be able to read and understand the project drawings and interpret the specifications. He should also have the ability to cooperate with the contractor, incorporating the contractor's ideas on how to accomplish the protection measures, wherever possible. It is advisable for the Project Arborist to be present at the Pre-Bid tour of the site, to answer questions the contractors may have about Tree Protection Measures. This also lets the contractors know how important tree preservation is to the developer.

Root Protection Zone (RPZ): Since in most construction projects it is not possible to protect the entire root zone of a tree, a Root Protection Zone is established for each tree to be preserved. The minimum Root Protection Zone is the area underneath the tree's canopy (out to the dripline, or edge of the canopy), plus 10'. The Project Arborist must approve work within the RPZ.

Irrigate, Fertilize, Mulch: Prior to grading on the site near any tree, the area within the Tree Protection fence should be fertilized with 4 pounds of nitrogen per 1000 square feet, and the fertilizer irrigated in. The irrigation should percolate at least 24 inches into the soil. This should be done no less than 2 weeks prior to grading or other root disturbing activities. After irrigating, cover the RPZ with at least 12" of leaf and twig mulch. Such mulch can be obtained from chipping or grinding the limbs of any trees removed on the site. Acceptable mulches can be obtained from nurseries or other commercial sources. Fibrous or shredded redwood or cedar bark mulch shall not be used anywhere on site.

Fence: Fence around the Root Protection Zone and restrict activity therein to prevent soil compaction by vehicles, foot traffic or material storage. The fenced area shall be off limits to all construction equipment, unless there is express written notification provided by the Project Arborist, and impacts are discussed and mitigated prior to work commencing.

> No storage or cleaning of equipment or materials, or parking of any equipment can take place within the fenced off area, known as the RPZ.

The fence should be highly visible, and stout enough to keep vehicles and other equipment out. I recommend the fence be made of orange plastic protective fencing, kept in place by t-posts set no farther apart than 6'.

In areas of intense impact, a 6' chain link fence is preferred.

In areas with many trees, the RPZ can be fenced as one unit, rather than separately for each tree.

Where tree trunks are within 3' of the construction area, place 2" by 4" boards vertically against the tree trunks, even if fenced off. Hold the boards in place with wire. Do not nail them directly to the tree. The purpose of the boards is to protect the trunk, should any equipment stray into the RPZ.

Elevate Foliage: Where indicated, remove lower foliage from a tree to prevent limb breakage by equipment. Low foliage can usually be removed without harming the tree, unless more than 25% of the foliage is removed. Branches need to be removed at the anatomically correct location in order to prevent decay organisms from entering the trunk. For this reason, a contractor who is an ISA Certified Arborist should perform all pruning on protected trees.[1]

Expose and Cut Roots: Breaking roots with a backhoe, or crushing them with a grader, causes significant injury, which may subject the roots to decay. Ripping roots may cause them to splinter toward the base of the tree, creating much more injury than a clean cut would make. At any location where the root zone of a tree will be impacted by a trench or a cut (including a cut required for a fill and compaction), the roots shall be exposed with either a backhoe digging radially to the trunk, by hand digging, or by a hydraulic air spade, and then cut cleanly with a sharp instrument, such as chainsaw with a carbide chain. Once the roots are severed, the area behind the cut should be moistened and mulched. A root protection fence should also be erected to protect the remaining roots, if it is not already in place. Further grading or backhoe work required outside the established RPZ can then continue without further protection measures.

Protect Roots in Deeper Trenches: The location of utilities on the site can be very detrimental to trees. Design the project to use as few trenches as possible, and to keep them away from the major trees to be protected. Wherever possible, in areas where trenches will be very deep, consider boring under the roots of the trees, rather than digging the trench through the roots. This technique can be quite useful for utility trenches and pipelines.

Protect Roots in Small Trenches: After all construction is complete on a site, it is not unusual for the landscape contractor to come in and sever a large number of "preserved" roots during the installation of irrigation systems. The Project Arborist must therefore approve the landscape and irrigation plans. The irrigation system needs to be designed so the main lines are located outside the root zone of major trees, and the secondary lines are either laid on the surface (drip systems), or carefully dug with a hydraulic or air spade, and the flexible pipe fed underneath the major roots.

Design the irrigation system so it can slowly apply water (no more than ¼" to ½" of water per hour) over a longer period of time. This allows deep soaking of root zones. The system also needs to accommodate infrequent irrigation settings of once or twice a month, rather than several times a week.

Monitoring Tree Health During and After Construction: The Project Arborist should visit the site at least twice a month during construction to be certain the tree protection measures are being followed, to monitor the health of impacted trees, and make recommendations as to irrigation or other needs. After construction is

[1] International Society of Arboriculture (ISA), maintains a program of Certifying individuals. Each Certified Arborist has a number and must maintain continuing education credits to remain Certified.

complete, the arborist should monitor the site monthly for one year and make recommendations for care where needed. If longer term monitoring is required, the arborist should report this to the developer and the planning agency overseeing the project.

Attachment 9
CEQA Exemption Analysis

CEQA Guidelines section 15192 Criteria:

(1) The project must be consistent with any applicable general plan, specific plan, or local coastal program, including any mitigation measures required by such plan or program, as that plan or program existed on the date that the application for the project pursuant to Section 65943 of the Government Code was deemed complete. (CEQA Guidelines § 15192(a)(1).)

The site (APNs 071-0190-060 & 061) is situated with frontage on East Bidwell Street in Folsom. The Folsom General Plan set forth the East Bidwell Corridor Overlay, which gives property owners along East Bidwell Street the flexibility to develop sites as mixed use, including multifamily housing, shops, restaurants, services, offices, and other compatible uses. (City of Folsom General Plan, Table LU-6: Overlay Designations.) The Overlay allows for 20-30 dwelling units/acre and includes a Floor Area Ratio (FAR) of 0.5-1.5. (*Ibid*.) The Bidwell Place project is within the Overlay area. (City of Folsom General Plan, Figure LU-1.) It is surrounded in its entirety by other similarly situated sites zoned Central Business with the Overlay and proposes to construct a multifamily housing development with ±23 dwelling units/acre and a FAR of approximately 0.73. (see *Ibid*.) Therefore, the project is consistent with the East Bidwell Corridor Overlay.

The project is within the Community Commercial land use designation. (City of Folsom General Plan, Figure LU-1.) The project is consistent with the Community Commercial designation because it is fully compliant with the East Bidwell Corridor Overlay. The project also proposes to comply with all applicable policies and measures from the City of Folsom General Plan.

For these reasons, the project is consistent with the City of Folsom General Plan, as adopted on August 28, 2018. Therefore, the project as proposed satisfies this criterion.

(2) The project must be consistent with any applicable zoning ordinance, as that zoning ordinance existed on the date that the application for the project pursuant to Section 65943 of the Government Code was deemed complete, unless the zoning of project property is inconsistent with the general plan because the project property has not been rezoned to conform to the general plan. (CEQA Guidelines § 15192(a)(2).)

As discussed above, the City of Folsom General Plan designates the project site as Community Commercial / East Bidwell Corridor Overlay. However, the Folsom Municipal Code has not yet been updated for consistency with the Community Commercial / East Bidwell Corridor Overlay designation. (City of Folsom General Plan, Figure LU-1; see also City of Folsom Municipal Code, § 17.22.030E.) Therefore, the site currently remains in the C-2 – Central Business zone.

The project is consistent with the C-2 – Central Business zone. The C-2 – Central Business zone expressly states which uses are prohibited in the zone. (City of Folsom Municipal Code, § 17.22.030E.) Residential uses are not included in the list of prohibited uses. (*Ibid*.)

Senior housing, caretaker residences, and proprietor residences are permitted in the zone. (*Ibid*.) If a proposed use is not mentioned in the list, but is "sufficiently similar" to a listed use, it may be allowed. (City of Folsom Municipal Code § 17.22.030(D).) An affordable housing development is more similar to a senior housing development than the uses expressly banned in the zone.

Even if the project was not considered "sufficiently similar" to uses allowed in the Central Business zone, a zoning inconsistency does not prevent use of this exemption where "the zoning of project property is inconsistent with the general plan because the project property has not been rezoned to conform to the general plan."

Here, as discussed above, the project is consistent with the City of Folsom General Plan's Community Commercial / East Bidwell Corridor Overlay land use designation, and the zoning code has not yet been updated in consideration of these applicable General Plan land use designations for the project site. Therefore, the project as proposed satisfies this criterion.

(3) Community-level environmental review has been adopted or certified. (CEQA Guidelines §15192(a)(2).)

For the purposes of this requirement, "community-level environmental review" includes an EIR certified for a general plan. (CEQA Guidelines section 15191(c)(1)(A).) Here, the City adopted its Folsom General Plan 2035, and certified an associated Program EIR in May of 2018. Therefore, the project satisfies this criterion.

(4) The project and other projects approved prior to the approval of the project can be adequately served by existing utilities, and the project applicant has paid, or has committed to pay, all applicable in-lieu or development fees. (CEQA Guidelines § 15192(c).)

The project and other sites within the project area are adequately served by existing utilities. The project site is currently served by a City of Folsom sewer connection, which was installed between 1999 and 2001. (Phase I Environmental Assessment Report for Proposed Residential Property: Bidwell Place, EnviroApplications, Inc. at 13 ("Phase I Environmental Assessment").) Potable water is provided by the City of Folsom, and electric and gas are provided by PG&E. (*Ibid*.)

Furthermore, as a condition of approval, the project applicant will be required to pay applicable development fees. Therefore, the project as proposed satisfies this criterion.

(5) The site of the project does not contain wetlands, as defined in section 328.3 of Title 33 of the Code of Federal Regulations. (CEQA Guidelines § 15192(d)(1).)

In conducting the sites' Phase I Environmental Assessment, EnviroApplications, Inc. (EAI) reviewed findings from the US Fish and Wildlife Service National Wetland Inventory map and USDA Soil Survey to conclude that no wetlands are mapped on or adjacent to the project site. (*Id*. at 33-34.) Furthermore, due to the highly disturbed area and surrounding uses, EAI concluded that it is unlikely that a wetland or "other water of the United States" exist on the site. (*Ibid*.)

The conclusions of the Phase I Environmental Assessment Report are supported by the Biological & Wetlands Resources Site Constraints Assessment performed by Barnett Environmental on February 25, 2020 (Barnett Assessment). Specifically, the Barnett Assessment confirms that "[t]here are no wetlands, 'other waters of the U.S.', or 'waters of the State' onsite…." (Barnett Assessment at 1.) Therefore, the project as proposed satisfies this criterion.

(6) The site of the project does not have any value as an ecological community upon which wild animals, birds, plants, fish, amphibians, and invertebrates depend for their conservation and protection. (CEQA Guidelines § 15192(d)(2).)

The Barnett Assessment concluded that project site is surrounded primarily by highly developed commercial parcels, and is not valuable as habitat for wild animals, birds, plants, fish, amphibians, and other invertebrates. (Barnett Assessment at 1.) The site and the adjoining properties do not contain any pits, ponds, or lagoons. The closest site with aquatic features is approximately a half mile from the site. (*Ibid*.)

None of the, largely non-native, trees on the site provide high quality nesting habitat for local raptors or migratory birds and have little wildlife value. The open field on the western portion of the site does not contain appreciable foraging habitat value for Swainson's hawk or other raptors, and no evidence of ground nesting birds were identified during the field survey. (Barnett Assessment at 1.)

The California Department of Fish and Wildlife (CDFW) report, which is relied upon for foraging habitat mitigation in California, states:

> *Staff does not recommend requiring mitigation pursuant to CEQA nor a Management Authorization by the Department for infill (within an already urbanized area) projects in areas which have less than 5 acres of foraging habitat and are surrounded by existing urban development, unless the project area is within ¼ mile of an active nest tree*.

(CDFW November 1999 Swainson's hawk Staff report at 13.)

Additionally, a 2006 agreement between CDFW and Sacramento County reduced Swainson's hawk mitigation requirements and foraging values within urban (i.e. infill) environments in the County.

Here, the proposed parcel is approximately 2.09 acres and is completely surrounded by existing urban development. The vacant lot comprising the western portion of the project site is not large enough to sustain high value foraging habitat for Swainson's hawk. Moreover, due to the partially commercial, and partially highly disturbed grassland nature of the site, the biologist concluded that the site does not have value as an ecological community upon which wild animals, birds, plants, fish, amphibians, and invertebrates depend for their conservation and protection. (Barnett Assessment at 1.) Therefore, the project as proposed satisfies this criterion.

(7) The site of the project does not harm any species protected by the federal Endangered Species Act of 1973 (16 U.S.C. §1531 et seq.) or by the Native Plant Protection Act (Chapter 10 (commencing with § 1900) of Division 2 of the Fish and Game Code), the California Endangered Species Act (Chapter 1.5 (commencing with § 2050) of Division 3 of the Fish and Game Code. (CEQA Guidelines § 15192(d)(3).)

The site is not valuable as habitat for endangered, rare, or threatened species. (Barnett Assessment at 1.) The Barnett Assessment concluded that development of the project site will not harm any protected plant or animal species. (*Ibid*.) Therefore, the project as proposed satisfies this criterion.

(8) The site of the project does not cause the destruction or removal of any species protected by a local ordinance in effect at the time the application for the project was deemed complete. (CEQA Guidelines § 15192(d)(4).)

The Barnett Assessment concluded that development of the project site does not result in the destruction or removal of any species protected by the City of Folsom. (Barnett Assessment at 1.) Therefore, the project as proposed satisfies this criterion.

(9) The site of the project is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code. (CEQA Guidelines § 15192(e).)

Per the Phase I Environmental Assessment, the project site does not contain any hazardous wastes or materials which would qualify under Government Code section 65962.5. Therefore, the project as proposed satisfies this criterion.

(10) The site of the project is subject to a preliminary endangerment assessment prepared by a registered environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity. (CEQA Guidelines § 15192(f).)

The project site is subject to a preliminary endangerment assessment prepared as part of the Phase I Environmental Assessment. The findings of the Phase I Environmental Assessment satisfy the requirements of a preliminary endangerment assessment for a site of this nature, which – as discussed further below – is not subject to any releases of hazardous substances nor located in an area with the potential to pose future occupants to significant health hazards.

In preparing the Phase I Environmental Assessment, EAI consulted the Sacramento County Environmental Management Department, City of Folsom, California Department of Toxic Substances Control, Central Valley Regional Water Quality Control Board, and other State and Federal databases to determine if the project site, or any adjacent properties, were listed as hazardous waste generators, underground storage tank releases, or as having other environmental concerns (i.e., spill, leak, or above-ground tank). (Phase I Environmental Assessment at 5.)

The project site was not identified in the searched databases. (Phase I Environmental Assessment at 5.) Based on the evaluation, one adjacent site, two upgradient sites, and one nearby open release case site qualified as potential sources of environmental impact to the project site. (*Ibid*.) However, based on factors including regulatory case closure and location, the presence of this listings for the adjacent and nearby properties was found to not constitute an ASTM recognized environmental condition. (*Ibid*.) An ASTM recognized environmental conditions is defined as "…the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property due to release to the environment; under conditions indicative of a release to the environment or under conditions that pose a material threat of future release to the environment." (ASTM Standard E 1527-13.)

A site reconnaissance on December 12, 2019 concluded that there was no evidence of contamination, distressed vegetation, petroleum-hydrocarbon staining, waste drums, illegal dumping, or improper waste storage and/or handling. (Phase I Environmental Assessment at 6.)

A Vapor Encroachment Screen was also conducted to evaluate whether nearby sites which store, use, and dispose of hazardous materials or other chemicals have documented releases potentially resulting in vapors migrating onto the project site as a result of contaminated soil and/or groundwater which may be present on or near the property (i.e., a Vapor Encroachment Condition or VEC). (Phase I Environmental Assessment at 5.) The presence of a potential VEC was ruled out due to the lack of chemicals of concern. (*Ibid*.)

Based on the database search, site inspection, and vapor encroachment screening, the Phase I Environmental Assessment demonstrates that the project site is not subject to any releases hazardous substances and does not have the potential to expose of future occupants to significant health hazards from any nearby property or activity. Therefore, the project as proposed satisfies this criterion.

(11) <u>The project does not have a significant effect on historical resources pursuant to Section 21084.1 of the Public Resources Code. (CEQA Guidelines § 15192(g).)</u>

The site was historically utilized as gold mine tailings, then contained commercial buildings and a vacant lot from the 1970s to present day. (Phase I Environmental Assessment at 5, 32.) The project site is not within the Folsom Historic District, and the site and immediate surroundings are not zoned under the Folsom Municipal Code or otherwise identified as historic resources. Thus, the project would not have any effect on the City's historic resources. Therefore, the project as proposed satisfies this criterion.

(12) <u>The project site is not subject to wildland fire hazard, as determined by the Department of Forestry and Fire Protection, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a wildland fire hazard. (CEQA Guidelines § 15192(h).)</u>

The Folsom General Plan identifies the area near the American River / Folsom-El Dorado Hills border as susceptible to wildfires. (City of Folsom General Plan at 9-6.) The site is approximately a mile away from the American River, and is not subject to wildland fire hazard, as determined by the Department of Forestry and Fire Protection. (See, e.g., Cal Fire, Fire Hazard Severity Zones Maps, Sacramento Map.) Therefore, the project as proposed satisfies this criterion.

(13) <u>The project site does not have an unusually high risk of fire or explosion from materials stored or used on nearby properties. (CEQA Guidelines § 15192(i).)</u>

The Folsom General Plan and the Phase I Environmental Assessment do not identify the project site or surrounding area as storing or using materials that may create a high risk of fire or explosion. For this reason, the project site is not subject to an unusually high risk of fire or explosion from materials stored or used on nearby properties. Therefore, the project as proposed satisfies this criterion.

(14) <u>The project site does not present a risk of a public health exposure at a level that would exceed the standards established by any state or federal agency. (CEQA Guidelines § 15192(j).)</u>

The Phase I Environmental Assessment concluded that neither the project site, nor the neighboring sites present a risk to public health, welfare, or the environment. (Phase I Environmental Assessment at 19-23.) Therefore, the project as proposed satisfies this criterion.

(15) Either the project site is not within a delineated earthquake fault zone or a seismic hazard zone, as determined pursuant to Section 2622 and 2696 of the Public Resources Code respectively, or the applicable general plan or zoning ordinance contains provisions to mitigate the risk of an earthquake or seismic hazard. (CEQA Guidelines § 15192(k).)

The site vicinity is located at the western margin of the Sierra Nevada foothills. (Phase I Environmental Assessment at 17.) Although numerous faults have been mapped in the region, historic seismicity has been minor. (*Ibid*.) The Bear Mountain Fault, four miles east of Folsom, is a potentially active trace of the Foothills fault system. (*Ibid*.) However, according to the City of Folsom Planning Services, the site does not lie in an area subject to liquefaction, and there are no Alquist-Priolo Special Studies Zones in the City. (*Ibid*.)

Additionally, the Folsom General Plan contains Goal SN 2.1.1 requires the development, maintenance, and implementation of land use planning, building construction, and retrofitting requirements consistent with State standards to reduce the risk associated with geologic and seismic hazards—including earthquakes. (City of Folsom General Plan at 9-4.) Therefore, the project as proposed satisfies this criterion.

(16) Either the project site does not present a landslide hazard, flood plain, flood way, or restriction zone, or the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a landslide or flood. (CEQA Guidelines § 15192(l).)

The project site does not present a landslide hazard. The site has an approximate surface elevation of 290 feet above mean sea level at the western portion and rises to approximately 295 feet above mean sea level at the eastern portion. (City of Folsom General Plan at 17.) The site's topography has been disturbed, and the project parcels and surrounding area are relatively flat and slope gradually to the northwest toward the American River. (*Ibid*.) The topographic gradient in the site vicinity is generally to the west at approximately 0.025 feet per foot. (*Ibid*.) Additionally, the USGS U.S. Landslide Survey does not indicate sites of possible landslides in the project area. (USGS U.S. Landslide Hazard Program, ScienceBase, 2020.)

Additionally, the Federal Emergency Management Agency flood insurance information database indicates that the project site is not in a 100-or 500-year flood plain. (Phase I Environmental Assessment at 33.)

For these reasons, the project as proposed satisfies this criterion.

(17) The project site is not located on developed open space. (CEQA Guidelines § 15192(m).)

As used in this section, "developed open space" means land that meets all of the following criteria: (1) land that is publicly owned, or financed in whole or in part by public funds, (2) is generally open to, and available for use by, the public, and (3) is predominantly lacking in structural development other than structures associated with open spaces, including, but not limited to, playgrounds, swimming pools, ball fields, enclosed child play areas, and picnic facilities. (CEQA Guidelines § 15191(d).)

Here, the land is not publicly owned, nor has it been dating back at least to the 1970s, when a bank was opened on the eastern portion of the project site. (Phase I Environmental Assessment at 32.) For this

reason, the project site does not constitute developed open space. Therefore, the project as proposed satisfies this criterion.

(18) The project site is not located within the boundaries of a state conservancy. (CEQA Guidelines § 15192(n).)

The project site is not within the boundaries of a state conservancy. It has been used for private commercial uses dating back to at least the 1970s. (Phase I Environmental Assessment at 32.) Therefore, the project as proposed satisfies this criterion.

(19) The project has not been divided into smaller projects to qualify for one or more of the exemptions set forth in sections 15193 to 15195. (CEQA Guidelines § 15192(o).)

The project proposes to develop the entire project site, and has not been divided into smaller projects. Therefore, the project as proposed satisfies this criterion.

CEQA Guidelines section 15194 Criteria:

(1) The project is not more than five acres in area. (CEQA Guidelines § 15194(b).

The project site consists of 2.09 acres of an existing 3.24-acre parcel, which is proposed to be subdivided into two parcels as part of the project. Therefore, the project as proposed satisfies this criterion.

(2) The project site is located within an urbanized area or within a census-defined place with a population density of at least 5,000 persons per square mile (CEQA Guidelines § 15194(c)(1)(A)) **or** the project is located within either an incorporated city or a census defined place with a population density of at least 1,000 persons per square mile and there is no reasonable possibility that the project would have a significant effect on the environment or the residents of the project due to unusual circumstances or due to the related or cumulative impacts of reasonably foreseeable projects in the vicinity of the project (CEQA Guidelines § 15194(c)(1)(C)).

As used in this section, an "urbanized area" includes an incorporated city that either by itself or in combination with two contiguous incorporated cities has a population of at least 100,000 persons. (CEQA Guidelines § 15191(m).)

The City of Folsom has an estimated population of 79,022 and a density of approximately 3,017 people per square mile. (U.S. Census Bureau, City of Folsom Quickfacts; 2010-2014 Folsom, CA Population Density, USA.COM.) The project qualifies under this subsection because Folsom is adjacent to Rancho Cordova, which has an estimated population of 73,563. (Google Public Data, U.S. Census Bureau, September 19, 2019.) The City of Rancho Cordova is contiguous to the City of Folsom, in that the two incorporated cities are only separated by a public right- of-way; an approximately 0.8 mile stretch of U.S. Route 50 and Folsom Boulevard between Nimbus and Alder Creek. When combined, the two cities have a population which exceeds the 100,000-person urbanized area definition in CEQA Guidelines section 15191(m).

Additionally, the project also qualifies under this subsection because the project site is within the incorporated City of Folsom, which has over 1,000 persons per square mile. (2010-2014 Folsom, CA Population Density, USA.COM.)

There is no reasonably possibility that the project would have a significant effect on the environment or the residents of the project because the project is within an area which already comprises a mix of commercial, lodging, and residential uses. Residents would be similarly situated as those lodging next door at the motel, and the single-family residential neighborhood to the north beyond the Pioneer Center commercial development. Furthermore, as the project site consists of a partially developed commercial area and a highly disturbed urban grassland, the site includes no resources or natural conditions with the potential to be impacted by the project. (Barnett Assessment at 1.)

For these reasons, there is no reasonable possibility that the project would have a significant effect on the environment or the residents due to unusual circumstances. Development of an affordable housing project on this infill site does not involve or constitute an unusual circumstance. Therefore, the project as proposed satisfies this criterion.

(3) <u>The parcels immediately adjacent to the project site are developed with qualified urban uses. (CEQA Guidelines § 15194(c)(2)(B).)</u>

As used in this section, a "qualified urban use" means any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses. (CEQA Guidelines § 15191(k).)

Here, the project site is surrounded in its entirety by commercial and retail uses, including the Pioneer Center retail space, the Folsom Lodge Motel & Mini Storage, a Kohl's clothing store, and 401 East Bidwell Street (which includes a retail building housing a hair salon, nail salon, bank, and check cashing service). Therefore, the project as proposed satisfies this criterion.

(4) <u>The project consists of the construction, conversion, or use of residential housing consisting of 100 or fewer units that are affordable to low-income households. (CEQA Guidelines § 15194(d)(1).)</u>

As used in this section, "low-income households" means households of persons and families of very low and low income, which are defined in Sections 50093 and 50105 of the Health and Safety Code as follows:

> (a) "Persons and families of low income" or "persons of low income" is defined in Section 50093 of the Health & Safety Code to mean persons or families who are eligible for financial assistance specifically provided by a governmental agency for the benefit of occupants of housing financed pursuant to this division. [Defined in Health and Safety Code section 50093 as 120% Area Median Income (AMI)];
>
> (b) "Very low income households" is defined in Section 50105 of the Health & Safety Code to mean persons and families whose incomes do not exceed the qualifying limits for very low income families as established and amended from time to time pursuant to Section 8 of the United States Housing Act of 1937. [Defined in 42 US Code 1437a(b)(2)(B) as 50% AMI.] "Very low income households" includes extremely low income households, as defined in Section 50106 of the Health & Safety Code. [Defined in Health and Safety Code section 50106 as 30% AMI.]
>
> (CEQA Guidelines § 15191(g).)

The Bidwell Place project would create 74 dwelling units with a mix of units ranging from 30%-80% AMI. Thus, the entirety of the development would be affordable to low-income household. Therefore, the project as proposed satisfies this criterion.

(5) The developer of the project provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units for lower income households for a period of at least 30 years, at monthly housing costs deemed to be "affordable rent" for lower income, very low income, and extremely low income households, as determined pursuant to Section 50053 of the Health and Safety Code. (CEQA Guidelines § 15194(d)(2).)

As used in this section, "lower income households" is defined in Section 50079.5 of the Health and Safety Code to mean any of the following:

> (a) "Lower income households," which means persons and families whose income does not exceed the qualifying limits for lower income families as established and amended from time to time pursuant to Section 8 of the United States Housing Act of 1937 [80% AMI];
>
> (b) "Very low income households," which means persons and families whose incomes do not exceed the qualifying limits for very low income families as established and amended from time to time pursuant to Section 8 of the United States Housing Act of 1937 [50% AMI]; and
>
> (c) "Extremely low income households," which means persons and families whose incomes do not exceed the qualifying limits for extremely low income families as established and amended from time to time by the Secretary of Housing and Urban Development and defined in Section 5.603(b) of Title 24 of the Code of Federal Regulations [30% AMI]. (CEQA Guidelines § 15191(h).)

See above at (4)—the entirety of the development would be affordable to low-income households. As part of the project, the developer has agreed to provide a legal commitment to ensure the continued availability and use of the housing units for lower income households for at least 30 years. Therefore, the project as proposed satisfies this criterion.

Conclusion

As demonstrated above, the project meets all the criteria set forth in CEQA Guidelines sections 15192 and 15194 in order to qualify for CEQA's statutory affordable housing exemption (Public Resources Code sections 21159.21 and 21159.23). Therefore, the project is exempt from further CEQA review.

Attachment 10
Biological Wetlands Resource Site Constraints Assessment

Environmental Consulting,
Regulatory Compliance and
Aerial Photographic Services

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February 25, 2020

St. Anton Communities
1801 I Street, Suite 200
Sacramento, CA 95811

ATTN: Mr. Ardie Zahedani, Partner

SUBJECT: Biological & Wetlands Resources Site Constraints Assessment @ 403 E. Bidwell Street (APN 071-0190-060 & -061; 3.44 acres) in Folsom, CA 95630

Dear Mr. Zahedani,

Per your request, I looked at this approximately 3.5-acre site at 403 East Bidwell Street in Folsom, California on Monday, February 24, 2020. The weather at the time of the survey was clear skies with a temperature of 55°F and winds from the north @ 10 mph.

The site is bordered by the *Folsom Lake Shopping Center* on the west, *Folsom Lodge & Mini Storage* on the east, *Kohl's Department Store* on the south, and East Bidwell Street with fringing commercial properties on the north.

The northeastern half of the 403 East Bidwell site (i.e., the approximately two acres facing East Bidwell Street) is a commercial parcel, currently housing the *Bank of America* and associated parking lot and drive-through that are interspersed with mature, mostly exotic (i.e. non-native) conifer trees, such as gray pine (*Pinus sabiniana*) and a single California redwood (*Sequoia sempervirens*).

The southwestern portion of the site (approximately 1.5 acres) consists of a regularly mowed field of annual grassland bordered by additional, non-native landscape trees against the southern property line, abutting the Kohl's parking lot. This regularly disturbed, "semi-natural" habitat supports a fairly large California ground squirrel (*Otospermophilus beecheyi*) population, as well as transient, small rodents like the California vole (*Microtus californicus*) and occasional black-tailed jackrabbit (*Lepus californicus*). A western fence lizard (*Sceloporus occidentalis*) was observed in the grassland and a red-tailed hawk (*Buteo jamaicensis*) appeared to be foraging overhead at the time of the survey.

No ground-nesting birds, such as the burrowing owl (*Athene cunicularia*) or northern harrier (*Circus hudsonius*), or their sign were found during the field survey. None of the mostly non-native landscape trees within the parking lot and along the back fenceline of the property provide significant nesting substrate for raptors and/or migratory birds, though a preconstruction nesting survey within the appropriate breeding season (February 15 – August 1) would confirm this.

There are no wetlands, "other waters of the U.S.", or "waters of the State" onsite and the nearest aquatic features appear to be: (1) a 0.85-acre Freshwater Forested/Shrub Wetland on the south end of *Folsom Southside Park / Folsom Zoo*, approximately 0.5 mile to the north; and (2) the American River, approximately 0.75 mile to the north.

The highly disturbed -- partly commercial, partly grassland nature of the site provides little ecological value for plants and wildlife beyond those species normally exploiting such disturbed environments and provides no habitat value for regional endangered, rare, or threatened species.

Neither does a 1.5-acre grassland surrounded by urban development provide consequential foraging habitat for the Swainson's hawk, as confirmed in a stated "Exception" within CDFW's 1994 Staff Report, stating *"Staff does not recommend requiring mitigation pursuant to CEQA nor a Management Authorization by the Department for infill (within an already urbanized area) projects in areas which have less than 5 acres of foraging habitat and are surrounded by existing urban development."*

Consequently, due to the highly disturbed, already partially developed nature of the site and the absence of natural habitat for plant & wildlife species beyond those common to disturbed environments, I see no reason why the property should not be developed. In other words, development of this site would not result in the destruction or removal of any species protected by the City of Folsom.

Please do not hesitate to contact me with any questions or to discuss this matter further.

Sincerely,

Bruce D. Barnett, Ph.D.
Barnett Environmental

Attachment 11
Phase I Environmental Site Assessment Report

PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT FOR

PROPOSED RESIDENTIAL PROPERTY
Bidwell Place
403 East Bidwell Street
City of Folsom, Sacramento County, CA 95630

***EA* / Project Number: 80.ANTON04.19**

December 23, 2019

APNs: 071-0190-060 and 071-0190-061

Prepared For:

Sahar Soltani, Development Manager,
St. Anton Communities, LLC
1801 I Street, Suite 200
Sacramento, CA 95811

Prepared by:

Polly Ivers
Project Scientist

Reviewed by:

Bernard A. Sentianin
Senior Project Manager

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EXECUTIVE SUMMARY

EnviroApplications, Inc. (*EAI*) is pleased to present this Phase I Environmental Site Assessment (ESA) report. Following is an overview of the project, including a summary of our significant findings:

Subject Property Name:	Proposed Multi-family Residential Project known as Bidwell Place; Existing use is as an operating Bank of America and as vacant land.
Subject Property Address (and/or Other Physical Location Description):	The bank facility is identified by the address 403 East Bidwell Street, City of Folsom, Sacramento County, CA 95630.
Subject Property and Area Description:	The subject property consists of two parcels, one situated on the northeastern portion (APN 071-0190-060), and one that comprises the western and southeastern portions (071-0190-061) (Figure 2). The northeastern parcel (071-0190-060) is approximately 0.9 acres in size, and includes a parking lot and driveway. The western and southeastern parcel (071-0190-061) is approximately 2.5 acres in size, and includes vacant land (western portion) and land developed with a one-story bank building (with mezzanine and a vacant commercial suite), totaling 14,000 square feet in size and associated driveway/parking lot (southeastern portion). Surrounding properties include a motel to the east, East Bidwell Street, a gas station, and strip centers to the north, commercial properties to the west, and Kohl's shopping center to the south.
Observed Current Subject Property Use/Operations:	The subject property use is as an operating Bank of America, along with associated paved parking, and driveway areas. The northeastern parcel (071-0190-060) includes a parking lot and driveway used by the bank facility. The western and southeastern parcel (071-0190-061) includes vacant land (western portion) and the bank building totaling 14,000 square feet in size (includes and approximately 3,000 square foot mezzanine) (southeastern portion). The building appears to be primarily wood frame and masonry construction on concrete slabs. Driveway/parking lot areas are located on the perimeter of the bank building and are accessed via two driveways along East Bidwell Street.

Years	Summary of Subject Property History
Since at least as early as 1937 to circa 1954	Undeveloped land.
1964 to 1972	The northeast portion of the property was occupied by a commercial Bank of America building; while the remaining portions were undeveloped.
1981 to 2019	Developed in its current configuration as a Bank of America. The western, roughly half portion of the subject property, has been historically undeveloped land.

CONCLUSIONS & RECOMMENDATIONS

EAI has performed a Phase I ESA in conformance with the Scope of Work (SOW) required by Title 40 Code of Federal Regulations (CFR) Part 312 (All Appropriate Inquiry; AAI), and ASTM International (ASTM) E1527-13 of the proposed Bidwell Place Multi-family Residential Project located at 403 East Bidwell Street in the City of Folsom, Sacramento County, CA 95630. Any exceptions to, or deviations from the SOW are described in this report, where applicable.

The historical records reviewed indicate that from at least as early as 1937 until circa 1954, the subject property was undeveloped land. From 1964 to 1972, the northeast portion of the property was occupied by a commercial building; while the remaining portions were undeveloped. Sometime between 1972 and 1984, the southeast portion was developed with the currently existing commercial building, and the northeast portion of the subject property was cleared of the previously depicted onsite structure and the area was depicted as a paved parking area for the bank. *EAI* notes that a previous report indicated the subject building was constructed in 1981. The western, roughly half portion of the subject property, has been historically undeveloped land. Directories dated from 1970 indicated the original occupant of the onsite building was Bank of America, which also occupied the second structural configuration of the subject property from about 1984, and through the present time. Adjacent property to the east and west was undeveloped land from at least 1937, and developed for commercial in about 1964. The property adjacent to the northern property corner (i.e. 401 East Bidwell Street), was a gasoline service station from about 1964 through 1980, and later, a commercial building housing multiple businesses.

From at least 1937 the surrounding area to the south, southwest, and southeast, were covered in gold mine tailings associated with the area's Placer mining. In a 1984 aerial photograph, the area immediately south of the subject property had been cleared of gold mine tailings, and the property farther south was undergoing tailings removal. The nearby areas, that formerly encompassed the gold mine tailings, were developed with a school property in 1984 (west) and a commercial shopping center in the early 1990's (south).

EAI contacted the Sacramento County Environmental Management Department (SCEMD), City of Folsom, California Department of Toxic Substances Control (DTSC), Central Valley Regional Water Quality Control Board (SFRWQCB), and reviewed other State and Federal databases to determine if the subject property, or any adjacent properties, were listed as hazardous waste generators, underground storage tank releases (UST), or as having other environmental concerns (i.e., spill, leak, or above-ground tank). The subject property was not identified on databases researched.

Based on the evaluation, one adjacent site, two upgradient sites, and one nearby open release case site qualify as potential sources of environmental impact to the subject property. However, based on factors such as regulatory case closure, and location (cross gradient in respect to groundwater flow direction); the presence of this listings for the adjacent and nearby properties does not constitute an ASTM REC.

EAI performed a Vapor Encroachment Screen (VES) for the subject property, in accordance with ASTM E2600-15. The purpose was to evaluate whether nearby sites (e.g., gas stations, dry cleaners, or other listings of environmental concern) that store, use dispose of hazardous materials or other chemicals have documented releases, potentially resulting in vapors migrating onto the subject property, as a result of contaminated soil and/or groundwater which may be present on or near the property (i.e., a Vapor Encroachment Condition or VEC). Based on *EAI's* Tier 1 Screening evaluation, presence of a potential VEC at the subject property can be ruled out, due to the lack of chemicals of concern.

On December 12, 2019, *EAI* personnel conducted a site reconnaissance to physically observe the subject property and adjoining properties for conditions indicating a potential environmental concern. Concerns would include any evidence of contamination, distressed vegetation, petroleum-hydrocarbon staining, waste drums, illegal dumping, or improper waste storage and/or handling. No evidence of environmental concerns or ASTM RECs was noted on the property during our site reconnaissance.

Based on the information obtained in this ESA, *EAI* has the following findings and opinions:

- *Known or suspected RECs* – are defined by the ASTM E1527-13 as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.

  This assessment has revealed no evidence of *known or suspected RECs* in connection with the subject property.

  No further investigation or mitigation appears to be warranted at this time.

- *Controlled RECs (CRECs)* – are defined by the ASTM E1527-13 as a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (e.g., as evidenced by the issuance of a No Further Action "NFA" letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (e.g., property use restrictions, AULs, institutional controls, or engineering controls)

  This assessment has revealed no evidence of *CRECs* in connection with the subject property.

- *Historical RECs (HRECs)* – are defined by the ASTM E1527-13 as a past release of any hazardous substances or petroleum products that have occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted residential use criteria established by a regulatory authority, without subjecting the property to any required controls (e.g., property use restrictions, AULs, institutional controls, or engineering controls).

  This assessment has revealed no evidence of *HREC's* in connection with the subject property.

- *De minimis* Conditions – include environmental concerns identified which may warrant discussion but do not qualify as RECs, as defined by the ASTM Standard Practice E 1527-13.

  No *de minimis* conditions were identified during the preparation of this ESA.

1.0 INTRODUCTION

1.1 Subject Property Name and Location

Subject Property Name:	Proposed Multi-family Residential Project
Street Address: **Assessor's Parcel Nos.:**	403 East Bidwell Street, City of Folsom, Sacramento County, CA 95630. 071-0190-060 and 071-0190-061 (Attachment 2)

Figures 1 and 2 present maps showing the location of the subject property.

1.2 Contact Information

Client (User):	St. Anton Communities, LLC.
Subject Property Owner:	PI Properties No. 140, LLC, a California limited liability company.
ASTM Key Site Manager:	Sahar Soltani, Development Manager, St. Anton Communities, LLC.
Date Project Authorized:	December 2, 2019.

1.3 Objective

This Phase I ESA has been completed in accordance with the practices identified in the ASTM *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*, ASTM Designation E1527-13 and pursuant to the terms set forth in the Authorization for Environmental Investigation and Contracting Services dated June 21, 2019.

1.4 Scope Of Work, Significant Assumptions, Terms and Conditions, Reliance

The scope of work, significant assumptions, and terms and conditions applicable to this Phase I ESA are identified in the following documents:
ASTM E1527-13 and E2600-15
Certifications are presented in Section 2 of this report.
This report was prepared for the exclusive use of the following:
St. Anton Capital, St. Anton Communities, LLC, CalHFA

2.0 SCOPE AND DECLARATIONS

2.1 Introduction

EAI has completed a Phase I ESA of the subject property. This Phase I ESA Report was prepared for St. Anton Tasman East LP for real estate loan environmental due diligence purposes. Photographs of the subject and surrounding properties are provided in Attachment 1. The location of the subject property is depicted on Figure 1 (Site Location Map) and Figure 2 (Regional Aerial Site Map). Figure 3 is an Aerial Site Map based on a recent aerial photograph.

2.2 Scope

The objective of this ESA was to perform all appropriate inquiry (AAI) into the past ownership and uses of the subject property consistent with good commercial or customary practice as outlined by the ASTM in Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, Designation E1527-13. The purpose of this ESA work was to identify, to the extent feasible, adverse environmental conditions (including RECs) of the subject property that potentially have and/or may cause an adverse environmental impact to the subject property. The effective date of this ESA is the same as its date of issue. In accordance with ASTM E1527-13 Section 4.6, its continued viability extends to 180 days after its effective date. The viability of this ESA can be extended beyond 180 days, up to one (1) year, if the specific ESA components specified in ASTM E1527-13 Section 4.0 are updated.

2.3 Declarations

Polly Ivers and Bernard A. Sentianin of *EAI* declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in Title 40 Code of Federal Regulations (CFR) Part 312. We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in Title 40 CFR Part 312.

The term recognized environmental condition (REC) is defined by ASTM Standard E 1527-13 as:

> *"…the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property due to release to the environment; under conditions indicative of a release to the environment or under conditions that pose a material threat of future release."*

The term does not include *de minimis* conditions, which generally do not present a material risk to human health or the environment and would not likely be subject to enforcement action if brought to the attention of governmental agencies. An example of such a *de minimis* condition would be the engine oil stains typically present on the pavement surfaces of parking spaces due to minor leaks from parked vehicles.

The SOW for this ESA consisted of a visual reconnaissance of the subject property, interviews, review of historical aerial photographs, maps and telephone directories, a current Environmental Data Resources Inc. government agency database records report (EDR Report), and, a review of the practically-available pertinent records of local, state, and federal agencies. The SOW did not include an assessment for historical overall environmental regulatory compliance of every facility or entity that ever operated at the subject property or sampling and analyzing of environmental media.

EAI was not contracted to perform any independent evaluation of the purchase or lease price of the subject property and its relationship to current fair market value. The conclusions presented in this ESA Report are professional opinions based on data described herein. Any data gaps resulting from the ESA described in this report are listed and discussed in the following table:

Deletions or Exceptions From Scope of Work Referenced in Section 1.4:	None
Weather-Related Restrictions to Site Reconnaissance:	None.
Facility Access Restrictions to Site Reconnaissance:	None.
Other Site Reconnaissance Restrictions:	None.
Data Gaps from Environmental Records Review:	None.
Data Gaps from Historical records Review:	No historical Sanborn fire insurance industry map coverage was found for the subject property and surrounding area. This data gap does not alter the conclusions of this report, since adequate historical aerial photograph coverage was obtained.
Data Gaps from Interviews:	None.
Other Data Gaps:	No environmental cleanup lien search report was provided by the ASTM User for the subject property. This data gap does not affect the ESA findings since a Preliminary Title Insurance Report (PTIR) was provided that indicates no cleanup liens or other activity and use restrictions for the subject property.

No other entity may rely on the information presented in the report without the expressed written consent of *EAI*. Any use of this Phase I ESA report constitutes acceptance of the terms and conditions under which it was prepared. *EAI*'s liability extends only to its Client and parties listed in Section 1.4, and not to third, or any other, parties who may obtain copies of this Phase I ESA Report.

3.0 USER-PROVIDED INFORMATION

Prior to initiating a reconnaissance visit to the subject property, *EAI* reviewed information relevant to performance of this Phase I ESA received from the Client.

3.1 Information

1) Past Uses	Unknown.
2) Current Conditions	Occupied by a brick commercial building occupied by a bank and associated parking area.
Reason Why the User Wants to Have this Phase I ESA Performed:	Phase I ESA Report prepared as a requirement for real estate loan environmental due diligence purposes.

3.2 User-Provided Documents

The following documents were provided by Client to *EAI* and are summarized as follows:

ASTM 1527-13 User Specific Questionnaire **ASTM E2600-15 Vapor Encroachment Survey User Questionnaire**	The user-supplied information required to comply with ASTM 1527-13 and AAI rules. No indication of ASTM RECS was noted. The user-supplied information required to evaluate the possible presence of a Vapor Encroachment Condition (VEC). No indication of a possible VEC was noted (Attachment 2).
Preliminary Title Report (PTR) prepared by Old Republic Title dated November 7, 2019	The document provides ownership, size, purchase, lease and property tax information regarding the subject property but does not address its environmental condition (Attachment 2). No environmental cleanup liens or other activity or use restrictions are indicated in the PTRs.
Phase I Environmental Site Assessment prepared by EMG dated February 21, 2005.	*EAI* reviewed a previous environmental site assessment (ESA) conducted by EMG in February 2005, for a 2.0-acres of land and the bank facility that encompasses the roughly eastern half of the subject property (Attachment 2). The onsite building was originally constructed in 1981, and was a commercial bank facility at the time of the ESA. EMG reported that prior to construction of the bank facility; the site historically was an area of gold mine tailings. EMG concluded that no recognized environmental conditions (RECs) or historical RECs were identified, with the exception of the following: • (Historical Review) A review of aerial photographs (1937 and 1958), in conjunction with the topographic maps (1995), indicated that gold mine tailings were present on the site and surrounding properties. Based on potential duration of operations, and the hazardous material and wastes typically associated with gold mine tailings, the potential exists for impacts to the site and further evaluation was warranted.

	• (Adjacent Properties) The adjacent property to the northwest Chevron #9-9170 (401 East Bidwell Street – former and vacant) was identified on the LUST and Sacramento County Contaminated Sites (SCCS) databases. Based on a USGS Topographic Map, the site is located topographically downgradient from the subject parcel and estimated groundwater flow in the area of the sites is to the west-northwest, away from the subject parcel. Information in the LUST and SCCS databases indicates that soil at the site was contaminated with gasoline additives in 1987. Reportedly, a responsible party was identified, and the case was granted closure. The regulatory agency awards a case-closed status only when contamination, if any, has been investigated and/or remediated in accordance with currently accepted regulatory standards. A service station located on the property across Bidwell Street to the northeast, Valero Gas Station (500 East Bidwell Street), was listed on the LUST database. Two associated monitoring wells were located immediately adjacent to the northeast subject parcel boundary, along East Bidwell Street. The case was granted closure by the CVRWQCB in April 2006. In regards to both of the aforementioned adjacent properties, EMG stated that assessment of the 403 East Bidwell property does not indicate that the it would be investigated as a source of this contamination since there were no historic or current activities identified at the site which could lead to this type of contamination. In addition, there does not appear to be an immediate health risk to the occupants of the site since it is serviced by public water and sewer systems. Based on this information, no further action or investigation is recommended. In addition, the following was identified: • Asbestos-Containing Materials (ACM) - The identified suspect asbestos-containing ceiling tile, roofing materials, vinyl sheet flooring, vinyl floor tile, and drywall can be maintained in place if an Operations and Maintenance (O&M) Program is developed and implemented. A properly designed O&M Program is sufficient to maintain the Project in accordance with current regulatory standards and sound business practice. ACM maintained with an O&M Program can remain in place, provided the ACM remain intact and undisturbed. The following additional action is recommended: • A Phase II Environmental Site Assessment is recommended to evaluate on-site conditions as a result of historic use of the site as the location of gold mine tailings. • The development and implementation of an Asbestos O&M Program.

4.0 SUBJECT PROPERTY AND AREA RECONNAISSANCE

The reconnaissance visit to the subject property was conducted by *EAI* on December 12, 2019. Lakshmi Bonala, Manager for Bank of America, provided access to *EAI* during our reconnaissance of the bank portion of the building. *EAI* was unaccompanied during our reconnaissance visit to the exterior portions of the property and vacant suite.

4.1 Site Reconnaissance Methodology

***EAI* utilized the following methodology to observe the subject property:**
Observed the interiors of subject property building, parking lot and driveway areas.
Walked the reasonably-accessible exterior areas of the subject property and property boundaries.
Observed adjacent property areas from public thoroughfares.

4.2 General Description

Subject Property and Area Description:	The subject property consists of two parcels, one situated on the northeastern portion (APN 071-0190-060), and one that comprises the western and southeastern portions (071-0190-061) (Figure 2). The northeastern parcel (071-0190-060) is approximately 0.9 acres in size, and includes a parking lot and driveway. The western and southeastern parcel (071-0190-061) is approximately 2.5 acres in size, and includes vacant land (western portion) and is developed with a one-story bank building (with mezzanine), vacant commercial suite, and associated driveway/parking lot (southeastern portion). Surrounding properties include a motel to the east, East Bidwell Street, a gas station, and strip centers to the north, commercial properties to the west, and Kohl's shopping center to the south.
Structures, Roads, Other Improvements:	The northeastern parcel (071-0190-060) is approximately 0.9 acres in size, and includes a parking lot and driveway. There are no structures on this parcel. The western and southeastern parcel (071-0190-061) is approximately 2.5 acres in size, and includes vacant land (western portion) and a building totaling 14,000 square feet in size (includes and approximately 3,000 square foot mezzanine) (southeastern portion). The building appears to be primarily wood frame and masonry construction on concrete slabs. Driveway/parking lot areas are located on the perimeter of the subject property building and are accessed via two driveways along East Bidwell Street.
Subject Property Size:	The subject property consists of a roughly rectangular-shaped 3.5-acre lot, comprised of two parcels. Source: Sacramento County.

Estimated % of Property Covered by Building/Pavement:	>60 (based on reconnaissance visit).
Observed Evidence of Past Subject Property Use(s):	None.
Sewage Disposal Method (and age):	City Sewer (City of Folsom) installed approximately 1999-2001.
Emergency Generator	None observed or reported to be present.
Potable Water Source:	City Water (City of Folsom).
Electric & Gas Utility:	Pacific Gas and Electric (PG&E).

4.3 Hazardous Substances and Petroleum Products

EAI made the following visual observations during the subject property reconnaissance visit and identified the following information about hazardous substances at the subject property during the interview/records review portions of the ESA:

Observation	Description
Hazardous Substances, Chemicals and Petroleum Products:	Hazardous substances observed consisted of various commercial cleaning products (for general housekeeping). No other chemicals, petroleum products or associated wastes were observed.
Drums (≥ 5 gallons):	None observed.
Strong, Pungent, or Noxious Odors:	None observed.
Pools of Liquid:	None observed.
Unidentified Substance Containers:	None observed.
PCB-Containing Equipment:	None observed.
Other Observed Evidence of Hazardous Substances or Petroleum Products:	None.

4.4 Interior Observations

EAI made the following observations during the reconnaissance of the interior areas of the subject property and/or identified the following information during the interview or records review portions of the assessment:

Observation	Description
Heating/Cooling Method:	The subject property building appeared to be heated (natural gas) and cooled (electric) by HVAC equipment located concrete pads.
Surface Stains or Corrosion:	None observed.
Floor Drains and Sumps:	None observed.
Other Interior Observations:	No interior subterranean structures were observed.

4.5 Exterior Observations

EAI made the following observations during the reconnaissance of the exterior areas of the subject property and/or identified the following information during the interview or records review portions of the assessment:

Observation	Description
On-site Pits, Ponds, or Lagoons:	None observed.
Stained Soil or Pavement:	None observed.
Stressed Vegetation:	None observed.
Waste Streams and Waste Collection Areas:	None observed.
Solid Waste Disposal:	A small trash pile was notes on the northern end of the vacant lot.
Potential Areas of Fill Placement:	None observed.
Wastewater:	No direct sources were observed except for residential restrooms and kitchens. No industrial wastewater sources were observed at the subject property.

Storm water:	Storm water appears to drain northward away from the subject property building and then west to curb line drain openings observed along East Bidwell Street. The subject property is not listed on the National Pollutant Discharge and Elimination System (NPDES) database in the EDR Report (Attachment 3). No indication of a current discharge that would require a NPDES permit was observed.
Wells:	None observed.
Septic Systems:	None observed.
Electromagnetic Radiation Source:	None observed.
Other Exterior Observations:	A trash dumpster enclosure was noted in the southeast corner of the bank parking lot. Municipal trash service is provided by City of Folsom Public Works – Solid Waste Division.

4.6 Underground Storage Tanks/Structures

Existing USTs:	None observed.
Former USTs:	No evidence observed.
Other Underground Structures:	None observed.

4.7 Aboveground Storage Tanks

Existing ASTs:	No evidence observed.
Former ASTs:	No evidence observed.

4.8 Adjoining Properties

4.8.1 Current Uses of Adjoining Properties

As viewed from the subject property and/or from public rights-of-way, *EAI* made the following observations about use and activities on adjoining properties:

North:	East Bidwell Street, a Valero gas station, commercial strip center (including restaurants, massage parlor, hair salon, nail salon, and a dry cleaner to the northwest).
East:	Folsom Lodge Motel and Mini Storage
South:	Kohl's shopping center
West:	Commercial strip center with a check cashing business, hair salon and nail salon.

4.9 Observed Past Uses of Adjoining Properties

Observations of adjoining properties providing indications of past use and activities, if any, are described as follows:

North:	None observed.
South:	None observed.
East:	None observed.
West:	None observed.

4.9.1 Pits, Ponds or Lagoons on Adjoining Properties

As viewed from the subject property and/or from public right-of-ways, *EAI* made the following observations about the presence of pits, ponds and lagoons on adjoining properties:

North:	None observed.
South:	None observed.
East:	None observed.
West:	None observed.

4.10 Observed Physical Setting

Topography of the Subject Property and Surrounding Area:	The topography of the subject property and surrounding area is relatively flat and slopes gradually to the northwest toward the American River.

4.11 Summary of Findings From Subject Property Reconnaissance

No indication of any adverse environmental impact to the subject property was observed during the reconnaissance visit for this ESA. There were no observed potential adverse environmental conditions and no evidence of an ASTM REC, controlled REC (CREC) or Historical REC (HREC) of the subject property based on the reconnaissance visit.

5.0 PHYSICAL SETTING

Topography:	The subject property has an approximate surface elevation of 290 feet above mean sea level (amsl) at the western portion and rises to approximately 295 feet amsl at the eastern portion (USGS, 2012). The site is located in the Sacramento Valley, south of Folsom Lake, and just east of the American River, on a gently-to-moderately sloping, north-south oriented alluvial terrace. The site was historically utilized for mining purposes, and the topography has been disturbed. The topography of the subject property and surrounding area is relatively flat and slopes gradually to the northwest toward the American River located approximately 1.0 mile away. The topographic gradient in the site vicinity is generally to the west at approximately 0.025 feet per foot.
Soil/Bedrock and Earthquake Fault Data:	Soil in the vicinity of the site is identified by the United States Department of Agriculture - Soil Conservation Service as a mix of loam of the Red Bluff association at 2 to 5% slopes (central portion) and Urban land complex (eastern portion) (USDA, 2019). Soils in the Red Bluff series are formed on high terraces in old mixed alluvium, and typically have a surficial brown loam with clay loam subsoil. They are typically very deep, well drained, have a slow to medium runoff, moderately slow permeability, and slight to moderate hazard of erosion. The western (approximate 10%) portion of the property was identified as underlain by Xerorthents, dredge tailings, at 2 to 50 % slopes (USDA, 2019). Erosion potential is slight, in this somewhat excessively drained soil. The subject property is located in the Sacramento Valley which comprises the northern half of the Great Valley Geomorphic Province (Norris and Webb, 1990). It is bound by the Coast Ranges to the west, the Sierra Nevada Mountains to the east, the Klamath and Cascade Mountains north, and the San Joaquin Valley to the south. The Great Valley is an asymmetrical synclinal trough overlain with a thick sequence (over 20,000 feet) of sedimentary deposits. These deposits range in age from early Cretaceous to early Quaternary, and represent deep to shallow-water marine and nonmarine depositional environments. Recent alluvial soil, derived primarily from the erosion granitic terraces in the Sierra Nevada Mountains, fills the basin. The site vicinity is located at the western margin of the Sierra Nevada foothills. The local geology is characterized by Mesozoic granitic rock and metamorphosed volcanic and sedimentary materials overlain by tertiary and quaternary sedimentary rocks. Although numerous faults have been mapped in the region, historic seismicity has been minor. The August 1, 1975 earthquake near Oroville produced the most significant ground shaking within the project area. The earthquake occurred on a previously unknown fault trace in the Foothills fault system. The Bear Mountain Fault, four miles east of Folsom, is a potentially active trace of the Foothills fault system. According to the City of Folsom Planning Services, the site does not lie in an area subject to liquefaction, and there are no Alquist-Priolo Special Studies Zones in the City (City of Folsom, 201*).

Estimated Depth to Groundwater: **Estimated Direction of Gradient:**	Depth to groundwater in the site vicinity is influenced by seasonal fluctuations and has been measured within a one mile radius of the subject property at depths ranging from approximately 10 to 20 feet below ground surface (bgs). Groundwater movement direction is assumed to be west-northwest.
Known Regional Groundwater Impairment:	None known.

Sources of this information:

- California Department of Conservation, Division of Mines and Geology (CDMG), 2002 California Geological Survey, California Geomorphic Provinces Note 36, Electronic Copy, Revised December 2002.
- California Department of Conversation, Division of Mines and Geology (CDMG), 1998, Maps of Known Active Fault Near-Source Zones In California and Adjacent Portions of Nevada, published by International Conference of Building Officials.
- City of Folsom, 2019, Planning Services, https://www.folsom.ca.us/community/planning/default.asp.
- Norris and Webb, 1990, Geology of California, published by John Wiley and Sons, Inc.
- USDA-NRCS, 2019, Web Soil Survey https://websoilsurvey.nrcs.usda.gov/.
- USGS Topographic Map, Folsom, CA Quadrangle, 2012 (Figure 1).

6.0 ENVIRONMENTAL RECORDS REVIEW

6.1 Federal, State and Tribal Environmental Records

A government agency database search report was obtained from Environmental Data Resources, Inc. (EDR), a third-party environmental database search firm. A complete copy of the database search report, including the date the report was prepared, the date the information was last updated, and the definition of databases searched, is provided in Attachment 3.

EAI evaluated the properties listed within the EDR Report on the basis of their potential to environmentally impact the subject property. As part of this process, inferences have been made regarding the likely groundwater movement direction (west toward San Diego Bay). The following table summarizes the listings:

Agency List / Database	Search Radius	Number of Listed Sites	ASTM REC?
Federal NPL Sites	1.0 mile	0	No
Federal Delisted NPL Sites	1.0 mile	0	No
Federal CERCLIS List	0.5 mile	0	No
Federal CERCLIS NFRAP List	0.5 mile	0	No
Federal RCRA CORRACTS Facilities	1.0 mile	0	No
Federal RCRA Non-CORRACTS TSDF	0.5 mile	0	No
Federal RCRA LQG Generators	0.25 mile Subject Property	2 Not Listed.	No
Federal RCRA SQG/VSQG Generators	0.25 mile Subject Property	11 0	No
Federal RCRA Non-Gen/NLR	0.25 mile Subject Property	6 Not Listed.	No
Federal ERNS	Subject Property	Not Listed.	No
State and Tribal - Equivalent NPL (a.k.a. RESPONSE)	1.0 mile Subject Property	1 Not Listed.	No
State and Tribal - Equivalent CERCLIS (a.k.a. ENVIROSTOR)	1.0 mile Subject Property	4 (ENVIROSTOR) Not Listed.	No
State and Tribal Solid Waste Facilities (a.k.a. SWF/LF)	0.5 mile	0	No
State and Tribal Leaking Storage Tank Sites (a.k.a. LUST/CPS-	0.5 mile Subject Property	12 (LUST) 6 (CPS-SLIC)	No

Agency List / Database	Search Radius	Number of Listed Sites	ASTM REC?
SLIC/Sacramento Co. CS)		12 (Sac Co. CS) Not Listed.	
State and Tribal Registered Storage Tank Sites (a.k.a. UST & AST)	0.25 mile	5 UST 3 AST	No
Local Lists of Hazardous waste/contaminated sites (HIST Cal-Sites/Toxic Pits/CERS HAZ WASTE)	1.0 mile Subject Property	1 (Hist Cal-Sites) 1 (Toxic Pits) 15 (CERS HAZ WASTE) Not Listed.	No
Local Lists of Registered Storage Tanks (SWEEPS UST/HIST UST/ CERS TANKS/CA FID UST)	0.25 mile Subject Property	5/1/5/4 Not Listed.	No
State and Tribal Institutional Control/Engineering Control Registries	0.5 mile	0	No
State and Tribal Voluntary Cleanup Sites	0.5 mile	0	No
California Integrated Water Quality System (CIWQS)	0.5 mile	0	No
RCRA NonGen / NLR	0.25 mile Subject Property	19 Not Listed.	No
Cortese	0.5 mile	0	No
Local Land Records (Cal DEED)	Subject Property	Not Listed.	No
CA Drycleaners	0.25 mile Subject Property	3 Not Listed.	No
Historic CORTESE	0.5 mile Subject Property	10 Not Listed.	No
Sacramento Co. ML	0.25 mile Subject Property	54 Not Listed.	No
EPA FINDS, Cal/EPA HAZNET	Subject Property	Not Listed.	No
Other Oil / Gas	0.001 Subject Property	0 Not Listed.	No.
EDR HIST Auto	0.125 mile Subject Property	4 Not Listed.	No
EDR HIST Cleaner	0.125 mile Subject Property	2 Not Listed.	No

6.1.1 Listings For Subject Property

The subject property parcels are not included in the EDR Report maps or listings.

EAI also researched the presence of any storm water permits associated with the subject property on the Storm water Multi-Application, Reporting, and Tracking System (SMARTS) database. According to the database, there were no listings for the subject property.

Sources of this information:

California State Water Quality Control Boards, Storm water Multi-Application, Reporting, and Tracking System (SMARTS) (https://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.xhtml), accessed December 2019.

6.1.2 Listings for Nearby Sites with Potential to Impact Subject Property

The listings (including those with poor or inadequate address information a.k.a. Orphan Sites) in the EDR Report, provided in Attachment 3, for a ¼-mile radius of the subject property were evaluated as potential sources of impact and/or ASTM RECs of the subject property. Those sites located down-gradient of the subject property (northwest, west, and southwest) were not considered potential sources. The remainder of the listed and orphan (inadequate address information) sites were evaluated in accordance with the *Database Assessment Criteria* presented in Attachment 4. Based on the evaluation, one adjacent site, two upgradient sites, one nearby open release case site, and additional nearby sites, qualify as potential sources of environmental impact or ASTM RECs of the subject property. The following is a summary of the sites.

Adjacent Property

Records were on file for the adjacent property to the north, **401 East Bidwell Street**, a former Chevron Service Station. The records reviewed were related to an investigation of a former UST and related gasoline release that impacted soil only (approximately 250 cubic yards, contaminated to a depth of 8 feet bgs). Based on a USGS Topographic Map, the site is located topographically downgradient from the subject parcel and estimated groundwater flow in the area of the sites is to the west-northwest, away from the subject property. Background information indicated that in 1981, the service station was abandoned, which included the removal of the USTs, pump islands and station building. In November 1987, the site was investigated by ERM-West at the request of Pacific Bell, the prospective buyer for the property. Seven soil borings were drilled and sampled at varying depths in the vicinity of the UST locations. The borings contained detectable total fuel hydrocarbons (TFH) at concentrations ranging from 22 to 400 parts-per-million (ppm). In September and October 1988, WGR conducted a two phase soil vapor survey. Thirty five vapor points were installed and sampled at varying depths across the site. Total volatile hydrocarbons (TVH) were identified near the former USTs, waste oil tank, northernmost pump island and western property boundary. In January 1989, WGR implemented a workplan to excavate and remove soil containing hydrocarbons from the former UST pit and northernmost pump island. Both areas were excavated and sampled under the supervision of WGR. On April 7, 1989, the SCEMD determined that the based on the site assessment, the site posed no significant threat to public health, welfare, or the environment with regard to the a release of hazardous waste or substances from the UST located at the site, and no further action was necessary. Based on the closure of the reported release case, defined area of impact, and location down-gradient in respect to groundwater flow direction, the above referenced site is not considered to be an environmental concern for the subject property. The presence of this listing for the adjacent property does not constitute an ASTM REC.

Cross-gradient Property

A service station located within 100 feet northeast, across East Bidwell Street, at **500 Bidwell Street**, Valley Store #3, was listed on the LUST database. Two associated monitoring wells are located immediately adjacent to the northeast of the subject property boundary, along East Bidwell Street. Background information indicates that in 1997, three gasoline USTs were removed from the site and soil samples collected from beneath the USTs indicated that the tanks had leaked. Soil and groundwater investigations have been performed at the site from 1997 through 2013 in order to define the extent of petroleum contamination in soil and groundwater at the site. Dual phase extraction (DPE) was performed from 2005 to 2012 to remediate contamination of petroleum chemicals. Concentrations of chemicals have decreased with time through both active remediation and natural attenuation. Furthermore, the concentrations that do remain at the site are expected to attenuate without migrating. The case was granted closure by the CVRWQCB in April 2006.

Based on the closure of the reported release case, the above referenced site is not considered to be an environmental concern for the subject property. The presence of this listing for the nearby property does not constitute an ASTM REC.

The Folsom O.K. Tire Store located approximately 220 feet northeast of the subject property, at **516 East Bidwell Street**, was reported as the site of an automotive repair facility. Based on a soil and groundwater investigation, there was a release of hydrocarbon to soil and groundwater from the central former in-ground lift; however, the impacts were localized in the vicinity of the single boring. It was reported that the total quantity of hydraulic oil release from the central former in-ground lift appeared to be minimal (less than five gallons) and may have been incidentally released during the removal of the lift. Based on the closure of the reported release case, the above referenced site is not considered to be an environmental concern for the subject property. The presence of this listing for the nearby property does not constitute an ASTM REC.

Nearby Open Release Case

A nearby site at **301 East Bidwell Street**, Former Shell Service Station #204-2742-0201 (Shell), located approximately 400 feet to the northwest of the subject property, is an active cleanup site under the direction of the lead agency, the Sacramento County Environmental Management Department (SCEMD) (Case #E516). *EAI* reviewed the most recent site investigation report for the site, the First Quarter 2019 Groundwater Monitoring and Status Report (WPI, 2019a), and the most recent report available, a Fact Sheet, dated September 19, 2019 (WPI, 2019b). Currently, there is a Mobil-branded service station at the site. In 1988, soil and groundwater samples were collected near the USTs and dispenser islands. Sample results indicated there had been a fuel release that had contaminated the soil and/or groundwater beneath the site. Environmental investigations began in 1988 and have continued through 2019 in order to adequately define and monitor the fuel impacts to soil and groundwater beneath the site. There has been a total of 147 soil samples collected and 17 groundwater monitoring wells installed for this site. Groundwater data has been collected and reported to the SCEMD since December 1998. Depth to groundwater at or near the Site has ranged from 2 to 27 feet since initiation of groundwater sampling, and groundwater generally had a south/southwester flow direction at a gradient of 0.016 foot/foot. In July 2019, Equilon requested that the SCEMD close the case. SCEMD concluded that site conditions pose a low threat to human health, safety, and the environment; therefore, assessment is ongoing. Based on the down-gradient location in respect to groundwater flow, the above referenced site is not considered to be an environmental concern for the subject property. The presence of this listing for the nearby property does not constitute an ASTM REC.

Additional Nearby Sites

Folsom Dry Cleaners and Silverado Cleaners (316/318 E. Bidwell Street) are located in the Pioneer Center shopping mall at approximately 0.03 miles to the north of the subject property, across East Bidwell Street. Neither of the listings was dual listed as the site of a release. Based on the absence of a documented release and position down-gradient, these listings are not considered an environmental concern.

Bank of America (521 East Bidwell Street, 525 feet east), was reported as the site of a former UST, and where a gasoline release case was investigated and closed by the SCEMD in 1996. During the site investigation in 1993 and 1994, groundwater wells contained solvent concentrations unrelated to the UST investigation. The chlorinated solvents appeared to be migrating onsite from an upgradient source at the intersection of East Bidwell and Glen Drive. The likely source was leakage from the sewer collection/conveyance line constructed along Bidwell Street. The SCEMD recommended having the Sacramento waste water division conduct a sewer survey to evaluate if the sewer system was the source of VOCs. The most recent data was an Inactive Case Review, by the CVRWQCB, on June 13, 2016. The review indicated the 1994 solvent plume had not migrated offsite. The CVRWQCB identified two nearby dry cleaners; American Cleaners at 639 East Bidwell, and Former Dry Clean Today at 704 East Bidwell Street. Both of these sites discharge to sewer lines that run past the bank site. A third dry cleaner was identified as Park Place at 703 East Bidwell Street, and was investigated and found not to be a source of PCE to groundwater. The water board staff recommended contacting the City of Folsom to evaluate if any sewer surveys had been performed in the site vicinity.

Based on the fact that the contaminated groundwater plume had reportedly not migrated offsite, the location more than 500 feet of the subject property, and the cross gradient location in respect to groundwater flow, the above referenced site is not considered an environmental concern.

There were no other listings in the EDR Report, provided in Attachment 3, within a ¼-mile radius of the subject property evaluated as potential sources of impact and/or ASTM RECs of the subject property. The Database Assessment Criteria used for this evaluation is presented in Attachment 4.

6.2 Local/Regional Environmental Agency Records

EA/ checked the following sources to obtain information pertaining to subject property use and/or indicative of potential ASTM RECs in connection with the subject property.

6.2.1 Local Environmental Health Department

Agency Name, Contact Information	Finding
Sacramento County Environmental Management Department (SCEMD) Environmental Compliance Division, the designated Cal-EPA Certified Unified Program Agency (CUPA): https://saccounty.nextrequest.com/requests/19-3126	The SCEMD replied they have no files pertaining to the subject property (Attachment 5). Records were on file for the nearby property located adjacent and to the north, 401 East Bidwell Street, a former Chevron Service Station. The records reviewed were related to an investigation of a former UST and related gasoline release that impacted soil only (approximately 250 cubic yards, contaminated to a depth of 8 feet bgs). Background information indicated that in 1981, the service station was abandoned, which included the removal of the USTs, pump islands and station building. In November 1987, the site was investigated by ERM-West at the request of Pacific Bell, the prospective buyer for the property. Seven soil borings were drilled and sampled at varying depths in the vicinity of the UST locations. The borings contained detectable total fuel hydrocarbons (TFH) at concentrations ranging from 22 to 400 parts-per-million (ppm). In September and October 1988, WGR conducted a two phase soil vapor survey. Thirty five vapor points were installed and sampled at varying depths across the site. Total volatile hydrocarbons (TVH) were identified near the former USTs, waste oil tank, northernmost pump island and western property boundary. In January 1989, WGR implemented a workplan to excavate and remove soil containing hydrocarbons from the former UST pit and northernmost pump island. Both areas were excavated and sampled under the supervision of WGR. On April 7, 1989, the SCEMD determined that the based on the site assessment, the site posed no significant threat to public health, welfare, or the environment with regard to the a release of hazardous waste or substances from the UST located at the site, and no further action was necessary.

6.2.2 Fire Department

Agency Name, Contact Information	Finding
City of Folsom, City Clerk's Department, Lydia Konopka, CMC, Deputy City Clerk, - (916) 461-6037; lkonopka@folsom.ca.us	The City of Folsom replied that a search of their files revealed that there were no records for the subject property (Attachment 5). According to fire department staff, all hazardous materials and UST files for the City of Folsom are stored with the Sacramento County Environmental Management Department (SCEMD).

6.2.3 Building Department

Agency Name, Contact Information	Finding
City of Folsom, City Clerk's Department, Lydia Konopka, CMC, Deputy City Clerk, - (916) 461-6037; lkonopka@folsom.ca.us	The City of Folsom replied that a search of their files revealed that there were no records for the subject property (Attachment 5).

6.2.4 State Environmental Departments

Agency Name, Contact Information	Finding
DTSC (Cal/EPA): Choua Her – Regional Records Coordinator (916) 255-4159; PubReqAct@dtsc.ca.gov **CVRWQCB (Cal/EPA):** Camile Hang - r5s-pra@waterboards.ca.gov	No DTSC files pertaining to the subject property were found (Attachment 5). No CVRWQCB files pertaining to the subject property were found (Attachment 5).

6.2.5 Air District

Agency Name, Contact Information	Finding
Sacramento Metropolitan Air Quality Management District (SMAQMD): Virginia Muller, VMuller@airquality.org	The SMAQMD replied they have no permit or other file records for the subject property (Attachment 5).

6.2.6 Industrial Wastewater Agency

Agency Name, Contact Information	Finding
City of Folsom, City Clerk's Department, Lydia Konopka, CMC, Deputy City Clerk, - (916) 461-6037; lkonopka@folsom.ca.us	No wastewater related records for the subject property were found during a search of records by the City of Folsom (Attachment 5).

6.3 Discussion and Summary of Findings from Environmental Records Review

No records, or records of any consequence with regard to the environmental condition of the subject property, were found at the SCEMD, City of Folsom, DTSC, CVRWQCB, or SMAQMD. No violations or other indication of an ASTM REC was found as a result of the environmental records review.

7.0 HISTORICAL RECORDS REVIEW

7.1 Land Title Records/Deeds

EAI reviewed the Preliminary Title Report prepared by Old Republic Title Company on November 7, 2019, for the subject property. The APNs were confirmed to be 071-0190-060-0000 and 071-0190-061-0000 (Attachment 2). The owner is listed as PI Properties No. 140, LLC, a California limited liability company.

7.2 Environmental Cleanup Lien Search

As previously indicated, St. Anton Communities, LLC (the ASTM User) provided a copy of a PTR for the subject property. There were no indications of environmental cleanup liens or activity or use limitations that exist in association with the subject property parcels (Attachment 2).

7.3 Aerial Photographs

EAI contracted with EDR to provide historical aerial photographs of the subject property and surrounding area. The following table summarizes the features observed in the photographs (all at a scale of 1”=500’):

Year(s)	Observations, Subject Property and Adjoining Properties
1937 1940 1952 1958	The subject and immediately adjacent properties to the east and west consist of undeveloped land. The surrounding area to the south, southwest, and southeast, were covered in gold mine tailings. East Bidwell Street was visible to the north of the subject property boundary in its current configuration. Residential and agricultural development, including orchards was visible in the site vicinity to the north. In the 1950's, East Bidwell Street appeared to have been improved and widened and increased single family residential development, commercial shopping centers, and a school property appeared to the north of East Bidwell Street.
1964 1966 1972	The subject property appeared occupied by a building and paved parking at the northeast portion (i.e. within APN 071-0190-060-0000) (former bank building). The remaining portions of the subject property remained undeveloped. An L-shaped building encompassing a shopping center is located adjacent and to the northwest of the subject property, which included what appeared as two separate service stations within the shopping center, one immediately adjacent to the northern corner of the subject property, the other was located to the northwest of the L-shaped building. A commercial building appeared on the adjacent property to the southeast, and in 1966, a motel was immediately adjacent and southeast of the subject property. The surrounding area to the south, southwest, and southeast, were covered in gold mine tailings. Increased commercial development and an expanded school property are visible along the north side of East Bidwell Street, which was followed by a large tract of single family residential development.
1984	The subject property is developed with the existing bank building, located within the southeast portion of the property; while the northeast portion appeared as paved parking. The remaining portions of the property (roughly western half) appeared undeveloped. Adjacent property to the east is a motel and commercial building; adjacent property to the northwest is a shopping center. The service station near the northern corner of the subject property no longer appeared to exist. Adjacent property to the south appeared to have been cleared of gold mine tailings. Property farther south in the surrounding area appeared to be undergoing removal of the gold mine tailings. Adjacent property directly to the west was developed with a school playing field. Surrounding area is a mix of residential and commercial development.
1993 1998 2006 2009 2012 2016	The subject property is developed with the existing bank building, located within the southeast portion of the property; while the northeast portion appeared as paved parking. The remaining portions of the property (roughly western half) appeared undeveloped. Adjacent property to the east is a motel and commercial building; adjacent property to the northwest is a shopping center. Adjacent property to the south is a shopping center with a large anchor store, and additional commercial pads, and is followed to the south by more commercial development. A different configuration of buildings is offsite near the northern corner of the subject property. Adjacent property to the west was developed with a school playing field. Surrounding area is a mix of residential and commercial development.

No conditions that could affect the environmental condition of the subject property were observed in the photographs. Copies of the 1937 through 2016 aerial photographs are included in Attachment 6. A 2018 photo is used as the basis of Figures 2 and 3.

7.4 City Directories

EAI reviewed a city telephone directories abstract report prepared by EDR for the subject property address, 403 East Bidwell Street, the adjacent property to the northwest, 401 East Bidwell Street, and nearby addresses. The subject street was listed in directories dating from 1970 through 2014. The following table summarizes the listings found for the subject property and adjacent property address:

Directory Year(s)	Occupant(s)	
	403 East Bidwell Street	**401 East Bidwell Street**
1970/ 1974	Bank of America	Chevron, J. Bullard/Fagaldes
1980/ 1985/ 1989	Bank of America	Chevron, Folsom/ Not listed/ Not listed.
1995	Bank of America	Various commercial businesses (49er Cellular; A to Z Office Products, Inc., Cash and Go, Cheezers Gourmet Pizza, Silky Nails).
2000/2005	Bank of America /BOFA; District Office	Various commercial businesses (49er Cellular; A to Z Office Products, Inc., Cash and Go, Cheezers Gourmet Pizza, Silky Nails).
2010/2014	Bank of America	Various commercial businesses (Cheezers Gourmet Pizza, First Cash; Mackendricks Computers, Silky Nails, Super Liquor and Deli/California Check Cashing; Tangled Hair Salon).

The listings indicate commercial use. Copies of pages from the directories are included in Attachment 6.

7.5 Historical Fire Insurance Maps

Fire insurance maps were developed for use by insurance companies to depict facilities, properties, and their uses for many locations throughout the United States. These maps provide prior land use history and assist in assessing whether there may be potential environmental contamination on or near the subject property. These maps, which were periodically updated from the late 19th Century to the 1980s (when they were replaced by satellite imagery and other sources), often provide valuable insight into historical property uses.

EAI contracted with EDR to provide copies of historical Sanborn® fire insurance maps covering the subject and immediately adjacent properties. EDR indicated that there are no maps for the area of the subject property (Attachment 6).

7.6 Historical Topographic Maps

Copies of the portions of the 1891, 1892, 1993, 1914, 1941, 1944, 1954, 1967, 1975, 1980, and 2012 US Geological Survey (USGS) Topographic Maps that include the subject property were reviewed. The subject property and immediately surrounding area appear as mainly undeveloped land in the late 1980's and early 1900's. In a 1941 through 1954 maps, the subject property appeared undeveloped; however, East Bidwell Street was visible and dense development within the City of Folsom was depicted to the north of the subject property, and the surrounding area to the south, east and west appeared covered with symbols indicating mine tailings. In the 1967 through 1980 maps, the commercial buildings had been developed east and west adjacent of the subject property, and increased urban development appeared in the surrounding area. The 2012 map shows the subject property and surrounding area as part of the development of Folsom. No evidence of ASTM RECs of the subject property was observed (Figure 1 and Attachment 6).

7.7 Other Historical Sources

No other historical sources were found.

7.8 Summary of Findings from Historical Records Review

The historical records reviewed indicate that from at least as early as 1937 until circa 1954, the subject property was undeveloped land. From 1964 to 1972, the northeast portion of the property was occupied by a commercial building; while the remaining portions were undeveloped. Sometime between 1972 and 1984, the southeast portion was developed with the currently existing commercial building, and the northeast portion of the subject property was cleared of the previously depicted onsite structure and the area was depicted as a paved parking area for the bank. *EAI* notes that a previous report indicated the subject building was constructed in 1981. The western, roughly half portion of the subject property, has been historically undeveloped land. Directories dated from 1970 indicated the original occupant of the onsite building was Bank of America, which also occupied the second structural configuration of the subject property from about 1984, and through the present time. Adjacent property to the east and west was undeveloped land from at least 1937, and developed for commercial in about 1964. The property adjacent to the northern property corner (i.e. 401 East Bidwell Street), was a gasoline service station from about 1964 through 1980, and later, a commercial building housing multiple businesses.

From at least 1937 the surrounding area to the south, southwest, and southeast, were covered in gold mine tailings associated with the area's Placer mining. In a 1984 aerial photograph, the area immediately south of the subject property had been cleared of gold mine tailings, and the property farther south was undergoing tailings removal. The nearby areas, that formerly encompassed the gold mine tailings, were developed with a school property in 1984 (west) and a commercial shopping center in the early 1990's (south).

8.0 INTERVIEWS

8.1 Findings From Interview With Owner/Occupant

Responses to the AAI questions asked during the reconnaissance visit are summarized as follows:

Responses to the AAI questions asked on a questionnaire are summarized as follows:

Name, Title, Telephone.	Rao Yalamanchili, Positive Investments (626) 321-4800.
What are the current use (s) and the past use (s) of the subject property?	The property has two units, one which is vacant and the other which is leased to Bank of America for use as a bank location. Past uses were as a bank location for a Bank of America.
Are there now or were there ever present any aboveground storage tanks, underground storage tanks or vent pipes, fill pipes or access ways indicating underground storage tanks?	Not to my knowledge.
Are there any areas of the site with strong, pungent, or noxious odors, or standing surface water, including Pools or sumps?	Not to my knowledge.
Are there any Hazardous Substances and/or Petroleum Product Containers, unlabeled Drums or Unidentified Substance Containers, stored on site?	Not to my knowledge.
Is there any Electrical or hydraulic equipment known to contain PCBs or likely to contain PCBs?	Not to my knowledge.
Do you know of any spills or other chemical release that have taken place at the property?	Not to my knowledge.
Do you know of any environmental cleanups that have taken place on the property?	Not to my knowledge.

Are you aware of any deed restrictions or other activity or land use restrictions (AULs) that have been placed on the property as a result of an environmental issue?	Not to my knowledge.
Are you aware or any environmental liens, unresolved notices of violation, or litigation related to a contamination issue at the property?	Not to my knowledge.
Are you aware of any asbestos containing materials (ACM) and/or lead based pain (LBP) at the property?	Not to my knowledge.

8.2 Summary of Findings from Interview

Based on the interview responses, no ASTM RECs, CRECs or HRECs of the subject property are indicated. Mr. Yalamanchili also qualifies as the ASTM key site manager.

9.0 SUMMARY OF HISTORICAL SUBJECT AND ADJACENT PROPERTY USE

The following summary of the historical uses of the subject property and adjoining properties was compiled from the referenced materials and interviews detailed in Sections 5.0, 6.0, and 7.0.

9.1 Subject Property Use

Years	Summary of Subject Property History
Since at least as early as 1937 to circa 1954	Undeveloped land.
1964 to 1972	The northeast portion of the property was occupied by a commercial Bank of America building; while the remaining portions were undeveloped.
1984 to 2019	Developed in its current configuration as a Bank of America. The western, roughly half portion of the subject property, has been historically undeveloped land.

9.2 Surrounding/Adjacent Property Use

Direction	Summary of Historical Surrounding Property Use
North:	East Bidwell Street, a Valero gas station, commercial strip center (including restaurants, massage parlor, hair salon, nail salon, and a dry cleaner to the northwest).
East:	Folsom Lodge Motel and Mini Storage
South:	Kohl's shopping center.
West:	Commercial strip center with a check cashing business, hair salon and nail salon.

10.0 OTHER NON-ASTM ENVIRONMENTAL CONSIDERATIONS

10.1 Lead-Based Paint

The subject property building was constructed sometime between 1972 and 1984, and there are no known concerns regarding lead-based paint (LBP). However, the presence of LBP cannot be ruled out. Rao Yalamanchili (the Property Owner Contact provided by the Client) indicated that he was unaware of the presence of any ACMs and/or LBP at the subject property and that no ACM / LBP survey has ever been conducted to his knowledge. *EAI* recommends a hazardous materials survey of building materials prior to any proposed future site improvements or demolition activities.

10.2 Asbestos

The subject property office building was constructed sometime between 1972 and 1984; therefore, it is possible that some asbestos containing materials (ACMs) were used. The construction materials that were observed during this ESA appeared to be in excellent condition. *EAI* observed no damaged areas and there is no known potential ACM exposure or other asbestos concerns associated with the subject property.

Rao Yalamanchili (the Property Owner Contact provided by the Client) indicated that he was unaware of the presence of any ACMs and/or LBP at the subject property and that no ACM / LBP survey has ever been conducted to his knowledge. *EAI* makes no warranty as to the possible existence or absence of observed or inaccessible materials or to their evaluation with respect to asbestos content. An ACM survey should be performed prior to any renovation or building demolition, in accordance with local APCD rules and EPA National Emission Standard for Hazardous Air Pollutants (NESHAP) regulations. In addition, if ACM are identified, an appropriate asbestos operations and maintenance (O&M) Plan should be implemented.

10.3 Flood Zones

EAI reviewed the Federal Emergency Management Agency (FEMA) flood insurance information for the subject property presented in the EDR Report. They indicate the subject property is not in a 100-or 500-year flood plain. A copy of the EDR Report is included in Attachment 3 of this report. The information is summarized on the following table:

FLOOD INSURANCE RATE MAPS	
Map Source & Name:	EDR Report – FEMA Panel 06067C0116H - FIRM Flood Data.
Subject Property Within 100-Year Flood Plain:	No.
Subject Property Within 500-Year Flood Plain:	No.

The subject property is not located within a 100-Year Flood Plain.

10.4 Wetlands

Wetlands cannot be definitively identified through visual observation alone. Defensible wetland delineations require taxonomic classification of subject site vegetation, an investigation into the surface and subsurface

hydrology of the subject property, and identification of hydric soils. This level of delineation is outside of the scope or work for this assessment. However, *EAI* reviewed US Fish and Wildlife Service National Wetland Inventory maps and USDA Soil Survey reports included in the EDR Report. No wetlands are mapped on or adjacent to the subject property.

10.5 Indoor Air Quality & Subsurface Contaminant Vapor Intrusion

An assessment of indoor air quality issues by *EAI* was included in the SOW for this ESA. No indoor air quality issues are known to exist at the subject property building according to Mr. Coles. To evaluate possible volatile organic compound (VOC) release sites located hydrogeologically up-gradient, or immediately cross-gradient, of the subject property that could act as a source of contamination to soil gas underlying the subject property, *EAI* performed a Tier 1 Vapor Encroachment Screen, based on the data contained in the EDR Report (Attachment 3), in accordance with ASTM Standard E2600-15.

Tier 1 Screening – Search Distance Test/Chemicals of Concern

1. A Tier 1 Screening includes the search distance test that involves a review of the regulatory database report and available historical records obtained during the Phase I ESA process to make a determination if any *known or suspect potentially contaminated* properties exist within the Area of Concern (AOC). High risk sites are typically current and former gas stations, former and current dry cleaners, manufactured gas plants, and industrial sites (Brownfields). The AOC is defined as any upgradient sites within the ASTM E1527-13 standard search distances and any cross or down gradient sites within 1/3 mile for solvents and petroleum products. If the contamination at the known or potentially contaminated sites within the AOC consists of Chemicals of Concern (COCs), then a potential Vapor Encroachment Condition (VEC) exists, and a Tier 2 Screening evaluation is recommended. If no known or potentially contaminated sites with COCs exist within the AOC, no further inquiry is necessary.

Based on *EAI's* Tier 1 Screening evaluation, presence of a potential VEC at the subject property can be ruled out, due to the lack of chemicals of concern.

10.6 Radon

Radon is a colorless, tasteless radioactive gas with a U.S. Environmental Protection Agency (EPA) specified action level of 4.0 picocuries per liter (pCi/L) of air. Radon gas has a very short half-life of 3.8 days. The health risk potential of radon is associated with its rate of accumulation within confined areas, particularly confined areas near to the ground, where vapors can readily transfer to indoor air from the ground through foundation cracks or other pathways. Large, adequately-ventilated rooms generally present limited risk for radon exposure. According to the EPA, the radon concentrations in buildings and homes depend on many factors, including soil types, temperature, barometric pressure, and building construction.

EAI reviewed the USEPA Radon Zone Map for Solano County California and California Department of Public Health (CDPH) Radon Database for California (last updated in February 2016) and found that in zip code area 95630 where the subject property is located, eighty three (83) tests were taken as part of the survey. The 95630 zip code test results indicated only eight (10.8%) of the air samples had a radon level greater than 4.0 pCi/L, the concentration beyond which EPA recommends action be taken to lower radon gas exposure as indicated in the following summary table:

Subject property Location:	State	County & Zip Code
	California	Sacramento, 95630
EPA Radon Zones (Average Measured Indoor Radon Concentrations)		
Zone 1 – High (> 4.0 pCi/L)	Zone 2 - Moderate (2 to 4 pCi/L)	Zone 3 – Low (< 2 pCi/L)
No	No	Yes
Normally-occupied sub grade areas (i.e., basements, etc.):		
None.		

Information regarding the presence of radon at the subject property relies on regional data and does not represent site-specific data. Based on the Federal EPA Radon Zone rating, CDHS survey results and lack of a basement or crawlspace under the subject property building, radon is not expected to represent an environmental impact risk at the subject property and no further consideration appears to be warranted.

10.7 Dry-Cleaning Operations

No dry-cleaning operations were reported or observed to be at the subject property. In the immediate vicinity of the subject property, Folsom Dry Cleaners and Silverado Cleaners (316/318 E. Bidwell Street) are located in the Pioneer Center shopping mall at approximately 0.03 miles to the north of the subject property, across East Bidwell Street. Neither of the listings was dual listed as the site of a release. Based on the absence of a documented release; therefore, these listings are not considered an environmental concern.

10.8 Pesticides & Other Agricultural Chemicals

Based on the historical research results (aerial photographs, topographic maps), the subject property was not used for agricultural purposes. Residual pesticides and other agricultural chemicals are not considered to be a potential environmental impact issue for the subject property.

10.9 Mold

No areas of moisture accumulation or readily evident/obvious mold-like substances were observed at the subject property.

10.10 Electromagnetic Radiation

No high-voltage electrical power transmission lines, cellular communication stations, or other obvious sources of elevated electromagnetic radiation were observed on or near the subject property.

11.0 CONCLUSIONS AND RECOMMENDATIONS

EAI has performed a Phase I ESA in conformance with the Scope of Work (SOW) required by Title 40 Code of Federal Regulations (CFR) Part 312 (All Appropriate Inquiry; AAI), and ASTM International (ASTM) E1527-13 of the proposed Bidwell Place Multi-family Residential Project located at 403 East Bidwell Street, in the City of Folsom, Sacramento County, CA 95630. Any exceptions to, or deviations from the SOW are described in this report, where applicable.

The historical records reviewed indicate that from at least as early as 1937 until circa 1954, the subject property was undeveloped land. From 1964 to 1972, the northeast portion of the property was occupied by a commercial building; while the remaining portions were undeveloped. Sometime between 1972 and 1984, the southeast portion was developed with the currently existing commercial building, and the northeast portion of the subject property was cleared of the previously depicted onsite structure and the area was depicted as a paved parking area for the bank. *EAI* notes that a previous report indicated the subject building was constructed in 1981. The western, roughly half portion of the subject property, has been historically undeveloped land. Directories dated from 1970 indicated the original occupant of the onsite building was Bank of America, which also occupied the second structural configuration of the subject property from about 1984, and through the present time. Adjacent property to the east and west was undeveloped land from at least 1937, and developed for commercial in about 1964. The property across the street from the northern property corner (i.e. 401 East Bidwell Street), was a gasoline service station from about 1964 through 1980, and later, a commercial building housing multiple businesses.

From at least 1937 the surrounding area to the south, southwest, and southeast, were covered in gold mine tailings associated with the area's Placer mining. In a 1984 aerial photograph, the area immediately south of the subject property had been cleared of gold mine tailings, and the property farther south was undergoing tailings removal. The nearby areas, that formerly encompassed the gold mine tailings, were developed with a school property in 1984 (west) and a commercial shopping center in the early 1990's (south).

EAI contacted the Sacramento County Environmental Management Department (SCEMD), City of Folsom, California Department of Toxic Substances Control (DTSC), Central Valley Regional Water Quality Control Board (SFRWQCB), and reviewed other State and Federal databases to determine if the subject property, or any adjacent properties, were listed as hazardous waste generators, underground storage tank releases (UST), or as having other environmental concerns (i.e., spill, leak, or above-ground tank). The subject property was not identified on databases researched.

Based on the evaluation, one adjacent site, two upgradient sites, and one nearby open release case site qualify as potential sources of environmental impact to the subject property. However, based on factors such as regulatory case closure, and location (cross gradient in respect to groundwater flow direction); the presence of this listings for the adjacent and nearby properties does not constitute an ASTM REC.

EAI performed a Vapor Encroachment Screen (VES) for the subject property, in accordance with ASTM E2600-15. The purpose was to evaluate whether nearby sites (e.g., gas stations, dry cleaners, or other listings of environmental concern) that store, use dispose of hazardous materials or other chemicals have documented releases, potentially resulting in vapors migrating onto the subject property, as a result of contaminated soil and/or groundwater which may be present on or near the property (i.e., a Vapor Encroachment Condition or

VEC). Based on *EAI's* Tier 1 Screening evaluation, presence of a potential VEC at the subject property can be ruled out, due to the lack of chemicals of concern.

On December 12, 2019, *EAI* personnel conducted a site reconnaissance to physically observe the subject property and adjoining properties for conditions indicating a potential environmental concern. Concerns would include any evidence of contamination, distressed vegetation, petroleum-hydrocarbon staining, waste drums, illegal dumping, or improper waste storage and/or handling. No evidence of environmental concerns or ASTM RECs was noted on the property during our site reconnaissance.

Based on the information obtained in this ESA, *EAI* has the following findings and opinions:

- *Known or suspected RECs* – are defined by the ASTM E1527-13 as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.

  This assessment has revealed no evidence of *known or suspected RECs* in connection with the subject property.

  No further investigation or mitigation appears to be warranted at this time.

- *Controlled RECs (CRECs)* – are defined by the ASTM E1527-13 as a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (e.g., as evidenced by the issuance of a No Further Action "NFA" letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (e.g., property use restrictions, AULs, institutional controls, or engineering controls)

  This assessment has revealed no evidence of *CRECs* in connection with the subject property.

- *Historical RECs (HRECs)* – are defined by the ASTM E1527-13 as a past release of any hazardous substances or petroleum products that have occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted residential use criteria established by a regulatory authority, without subjecting the property to any required controls (e.g., property use restrictions, AULs, institutional controls, or engineering controls).

  This assessment has revealed no evidence of *HREC's* in connection with the subject property.

- *De minimis* Conditions – include environmental concerns identified which may warrant discussion but do not qualify as RECs, as defined by the ASTM Standard Practice E 1527-13.

  No *de minimis* conditions were identified during the preparation of this ESA.

12.0 LIMITATIONS

The conclusions and recommendations contained in this report/assessment are based upon professional opinions with regard to the subject matter. These opinions were prepared in accordance with generally accepted environmental consulting and engineering standards and practices applicable to this location and existing at this time. The use of this report is subject to the following limitations:

1. The data and findings presented in this report are valid as of the dates when the investigations were performed. The passage of time, manifestation of latent conditions or occurrence of future events may require further exploration at the Subject Property, analysis of the data, and reevaluation of the findings, observations, and conclusions expressed in the report.
2. The data reported and the findings, observations, and conclusions expressed in the report are limited by the Scope of Work, budget, site access and schedule, as defined in EnviroApplications's Proposal for the work.
3. This report is based, in part, on unverified information supplied to EnviroApplications by third-party sources, such as regulatory agencies, prior owners or operators of the property, analytical laboratories, subcontractors, etc. Whereas efforts may have been made to substantiate this third-party information, EnviroApplications cannot guarantee the completeness or accuracy of this information.
4. The findings, observations, and conclusions expressed by EnviroApplications in this report are not, and should not be, considered an opinion concerning the compliance of any past or present owner or operator of the Subject Property with any Federal, state or local law or regulation.
5. No warranty or guarantee, whether expressed or implied, is made with respect to the data or the reported findings, observations, and conclusions, which are based solely upon conditions in existence at the time of investigation.
6. EnviroApplications reports present professional opinions and findings of a scientific and technical nature. Whereas attempts were made to relate the data and findings to applicable environmental laws and regulations, the report shall not be construed to offer a legal opinion or representations as to the requirements of, nor compliance with, environmental laws, rules, regulations or policies of Federal, state or local governmental agencies. Issues raised by the report should be reviewed by appropriate legal counsel.
7. This report is intended for the use of EnviroApplications Client, St. Anton Communities, St, Anton Capital, CalHFA, and, or, its affiliates, Massachusetts Mutual Life Insurance Company, its successors and assigns and Lenders, and Barings LLC (collectively, the "Lender Parties") ; any other use must be approved by EnviroApplications and the client in writing. If any such unauthorized use occurs, it shall be at the user's sole risk without liability to EnviroApplications.

Attachment 12
Planning Commission Staff PowerPoint Presentation

403 East Bidwell Street Design Review (PN 20-013)

CITY OF FOLSOM

Project Details

FOLSOM

- 75-Unit Mixed-Income Community (Bidwell Place)
  - Three (3) Three-Story Buildings
  - Unit Types
    - 9 Studio Units
    - 39 One-Bedroom Units
    - 27 Two-Bedroom Units
    - Units Range from 503 S.F. to 959 S.F.

- Site/Architecture Design
  - Contemporary Urban Building Design
  - Two Project Driveways on East Bidwell Street
  - 167 On-Site Parking Spaces (Between Bank and Apartment Complex)
  - Two (2) Electric Vehicle Charging Stations

Affordable Housing

FOLSOM

- **Government Code section 65589.5**
  - In order to deny a housing development project, the Commission would have to find that the project as proposed would have a **specific, adverse impact** upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households.

  - Such a project is "not inconsistent with the applicable zoning standards and criteria and shall not require rezoning" if the project is "consistent with the objective general plan standards and criteria but the zoning for the project site is inconsistent with the general plan".

General Plan / Zoning Consistency

FOLSOM

General Plan Consistency

- General Plan land use designation of CC (Community Commercial) within the East Bidwell Corridor (EBC) Overlay

Zoning Consistency

- Zoning Designation of C-2 (Central Business)

- Differences between the existing zoning designations along East Bidwell Street and provisions of the General Plan's EBC Overlay to be addressed as a part of the upcoming zoning code update.

Density Bonus

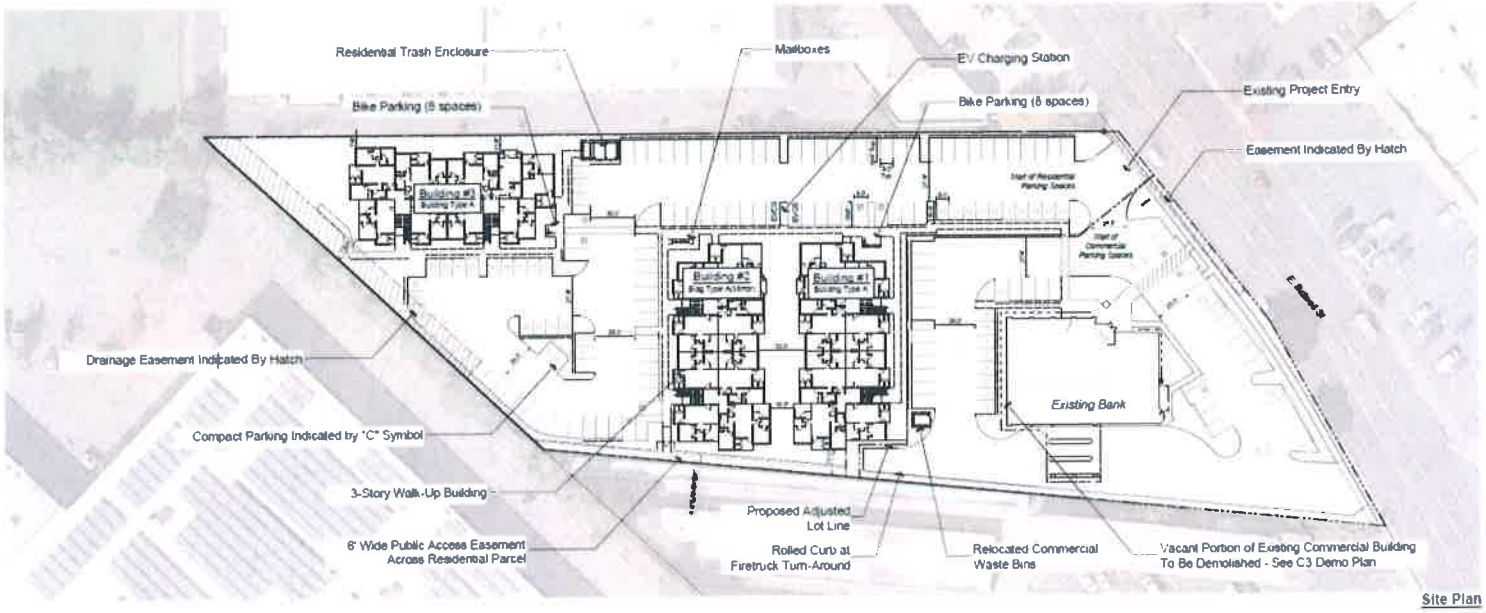
FOLSOM

- Lot Line Adjustment Requirement
  - Require applicant to perform a lot line adjustment to allow the bank and apartment complex to have separate parcels and to ensure no parcel lines would be bisected
  - Ultimate density of 35.8 dwelling units per acre.

- State Density Bonus Law amendment that took effect on January 1, 2020 mandates that housing projects where all of the units are affordable receive a density increase of up to 80% above maximum residential density.

- Gov. Code 65589.5(j)(3) of Housing Accountability Act: Receipt of a density bonus shall not constitute a valid basis on which to find a proposed housing development project inconsistent, not in compliance, or not in conformity with any applicable plan, program, policy, ordinance, standard, requirement, or similar provision.

Site Plan



Site Plan

Elevations

VIEW 2 - LEFT ELEVATION

Elevations

VIEW 1 - REAR ELEVATION

VIEW 2 - RIGHT ELEVATION

Rendering-1

Rendering-2

Rendering-3

Colors and Materials

(Left Elevation)

(Front Elevation)

A. Stucco 1
SW 7036
Accessible Beige

B. Stucco 2
SW 6184
Foothill Green

C. Stone Veneer
El Dorado Stone

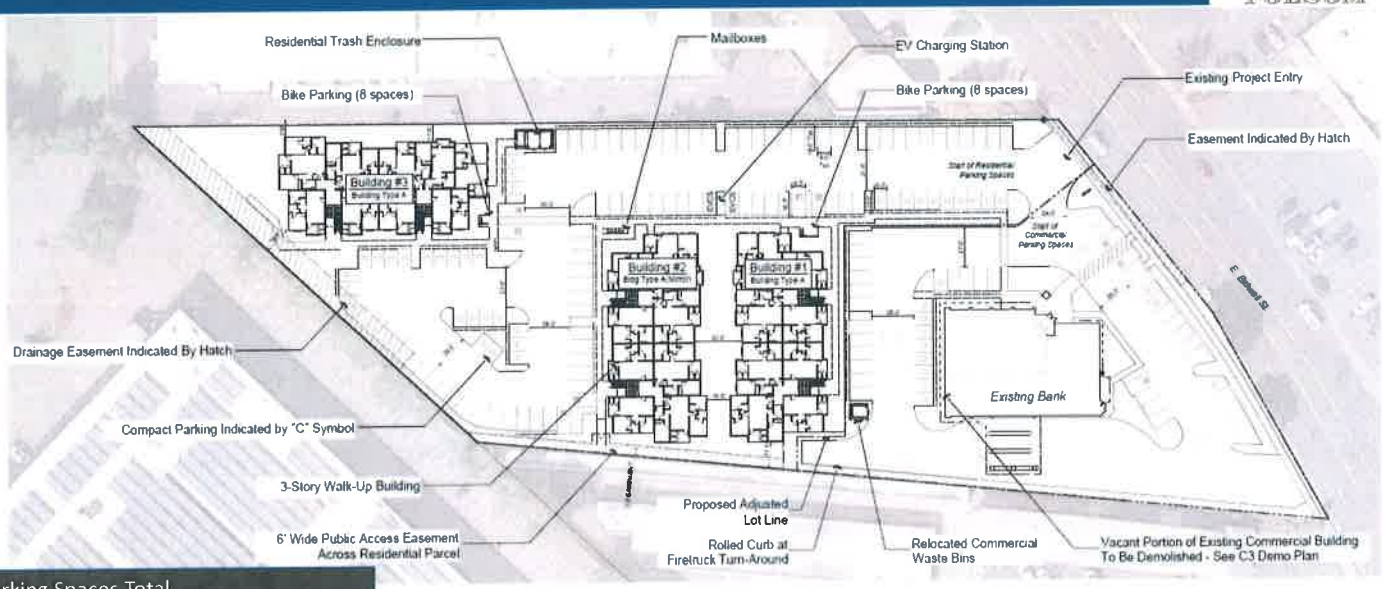
D. Trim & Accent 1
SW 7033
Brainstorm Bronze

E. Metal Railing
SW 7048
Urbane Bronze

F. Vinyl Window
White

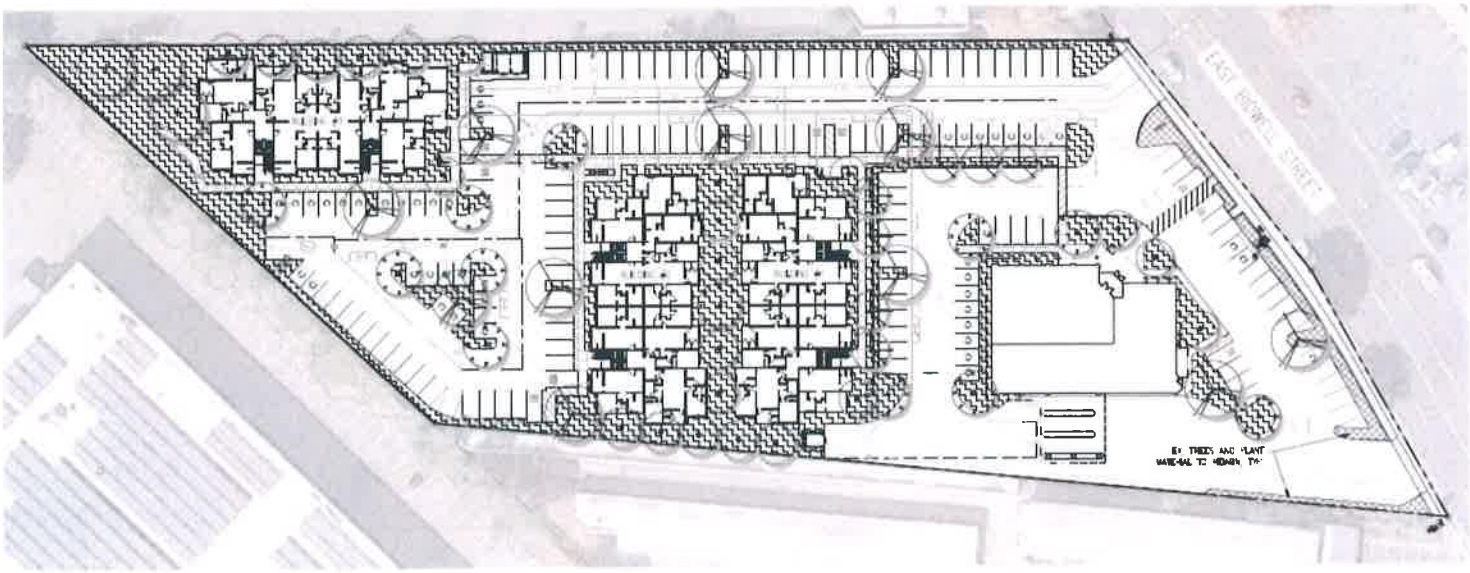
F. Asphalt Shingle
CertainTeed Traditional
"Heather Blend"

Parking



167 Parking Spaces Total
47 – Bank of America (one space per 200 s.f.)
120 – Apartment Community (1.5 spaces per unit)

Landscaping



Environmental Review

- Eligible for categorical exemption under Public Resources Code sections 21159.21 and 21159.23 and Sections 15192 and 15194 of CEQA
- Project satisfies 24 specific criteria established within the code sections referenced above and therefore it is exempt from environmental review.

Staff Recommendation

Staff recommends approval of the Conditional Use Permit (PN 20-013) for Design Review for the Bidwell Place Apartments at 403 East Bidwell Street, as conditioned.

Attachment 13
Planning Commission Applicant PowerPoint Presentation

BIDWELL PLACE – GUIDING PRINCIPLES

- ***Guidance from Phase I Success:***
  - Major demand for affordable housing, add smaller units
  - Add ELI
- ***Design:***
  - 3-story, lower density garden style
- ***Features***:
  - high-quality design; indistinguishable from market rate
  - courtyard green space, access to use Phase I amenities
- ***Sustainability:***
  - infill development
  - maximized use of land, KEEPS bank in place
  - alternative modes of transit, potential connection to Riley from Bidwell
  - efficiency in land planning and construction

ST. ANTON
COMMUNITIES

AFFORDABLE RENTS/MIX – Folsom

4 Units
30% AMI
$582
(incl. utilities)

- 2-Bedroom Unit
- 4-Person Household
- Income Limit: $25,890

33 Units
50% AMI
$971
(incl. utilities)

- 2-Bedroom Unit
- 4-Person Household
- Income Limit: $43,150

38 Units
70% AMI
$1,359
(incl. utilities)

- 2-Bedroom Unit
- 4-Person Household
- Income Limit: $60,410

Note: Sacramento County 2020 AMI for a 4-person household is $86,300. These figures represent the household income limits for a 4-person household.

ST. ANTON
COMMUNITIES

CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AGENDA ITEM NO. 3
Type: Public Hearing
Date: May 6, 2020

Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project:	Mangini Ranch Villages 4 and 8 Subdivision (Phase 2) Residential Design Review
File #:	PN-19-431
Request:	Residential Design Review
Location:	Mangini Ranch Phase 2 Subdivision within Folsom Plan Area
Staff Contact:	Steve Banks, Principal Planner, 916-461-6207 sbanks@folsom.ca.us

Property Owner
Name: Cargini Investors, LLC
Address: 4370 Town Center Boulevard Suite 100, El Dorado Hills, CA 95762

Applicant
Name: KB Homes
Address: 3005 Douglas Boulevard Suite 250, Roseville, CA 95661

Recommendation: Conduct a public hearing and upon conclusion recommend approval of a Residential Design Review Application for 109 single-family residential homes as illustrated on Attachments 5 through 10 for the Mangini Ranch Villages 4 and 8 Subdivision project (PN 19-431) subject to the findings (Findings A-J) and conditions of approval (Conditions 1-14) attached to this report.

Project Summary: The proposed project involves a request for Residential Design Review approval for 109 traditional single-family residential homes located within Villages 4 and 8 of the previously approved Mangini Ranch Phase 2 Subdivision project. In particular, the applicant is requesting Design Review approval for four (4) individual master plans within Villages 4 and 8. Four distinct California heritage-themed architectural styles and twelve color and material alternatives are incorporated among the four master plans.

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1 - Description/Analysis
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5 - Mangini Ranch (Phase 2) Master Plan Exhibit
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7 - Conceptual Lot Layout Exhibit, dated January 23, 2020

8 - Conceptual Landscape Plan Exhibit, dated November, 2019
9 - Street Scene Exhibit, dated November 14, 2019
10 - Building Elevations and Floor Plans, dated January 23, 2020
11 - Folsom Ranch Central District Design Guidelines
12 - Planning Commission PowerPoint Presentation

Submitted,

PAM JOHNS
Community Development Director

ATTACHMENT 1
DESCRIPTION/ANALYSIS

APPLICANT'S PROPOSAL

The applicant, KB Homes, is requesting Residential Design Review approval for 109 single-family residential homes situated within the previously approved Mangini Ranch Phase 2 Subdivision project. Specifically, the applicant is requesting Design Review approval for four (4) individual master plans within Villages 4 and 8. The master plans include four (4) distinct California heritage-themed architectural styles (Cottage, Craftsman, Farmhouse, and Spanish) and twelve (12) color and material alternatives.

The proposed master plans, which feature two, two-story models and two, one-story models, range in size from 1,429 to 2,696 square feet (3BR/2BA to 5BR/2.5) and include an attached two-car garage. The four classic design themes are characterized by a variety of unique architectural elements including distinctive roof shapes and forms, covered front entries, varied door and window design, and enhanced decorative elements. Proposed building materials include stucco, vertical and horizontal wood siding, board and batten siding, stone veneer, handmade and used brick veneer, wood gable ends, wood posts and columns, wood shutters, wood window awnings, clay pipe elements, multi-paned windows, themed garage doors, decorative light fixtures, and concrete roof tiles. In addition, there are 12 distinct color and material alternatives available for each of the master plans resulting in 48 different visual expressions.

POLICY/RULE

Folsom Municipal Code (FMC), Section 17.06.030 requires that single-family residential master plans submit a Design Review Application for approval by the Planning Commission.

ANALYSIS

Development Standards

The proposed project is subject to the development standards established by the Folsom Plan Area Specific Plan for MLD (Multi-Family Low Density) and SFHD (Single-Family High Density) designated properties. The following tables demonstrate that the proposed project is consistent with the required development standards:

Development Standards Table SP-SFHD Single Family High Density		
Development Standard	**Requirement**	**Proposed Project**
Minimum Lot Area	4,000 SF	4,000 SF
Front Porch Setback	12.5 Feet	12.5 to 21 Feet
Front Primary Structure Setback	15 Feet	15 to 25.2 Feet
Front Garage Setback	20 Feet	20 to 26.6 Feet
Side Yard Setback	5 Feet	5 to 12 Feet
Rear Yard Setback	15 Feet	15 to 21 Feet
Maximum Lot Coverage	50%	<50%

Development Standards Table SP-MLD Multi-Family Low Density		
Development Standard	**Requirement**	**Proposed Project**
Minimum Lot Area	3,000 SF	4,000 SF
Front Porch Setback	12.5 Feet	12.5 to 21 Feet
Front Primary Structure Setback	15 Feet	15 to 25.2 Feet
Front Garage Setback	20 Feet	20 to 26.6 Feet
Side Yard Setback	5 Feet	5 to 12 Feet
Rear Yard Setback	10 Feet	10 to 21 Feet
Maximum Lot Coverage	50%	<50%

Residential Design Review

The proposed project is located within the central portion of the Folsom Plan Area; thus, it is subject to the Folsom Ranch Central District Design Guidelines, which were approved by the City Council in 2015. The Design Guidelines are a complementary document to the Folsom Plan Area Specific Plan and the Folsom Plan Area Specific Plan Community Guidelines. The Design Guidelines, which are intended to act as an implementation tool for residential development within the Central District of the Folsom Plan Area, provide the design framework for architecture, street scene, and landscaping to convey a master plan identity. The Design Guidelines also establish the pattern and intensity of development for the Central District to ensure a high quality and aesthetically cohesive environment. While these Design Guidelines establish the quality of architectural and landscape development for the master plan, they are not intended to prevent alternative designs and/or concepts that are compatible with the overall project theme.

As a regulatory tool, the Design Guidelines are intended to assist applicants in creating single-family residential neighborhoods that reflect the City's rich history, reinforce the sense of community, and utilize sustainable best practices. The Design Guidelines also provide the framework for design review approval of Folsom Ranch, Central District residential projects. In addition, the Design Guidelines are intended to be used by builders and developers when designing their Master Plot Plans. Any development project that is submitted to the City must be reviewed for consistency with these Design

Guidelines. The following are the general architectural principles intended to guide the design of the Folsom Ranch, Central District to ensure quality development:

- Provide a varied and interesting street scene
- Focus of the home is the front elevation, not the garage
- Provide a variety of garage placements
- Provide detail on rear elevations where visible from the public streets
- Choose appropriate massing and roof forms to define the architectural styles
- Ensure that plans and styles provide a degree of individuality
- Use architectural elements and details to reinforce individual architectural styles

In addition to the general architectural principles referenced previously, the Design Guidelines also provide specific direction regarding a number of architectural situations and features including: edge conditions, corner buildings, building forms, off-set massing forms, front elevations, roof forms, feature windows, architectural projects, balconies, lower height elements, garage door treatments, outdoor living spaces, exterior structures, building materials, and color criteria. The following are examples of architectural situations and features that are relevant to the proposed project:

- Provide a mix of hip and gable roof forms along the street scene
- Provide off-set massing, forms, or wall planes
- Provide recessed second-story elements
- Provide enhanced style-appropriate details on the front building elevation
- Provide decorative window shelves or sill treatments
- Provide architectural projections (recessed windows, eaves, shutters, etc.)
- Provide garage doors that are consistent with the architecture of the building
- Provide variety in the garage door patterns
- Provide outdoor living spaces (porches, balconies, courtyards, etc.)

The architectural design styles selected for the Folsom Ranch Central District have been chosen from the traditional heritage of California home styles, a majority of which have been influenced by the Spanish Mission and Mexican Rancho eras. Over the years, architectural styles in California have become reinterpreted traditional styles that reflect the indoor-outdoor lifestyle choices available in the Mediterranean climate. Suggested architectural styles in the Design Guidelines include American Traditional, Craftsman, Early California Ranch, European Cottage, Italian Villa, Monterey, Spanish Colonial, and Western Farmhouse. Additional architectural styles compatible with the intent of the Design Guidelines may be added if they are regionally appropriate.

As described in the applicant's proposal, the proposed project features four distinct architectural themes that have been chosen from or are similar to the traditional heritage of California home styles including Cottage, Craftsman, Farmhouse, and Spanish. The following is a description of each of the aforementioned architectural styles proposed for Villages 4 and 8 of the Mangini Ranch Phase 2 Subdivision:

Cottage

The Cottage is a style that evolved out of medieval Tudor and Normandy architecture. This evolving character that eventually resulted in the English and French "Cottage" became extremely popular when the addition of stone and brick veneer details was developed in the 1920's. Although the Cottage is looked upon as small and unpretentious, the style was quickly recognized as one of the most popular in America. Designs for the homes typically reflected the rural setting in which they evolved. Many established older neighborhoods across the United States contain homes with the charm and character of this unpretentious style. Roof pitches for these homes are steeper than traditional homes, and are comprised of gables, hips, and half-hip forms. The primary material is stucco with heavy use of stone and brick at bases, chimneys, and entry elements. Some of the most recognizable features for this style are the accent details in gable ends, sculptured swooping walls at the front elevation, and tower or alcove elements at the entry.

Craftsman

Influenced by the English Arts and Crafts movement of the late 19th century and stylized by California architects, the Craftsman style focused on exterior elements with tasteful and artful attention to detail. Originating in California, Craftsman architecture relied on the simple house tradition, combining hip and gable roof forms with wide, livable porches, and broad overhanging eaves. Extensive built-in elements define this style, treating details such as windows and porches as if they were furniture. The horizontal nature is emphasized by exposed rafter tails and knee braces below broad overhanging eaves constructed in rustic-textured building materials. The overall effect is the creation of a natural, warm, and livable home of artful and expressive character.

Farmhouse

Emulating the inherent features of the Western Farmhouse style and collective farmhouse vernaculars from which it draws inspiration, the Farmhouse design gathers the intrinsic character elements of the style with refined execution. Blending smooth stucco, vertical clapboard siding, and flat concrete rooftile with clean trim and post detailing, this style maintains the same core material palette as outlined within the Design Guidelines. Front-facing gable roofs articulate the simplistic form, while the entries are expressed with porches, establishing an aesthetic that evokes both warmth and street appeal for the entire community. Overall, the Farmhouse style accurately depicts the essential elements of this style, utilizing a predominantly stucco façade to emphasize its agrarian simplicity.

Spanish

Referencing Folsom Ranch's Spanish Colonial style, the Spanish style respects this quintessentially Californian aesthetic with contemporary flair. This design echoes the required elements of the style as defined by the Design Guidelines. The form is inherently asymmetrical, simplistic in its massing, and is articulated by low-pitched gable gables, 's' tile, and expressed entries. Comprised primarily of stucco, the purity of the style's forms is emphasized through stone masses, and wood accents, adding to subtle beauty of the aesthetic. The stone appears en masse or on parapet elements, serving to accentuate entries. Fenestrations are clean and rectilinear, providing a fresh take on traditional Spanish forms. Refined in its execution, the Spanish style maintains the essential elements of the style, as stated within the Design Guidelines, while illustrating its strong, modern influence through its pure, well-articulated forms.

In reviewing the architecture and design of the project, staff determined that the design of the four proposed master plans (which also include four elevation plans, twelve color and material alternatives, and 48 architectural and visual expressions) generally reflect the level and type of high quality design features recommended by the Folsom Ranch Central District Design Guidelines. Specifically, the master plans are responsive to views on all four building elevations and include a variety of unique architectural elements that create an interesting streetscape scene including: off-set building massing, a mixture of hip and gable roof forms, architectural projections, recessed second-story elements, and decorative enhancements.

The proposed building materials (stucco, vertical and horizontal wood siding, decorative board and batten siding, stone veneer, handmade and used brick veneer, wood gable ends, wood posts and columns, wood shutters, wood window awnings, clay pipe elements, wrought iron details, multi-paned windows, themed garage doors, decorative light fixtures, and concrete roof tiles) are consistent with the materials recommended by the Folsom Ranch Central District Design Guidelines. In addition, the proposed project includes distinct (earth-tone) color schemes that will enhance the visual interest of each of the master plans.

As discussed previously, staff has determined that the design of the master plans is generally consistent with the Design Guidelines. However, staff believes the visual appearance of the four master plans could be further enhanced if the garage doors were designed to better reflect the unique architectural styles (Cottage, Craftsman, Farmhouse, Spanish) of the individual master plans. Examples of potential enhancements include garage door handles, decorative garage door hinges, garage door windows, and decorative garage door panels. To address this issue, staff recommends that the design of the garage doors for all four master plans be modified to incorporate architectural and design elements that are unique to the Cottage, Craftsman, Farmhouse, and Spanish themes to the satisfaction of the Community Development Department.

Taking into consideration the aforementioned architectural details, materials, and colors, staff has determined that the design of the master plans, with the proposed conditions, is consistent with the design principles established by the Design Guidelines. As a result, staff forwards the following design recommendations to the Commission for consideration:

1. This approval is for two, two-story master plans and two, one-story master plans (four building elevations with twelve color and material options and 48 visual expressions) for Villages 4 and 8 of the Mangini Ranch Phase 2 Subdivision. The applicant shall submit building plans that comply with this approval and the attached building elevations dated January 23, 2020.

2. The design, materials, and colors of the proposed Mangini Ranch Villages 4 and 8 Subdivision (Phase 2) single-family residential homes shall be consistent with the submitted building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department.

3. The design of the garage doors for all four master plans shall be modified to incorporate architectural and design elements that are unique to the Cottage, Craftsman, Farmhouse, and Spanish themes to the satisfaction of the Community Development Department

4. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same roof-line, same elevation style, side-by-side, or across the street from each other.

5. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings. For lots abutting the open space areas, mechanical equipment shall be located out of view from open space areas.

6. Decorative light fixtures, consistent with the Folsom Ranch Central District Design Guidelines and unique to each architectural design theme, shall be added to the front and rear building elevation of each Master Plan to the satisfaction of the Community Development Department.

7. A minimum of one tree shall be planted in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final.

These recommendations listed above are included in the conditions of approval presented for consideration by the Planning Commission (Condition No. 12).

ENVIRONMENTAL REVIEW

The City, as lead agency, previously determined that the Mangini Ranch Phase 2 Subdivision project is entirely consistent with the Folsom Plan Area Specific Plan (FPASP) and therefore the project is exempt from the California Environmental Quality Act as provided by Government Code section 65457 and CEQA Guidelines section 15182. Since that determination was made, none of the events described in Public Resources Code section 21166 or CEQA Guidelines section 15162 (e.g. substantial changes to the project) have occurred. Therefore, no environmental review is required in association with this Residential Design Review Application.

RECOMMENDATION/PLANNING COMMISSION ACTION

Move to Approve a Residential Design Review Application for 109 single-family residential homes as illustrated on Attachments 5 through 10 for the Mangini Ranch Villages 4 and 8 Subdivision project (PN 19-431) subject to the findings (Findings A-J) and conditions of approval (Conditions 1-14) attached to this report.

GENERAL FINDINGS

A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.

B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND THE FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES.

CEQA FINDINGS

C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN.

D. THE CITY PREVIOUSLY DETERMINED THAT THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.

E. THE CITY PREVIOUSLY DETERMINED THAT THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT IS EXEMPT FROM THE REQUIREMENTS OF CEQA PURSUANT TO GOVERNMENT CODE SECTION 65457 AND CEQA GUIDELINES SECTION 15182.

F. NONE OF THE EVENTS SPECIFIED IN SECTION 21166 OF THE PUBLIC RESOURCES CODE OR SECTION 15162 OF THE CEQA GUIDELINES HAVE OCCURRED.

G. NO ENVIRONMENTAL REVIEW IS REQUIRED FOR THIS APPLICATION.

DESIGN REVIEW FINDINGS

H. THE PROJECT IS IN COMPLIANCE WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND THE APPLICABLE ZONING ORDINANCES.

I. THE PROJECT IS IN CONFORMANCE WITH THE FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES.

J. THE BUILDING MATERIALS, TEXTURES, AND COLORS OF THE PROJECT WILL BE COMPATIBLE WITH SURROUNDING DEVELOPMENT AND CONSISTENT WITH THE GENERAL DESIGN THEME OF THE NEIGHBORHOOD.

ATTACHMENT 2
BACKGROUND

BACKGROUND

On June 23, 2015, the City Council approved a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, Amendment No. 1 to the First Amended and Restated Development Agreement, Design Guidelines, and an Inclusionary Housing Plan for development of an 833-unit single-family residential subdivision known as Mangini Ranch Phase 1 on a 418-acre site generally situated south of an Alder Creek tributary, west of Placerville Road, north of White Rock Road, and east of East Bidwell Street (formerly Scott Road) within the Folsom Plan Area. The Large-Lot Vesting Tentative Subdivision Map was approved to subdivide the existing 418-acre site into thirty-seven (37) individual parcels for future sale and development. The Small-Lot Vesting Tentative Subdivision Map was approved to subdivide the newly created single-family residential large lots into an 833-unit single-family residential subdivision. Lastly, the Folsom Ranch Central District Design Guidelines and Development Regulations were approved for the orderly development of the proposed single-family residential subdivision.

On February 13, 2018, the City Council approved a Large-Lot Vesting Tentative Subdivision Map, Small Lot Vesting Tentative Subdivision Map, Project Design Guidelines Amendment, and Inclusionary Housing Plan for development of a 901-unit residential subdivision known as Mangini Ranch Phase 2 on a 203-acre site located within the central portion of the Folsom Plan Area (i.e., within the previously-approved Westland-Eagle site). The Large-Lot Vesting Tentative Subdivision Map was approved to subdivide the 203-acre project site into twenty-three (23) individual parcels for future development. The Small-Lot Vesting Tentative Subdivision Map was approved to subdivide nine (9) of the large parcels into 545 single-family residential lots (SP-MLD-PD, SP-SF-PD, and SP-SFHD-PD zoning designations). The remaining 356 residential units within the project area were allotted to three multi-family zoned large-lot parcels. An Addendum to the Folsom Ranch Central District Design Guidelines was approved to incorporate architectural guidelines for multi-family residential development into the Design Guidelines. Lastly, an Inclusionary Housing Plan was approved which outlined the means by which the project's inclusionary housing requirement will be met.

GENERAL PLAN DESIGNATION	SFHD (Single Family High Density) MLD (Multi-Family High Density)
SPECIFIC PLAN DESIGNATION	SP-SFHD PD (Specific Plan-Single Family High Density, Planned Development District) SP-MLD PD (Specific Plan-Multi-Family Low Density, Planned Development District)

ADJACENT LAND USES/ZONING	North:	Alder Creek Parkway with Undeveloped Single-Family Residential Property (SFHD) Beyond
	South:	Future Elementary School Site (P-QP) and Open Space (OS) with Future Savannah Parkway Beyond
	East:	Placerville Road with Open Space (OS) Beyond
	West:	Undeveloped Multi-Family Low Density Property (MLD) and Multi-Family High Density (MHD) Property with Westwood Drive Beyond
SITE CHARACTERISTICS	The two project sites have been fully graded and site improvements (underground utilities, roadways, curbs, gutters, sidewalks, etc.) are currently in the process of being constructed	
APPLICABLE CODES	FPASP (Folsom Plan Area Specific Plan) Folsom Ranch Central District Design Guidelines FMC 17.06, Design Review	

Attachment 3
Conditions of Approval

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH VILLAGES 4 AND 8 SUBDIVISION (PHASE 2) RESIDENTIAL DESIGN REVIEW PROJECT (PN 19-431) MANGINI RANCH PHASE 2 SUBDIVISION WITHIN FOLSOM PLAN AREA RESIDENTIAL DESIGN REVIEW				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
1.		The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below: • Mangini Ranch (Phase 2) Master Plan Exhibit • Mangini Ranch Villages 4 and 8 Site Plan Exhibit • Conceptual Lot Layout Exhibit, dated January 23, 2020 • Conceptual Landscape Plan Exhibit, dated November, 2019 • Street Scene Exhibit, dated November 14, 2019 • Building Elevations and Floor Plans, dated January 23, This project approval is for the Mangini Ranch Villages 4 and 8 Subdivision (Phase 2) Residential Design Review, which includes design review approval for 109 traditional single-family residential units located within Villages 4 and 8 of the previously approved Mangini Ranch Phase 2 Subdivision project for the Mangini Ranch Villages 4 and 8 Subdivision (Phase 2) Residential Design Review project (PN 19-461). Implementation of the project shall be consistent with the above-referenced items as modified by these conditions of approval.	B	CD (P)(E)
2.		Building plans shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.	B	CD (P)(E)(B)
3.		The project approvals granted under this staff report (Residential Design Review) shall remain in effect for two years from final date of approval (May 6, 2022). Failure to obtain the relevant building (or other) permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval.	B	CD (P)

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH VILLAGES 4 AND 8 SUBDIVISION (PHASE 2) RESIDENTIAL DESIGN REVIEW PROJECT (PN 19-431) MANGINI RANCH PHASE 2 SUBDIVISION WITHIN FOLSOM PLAN AREA RESIDENTIAL DESIGN REVIEW				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
4.		The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur: • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.	OG	CD (P)(E)(B) PW, PR, FD, PD, NS
DEVELOPMENT COSTS AND FEE REQUIREMENTS				
5.		The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	B	CD (P)(E)
6.		If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	B	CD (E)
7.		The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	B	CD (P)(E)

CONDITIONS OF APPROVAL FOR THE MANGINI RANCH VILLAGES 4 AND 8 SUBDIVISION (PHASE 2) RESIDENTIAL DESIGN REVIEW PROJECT (PN 19-431) MANGINI RANCH PHASE 2 SUBDIVISION WITHIN FOLSOM PLAN AREA RESIDENTIAL DESIGN REVIEW				
	Mitigation Measure	**Condition/Mitigation Measure**	**When Required**	**Responsible Department**
8.		If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Final Map, improvement plans, or beginning inspection, whichever is applicable.	B	CD (P)(E)
9.		This project shall be subject to all City-wide development impact fees, unless exempt by previous agreement. This project shall be subject to all City-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, fees for fire protection, park facilities, park equipment, Humbug-Willow Creek Parkway, Light Rail, TSM, capital facilities and traffic impacts. The 90-day protest period for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (May 6, 2020). The fees shall be calculated at the fee rate in effect at the time of building permit issuance.	B	CD (P)(E), PW, PK
10.		The owner/applicant agrees to pay to the Folsom-Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970) of the Government Code; and Sections 65995, 65995.5 and 65995.7 of the Government Code.	B	CD (P)

ARCHITECTURE/SITE DESIGN REQUIREMENTS				
11.		Final exterior building and site lighting plans shall be submitted for review and approval by Community Development Department for aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. The exterior building and site lighting will be required to achieve energy efficient standards by installing high-intensity discharge (mercury vapor, high-pressure sodium, or similar) lamps. Lighting shall be equipped with a timer or photo condenser. Lighting shall be designed to be directed downward onto the project site and away from adjacent properties and public rights-of-way.	B	CD (P)

12.		The project shall comply with the following architecture and design requirements: 1. This approval is for two, two-story master plans and two, one-story master plans (four building elevations with twelve color and material options and 48 visual expressions) for Villages 4 and 8 of the Mangini Ranch Phase 2 Subdivision. The applicant shall submit building plans that comply with this approval and the attached building elevations dated January 23, 2020. 2. The design, materials, and colors of the proposed Mangini Ranch Villages 4 and 8 Subdivision (Phase 2) single-family residential homes shall be consistent with the submitted building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department. 3. The design of the garage doors for all four master plans shall be modified to incorporate architectural and design elements that are unique to the Cottage, Craftsman, Farmhouse, and Spanish themes to the satisfaction of the Community Development Department. 4. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same roof-line, same elevation style, side-by-side, or across the street from each other. 5. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings. For lots abutting the open space areas, mechanical equipment shall be located out of view from open space areas. 6. Decorative light fixtures, consistent with the Folsom Ranch Central District Design Guidelines and unique to each architectural design theme, shall be added to the front and rear building elevation of each Master Plan to the satisfaction of the Community Development Department. 7. A minimum of one tree shall be planted in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final.	B	CD (P) (B)

		FIRE DEPARTMENT REQUIREMENT		
13.		The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and improved by the Fire Marshal.	B	FD
		POLICE/SECURITY REQUIREMENT		
14.		The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be required: • A security guard shall be on-duty at all times at the site or another approved security measure shall be in place including but not limited to a six-foot security fence shall be constructed around the perimeter of construction areas. (This requirement shall be included on the approved construction drawings). • Security measures for the safety of all construction equipment and unit appliances shall be employed. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.	B	PD

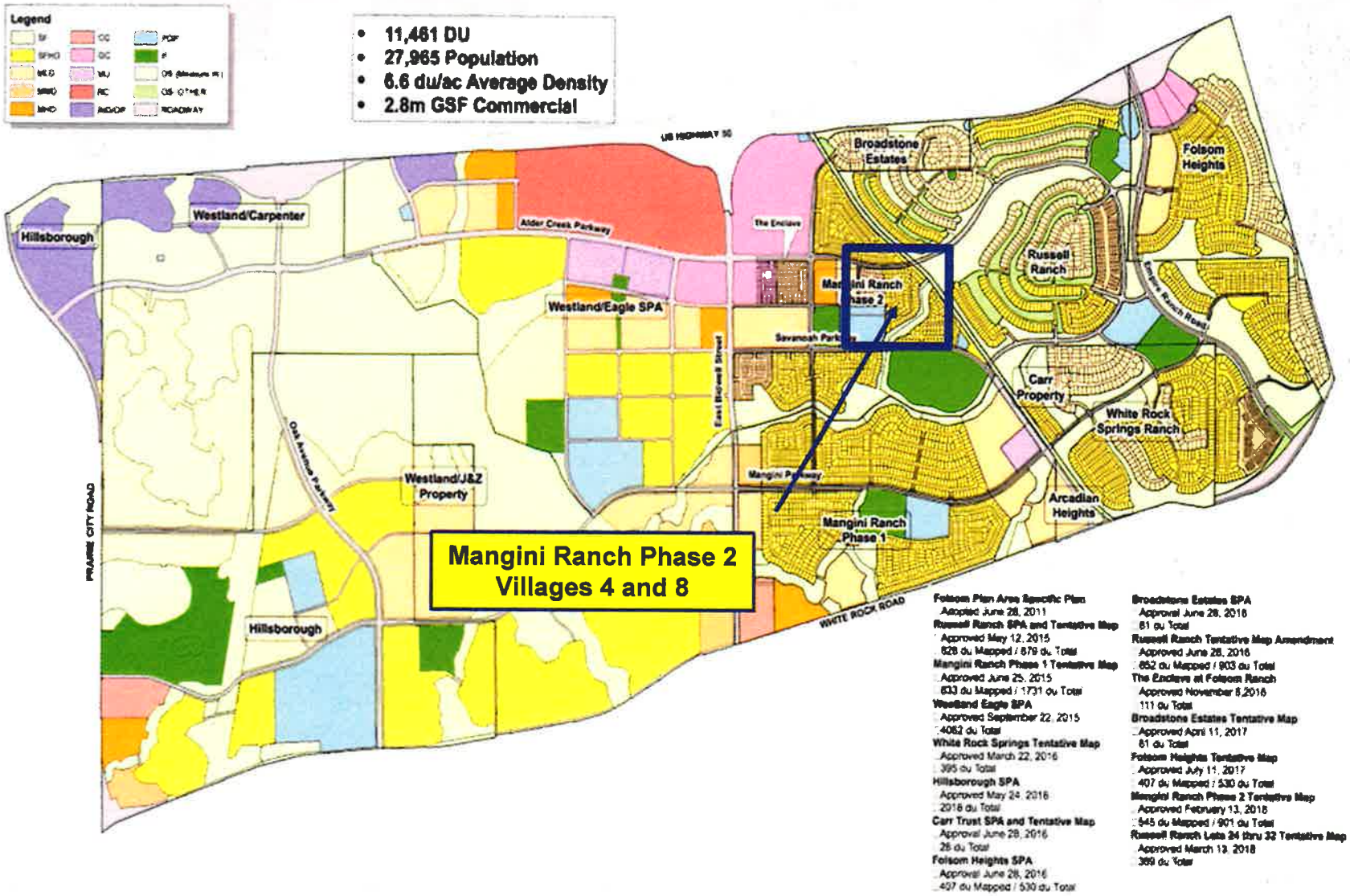
CONDITIONS

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

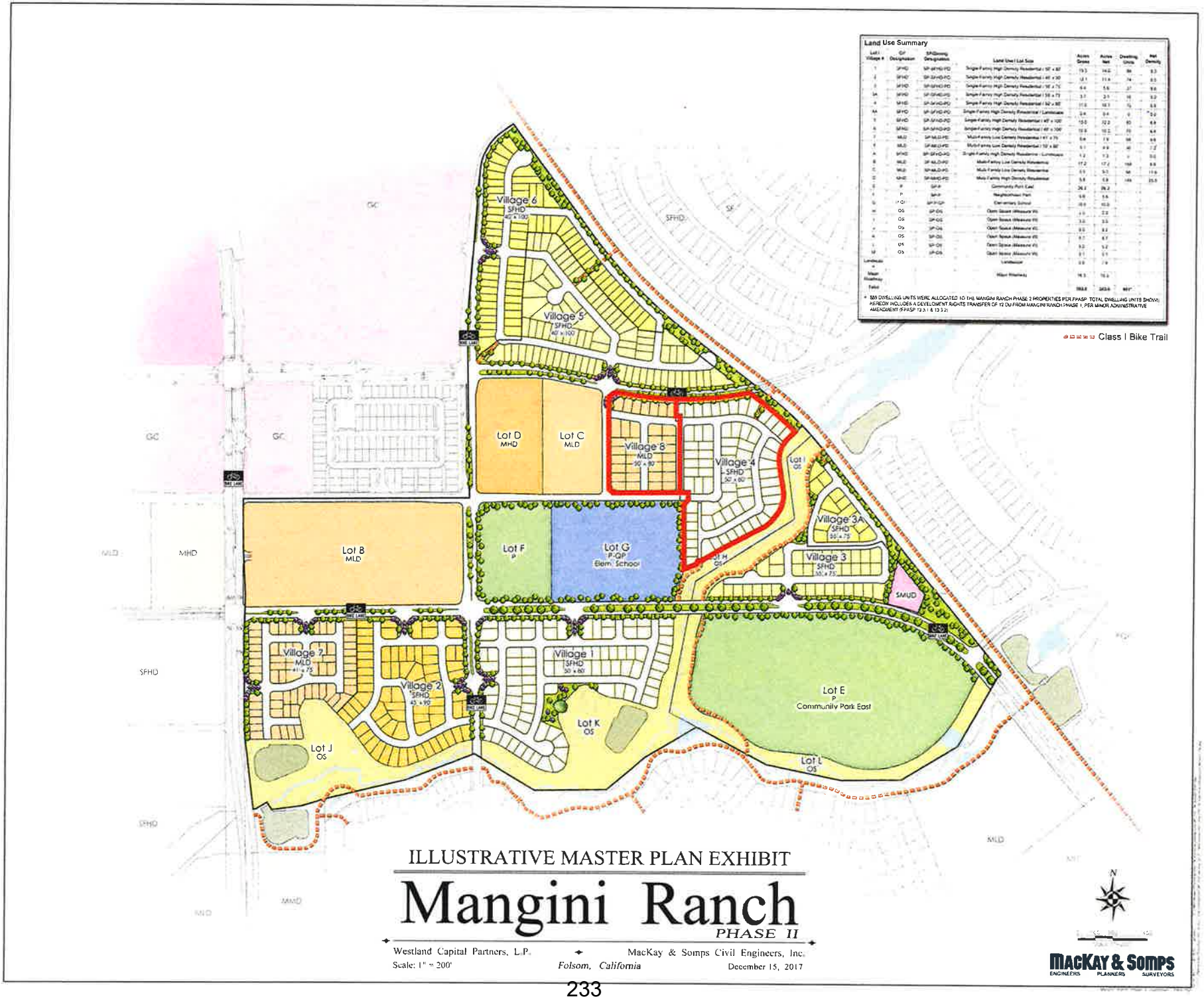
RESPONSIBLE DEPARTMENT		**WHEN REQUIRED**	
CD	Community Development Department	I	Prior to approval of Improvement Plans
(P)	Planning Division	M	Prior to approval of Final Map
(E)	Engineering Division	B	Prior to issuance of first Building Permit
(B)	Building Division	O	Prior to approval of Occupancy Permit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

Attachment 4
Vicinity Map

Vicinity Map



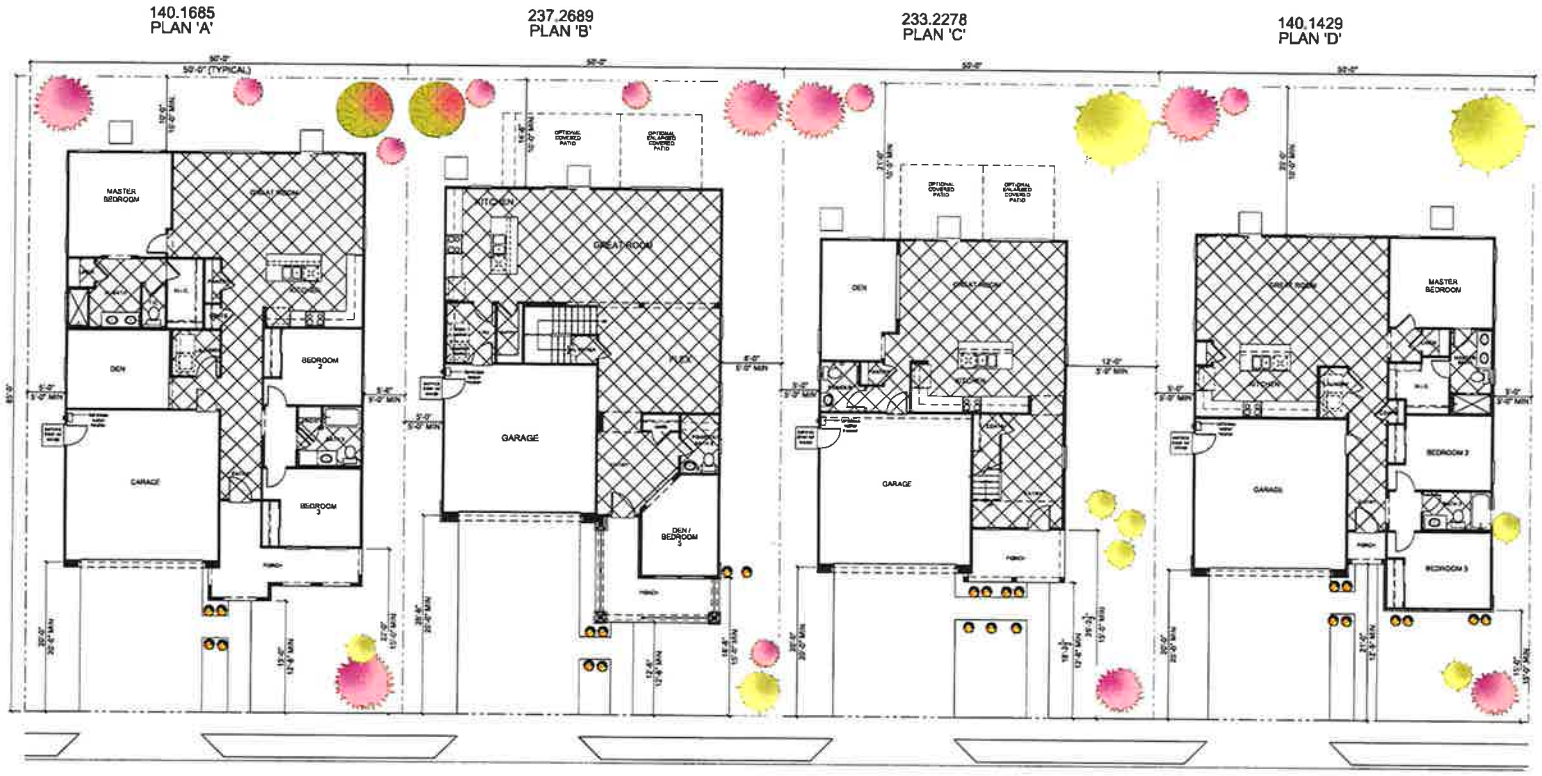
Attachment 5
Mangini Ranch (Phase 2) Master Plan Exhibit


Land Use Summary
Class I Bike Trail
Village 6
SFHD
Village 5
SFHD
Lot D
MHD
Lot C
MLD
Village 8
MLD
Village 4
SFHD
Lot I
OS
Village 3A
SFHD
Village 3
SFHD
SMUD
Lot G
P-QP
Elem. School
Lot F
P
Lot 8
MLD
Village 7
MLD
Village 2
SFHD
Village 1
SFHD
Lot K
OS
Lot J
OS
Lot E
P
Community Park East
Lot L
OS
GC
SFHD
MLD
MHD
ILLUSTRATIVE MASTER PLAN EXHIBIT
Mangini Ranch
PHASE II
Westland Capital Partners, L.P.
Scale: 1" = 200'
MacKay & Somps Civil Engineers, Inc.
Folsom, California
December 15, 2017
MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS

Attachment 6
Mangini Ranch Villages 4 and 8 Site Plan Exhibit

Lot C
MLD
Village 8
MLD
50' x 80'
Village 4
SFHD
50' x 80'
Lot I
OS
Village
SFHD
55' x 75'
Lot G
P-QP
Elem. School
Lot H
OS
Village 3
SFHD
55' x 75'

Attachment 7
Conceptual Lot Layout Exhibit
Dated January 23, 2020



Street Scene

KB Home Central California
3005 Douglas Blvd. Suite 250
Roseville, CA 95661
(916) 945-3880

CITY OF FOLSOM

MANGINI RANCH

PLAN No.: Street Scene
JOB No.: 500012
STORY: 1 & 2-STORY
January 23, 2020

Attachment 8
Conceptual Landscape Plan Exhibit
Dated November, 2019

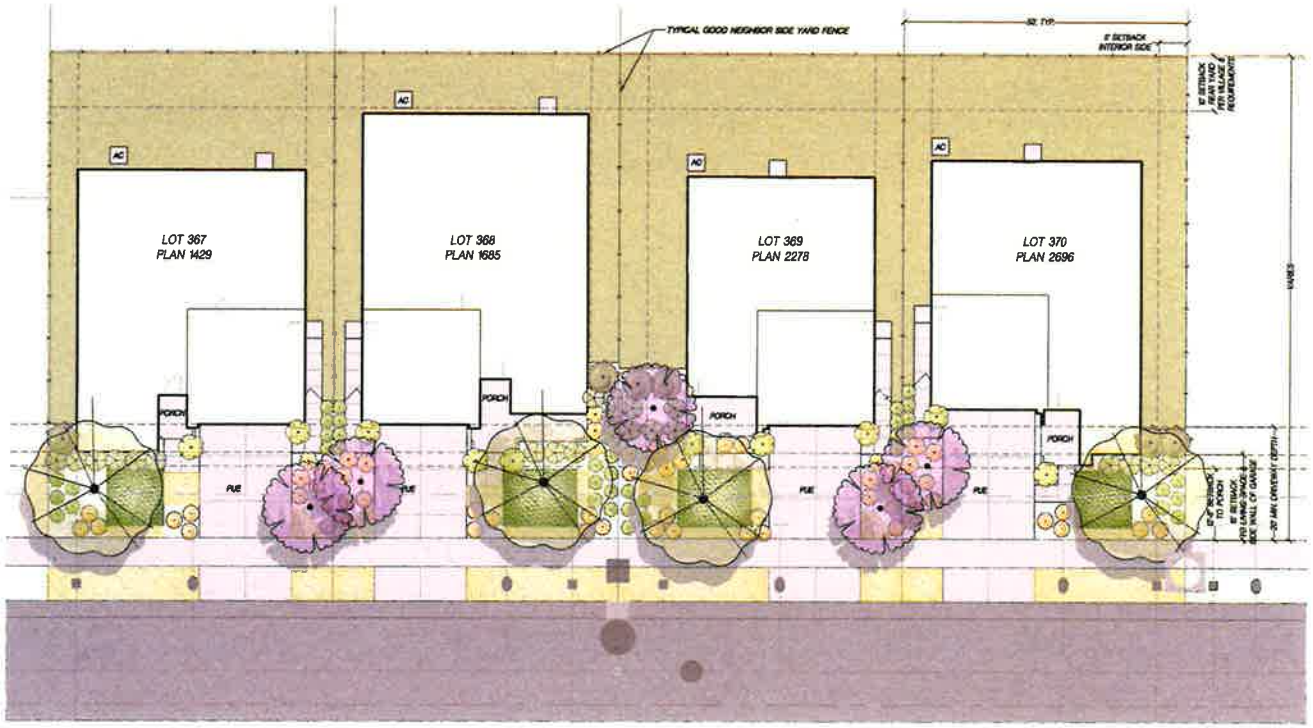
TYPICAL FRONT YARD CONCEPTUAL LANDSCAPE PLAN (EXHIBIT 1 OF 1)

MANGINI RANCH - VILLAGES 4 & 8

KB HOME

FOLSOM CALIFORNIA

NOVEMBER, 2019



CONCEPT PLANT SCHEDULE

ST / STREET TREE
(ALTERNATE SPECIES PER LOT)
ACER RUBRUM 'OCTOBER GLORY' / OCTOBER GLORY RED MAPLE
PODOCARPUS GRACILIOR / FERN PINE
TILIA CORDATA X 'LITTLELEAF' LINDEN
ZELKOVA SERRATA 'VILLAGE GREEN' / SAWLEAF ZELKOVA

'AT' / ACCENT TREE
(ALTERNATE SP. PER LOT)
CHIONANTHUS RETUSUS / CHINESE FRINGE TREE
EREOBOTRYA DEFLEXA / BRONZE LOQUAT MULTI-TRUNK
LAGERSTROEMIA X 'MUSKOGEE' / LAVENDER CRAPE MYRTLE MULTI-TRUNK

'A' / SMALL FOUNDATION SHRUB (ALTERNATE SP. PER LOT)
DIETES X 'NOLA ALBA' / KATRINA AFRICAN IRIS
EUONYMUS JAPONICUS 'MICROPHYLLA' / BOXLEAF EUONYMUS
LOMANDRA LONGIFOLIA 'BREEZE' / DWARF MAT RUSH

'B' / MEDIUM FOUNDATION SHRUB (ALTERNATE SP. PER LOT)
CISTUS PULVERULENTUS 'SUNSET' / ROCKROSE
RHAPHIOLEPIS INDICA 'BALLERINA' / BALLERINA INDIAN HAWTHORN
TEUCRIUM FRUTICANS 'AZUREUM' / AZURE BUSH GERMANDER

'C' / LARGE SHRUB (ALTERNATE SP. PER LOT)
ARCTOSTAPHYLOS D. 'HOWARD MCMINN' / HOWARD MCMINN MANZANITA
RHAMNUS CALIFORNICA 'EVE CASE' / CALIFORNIA COFFEEBERRY
RHAPHIOLEPIS X 'MONTIC' / MAGESTIC BEAUTY INDIAN HAWTHORN

'D' / FOLIAGE ACCENT SHRUBS (ALTERNATE SP. PER LOT)
CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / FEATHER REED GRASS
DIANELLA REVOLUTA 'LITTLE REV' / LITTLE REV FLAX LILY
PENNISETUM X 'FAIRY TAILS' / EVERGREEN FOUNTAIN GRASS

'E' / FLOWERING ACCENT SHRUBS (ALTERNATE SP. PER LOT)
GAURA L. 'WHIRLINS BUTTERFLIES' / WHIRLING BUTTERFLIES GAURA
HEMEROCALLIS X 'MONOLO' / GOLD EVERGREEN DAYLILY
PEROVSKIA ATRIPLICIFOLIA / RUSSIAN SAGE

'F' / TALL COLUMNAR SHRUB (ALTERNATE SP. PER LOT)
CUPRESSUS S. 'TINY TOWER' / TINY TOWER ITALIAN CYPRESS
ILEX CRENATA 'SKY PENCIL' / SKY PENCIL JAPANESE HOLLY
PICEA GLAUCA 'CONICA' / DWARF ALBERTA SPRUCE

'GC' / GROUNDCOVERS (36" O.C. SPACING TYP.)
ARCTOSTAPHYLOS X 'EMERALD CARPET' / EMERALD CARPET MANZANITA
COTONEASTER DAMMERI 'LOWFAST' / LOWFAST BEARBERRY COTONEASTER
JUNIPERUS HORIZONTALIS 'BLUE RUG' / BLUE RUG JUNIPER
ROSMARINUS O. 'HUNTINGTON CARPET' / HUNTINGTON CARPET ROSEMARY
TEUCRIUM CHAMAEDRYS 'PROSTRATUM' / PROSTRATE GERMANDER

'TS' / TURF SOD
TURF SOD BOLERO PLUS / FESCUE BLEND

PLANTING NOTES

1. LANDSCAPE WILL UTILIZE LOW AND MEDIUM WATER USE PLANT MATERIAL.
2. ALL SHRUB AND GROUNDCOVER AREAS ARE TO RECEIVE A 3" LAYER OF BARK MULCH. MULCH TO BE MEDIUM SIZED WALK-ON-BARK.
3. PROPOSED TREE LOCATIONS ARE BASED ON STANDARD JOINT TRENCH LOCATIONS. TREE LOCATIONS SHOWN ARE INTENDED TO HELP DEFINE QUANTITY OF TREES TO BE INSTALLED ON EACH RESIDENTIAL LOT. FINAL TREE LOCATIONS TO BE DETERMINED WHEN FINAL UTILITY LOCATIONS ARE DETERMINED. TREE PLACEMENT MAY BE ADJUSTED BUT THE TREE QUANTITIES PER LOT SHALL REMAIN AS SHOWN.
4. TREE SYMBOLS ARE SHOWN AT ROUGHLY 85% OF THEIR MATURE SIZE TO DEMONSTRATE SUFFICIENT ROOM FOR TREE GROWTH AND HEALTH.

IRRIGATION NOTES

1. IRRIGATION DESIGN FOR THE SITE WILL COMPLY WITH THE WATER EFFICIENT LANDSCAPE ORDINANCE (WELO). ALL NECESSARY WELO DOCUMENTATION INCLUDING WATER CALCULATIONS, AND CERTIFICATES SHALL BE SUBMITTED WITH THE LANDSCAPE IMPROVEMENT PLANS FOR REVIEW AND APPROVAL.
2. IRRIGATION SYSTEMS WILL BE AUTOMATICALLY CONTROLLED BY A WELO COMPLIANT SMART CONTROLLER WITH RAIN SHUT-OFF SENSOR.
3. IRRIGATION DESIGN WILL UTILIZE HYDRO ZONING WHERE PLANTS ARE GROUPED ONTO SEPARATE VALVES ACCORDING TO SUN EXPOSURE AND WATER USE.
4. THE IRRIGATION SYSTEM WILL CONSIST PRIMARILY OF LOW FLOW HIGH EFFICIENCY DRIP APPLICATION FOR SHRUBS AND GROUNDCOVERS AND BUBBLERS FOR TREES.

0 10 20 40

WOOD RODGERS
DEVELOPING INNOVATIVE DESIGN SOLUTIONS
3301 C ST, BLDG. 100 B TEL 916.341.7760
SACRAMENTO, CA 95816 FAX 916.341.7767

TYPICAL FRONT YARD CONCEPTUAL LANDSCAPE PLAN - ENCLAVE

Attachment 9
Street Scene Exhibit, dated November 14, 2019

Elevation 'A' - Spanish
1685

Elevation 'B' - Craftsman
2696

Elevation 'C' - Farmhouse
2278

Elevation 'D' - Cottage
1429

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Roseville, CA 95661
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CITY OF FOLSOM

MANGINI RANCH

JOB No.: 500012
STORY: 1-STORY
November 14, 2019

Attachment 10
Building Elevations and Floor Plans
Dated January 23, 2020

Elevation 'A' - Spanish

Elevation 'B' - Craftsman

Elevation 'C' - Farmhouse

Elevation 'D' - Cottage

ELEVATION LEGEND

1	CONCRETE 'S' TILE ROOFING
2	CONCRETE FLAT TILE ROOFING
3	WOOD FASCIA BOARD
4	STUCCO FINISH
5	STUCCO OVER FOAM TRIM
6	STUCCO OVER FOAM CORBELS/SHAPED FOAM TRIM
7	DECORATIVE STUCCO COLUMNS (STUCCO OVER WOOD FRAMING)
8	PRE-FAB WINDOW SYSTEM
9	COMPOSITE ENTRY DOOR
10	METAL ROLL-UP GARAGE DOOR
11	DECORATIVE SHUTTERS
12	DECORATIVE CLAY PIPES
13	DECORATIVE WROUGHT IRON
14	WOOD SIDING
15	DECORATIVE ACCENT
16	STONE VENEER
17	DECORATIVE FOAM VENTS
18	PRE-FAB POT SHELF & CORBEL
19	DECORATIVE BOARD & BATTEN
20	WOOD POST
21	BRICK VENEER
22	DECORATIVE OUTLOOKER WITH KNEEBRACE
23	WOOD/ CEMENTITIOUS FIBER TRIM
24	WOOD PORCH RAILING
25	SHAKE SIDING

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3085 Douglas Blvd. Suite 250
Roseville, CA 95661
(916) 945-3480

CITY OF FOLSOM

MANGINI RANCH

PLAN No. 140-1429
JOB No. 500012
STORY. 1 STORY
January 23, 2020

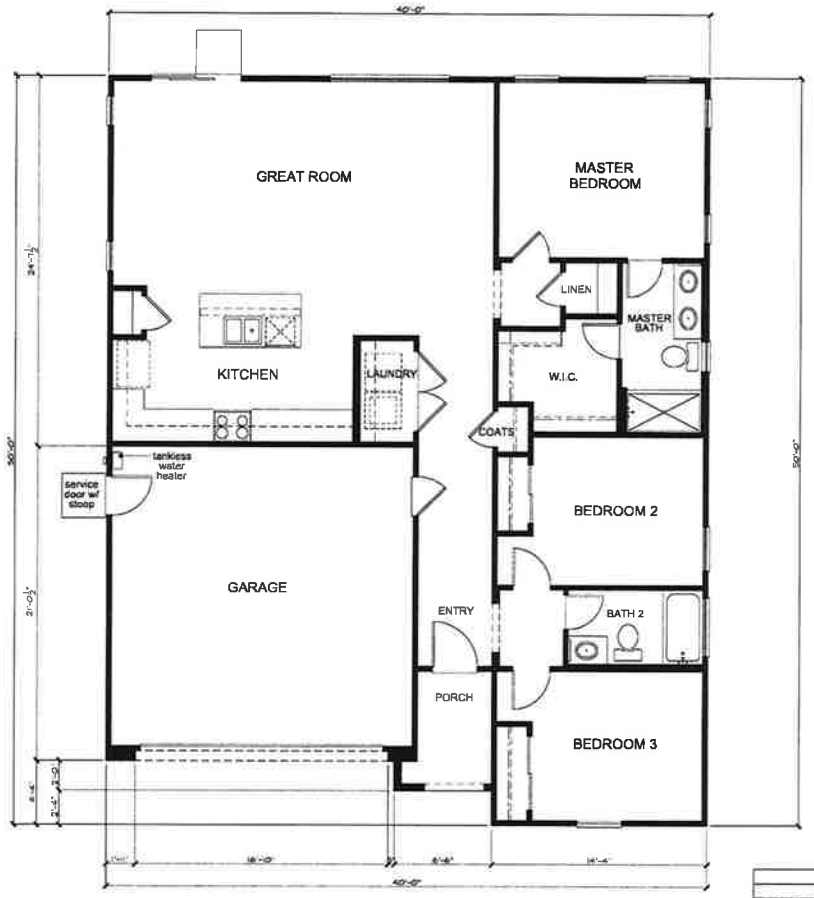
'A'

'B'

'C'

'D'

Roof Plans



SQUARE FOOTAGE			
PLAN 140.1429			
FIRST FLOOR AREA		1429	SQ. FT.
TOTAL AREA		1429	SQ. FT.
GARAGE AREA		471	SQ. FT.
PORCH AREA	ELEVATION 'A'	44	SQ. FT.
	ELEVATION 'B'	45	SQ. FT.
	ELEVATION 'C'	66	SQ. FT.
	ELEVATION 'D'	[illegible]	SQ. FT.

First Floor Plan 'A'

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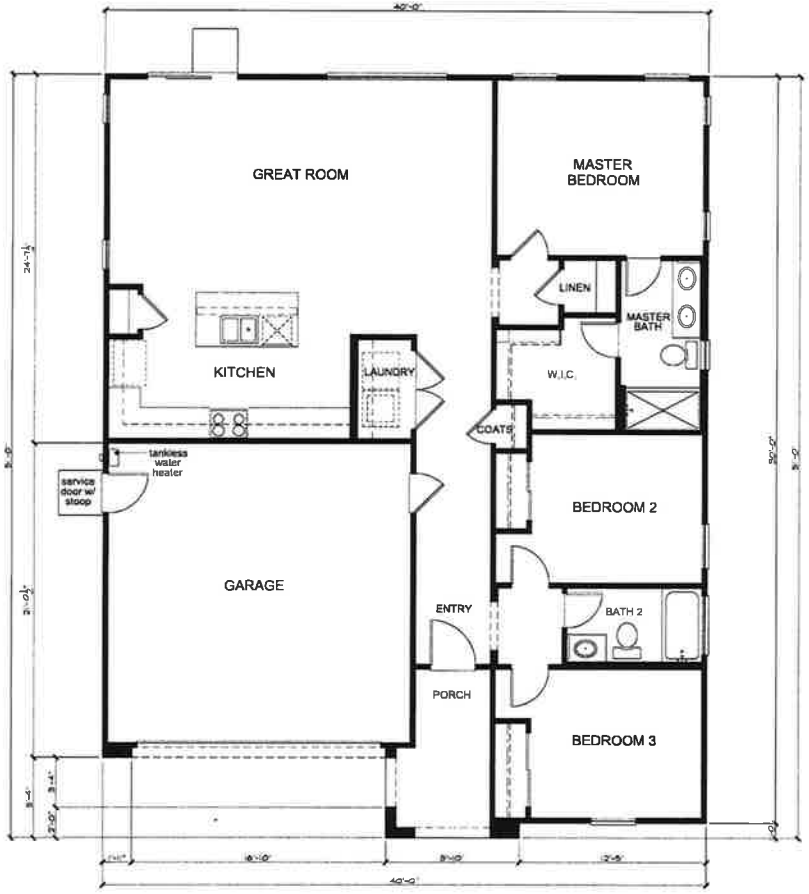
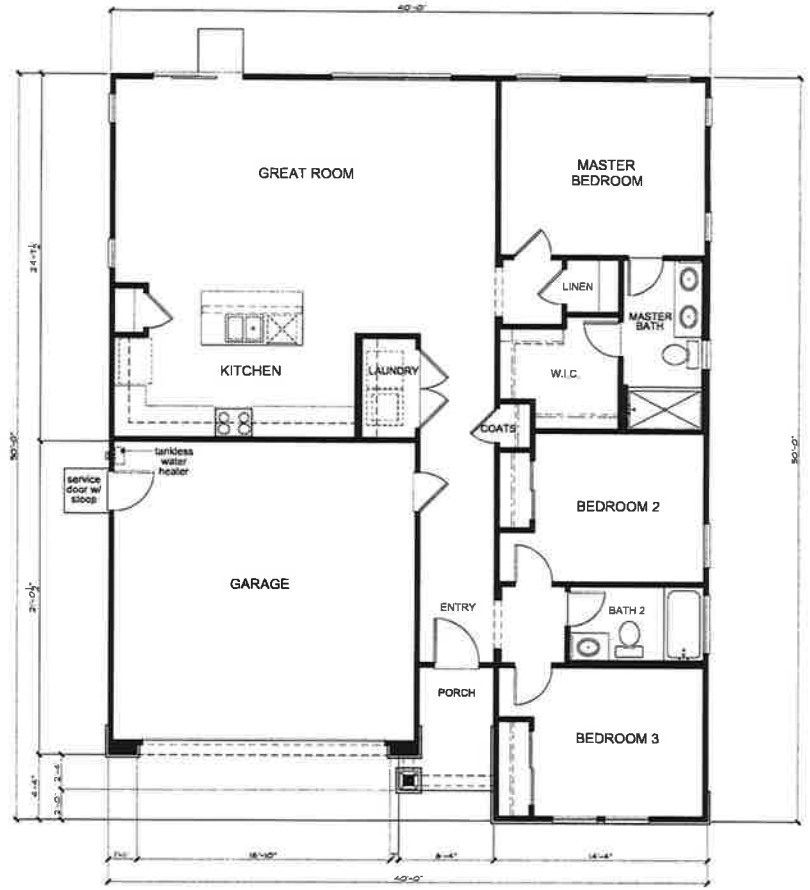
CITY OF FOLSOM

MANGINI RANCH

PLAN No.: 140.1429
JOB No.: 600999_101
STORY: 1-STORY
January 23, 2020



First Floor Plan 'C'



First Floor Plan 'B'

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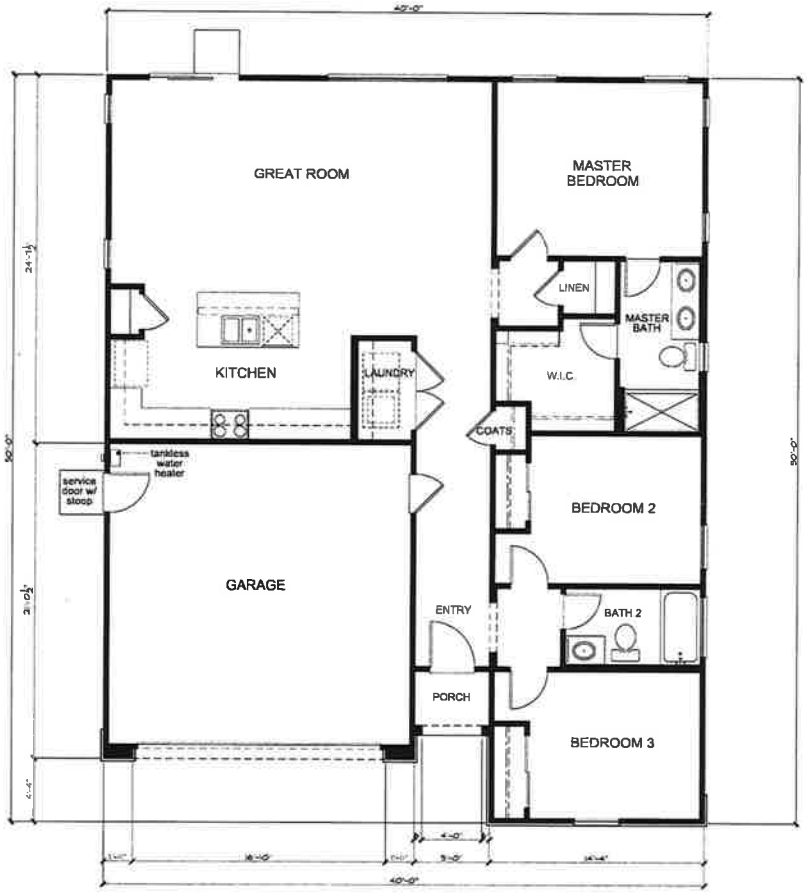
CITY OF FOLSOM

MANGINI RANCH

PLAN No. : 140,1-429
JOB No. : 600999_181
STORY: 1-STORY
January 23, 2020



First Floor Plan 'D'

Left Elevation 'A'

Front Elevation 'A' - Spanish

Right Elevation 'A'

Rear Elevation 'A'

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CITY OF FOLSOM

MANGINI RANCH

PLAN No. 140.1429
JOB No. 60999.101
STORY. 1-STORY
January 23, 2020

Right Elevation 'A'

Enhanced Elevations

Rear Elevation 'A'

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CITY OF FOLSOM

MANGINI RANCH

PLAN No. : 140.1429
JOB No. : 500999_101
STORY. : 1-STORY
January 23, 2020

Left Elevation 'B'

Front Elevation 'B' - Craftsman

Right Elevation 'B'

Rear Elevation 'B'

Right Elevation 'B'

Enhanced Elevations

Rear Elevation 'B'

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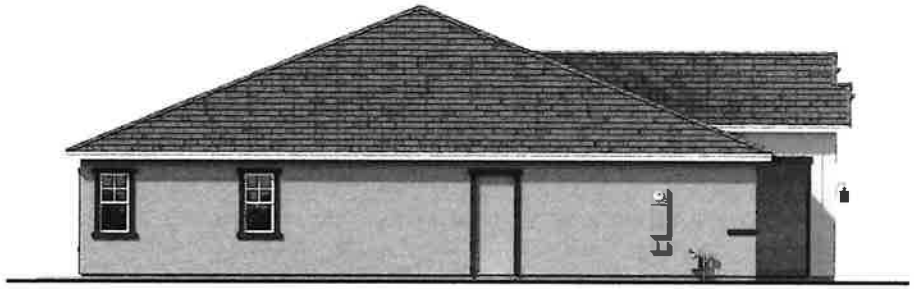
CITY OF FOLSOM

MANGINI RANCH

PLAN No. 140.1429
JOB No. 600999_101
STORY: 1-STORY
January 23, 2020



Left Elevation 'C'

Front Elevation 'C' - Farmhouse

Right Elevation 'C'

Rear Elevation 'C'

Right Elevation 'C'

Enhanced Elevations

Rear Elevation 'C'

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CITY OF FOLSOM

MANGINI RANCH

PLAN No. : 140-1429
JOB No. : 609999_181
STORY : 1-STORY
January 24, 2020

Left Elevation 'D'

Front Elevation 'D' - Cottage

Right Elevation 'D'

Rear Elevation 'D'

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CITY OF FOLSOM

MANGINI RANCH

PLAN No. : 140.1429
JOB No. : 600999_101
STORY : 1-STORY
January 23, 2020

Right Elevation 'D'

Enhanced Elevations

Rear Elevation 'D'

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Roseville, CA 95661
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CITY OF FOLSOM

MANGINI RANCH

PLAN No.: 140.1429
JOB No.: 600999, 181
STORY: 1-STORY
January 24, 2020

Elevation 'A' - Spanish

Elevation 'B' - Craftsman

Elevation 'C' - Farmhouse

Elevation 'D' - Cottage

ELEVATION LEGEND

1. CONCRETE 'S' TILE ROOFING
2. CONCRETE FLAT TILE ROOFING
3. WOOD FASCIA BOARD
4. STUCCO FINISH
5. STUCCO OVER FOAM TRIM
6. STUCCO OVER FOAM CORBELS/SHAPED FOAM TRIM
7. DECORATIVE STUCCO COLUMNS (STUCCO OVER WOOD FRAMING)
8. PRE-FAB WINDOW SYSTEM
9. COMPOSITE ENTRY DOOR
10. METAL ROLL-UP GARAGE DOOR
11. DECORATIVE SHUTTERS
12. DECORATIVE CLAY PIPES
13. DECORATIVE WROUGHT IRON
14. WOOD SIDING
15. DECORATIVE ACCENT
16. STONE VENEER
17. DECORATIVE FOAM VENTS
18. PRE-FAB POT SHELF & CORBEL
19. DECORATIVE BOARD & BATTEN
20. WOOD POST
21. BRICK VENEER
22. DECORATIVE OUTLOOKER WITH KNEEBRACE
23. WOOD/ CEMENTITIOUS FIBER TRIM
24. WOOD PORCH RAILING
25. SHAKE SIDING

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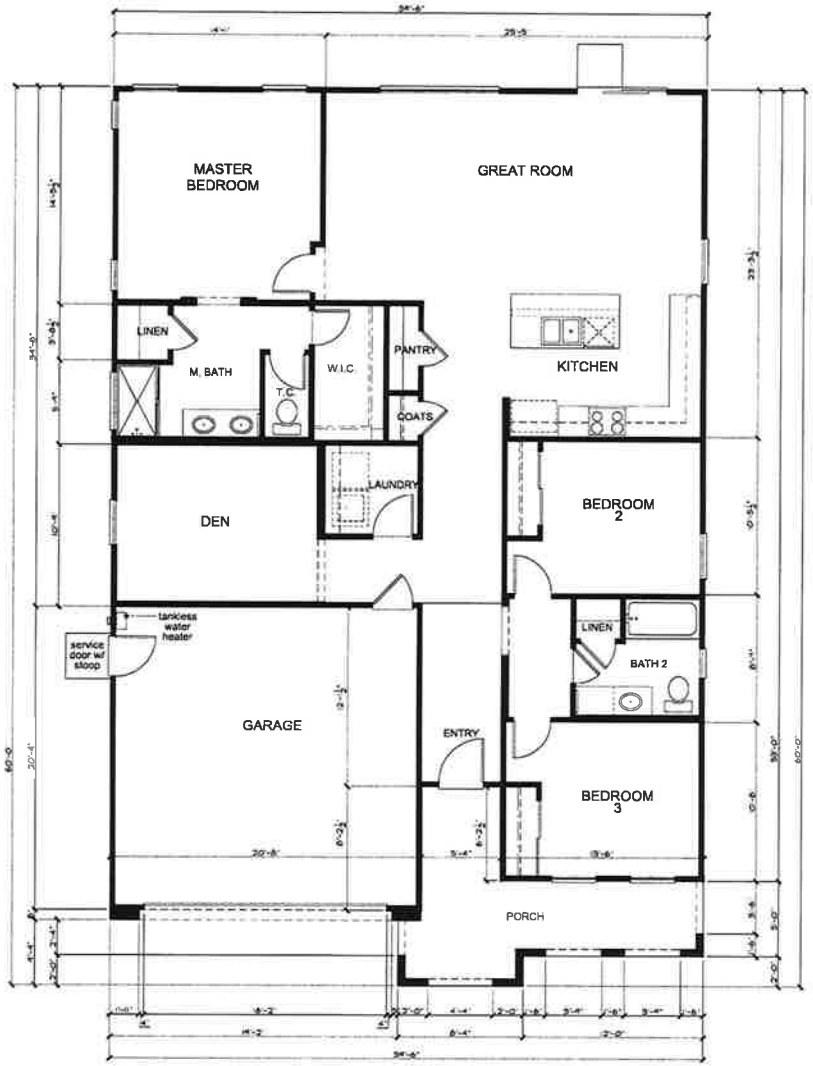
CITY OF FOLSOM

MANGINI RANCH

PLAN No 140.1487
JOB No. 600012
STORY: 1-STORY
January 23, 2020



SQUARE FOOTAGE PLAN 140.1685			
FIRST FLOOR AREA		1685	SQ. FT.
TOTAL AREA		1685	SQ. FT.
GARAGE AREA		417	SQ. FT.
PORCH AREA	ELEVATION 'A'	145	SQ. FT.
	ELEVATION 'B'	158	SQ. FT.
	ELEVATION 'C'	95	SQ. FT.
	ELEVATION 'D'	86	SQ. FT.

First Floor Plan 'A'

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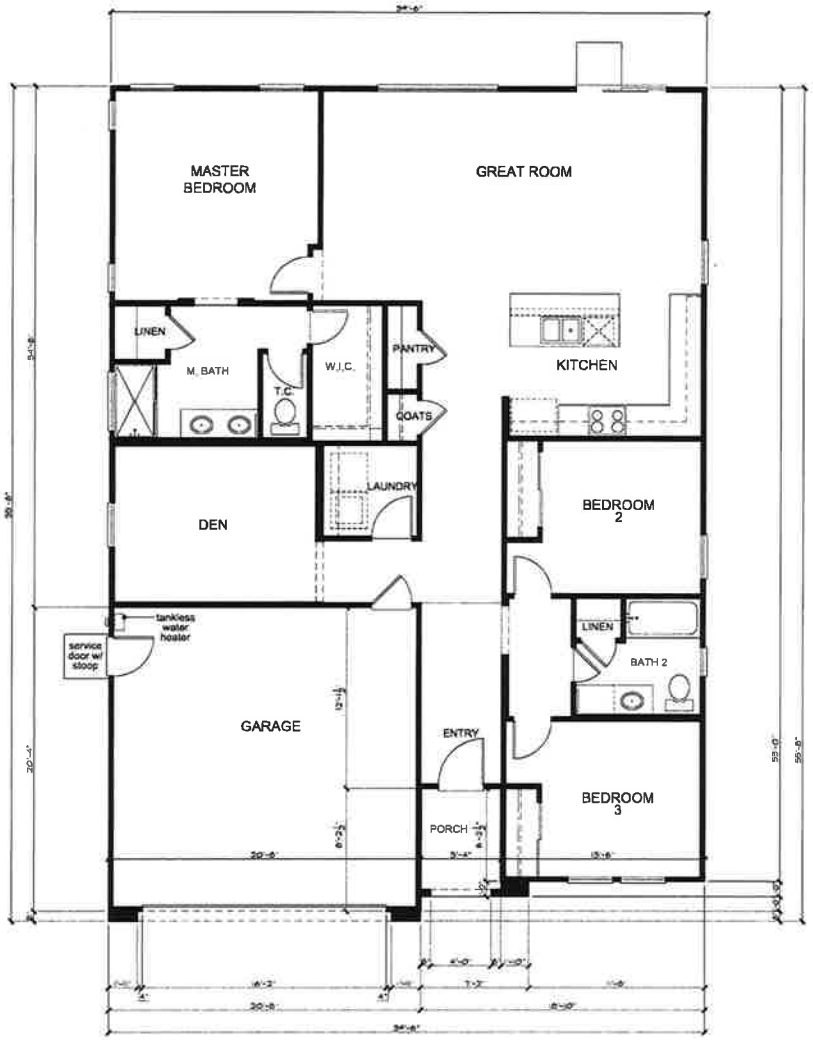
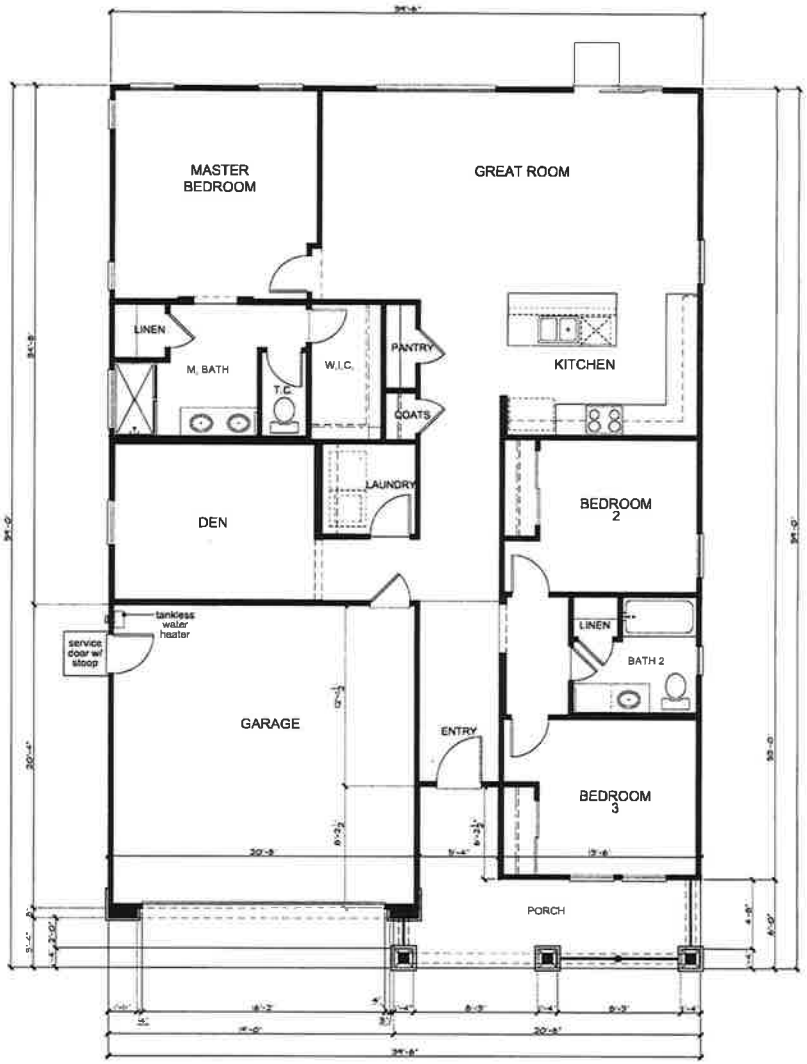
CITY OF FOLSOM

MANGINI RANCH

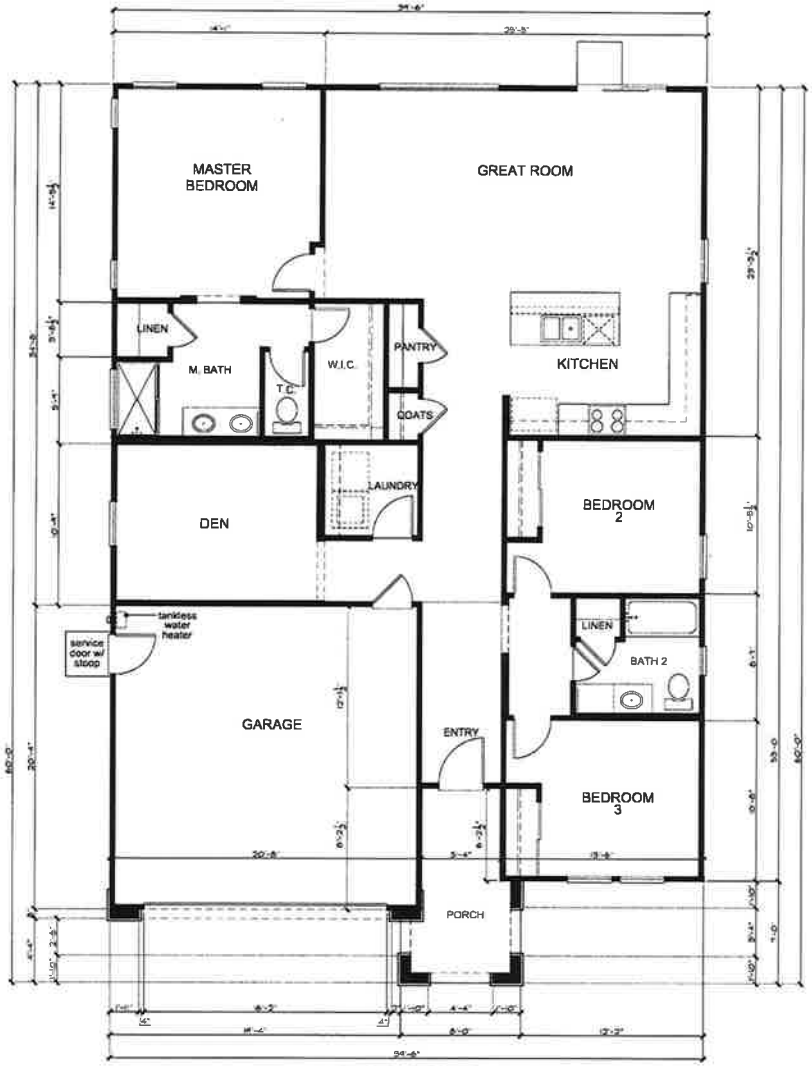
PLAN No.: 140.1685
JOB No.: 600999_101
STORY: 1-STORY
January 23, 2020



First Floor Plan 'C'



First Floor Plan 'B'



First Floor Plan 'D'

'A'

'B'

'C'

'D'

Roof Plans

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Roseville, CA 95661
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CITY OF FOLSOM

MANGINI RANCH

PLAN No. 140 1685
JOB No 600999_101
STORY 1-STORY
January 23, 2020

Left Elevation 'A'

Front Elevation 'A' - Spanish

Right Elevation 'A'

Rear Elevation 'A'

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CITY OF FOLSOM

MANGINI RANCH

PLAN No 140.1685
JOB No. : 600999.101
STORY: 1-STORY
January 23, 2020

Right Elevation 'A'

Enhanced Elevations

Rear Elevation 'A'

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Roseville, CA 95661
(916) 945-3800

CITY OF FOLSOM

MANGINI RANCH

PLAN No: 140 1683
JOB No: 600999_101
STORY: 1-STORY
January 23, 2020

Left Elevation 'B'

Front Elevation 'B' - Craftsman

Right Elevation 'B'

Rear Elevation 'B'

KB Home Central California
3005 Douglas Blvd. Suite 250
Roseville, CA 95661
(916) 945-3680

CITY OF FOLSOM

MANGINI RANCH

PLAN No: 840 1845
JOU No. : 609995_101
STORY: 1-STORY
January 23, 2020

Right Elevation 'B'

Enhanced Elevations

Rear Elevation 'B'

KB Home Central California
3005 Douglas Blvd. Suite 250
Roseville, CA 95661
(916) 945-3000

CITY OF FOLSOM

MANGINI RANCH

PLAN No 140.1689
JOB No : 609999.101
STORY: 1-STORY
January 23, 2020

Left Elevation 'C'

Front Elevation 'C' - Farmhouse

Right Elevation 'C'

Rear Elevation 'C'

KB Home Central California
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Roseville, CA 95661
(916) 945-3830

CITY OF FOLSOM

MANGINI RANCH

PLAN No.: 140.1685
JOB No.: 600999_101
STORY: 1-STORY
January 23, 2020

Right Elevation 'C'

Rear Elevation 'C'

Enhanced Elevations

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CITY OF FOLSOM

MANGINI RANCH

PLAN No: 140.1685
JOB No.: 608999_101
STORY: 1-STORY
January 23, 2020

Left Elevation 'D'

Front Elevation 'D' - Cottage

Right Elevation 'D'

Rear Elevation 'D'

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Roseville, CA 95661
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CITY OF FOLSOM

MANGINI RANCH

PLAN No. : 140 1685
JOB No. : 600999_101
STORY: 1-STORY
January 23, 2020

Right Elevation 'D'

Enhanced Elevations

Rear Elevation 'D'

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Roseville, CA 95661
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CITY OF FOLSOM

MANGINI RANCH

PLAN No : 140.1685
JOB No : 600999_101
STORY: 1-STORY
January 23, 2020

Elevation 'A' - Spanish

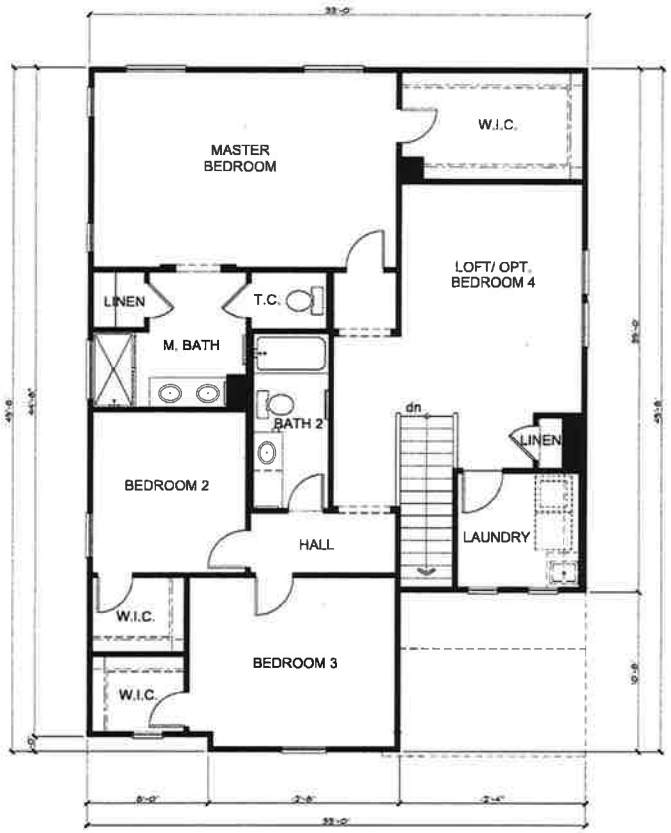
Elevation 'B' - Craftsman

Elevation 'C' - Farmhouse

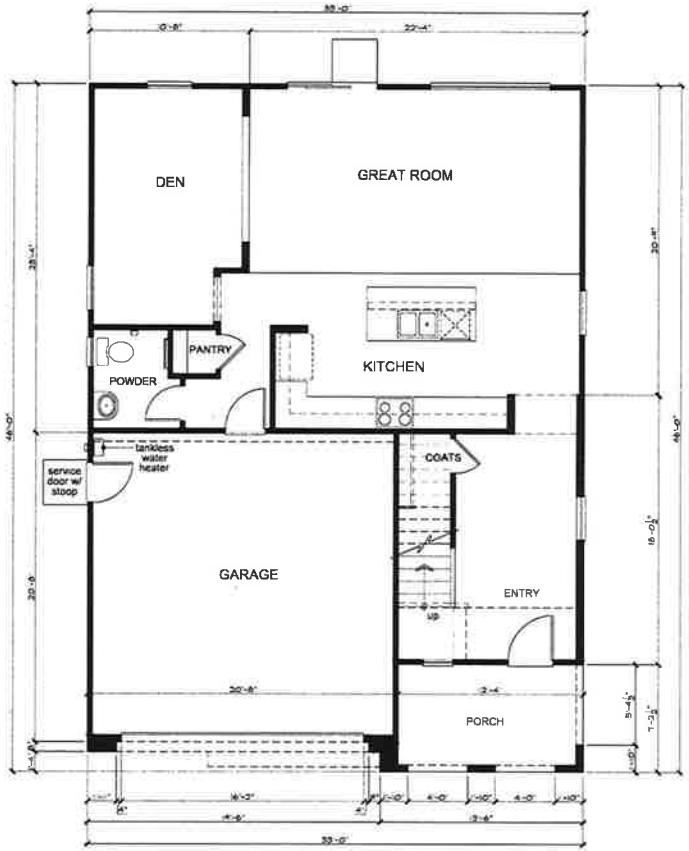
Elevation 'D' - Cottage

ELEVATION LEGEND

1	CONCRETE 'S' TILE ROOFING
2	CONCRETE FLAT TILE ROOFING
3	WOOD FASCIA BOARD
4	STUCCO FINISH
5	STUCCO OVER FOAM TRIM
6	STUCCO OVER FOAM CORBELS/SHAPED FOAM TRIM
7	DECORATIVE STUCCO COLUMNS (STUCCO OVER WOOD FRAMING)
8	PRE-FAB WINDOW SYSTEM
9	COMPOSITE ENTRY DOOR
10	METAL ROLL-UP GARAGE DOOR
11	DECORATIVE SHUTTERS
12	DECORATIVE CLAY PIPES
13	DECORATIVE WROUGHT IRON
14	WOOD SIDING
15	DECORATIVE ACCENT
16	STONE VENEER
17	DECORATIVE FOAM VENTS
18	PRE-FAB POT SHELF & CORBEL
19	DECORATIVE BOARD & BATTEN
20	WOOD POST
21	BRICK VENEER
22	DECORATIVE OUTLOOKER WITH KNEEBRACE
23	WOOD/ CEMENTITIOUS FIBER TRIM
24	WOOD PORCH RAILING
25	SHAKE SIDING



Second Floor Plan 'A'



First Floor Plan 'A'

SQUARE FOOTAGE			
PLAN 233.2278			
FIRST FLOOR AREA		1613	SQ. FT.
SECOND FLOOR AREA		665	SQ. FT.
TOTAL AREA		2278	SQ. FT.
GARAGE AREA		423	SQ. FT.
PORCH AREA	ELEVATION 'A'	0	SQ. FT.
	ELEVATION 'B'	40	SQ. FT.
	ELEVATION 'C'	88	SQ. FT.
	ELEVATION 'D'	105	SQ. FT.

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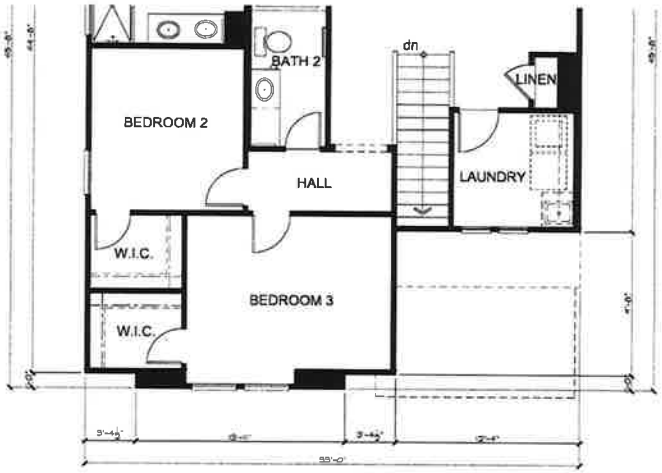
CITY OF FOLSOM

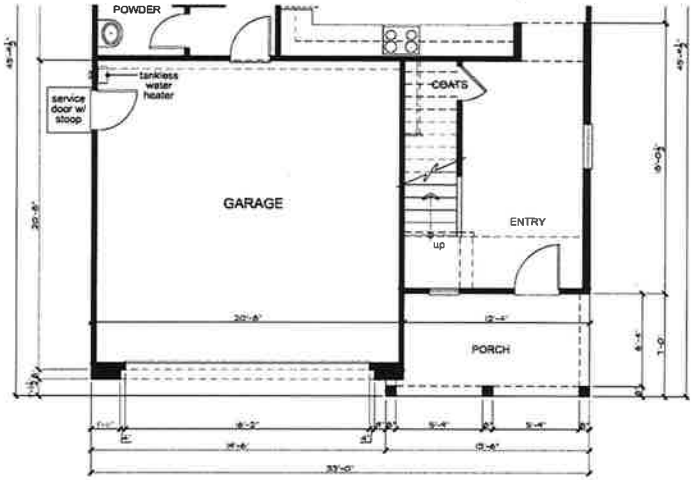
MANGINI RANCH

PLAN No. : 233.2278
JOB No. : 600999_101
STORY: 2-STORY
January 23, 2020

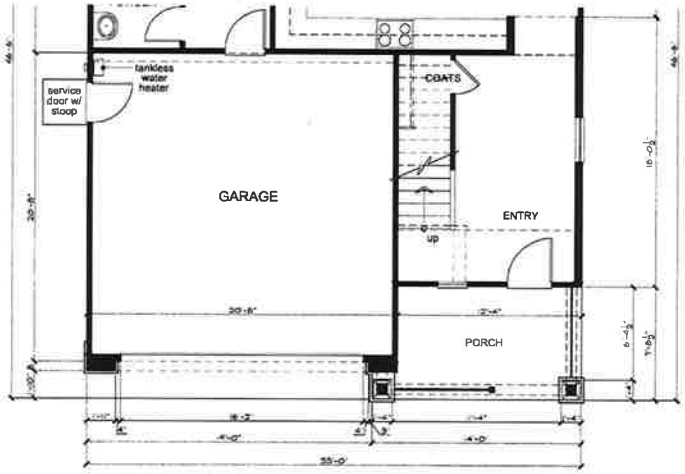
Second Floor Plan 'C'



Second Floor Plan 'B'

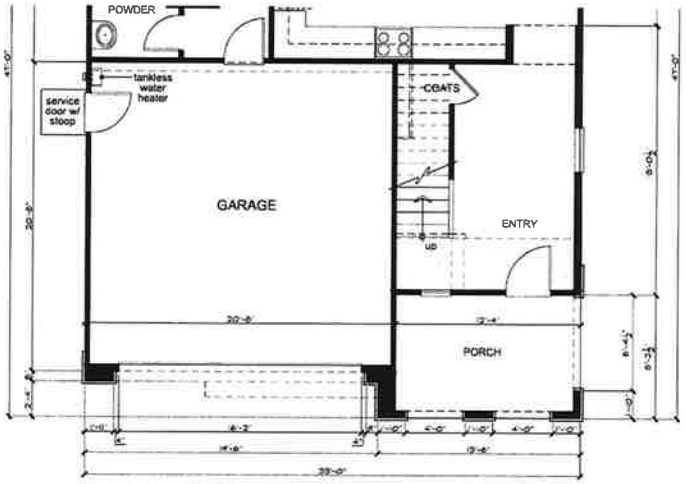


First Floor Plan 'C'



First Floor Plan 'B'

Second Floor Plan 'D'



First Floor Plan 'D'

'A'

'B'

'C'

'D'

Roof Plans

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CITY OF FOLSOM

MANGINI RANCH

PLAN No. : 233-2278
JOB No: 608999_101
STORY: 2-STORY
January 23, 2020

Left Elevation 'A'

Front Elevation 'A' - Spanish

Right Elevation 'A'

Rear Elevation 'A'

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CITY OF FOLSOM

MANGINI RANCH

PLAN No.: 203-227b
JOB No.: 600999_101
STORY: 2-STORY
January 23, 2020

Right Elevation 'A'

Rear Elevation 'A'

Enhanced Elevations

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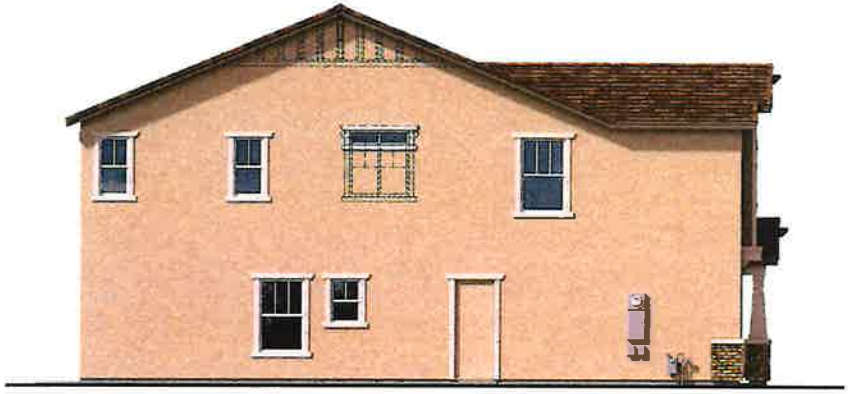
CITY OF FOLSOM

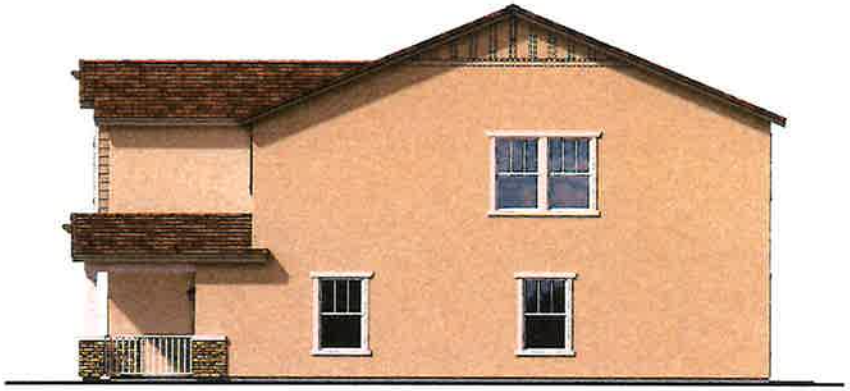
MANGINI RANCH

PLAN No. : 233.227a
JOD No. : 600999_101
STORY: 2-STORY
January 23, 2020



Left Elevation 'B'

Front Elevation 'B' - Craftsman



Right Elevation 'B'

Rear Elevation 'B'

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CITY OF FOLSOM

MANGINI RANCH

PLAN No.: 231.2279
JOB No.: 609999_101
STORY: 2-STORY
January 25, 2020

Right Elevation 'B'

Enhanced Elevations

Rear Elevation 'B'

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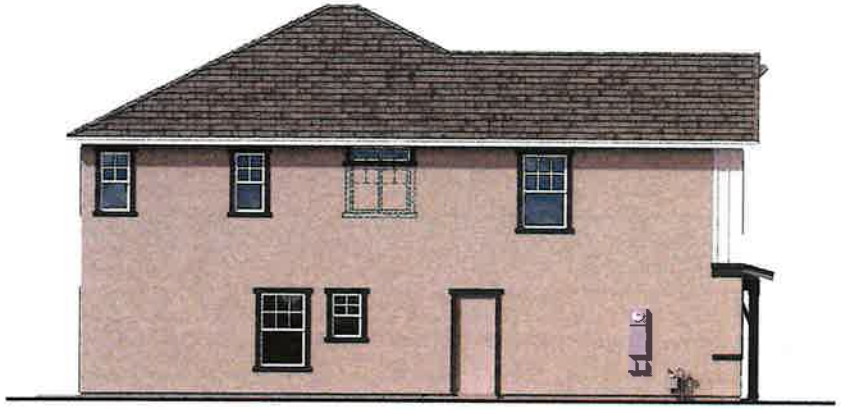
CITY OF FOLSOM

MANGINI RANCH

PLAN No: 213.2229
JOB No.: 600999_101
STORY: 2-STORY
January 23, 2020

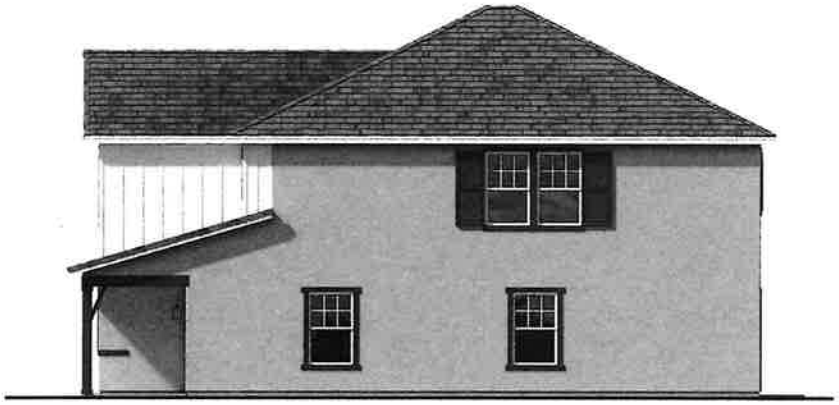


Left Elevation 'C'

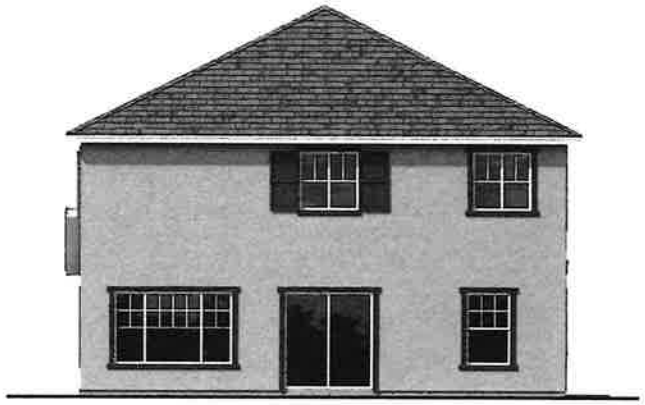
Front Elevation 'C' - Farmhouse

Right Elevation 'C'

Rear Elevation 'C'



Right Elevation 'C'



Rear Elevation 'C'

Enhanced Elevations

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CITY OF FOLSOM

MANGINI RANCH

PLAN No : 233-2276
JOB No. : 600999_101
STORY: 2-STORY
January 23, 2020

Left Elevation 'D'

Front Elevation 'D' - Cottage

Right Elevation 'D'

Rear Elevation 'D'

Right Elevation 'D'

Rear Elevation 'D'

Enhanced Elevations

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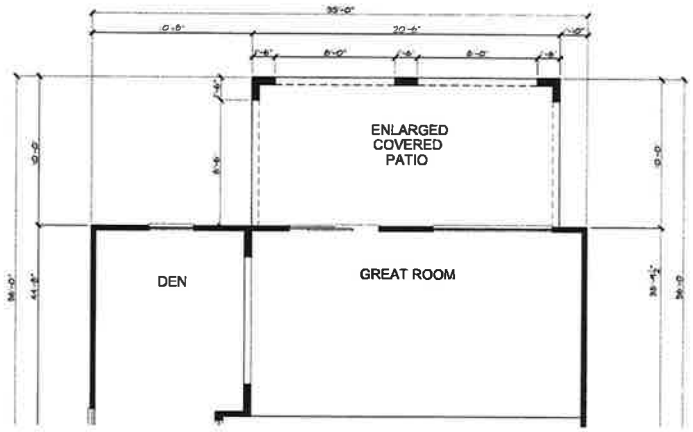
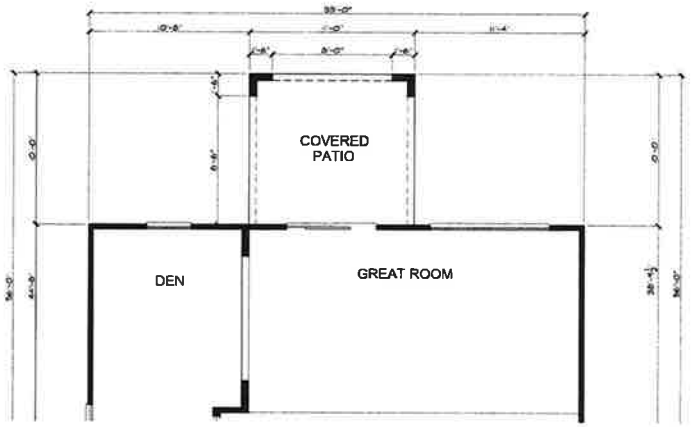
CITY OF FOLSOM

MANGINI RANCH

PLAN No 233.2278
JOB No : 600999_101
STORY: 2-STORY
January 23, 2020



Floor Plan at Enlarged Covered Patio Option



Floor Plan at Covered Patio Option

'A'

'B'

'C'

'D'

Roof Plans at Covered Patio Option

'A'

'B'

'C'

'D'

Roof Plans at Enlarged Covered Patio Option

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CITY OF FOLSOM

MANGINI RANCH

PLAN No: 233 2278
JOB No.: 600999_101
STORY: 2-STORY
January 23, 2020

Left Elevation 'A'

Front Elevation 'A' - Spanish

Right Elevation 'A'

"NOTE"
DECORATIVE ELEMENTS ON SIDES AND REAR ELEVATIONS WHICH INCLUDE WOOD VENTS, FOAM TRIMS, FOAM WINDOW SHUTTERS, GABLE END DETAILS AND WINDOW GRIDS DENOTE ENHANCED ELEVATION DETAILS TO BE SHOWN ON SIDES AND REAR ELEVATIONS FACING MAIN HIGHWAY, STREETS, OPEN AREAS AND ALLEYS

Covered Patio Option

Rear Elevation 'A'

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CITY OF FOLSOM

MANGINI RANCH

PLAN No. : 233-227b
JOB No. : 600999_101
STORY: 2-STORY
January 23, 2020

Left Elevation 'A'

Front Elevation 'A' - Spanish

Right Elevation 'A'

NOTE
DECORATIVE ELEMENTS ON
SIDES AND REAR ELEVATIONS WHICH INCLUDE
WINDOW/DOOR FOAM TRIMS, FOAM WINDOW
SHUTTERS, GABLE END DETAILS AND WINDOW GRIDS
DEPICTS ENHANCED ELEVATION DETAILS TO BE
SHOWN ON SIDES AND REAR ELEVATIONS FACING
MAIN HIGHWAY, STREETS, OPEN AREAS AND ALLEYS

Covered Enlarged Patio Option

Rear Elevation 'A'

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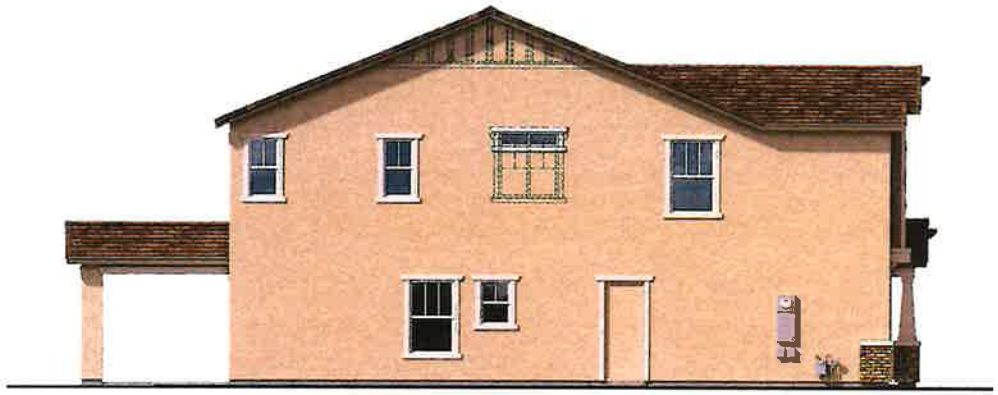
CITY OF FOLSOM

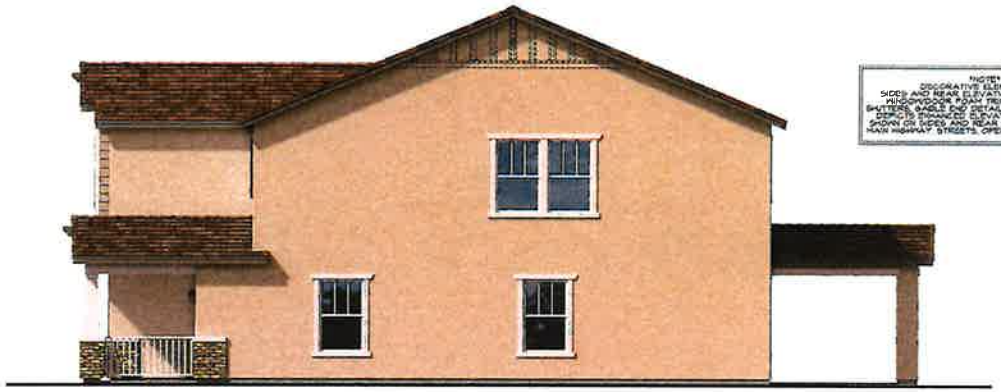
MANGINI RANCH

PLAN No : 233.2279
JOB No : 609999_101
STORY : 2-STORY
January 23, 2020



Left Elevation 'B'

Front Elevation 'B' - Craftsman



Right Elevation 'B'

Covered Patio Option

Rear Elevation 'B'

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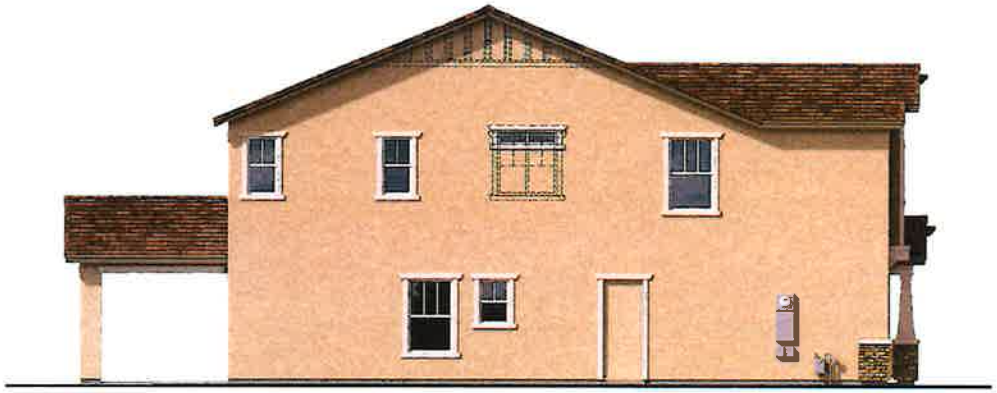
CITY OF FOLSOM

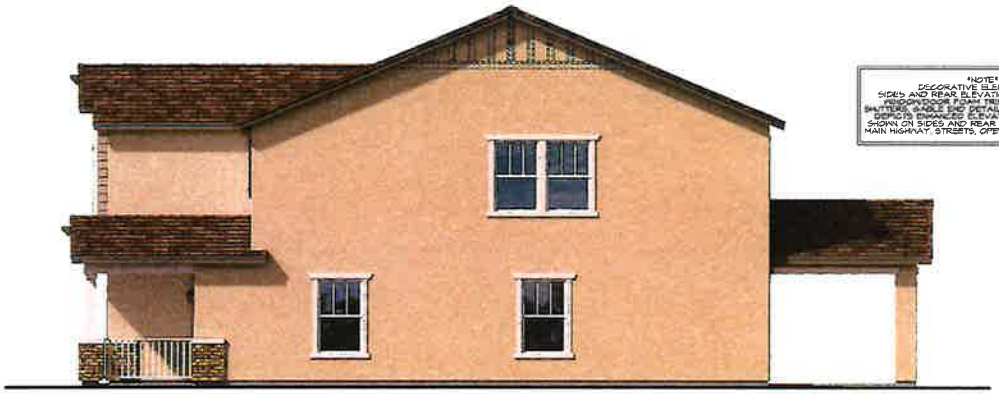
MANGINI RANCH

PLAN No : 233-2278
JOB No : 600999_101
STORY : 2-STORY
January 23, 2020



Left Elevation 'B'

Front Elevation 'B' - Craftsman



Right Elevation 'B'

"NOTE"
DECORATIVE ELEMENTS ON
SIDES AND REAR ELEVATIONS WHICH INCLUDE
FRIDGEWOOD FOAM TRIM, FOAM WINDOW
SHUTTERS, CORBELS OR TAILS, FOAM FRIEZE BOARDS
DECKS, ENHANCED ELEVATION DETAILS TO BE
SHOWN ON SIDES AND REAR ELEVATIONS FACING
MAIN HIGHWAY, STREETS, OPEN AREAS AND ALLEYS

Covered Enlarged Patio Option

Rear Elevation 'B'

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CITY OF FOLSOM

MANGINI RANCH

PLAN No.: 233.2276
JOB No.: 600999_101
STORY: 2-STORY
January 23, 2020

Left Elevation 'C'

Front Elevation 'C' - Farmhouse

Right Elevation 'C'

NOTE
DECORATIVE ELEMENTS ON SIDES AND REAR ELEVATIONS WHICH INCLUDE WINDOW/DOOR TRIM, FOAM TRIM, FOAM HEADS, SHUTTERS, CORBELS AND DETAILS AND PROTRUDING DRIPS, EXCEPT FOR ELEVATION DETAILS TO BE SHOWN ON SIDES AND REAR ELEVATIONS FACING MAIN HIGHWAY STREETS, OPEN AREAS AND ALLEYS.

Covered Patio Option

Rear Elevation 'C'

Left Elevation 'C'

Front Elevation 'C' - Farmhouse

Right Elevation 'C'

NOTE:
DECORATIVE ELEMENTS ON SIDES AND REAR ELEVATIONS WHICH INCLUDE WINDOW/DOOR FOAM TRIMS, FOAM WINDOW SHUTTERS, GABLE DIE DETAILS AND WINDOW GRIDS DEPICTS ENHANCED ELEVATION DETAILS TO BE SHOWN ON SIDES AND REAR ELEVATIONS FACING MAIN HIGHWAY, STREETS, OPEN AREAS AND ALLEYS

Covered Enlarged Patio Option

Rear Elevation 'C'

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CITY OF FOLSOM

MANGINI RANCH

PLAN No: 233-2278
JOB No. : 600999_101
STORY: 2-STORY
January 23, 2020

Left Elevation 'D'

Front Elevation 'D' - Cottage

NOTE:
DECORATIVE ELEMENTS ON SIDES AND REAR ELEVATIONS WHICH INCLUDE WINDOW/DOOR FOAM TRIMS, FOAM WINDOW SHUTTERS, GABLE END DETAILS AND WINDOW GRIDS DEPICTS ENHANCED ELEVATION DETAILS TO BE SHOWN ON SIDES AND REAR ELEVATIONS FACING MAIN HIGHWAY, STREETS, OPEN AREAS AND ALLEYS

Right Elevation 'D'

Covered Patio Option

Rear Elevation 'D'

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CITY OF FOLSOM

MANGINI RANCH

PLAN No.: 233 2276
JOB No. : 600999_101
STORY: 2-STORY
January 23, 2020

Left Elevation 'D'

Front Elevation 'D' - Cottage

Right Elevation 'D'

NOTE
DECORATIVE ELEMENTS ON SIDES AND REAR ELEVATIONS WHICH INCLUDE WINDOW/DOOR FOAM TRIM, FOAM WINDOW SHUTTERS, GABLE END DETAILS AND WINDOW GRIDS DEPICTS ENHANCED ELEVATION DETAILS TO BE SHOWN ON SIDES AND REAR ELEVATIONS FACING MAIN HIGHWAY, STREETS, OPEN AREAS AND ALLEYS

Covered Enlarged Patio Option

Rear Elevation 'D'

Elevation 'A' - Spanish

Elevation 'B' - Craftsman

Elevation 'C' - Farmhouse

Elevation 'D' - Cottage

ELEVATION LEGEND

1	CONCRETE 'S' TILE ROOFING
2	CONCRETE FLAT TILE ROOFING
3	WOOD FASCIA BOARD
4	STUCCO FINISH
5	STUCCO OVER FOAM TRIM
6	STUCCO OVER FOAM CORBELS/SHAPED FOAM TRIM
7	DECORATIVE STUCCO COLUMNS (STUCCO OVER WOOD FRAMING)
8	PRE FAB WINDOW SYSTEM
9	COMPOSITE ENTRY DOOR
10	METAL ROLL-UP GARAGE DOOR
11	DECORATIVE SHUTTERS
12	DECORATIVE CLAY PIPES
13	DECORATIVE WROUGHT IRON
14	WOOD SIDING
15	DECORATIVE ACCENT
16	STONE VENEER
17	DECORATIVE FOAM VENTS
18	PRE-FAB POT SHELF & CORBEL
19	DECORATIVE BOARD & BATTEN
20	WOOD POST
21	BRICK VENEER
22	DECORATIVE OUTLOOKER WITH KNEEBRACE
23	WOOD/ CEMENTITIOUS FIBER TRIM
24	WOOD PORCH RAILING
25	SHAKE SIDING

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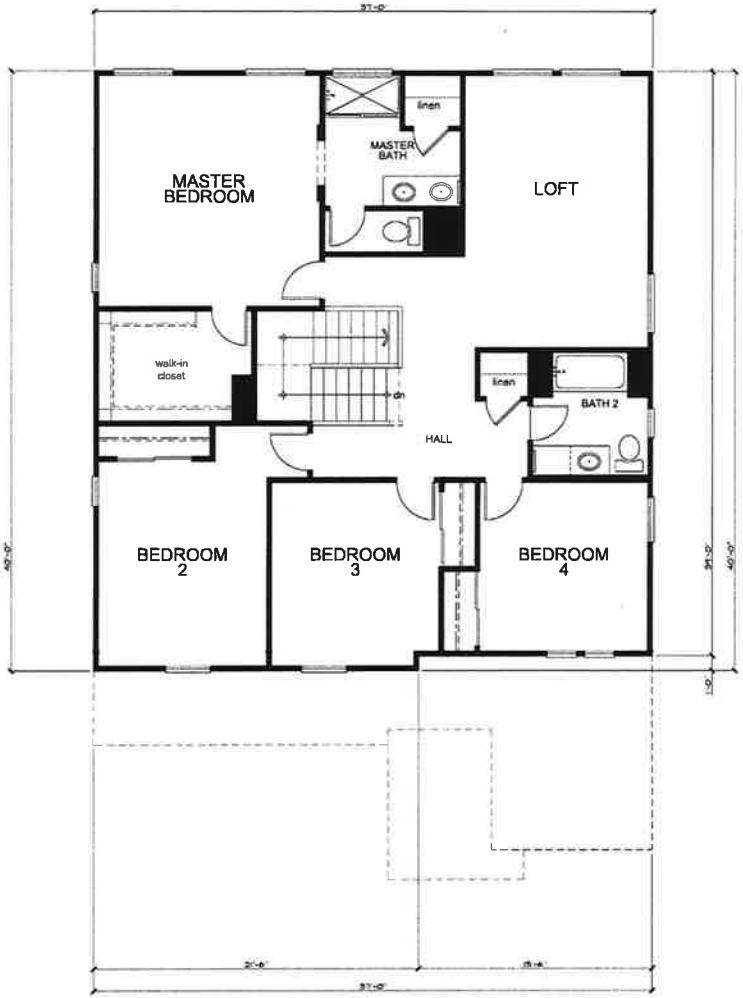
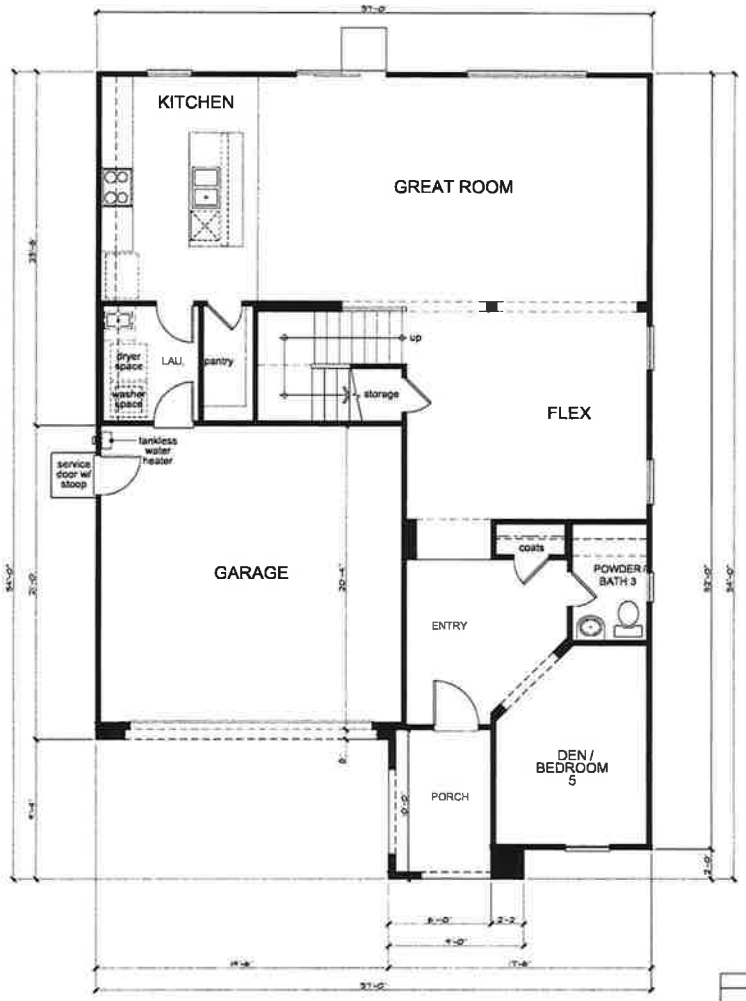
CITY OF FOLSOM

MANGINI RANCH

PLAN No: 237 2689
JOB No. : 500012
STORY: 2-STORY
January 23, 2020



Second Floor Plan 'A'



First Floor Plan 'A'

SQUARE FOOTAGE					
PLAN 237.2689					
	A	B	C	D	
1st FLOOR AREA	1244	1299	1299	1299	SQ. FT.
2nd FLOOR AREA	1347	1413	1344	1390	SQ. FT.
TOTAL AREA	2696	2712	2698	2689	SQ. FT.
GARAGE AREA	414	414	414	414	SQ. FT.
PORCH AREA	63	146	146	153	SQ. FT.
OPTIONAL					
COVERED PATIO	140	140	140	140	SQ. FT.
ENL. COV. PATIO	265	265	265	265	SQ. FT.

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CITY OF FOLSOM

MANGINI RANCH

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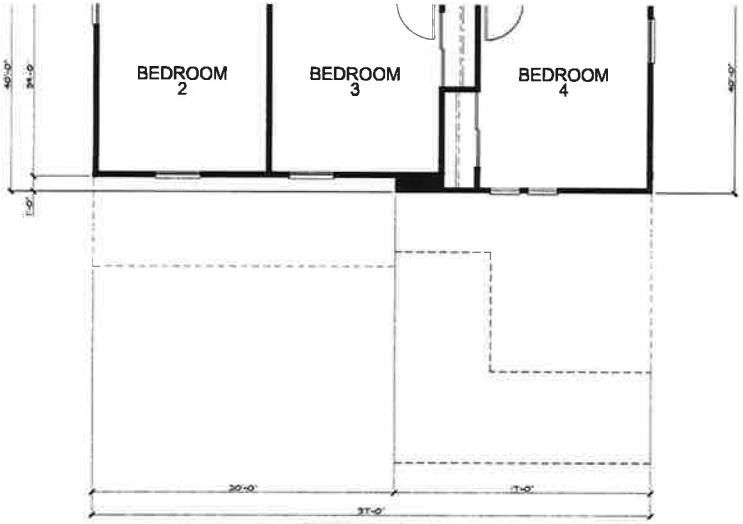
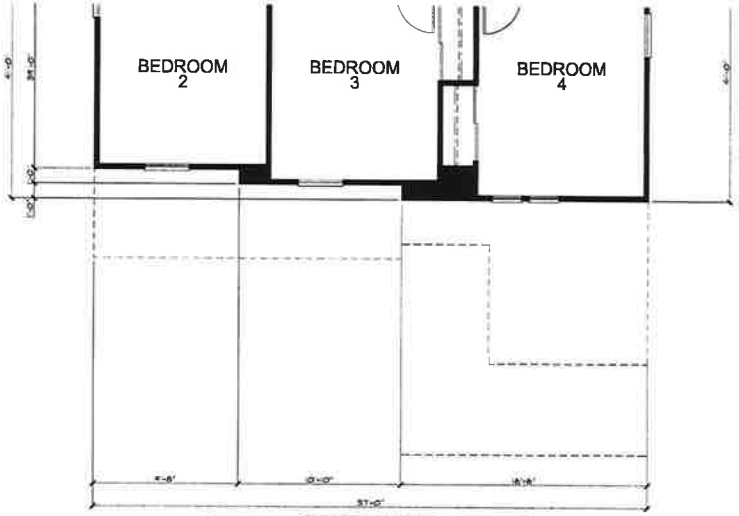
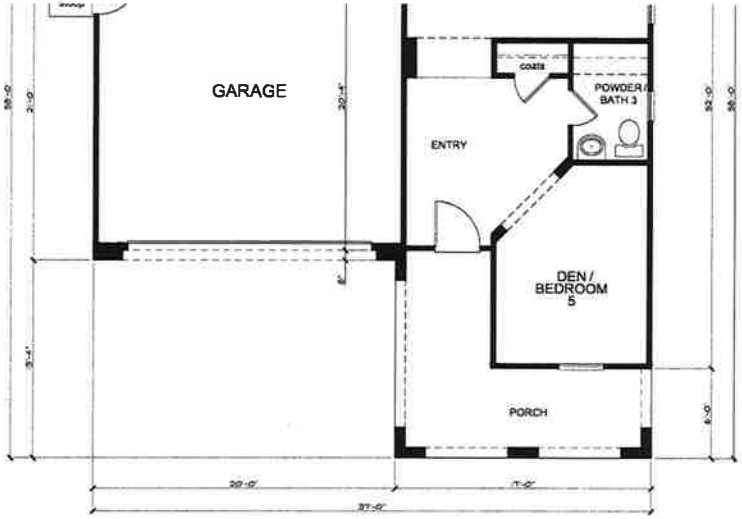
JOB No. : 600999_101
STORY: 2-STORY
January 23, 2020



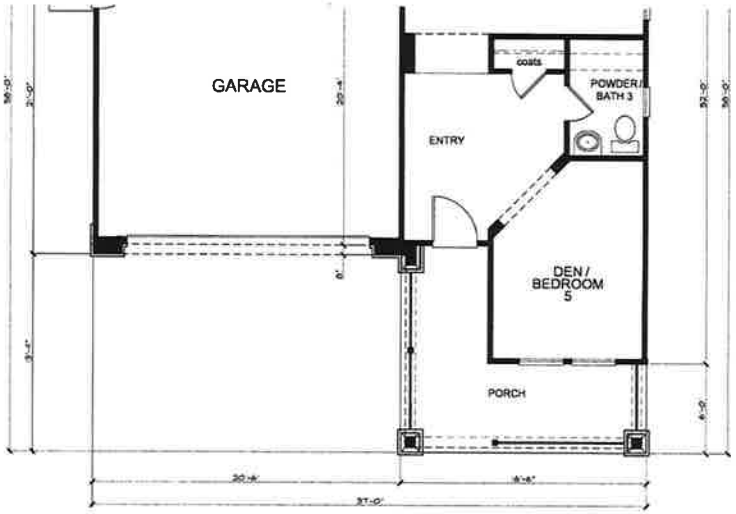
Second Floor Plan 'C'



Second Floor Plan 'B'

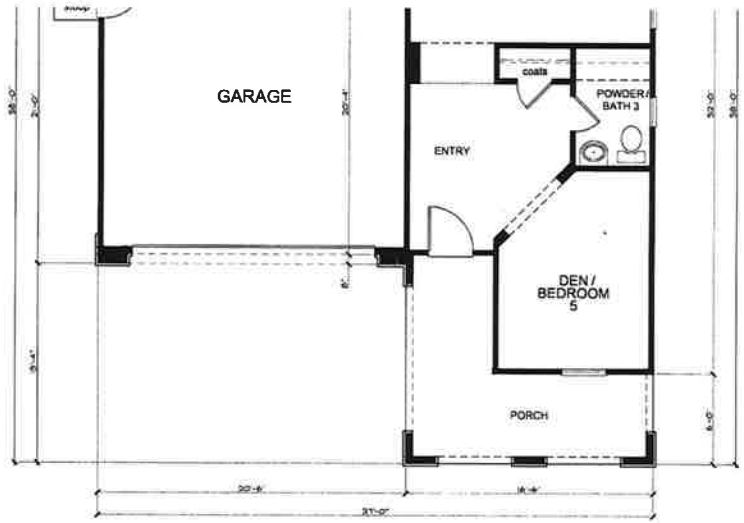


First Floor Plan 'C'



First Floor Plan 'B'

Second Floor Plan 'D'



First Floor Plan 'D'

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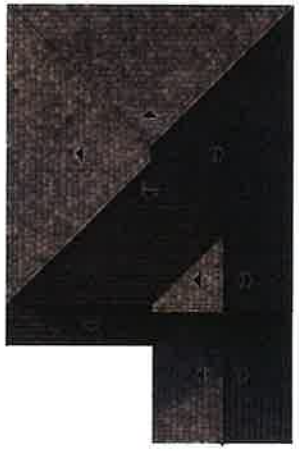
CITY OF FOLSOM

MANGINI RANCH

PLAN No.: 237.2689
JOB No.: 600999_101
STORY: 2-STORY
January 23, 2020

'A'

'B'



'C'

'D'

Roof Plans

Left Elevation 'A'

Front Elevation 'A' - Spanish

Right Elevation 'A'

Rear Elevation 'A'

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CITY OF FOLSOM

MANGINI RANCH

PLAN No. : 237.2689
JOB No. : 600999 .101
STORY: 2-STORY
January 23, 2020

Right Elevation 'A'

Rear Elevation 'A'

Enhanced Elevations

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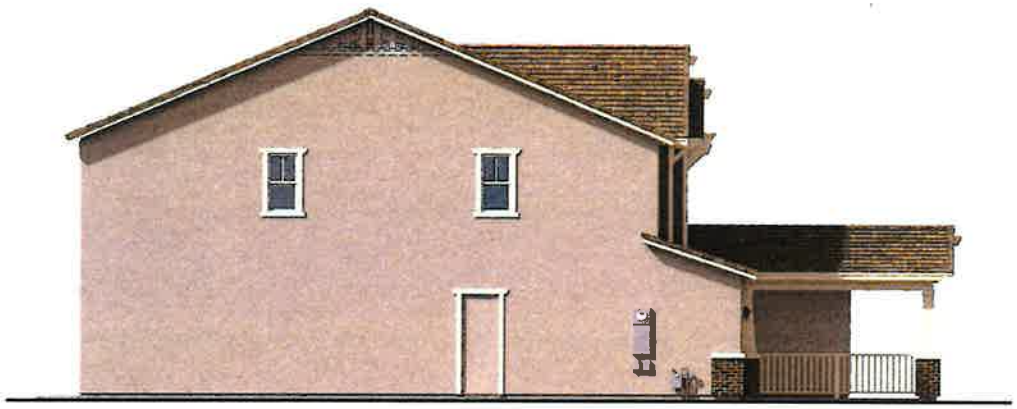
CITY OF FOLSOM

MANGINI RANCH

PLAN No 237.2689
JOB No. : 600999_101
STORY: 2-STORY
January 23, 2020



Left Elevation 'B'

Front Elevation 'B' - Craftsman

Right Elevation 'B'

Rear Elevation 'B'

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CITY OF FOLSOM

MANGINI RANCH

PLAN No : 237-2689
JOB No : 600999_101
STORY : 2-STORY
January 23, 2020

Right Elevation 'B'

Rear Elevation 'B'

Enhanced Elevations

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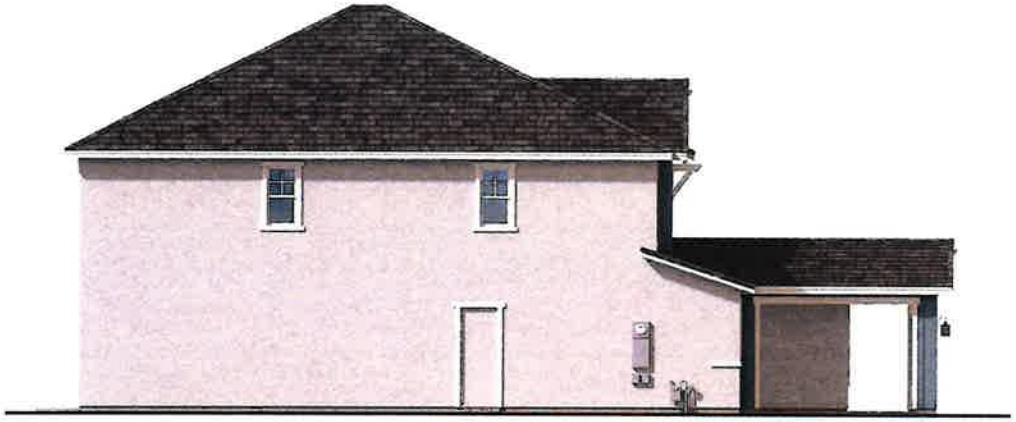
CITY OF FOLSOM

MANGINI RANCH

PLAN No 217.2699
JOB No. 600999_101
STORY: 2-STORY
February 23, 2020



Left Elevation 'C'

Front Elevation 'C' - Farmhouse

Right Elevation 'C'

Rear Elevation 'C'

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CITY OF FOLSOM

MANGINI RANCH

PLAN No 237.2689
JOB No. : 600999_101
STORY: 2-STORY
January 23, 2020

Right Elevation 'C'

Rear Elevation 'C'

Enhanced Elevations

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CITY OF FOLSOM

MANGINI RANCH

PLAN No : 237-2689
JOB No. : 600999_101
STORY: 2-STORY
January 23, 2020

Left Elevation 'D'

Front Elevation 'D' - Cottage

Right Elevation 'D'

Rear Elevation 'D'

KB Home Central California
3005 Douglas Blvd. Suite 250
Roseville, CA 95661
(916) 945-5880

CITY OF FOLSOM

MANGINI RANCH

PLAN No.: 237.2689
JOB No.: 680999_101
STORY: 2-STORY
January 23, 2020

Right Elevation 'D'

Rear Elevation 'D'

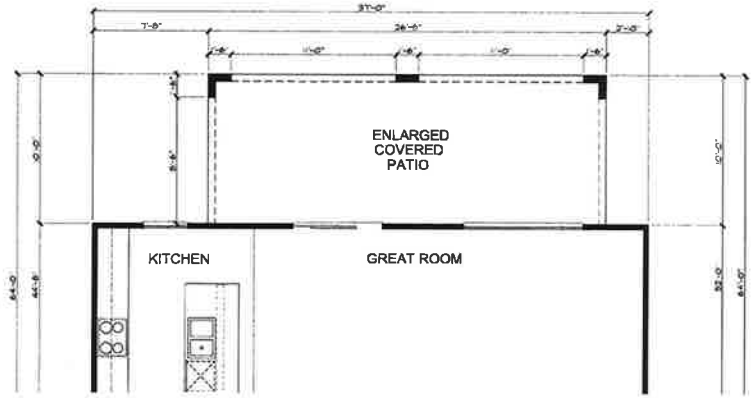
Enhanced Elevations

KB Home Central California
8005 Douglas Blvd. Suite 250
Roseville, CA 95661
(916) 945-3880

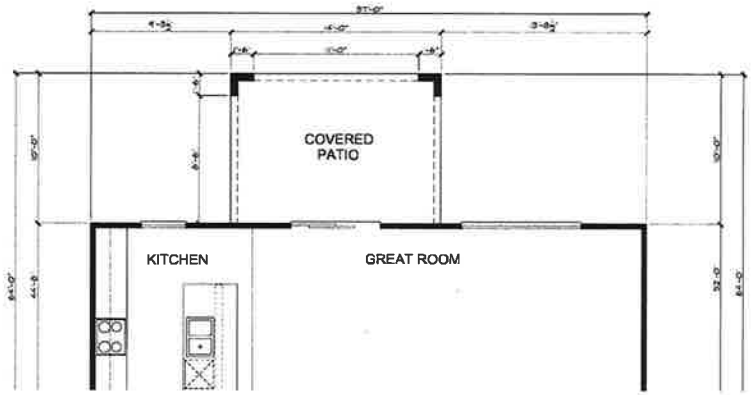
CITY OF FOLSOM

MANGINI RANCH

PLAN No 237.2689
JOB No. : 600999_101
STORY: 2-STORY
January 23, 2020



Floor Plan at Enlarged Covered Patio Option



Floor Plan at Covered Patio Option

'A'

'B'

'C'

'D'

Roof Plans at Covered Patio Option

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Roseville, CA 95661
(916) 945-3880

CITY OF FOLSOM

MANGINI RANCH

PLAN No: 237.2489
JOB No.: 600999_101
STORY: 2-STORY
January 23, 2020

'A'

'B'

'C'

'D'

Roof Plans at Enlarged Covered Patio Option

Left Elevation 'A'

NOTE
DECORATIVE ELEMENTS ON SIDES AND REAR ELEVATIONS WHICH INCLUDE WINDOW/DOOR FOAM TRIMS, FOAM WINDOW SHUTTERS, GABLE END DETAILS AND WINDOW GRIDS DEPICTS ENHANCED ELEVATION DETAILS TO BE SHOWN ON SIDES AND REAR ELEVATIONS FACING MAIN HIGHWAY, STREETS, OPEN AREAS AND ALLEYS

Front Elevation 'A' - Spanish

Right Elevation 'A'

Covered Patio Option

Rear Elevation 'A'

KB Home Central California
3005 Douglas Blvd. Suite 250
Roseville, CA 95661
(916) 945-3880
CITY OF FOLSOM

MANGINI RANCH

PLAN No 237.2689
JOB No. : 600999_101
STORY: 2-STORY
January 23, 2020

Left Elevation 'A'

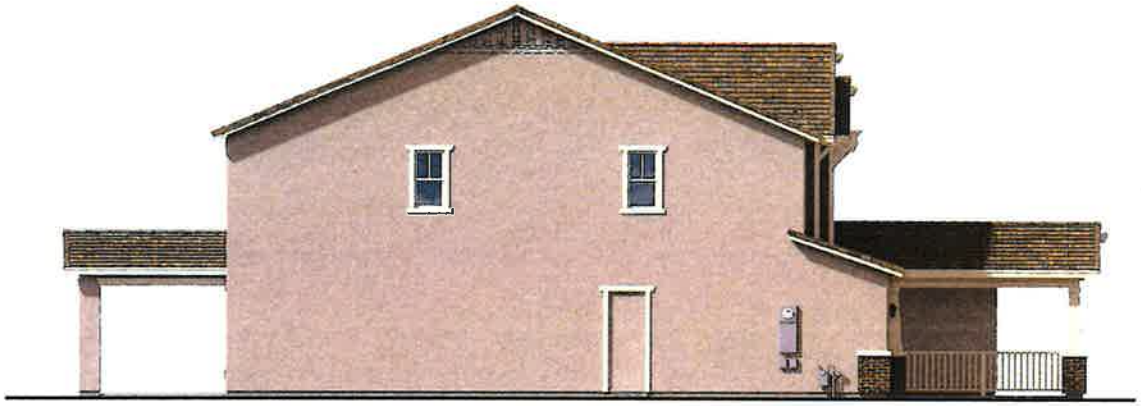
Front Elevation 'A' - Spanish

NOTE
DECORATIVE ELEMENTS ON SIDES AND REAR ELEVATIONS WHICH INCLUDE WINDOW/DOOR FOAM TRIMS, FOAM WINDOW SHUTTERS, GABLE BOX DETAILS AND WINDOW GRIDS DEPICTS ENHANCED ELEVATION DETAILS TO BE SHOWN ON SIDES AND REAR ELEVATIONS FACING MAIN HIGHWAY, STREETS, OPEN AREAS AND ALLEYS

Right Elevation 'A'

Covered Enlarged Patio Option

Rear Elevation 'A'



Left Elevation 'B'

NOTE
DECORATIVE ELEMENTS ON
SIDES AND REAR ELEVATIONS WHICH INCLUDE
PERSON DOOR FOAM TRIM, FOAM WINDOW
SHUTTERS, GABLE END DETAILS AND WINDOW SHADE
DEPICTS ENHANCED ELEVATION DETAILS TO BE
SHOWN ON SIDES AND REAR ELEVATIONS FACING
MAIN HIGHWAY, STREETS, OPEN AREAS AND ALLEYS.

Front Elevation 'B' - Craftsman

Right Elevation 'B'

Covered Patio Option

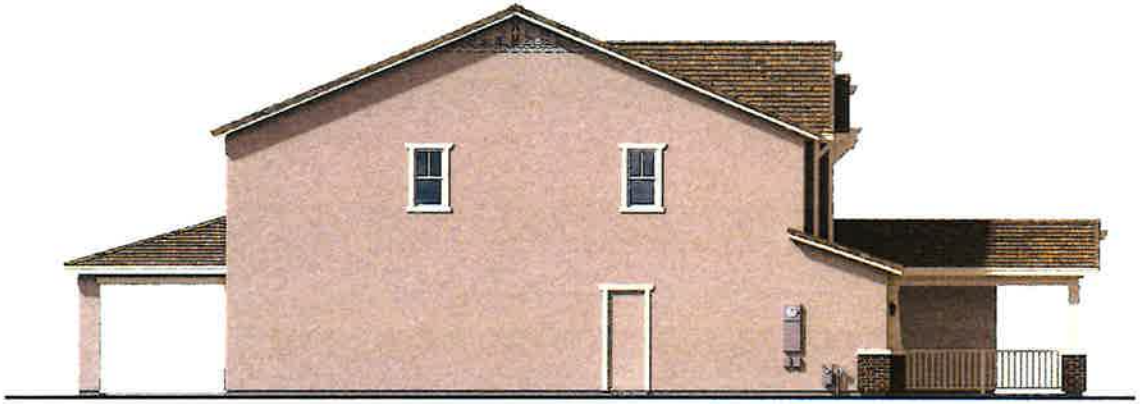
Rear Elevation 'B'

KB Home Central California
3005 Douglas Blvd. Suite 250
Roseville, CA 95661
(916) 945-3480

CITY OF FOLSOM

MANGINI RANCH

PLAN No 237,2689
JOB No. : 600999_101
STORY: 2-STORY
January 23, 2020



Left Elevation 'B'

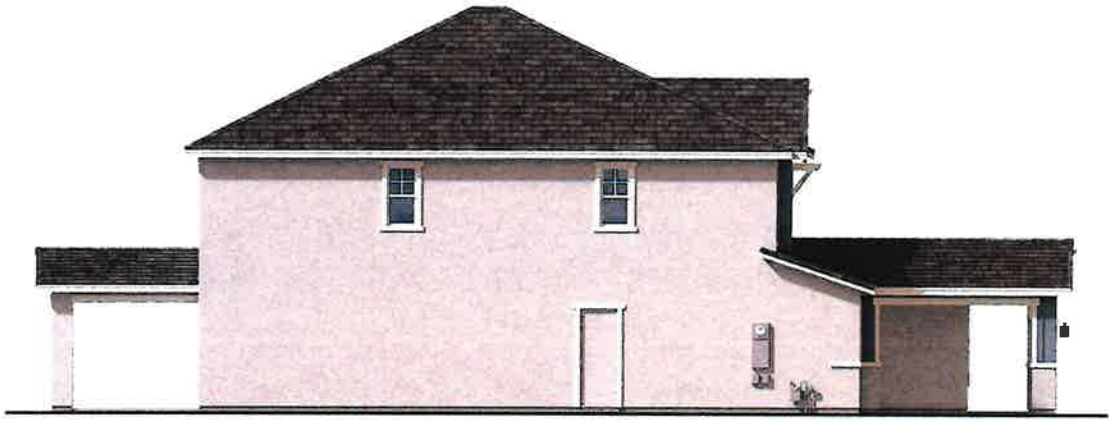
Front Elevation 'B' - Craftsman

NOTE
DECORATIVE ELEMENTS ON SIDES AND REAR ELEVATIONS WHICH INCLUDE WINDOW/DOOR FOAM TRIM, FOAM WOOD SHUTTERS, GABLE END DETAILS AND WINDOW GRIDS EXACT ENHANCED ELEVATION DETAILS TO BE SHOWN ON SIDES AND REAR ELEVATIONS FACING MAIN HIGHWAY, STREETS, OPEN AREAS AND ALLEYS

Right Elevation 'B'

Covered Enlarged Patio Option

Rear Elevation 'B'



Left Elevation 'C'

Front Elevation 'C' - Farmhouse

NOTE
DECORATIVE ELEMENTS ON SIDES AND REAR ELEVATIONS WHICH INCLUDE WINDOW/DOOR FOAM TRIMS, FOAM WINDOW SHUTTERS, VINYL SIDE DETAILS AND WINDOW GRIDS DEPICTS ENHANCED ELEVATION DETAILS TO BE SHOWN ON SIDES AND REAR ELEVATIONS FACING MAIN HIGHWAY, STREETS, OPEN AREAS AND ALLEYS

Right Elevation 'C'

Covered Patio Option

Rear Elevation 'C'

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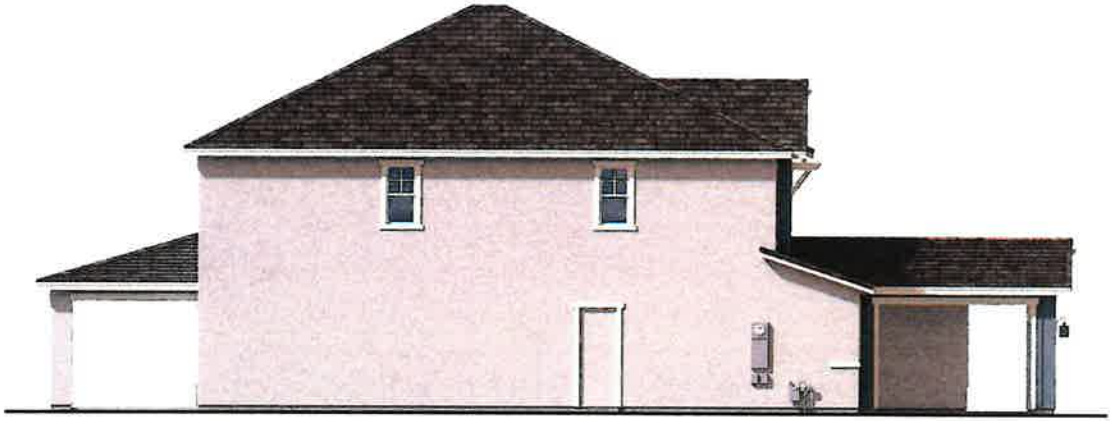
Roseville, CA 95661
(916) 945-3880

CITY OF FOLSOM

MANGINI RANCH

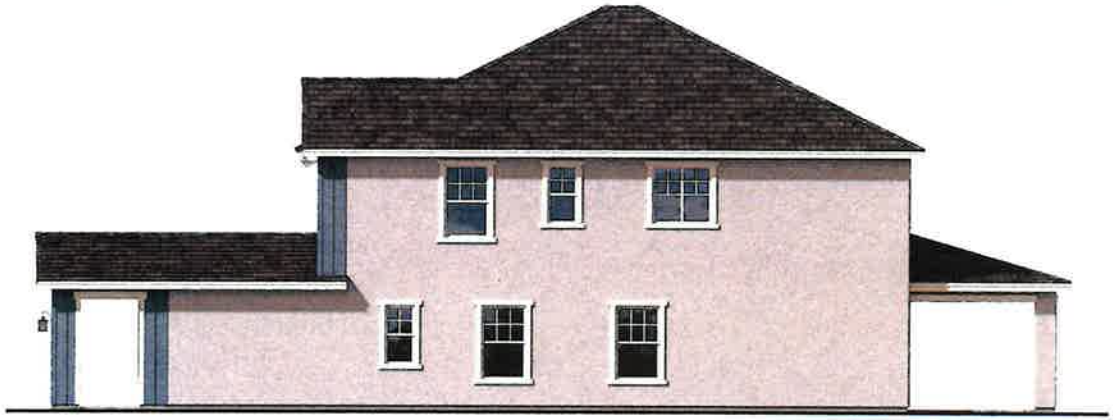
PLAN No: 237.2689
JOB No.: 600999_101
STORY: 2-STORY
January 23, 2020



Left Elevation 'C'

"NOTE"
DECORATIVE ELEMENTS ON
SIDES AND REAR ELEVATIONS FINCH INCLUDE
WINDOW/DOOR FOAM TRIMS, FOAM WINDOW
SHUTTERS, GABLE END DETAILS AND WINDOW GRIDS
DEPICTS ENHANCED ELEVATION DETAILS TO BE
SHOWN ON SIDES AND REAR ELEVATIONS FACING
MAIN HIGHWAY STREETS, OPEN AREAS AND ALLEYS

Front Elevation 'C' - Farmhouse



Right Elevation 'C'

Covered Patio Option

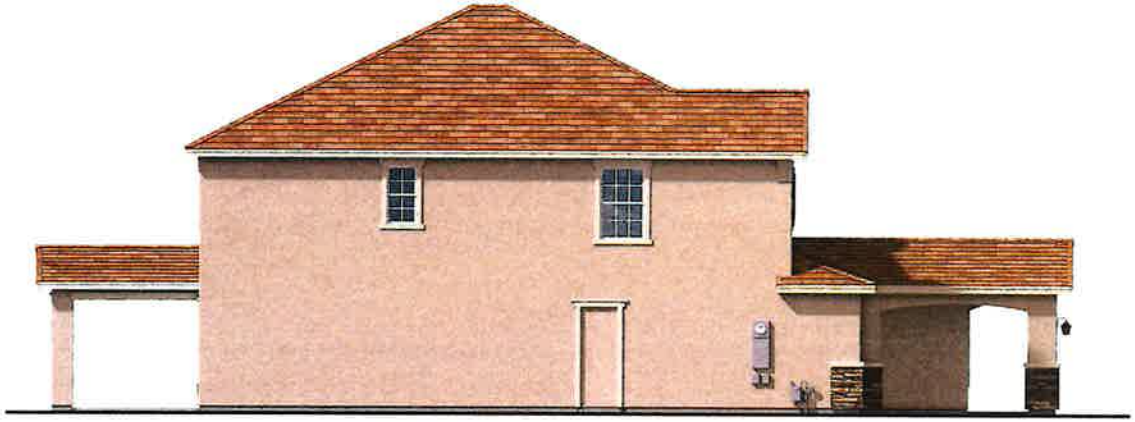
Rear Elevation 'C'

KB Home Central California
3005 Douglas Blvd. Suite 250
Roseville, CA 95661
(916) 945-3880

CITY OF FOLSOM

MANGINI RANCH

PLAN No 237.2649
JOB No. : 600999_101
STORY: 2-STORY
January 23, 2020



Left Elevation 'D'

Front Elevation 'D' - Cottage

Right Elevation 'D'

Covered Patio Option

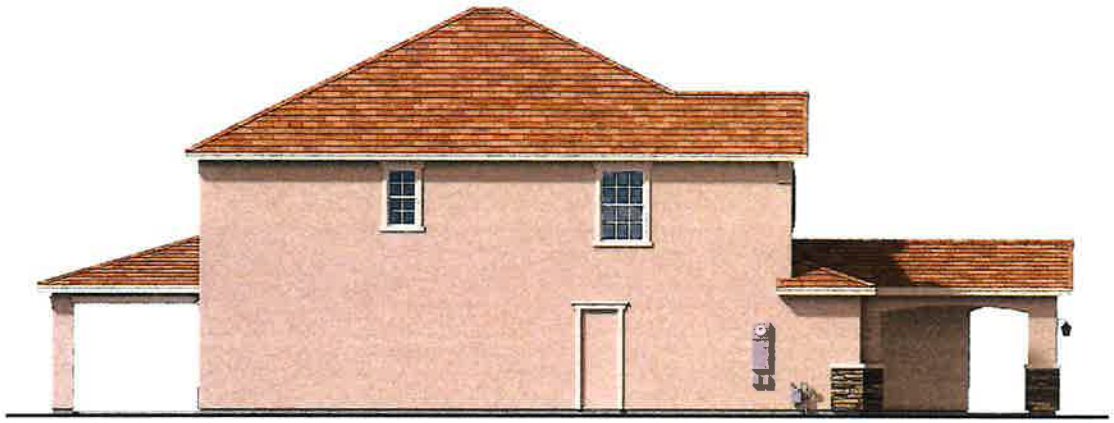
Rear Elevation 'D'

KB Home Central California
3005 Douglas Blvd. Suite 250
Roseville, CA 95661
(916) 945-3850

CITY OF FOLSOM

MANGINI RANCH

PLAN No.: 237-2689
JOB No.: 600999_101
STORY: 2-STORY
January 23, 2020



Left Elevation 'D'

"NOTE"
DECORATIVE ELEMENTS ON
SIDES AND REAR ELEVATIONS WHICH INCLUDE
WINDOW/DOOR FOAM TRIMS, FOAM WINDOW
SHUTTERS, GABLE END DETAILS AND WINDOW GRIDS
DEPICTS ENHANCED ELEVATION DETAILS TO BE
SHOWN ON SIDES AND REAR ELEVATIONS FACING
MAIN HIGHWAY STREETS, OPEN AREAS AND ALLEYS

Front Elevation 'D' - Cottage

Right Elevation 'D'

Covered Enlarged Patio Option

Rear Elevation 'D'

KB Home Central California
3005 Douglas Blvd. Suite 250
Roseville, CA 95661
(916) 945-3680
CITY OF FOLSOM

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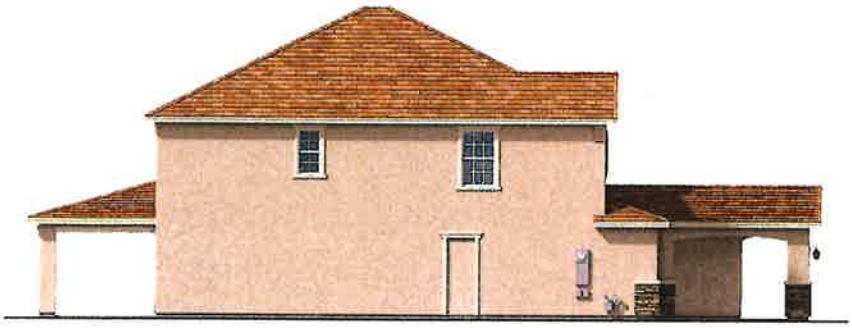
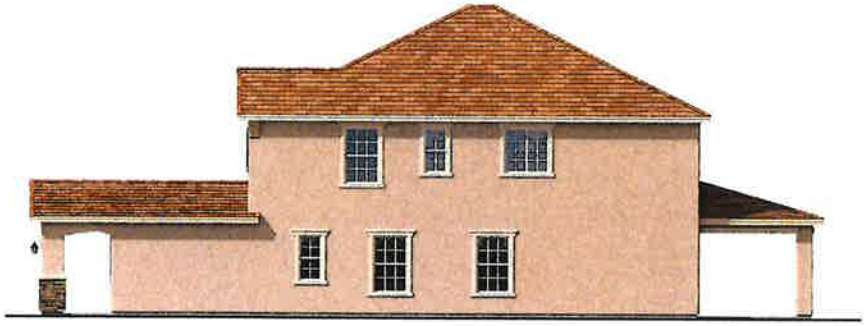


Left Elevation 'D'

Front Elevation 'D' - Cottage



Right Elevation 'D'

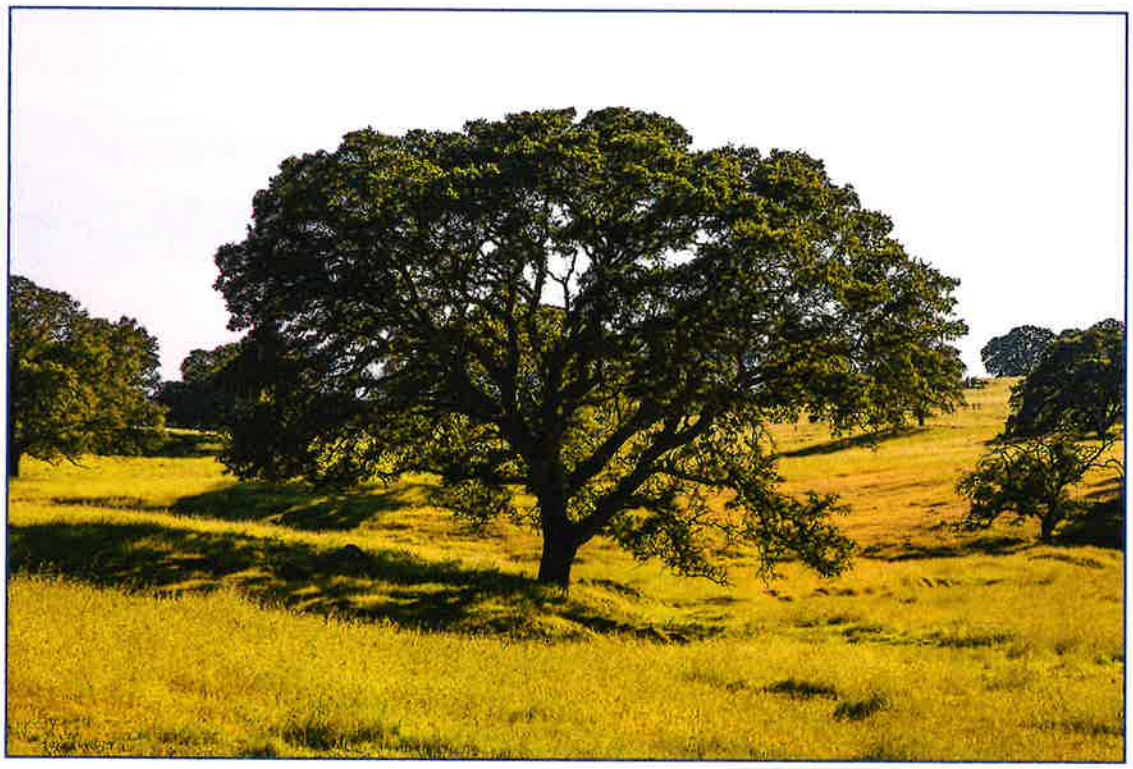
Covered Enlarged Patio Option

Rear Elevation 'D'

Attachment 11
Folsom Ranch Central District Design Guidelines

2

ARCHITECTURAL DESIGN GUIDELINES



ARCHITECTURAL GUIDING PRINCIPLES

The following residential guiding principles will guide the architecture to ensure quality development:

- Provide a varied and interesting streetscene.
- Focus of the home is the front elevation, not the garage.
- Provide a variety of garage placements.
- Provide detail on rear elevations where visible from the public streets.
- Choose appropriate massing and roof forms to define the architectural styles.
- Ensure that plans and styles provide a degree of individuality.
- Use architectural elements and details to reinforce individual architectural styles.

GENERAL ARCHITECTURAL GUIDELINES

Edge Conditions

Rear elevations visible from open spaces and major roadways shall incorporate enhanced details used on the front elevation of the home. Rear elevations observable from open spaces and major roadways shall be visually aesthetically pleasing from surrounding viewpoints and adjacencies. Silhouettes and massing of homes along edges require design sensitivity. A row of homes with a single front or rear facing gable are prohibited. The following should be considered, and at least one element incorporated, in the design of the side and rear elevations along edge conditions:

- A balance of hip and gable roof forms;
- Single-story plan;
- Single-story elements on two-story homes;
- Offset massing or wall planes (on individual plans or between plans);
- Roof plane breaks (on individual plans or between plans);
- Detail elements on the front elevation shall be applied to the side and rear elevations along edge conditions.

Roof Forms

Rows of homes seen along major community roadways are perceived by their contrast against the skyline or background. The dominant impact is the shape of the building and roofline. To minimize the visual impact of repetitious flat planes, similar building silhouettes and similar ridge heights, discernibly different roof plans for each home plan shall be designed. Individual roof plans may be simple but, between different plans, should exhibit variety by using front to rear, side-to-side, gables, hipped roofs, and/or the introduction of single story elements.

The following roof design guidelines should also be considered:

- Provide a mix of gable and hip roofs along the streetscene.
- Design roofs for maximum solar exposure for the potential installation of solar features.
- Consider deep overhangs where appropriate to the style to provide additional shade and interior cooling.
- Offset roof planes, eave heights, and ridge lines.

Corner Buildings

Buildings located on corners often times function as neighborhood entries and highlight the architecture for the overall Folsom Ranch, Central District community. Buildings located on corners shall include one of the following:

- Front and side facade articulation using materials that wrap around the corner-side of the building;
- Awning on corner side;
- Home entry on corner side;
- Corner facing garage;
- A pop-out side hip, gable, or shed form roof;
- An added single-story element, such as a wrap-around porch or balcony;
- Recessed second- or third-story (up to 35' max.); or
- Balcony on corner side.

Front Elevations

Front elevations shall be detailed to achieve a variety along the street scene. Each front elevation shall incorporate a Feature Window treatment (see Feature Window requirements on page 2-6). In addition, each front elevation shall incorporate one or more of the following techniques:

- Provide enhanced style-appropriate details on the front elevation.
- Offset the second story from the first level for a portion of the second story.
- Vary the wall plane by providing projections of elements such as bay windows, porches, and similar architectural features.
- Create recessed alcoves and/or bump-out portions of the building.
- Incorporate second-story balconies.
- Create interesting entries that integrate features such as porches, courtyards, large recessed entry alcoves, or projecting covered entries with columns.
- Use a minimum of two building materials or colors on the front elevation.

Multi-family Entries

Entries for multi-family homes should create an initial impression, locate and frame the doorway, act as a link between public and private spaces, and further identify individual unit entries.

- Wherever possible, orient the front door and principal access towards the roadway, paseo, or common open space.
- Incorporate appropriate roof elements, columns, Feature Windows and/or architectural forms in the entry statement to emphasize the building character and the location of individual doorways.
- If due to building configuration the front entry location is not immediately apparent, direct and draw the observer to it with added elements such as signs, lighting, and landscape.

Feature Windows

All front and visible edge elevations shall incorporate one Feature Window treatment that articulates the elevation. Feature Window options include:

- A window of unique size or shape;
- Picture window;
- A bay window projecting a minimum of 24 inches, or a 12 inch pop-out surround;
- A window with a substantial surround matching or contrasting the primary color of the home;
- A window recess a minimum of 2 inches;
- Decorative iron window grilles;
- Decorative window shelves or sill treatments;
- Grouped or ganged windows with complete trim surrounds or unifying head and/or sill trim:
- A Juliet balcony with architectural style appropriate materials;
- Window shutters; or
- Trellis protruding a minimum of 12 inches from the wall plane of the window.

Windows

Windows on south-facing exposures should be designed, to the greatest extent possible, to maximize light and heat entering the home in the winter, and to minimize light and heat entering in the summer.

West-facing windows should be shaded where feasible to avoid prolonged sun exposure/ overheating of the homes.

For additional window requirements addressing Sound Attenuation requirements refer to the Mangini Ranch Residential Development Environmental Noise Assessment document prepared by Bollard Acoustical Consultants, Inc. on January 29, 2015.

Example of Feature Window

Example of Juliet Balcony

Garage Door Treatments

Appropriate treatment of garage doors will further enhance the building elevation and decrease the utilitarian appearance of the garage door. Various garage door patterns, windows, and/or color schemes should be applied as appropriate to individual architectural styles, where feasible.

- Garage doors shall be consistent with the architecture of the building to reduce the overall visual mass of the garage.
- Garage doors shall be recessed 8 inches from the wall plane.
- All garage doors shall be automatic section roll-up doors.
- When appropriate, single garage doors are encouraged.
- Carriage-style garage doors of upgraded design are encouraged.

Porte Cochere with garage at rear of house

Street Facing Garages

All street facing garages should vary the garage door appearance along the streetscene. Below are options for the door variety:

- Vary the garage door pattern, windows, and/or color as appropriate to individual architectural styles.
- Use an attached overhead trellis installed beneath the garage roof fascia and/or above garage door header trim.
- Span the driveway with a gated element or overhead trellis.
- Provide a porte cochere.
- Street facing garages on corner lots at neighborhood entries shall be located on the side of the house furthest away from the corner.

Alley Treatments

The use of alleys should be elevated from purely functional, simple garage access to an enjoyable space that residents experience and utilize daily. Design of alleys shall address the functional and aesthetic features of the space to create a positive experience for the residents. At least one of the following shall be implemented along the alley:

- Building size and shape shall have stepped massing (recessed or cantilevered, i.e., stepping back upper floors or protruding forward upper floors) of at least one foot.
- Window trim, color, and appropriate details from the front elevation.
- Rear privacy walls and pedestrian gates designed and located for ease of unit access.
- Enhanced garage door patterns or finishes; garage door shall complement the design intent of the home and neighborhood.
- Provide sufficient planting areas between garages to soften the vertical architectural planes at alleys.

Building Forms

Building form, detail, and placement greatly influences how a structure is perceived based on how light strikes and frames the building. The effect of sunlight is a strong design consideration, as shadow and shade can lend a sense of substance and depth to a building. The following elements and considerations can be used to facilitate the dynamic of light and depth perception of the building.

Architectural Projections

Projections can create shadow and provide strong visual focal points. This can be used to emphasize design features such as entries, major windows, or outdoor spaces. Projections are encouraged on residential building forms. Projections may include, but are not limited to:

- Awnings (wood, metal, cloth)
- Balconies
- Shutters
- Eave overhangs
- Projecting second- or third-story elements
- Window/door surrounds
- Tower elements
- Trellis elements
- Recessed windows
- Porch elements
- Bay windows or dormers
- Shed roof elements

Offset Massing Forms

Front and street-facing elevations may have offset masses or wall planes (vertically or horizontally) to help break up the overall mass of a building.

- Offset forms are effective in creating a transition:
  - Vertically between stories, or
  - Horizontally between spaces, such as recessed entries.
- Offset massing features are appropriate for changes in materials and colors.
- Offsets should be incorporated as a functional element or detail enhancement.
- Over-complicated streetscenes and elevations should be avoided.

- Streetscenes should provide a mix of simple massing elevation with offset massing elements to compose an aesthetic and understandable streetscape.

Floor Plan Plotting

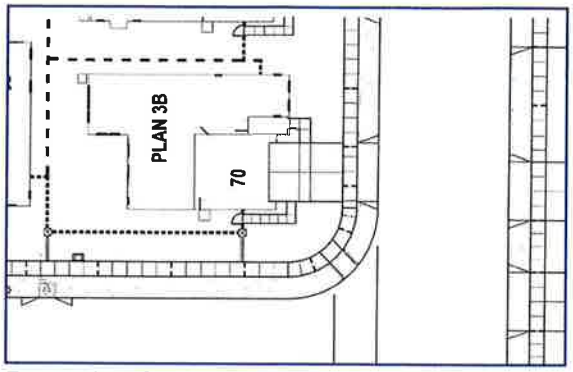
In each single-family detached neighborhood with a **minimum** of up to 80 homes, provide:

- Three floor plans.
- Four elevations for each floor plan using a minimum of **two** architectural styles. If only two styles are selected, elevations shall be significantly different in appearance.
- Four different color schemes for each floor plan.

In each single-family detached neighborhood with **more** than 80 homes, provide:

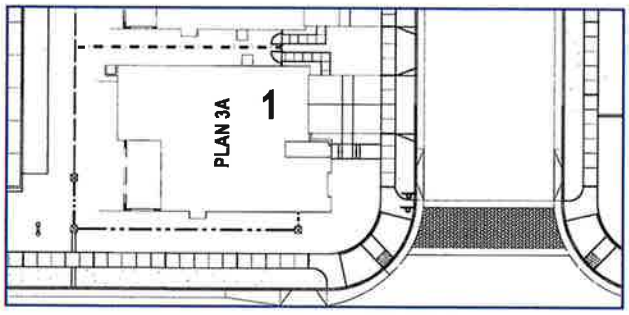
- Three floor plans.
- Four elevations for each floor plan using a minimum of **three** architectural styles. If only three styles per floor plan are selected, elevations shall be significantly different in appearance.
- Four different color schemes for each floor plan.

In each single-family detached neighborhood, street facing garages on corner lots at neighborhood entries shall be located on the side of the house furthest away from entry corner.



Example of undesirable Corner Lot Street Facing Garage Placement

Example of undesirable Corner Lot Street Facing Garage Placement



Example of preferred Corner Lot Plotting Garage Placement

Example of preferred Corner Lot Plotting Garage Placement

Style Plotting

To ensure that architectural variety occurs, similar elevations cannot be plotted adjacent to or immediately across the street from one another. No more than two of the same floor plan/ elevations shall be plotted next to each other or directly across the street from one another. (Refer to Section Four for Design Review process.) The following describes the minimum criteria for style plotting:

- For a home on a selected lot, the same floor plan and elevation is not permitted on the lot most directly across from it and the one lot on either side of it.
- Identical floor plans may be plotted on adjacent lots, provided a different elevation style is selected for each floor plan.
- Identical floor plans may be plotted on lots across the street from each other provided a different elevation style is selected for each floor plan.

Color Criteria

To ensure variety of color schemes, like color schemes cannot be plotted adjacent to or immediately across the street from one another. Color and material sample boards shall be submitted for review along with the Master Plot Plan. (Refer to Section Four.)

A color scheme for a home on a selected lot may not be repeated (even if on a different floor plan) on the three lots most directly across from it and on the single lot to each side of it.

Lower Height Elements

Lower height elements are important to streetscene variety, especially for larger buildings or masses, as they articulate massing to avoid monotonous single planes. These elements also provide a transition from the higher story vertical planes to the horizontal planes of sidewalk and street, and help to transition between public and private spaces. Lower height elements are encouraged to establish pedestrian scale and add variety to the streetscene. Lower height elements may include, but are not limited to:

- Porches
- Entry features
- Interior living spaces
- Courtyards
- Bay windows
- Trellises

Balconies

Balconies break up large wall planes, offset floors, create visual interest to the facade, provide outdoor living opportunities, and adds human scale to a building. Scaled second- or third-story balconies can have as much impact on stepped massing and building articulation as a front porch or lower height elements. Balcony elements:

- May be covered or open, recessed into or projecting from the building mass.
- Shall be an integral element of, and in scale with, the building mass, where appropriate.
- Are discouraged from being plotted side-by-side at the same massing level (i.e. mirrored second-story balconies).

Roof Considerations

Composition and balance of roof forms are as definitive of a streetscape as the street trees, active architecture, or architectural character.

- Rooflines and pitches, ridgelines and ridge heights should create a balanced form to the architecture and elevation.
- Direction of ridgelines and/or ridge heights should vary along a streetscene.
- Roof overhangs (eaves and rakes) may be used as projections to define design vocabulary and create light and shade patterns.
- Hip, gable, shed, and conical roof forms may be used separately or together on the same roof or streetscene composition.
- Roof form and pitch shall be appropriate to the massing and design vocabulary of the home.

Outdoor Living Spaces

Outdoor living spaces, including porches, balconies, and courtyards, activate the streetscene and promote interaction among neighbors. Outdoor living spaces can also create indoor/outdoor environments opening up the home to enhance indoor environmental quality. Wherever possible, outdoor living space is encouraged.

Materials

The selection and use of materials has an important impact on the character of each neighborhood and the community as a whole. Wood is a natural material reflective of many architectural styles; however, maintenance concerns, a design for long-term architectural quality and new high-quality manufactured alternative wood materials make the use of real wood elements less desirable. Where "wood" is referred to in these guidelines, it can also be interpreted as simulated wood trim with style-appropriate wood texture. Additionally, some styles can be appropriately expressed without the wood elements, in which case stucco-wrapped, high-density foam trim (with style-appropriate stucco finish) is acceptable. Precast elements can also be satisfied by high-density foam or other similar materials in a style-appropriate finish.

- Brick, wood, and stone cladding shall appear as structural materials, not as applied veneers.
- Material changes should occur at logical break points.
- Columns, tower elements, and pilasters should be wrapped in its entirety.
- Materials and colors should be varied to add texture and depth to the overall character of the neighborhood.
- The use of flashy or non-traditional materials or colors that will not integrate with the overall character of the community is prohibited.
- Material breaks at garage corners shall have a return dimension equal to or greater than the width of the materials on the garage plane elevation.
- Use durable roofing and siding materials to reduce the need for replacement.
- Use local, recycled and/or rapidly renewable materials to conserve resources and reduce energy consumption associated with the manufacturing and transport of the materials. (Refer to Section Four for Design Review process.)

Exterior Structures

Exterior structures, including but not limited to, porches, patio covers, and trellises shall reflect the character, color, and materials of the building to which they are related.

- Columns and posts should project a substantial and durable image.
- Stairs should be compatible in type and material to the deck and landing.
- Railings shall be appropriately scaled, consistent with the design vernacular of the building, and constructed of durable materials.
- Exposed gutters and downspouts shall be colored to complement or match the fascia material or surface to which they are attached.

Accessory Structures

Accessory structures should conform to the design standards, setbacks, and height requirements of the primary structure. If visible from the front or side lot line, the visible elevation should be considered a front elevation and should meet the design criteria of the applicable architectural style.

Lighting

Appropriate lighting is essential in creating a welcoming evening atmosphere for the Folsom Ranch, Central District community. As a forward-thinking community, The Folsom Ranch, Central District will institute dark sky recommendations to mitigate light pollution, cut energy waste, and protect wildlife. All lighting shall be aesthetically pleasing and non-obtrusive, and meet the dark sky recommendations.

- All exterior lighting shall be limited to the minimum necessary for public safety.
- All exterior lighting shall be shielded to conceal the light source, lamp, or bulb. Fixtures with frosted or heavy seeded glass are permitted.
- Each residence shall have an exterior porch light at its entry that complements the architectural style of the building.
- Where feasible, lighting should be on a photocell or timer.
- Low voltage lighting shall be used whenever possible.

Address Numbers

To ensure public safety and ease of identifying residences by the Fire and Police Departments, address numbers shall be lighted or reflective and easily visible from the street.

RESIDENTIAL ARCHITECTURAL STYLES

Folsom Ranch, Central District is envisioned as a sustainable, contemporary community where architectural massing, roof forms, detailing, walls, and landscape collaborate to reflect historic, regional, and climate-appropriate styles.

The design criteria established in this section encourages a minimum quality design and a level of style through the use of appropriate elements. Although the details are important elements that convey the style, the massing and roof forms are essential to establishing a recognizable style. The appropriate scale and proportion of architectural elements and the proper choice of details are all factors in achieving the architectural style.

ARCHITECTURAL THEME: CALIFORNIA HERITAGE

The styles selected for Folsom Ranch, Central District have been chosen from the traditional heritage of the California home styles, a majority of which have been influenced by the Spanish Mission and Mexican Rancho eras. Over the years, architectural styles in California became reinterpreted traditional styles that reflect the indoor-outdoor lifestyle choices available in the Mediterranean climate. These styles included the addition of western materials while retaining the decorative detailing of exposed wood work, wrought iron hardware, and shaped stucco of the original Spanish styles. Mixing of style attributes occurs in both directions, such as adapting Spanish detailing to colonial style form, or introducing colonial materials and details to the Hacienda form and function. The landscape and climate of California has also generated styles that acknowledge and blend with its unique setting. The Italian Villa is a prime example of a transplanted style developed in a climate zone similar to the climate found in California.

The following styles can be used within Folsom Ranch, Central District:

- Italian Villa
- Spanish Colonial
- Monterey
- Western Farmhouse
- European Cottage
- Craftsman
- Early California Ranch
- American Traditional

Additional architectural styles compatible with the intent of these guidelines may be added when it can be demonstrated to the Architectural Review Committee that they are regionally appropriate.

The following pages provide images and individual "style elements" that best illustrate and describe the key elements of each style. They are not all mandatory elements, nor are they a comprehensive list of possibilities. Photographs of historic and current interpretations of each style are provided to inspire and assist the designer in achieving strong, recognizable architectural style elevations. The degree of detailing and/or finish expressed in these guidelines should be relative to the size and type of building upon which they are applied.

These images are for concept and inspiration only and should not be exactly replicated.

ITALIAN VILLA

The Italian Villa was one of the most fashionable architectural styles in the United States in the 1860's. Appearing on architect-designed landmarks in larger cities, the style was based on formal and rigidly symmetrical palaces of the Italian Renaissance.

Although residential adaptations generated less formality, traditional classical elements, such as the symmetrical facade, squared tower entry forms, arched windows, and bracketed eaves, persisted as the enduring traits of this style. When cast iron became a popular building material, it became a part of the Italianate vocabulary, embellishing homes with a variety of designs for balconies, porches, railings, and fences.

Italian Villa Style Elements:

- Eave and exaggerated overhangs.
- Wall materials typically consist of stucco with stone and precast accents.
- Decorative brackets below eaves may be added accents.
- Barrel tile or "S" tile roof
- The entry may be detailed with a precast surround feature.
- Stucco or precast columns with ornate cap and base trim are typical.
- Wrought iron elements, arched windows or elements, and quoins are frequently used as details.

Example of Italian Villa Architecture

Example of Italian Villa Architecture

Example of Italian Villa Architecture

SPANISH COLONIAL

This style evolved in California and the southwest as an adaptation of Mission Revival infused with additional elements and details from Latin America. The style attained widespread popularity after its use in the Panama-California Exposition of 1915.

Key features of this style were adapted to the California lifestyle. Plans were informally organized around a courtyard with the front elevation very simply articulated and detailed. The charm of this style lies in the directness, adaptability, and contrasts of materials and textures.

Spanish Colonial Style Elements:

- Plan form is typically rectangular or "L"-shaped.
- Roofs are typically of shallower pitch with "S" or barrel tiles and typical overhangs.
- Roof forms are typically comprised of a main front-to-back gable with front-facing gables.
- Wall materials are typically stucco.
- Decorative "wood" beams or trim are typical.
- Segmented or full-arch elements are typical in conjunction with windows, entry, or the porch.
- Round or half-round tile profiles are typical at front-facing gable ends.
- Arcades are sometimes utilized.
- Windows may be recessed, have projecting head or sill trim, or be flanked by plank-style shutters.
- Decorative wrought-iron accents, grille work, post or balcony railing may be used.

Example of Spanish Colonial Architecture

Example of Spanish Colonial Architecture

Example of Spanish Colonial Architecture

MONTEREY

The Monterey style is a combination of the original Spanish Colonial adobe construction methods with the basic two-story New England colonial house. Prior to this innovation in Monterey, all Spanish colonial houses were of single story construction.

First built in Monterey by Thomas Larkin in 1835, this style introduced two story residential construction and shingle roofs to California. This Monterey style and its single story counterpart eventually had a major influence on the development of modern architecture in the 1930's.

The style was popularized by the used of simple building forms. Roofs featured gables or hips with broad overhangs, often with exposed rafter tails. Shutters, balconies, verandas, and porches are integral to the Monterey character. Traditionally, the first and second stories had distinctly different cladding material; respectively siding above with stucco and brick veneer base below.

The introduction of siding and manufactured materials to the home building scene allowed for the evolution of the Monterey home from strictly Spanish Adobe construction to a hybrid of local form and contemporary materials. Siding, steeper pitched flat tile roofing, and the cantilevered balcony elements on the Monterey house define this native California style.

Monterey Style Elements:

- Plan form is typically a simple two-story box.
- Roofs are typically shallow to moderately pitched with flat concrete tile or equal; "S" tile or barrel tile are also appropriate.
- Roof forms are typically a front-to-back gable with typical overhangs.
- Wall materials are typically comprised of stucco, brick, or siding.
- Materials may contrast between first and second floors.
- A prominent second-story cantilevered balcony is typically the main feature of the elevation; two-story balconies with simple posts are also appropriate.
- Simple Colonial corbels and beams typically detail roof overhangs and cantilevers.
- Balcony or porch is typically detailed by simple columns without cap or base trim.
- Front entry is typically traditionally pedimented by a surround, porch, or portico.
- Windows are typically accented with window head or sill trim of colonial-style and louvered shutters.
- Corbel and post sometimes lean toward more "rustic" details and sometimes toward more "Colonial" details.

Example of Monterey Architecture

Example of Monterey Architecture

WESTERN FARMHOUSE

The Farmhouse represents a practical and picturesque country house. Its beginnings are traced to both Colonial styles from New England and the Midwest. As the American frontier moved westward, the American Farmhouse style evolved according to the availability of materials and technological advancements, such as balloon framing.

Predominant features of the style are large wrapping front porches with a variety of wood columns and railings. Two story massing, dormers, and symmetrical elevations occur most often on the New England Farmhouse variations. The asymmetrical, casual cottage look, with a more decorated appearance, is typical of the Western American Farmhouse. Roof ornamentation is a characteristic detail consisting of cupolas, weather vanes, and dovecotes.

Western Farmhouse Style Elements:

- Plan form is typically simple.
- Roofs are typically of steeper pitch with flat concrete tiles or equal.
- Roof forms are typically a gable roof with front-facing gables and typical overhangs.
- Roof accents sometimes include standing-seam metal or shed forms at porches.
- Wall materials may include stucco, horizontal siding, and brick.
- A front porch typically shelters the main entry with simple posts.
- Windows are typically trimmed in simple colonial-style; built-up head and sill trim is typical.
- Shaped porch columns typically have knee braces.

Example of Western Farmhouse Architecture

Example of Western Farmhouse Architecture

Example of Western Farmhouse Architecture

EUROPEAN COTTAGE

The European Cottage is a style that evolved out of medieval Tudor and Normandy architecture. This evolving character that eventually resulted in the English and French "Cottage" became extremely popular when the addition of stone and brick veneer details was developed in the 1920's.

Although the cottage is looked upon as small and unpretentious, the style was quickly recognized as one of the most popular in America. Designs for the homes typically reflected the rural setting in which they evolved. Many established older neighborhoods across the United States contain homes with the charm and character of this unpretentious style.

Roof pitches for these homes are steeper than traditional homes, and are comprised of gables, hips, and half-hip forms. The primary material is stucco with heavy use of stone and brick at bases, chimneys, and entry elements. Some of the most recognizable features for this style are the accent details in gable ends, sculptured swooping walls at the front elevation, and tower or alcove elements at the entry.

European Cottage Style Elements:

- Rectangular plan form massing with some recessed second floor area is desirable.
- Main roof hip or gable with intersecting gable roofs is typical of this style.
- Steep roof pitches with swooping roof forms are encouraged.
- Roof appearance of flat concrete tile or equal is typical of the European Cottage style.
- Recessed entry alcoves are encouraged.
- Wall materials are typically comprised of stucco with brick and/or stone veneer.
- Bay windows, curved or round top accent windows, and vertical windows with mullions and simple 2x trim are utilized at front elevations and high visibility areas.
- Stone or brick accent details at the building base, entry, and chimney elements are typical.
- Horizontal siding accents and wrought iron or wood balconies and pot shelves are encouraged.

Example of European Cottage Architecture

Example of European Cottage Architecture

CRAFTSMAN

Influenced by the English Arts and Crafts movement of the late 19th century and stylized by California architects like Bernard Maybeck in Berkeley and the Greene brothers in Pasadena, the style focused on exterior elements with tasteful and artful attention. Originating in California, Craftsman architecture relied on the simple house tradition, combining hip and gable roof forms with wide, livable porches, and broad overhanging eaves. The style was quickly spread across the state and across the country by pattern books, mail-order catalogs, and popular magazines.

Extensive built-in elements define this style, treating details such as windows and porches as if they were furniture. The horizontal nature is emphasized by exposed rafter tails and knee braces below broad overhanging eaves constructed in rustic-textured building materials. The overall effect was the creation of a natural, warm, and livable home of artful and expressive character. Substantial, tapered porch columns with stone piers lend a Greene character, while simpler double posts on square brick piers and larger knee braces indicate a direct Craftsman reference to the style of California architect Bernard Maybeck, who was greatly influenced by the English Arts and Crafts Movement of the late 19th Century.

Example of Craftsman Architecture

Craftsman Style Elements:

- Plan form is typically a simple box.
- Roofs are typically of shallower pitch with flat concrete tiles (or equal) and exaggerated eaves.
- Roof forms are typically a side-to-side gable with cross gables.
- Roof pitch ranges from 3:12 to 5:12 typically with flat concrete tiles or equal.
- Wall materials may include stucco, horizontal siding, and stone.
- Siding accents at gable ends are typical.
- A front porch typically shelters the main entry.
- Exposed rafter tails are common under eaves.
- Porch column options are typical of the Craftsman style:
  - Battered tapered columns of stone, brick, or stucco
  - Battered columns resting on brick or stone piers (either or both elements are tapered)
  - Simpler porch supports of double square post resting on piers (brick, stone, or stucco); piers may be square or tapered.
- Windows are typically fully trimmed.
- Window accents commonly include dormers or ganged windows with continuous head or sill trim.

Example of Craftsman Architecture

EARLY CALIFORNIA RANCH

A building form rather than an architectural style, the Ranch is primarily a one-story rambling home with strong horizontal lines and connections between indoor and outdoor spaces. The "U"- or "L"-shaped open floor plan focused on windows, doors, and living activities on the porch or courtyard. The horizontal plan form is what defines the Ranch.

The applied materials, style, and character applied to the Ranch have been mixed, interpreted, adapted, and modernized based on function, location, era, and popularity.

This single-story family oriented home became the American dream with the development of tract homes in the post-World War II era. Simple and affordable to build, the elevation of the Ranch was done in a variety of styles. Spanish styling with rusticated exposed wood beams, rafter tails under broad front porches, and elegantly simple recessed windows were just as appropriate on the Ranch as the clean lines of siding and floor to ceiling divided-light windows under broad overhanging laminate roofs.

Details and elements of the elevation of a Ranch should be chosen as a set identifying a cohesive style. Brick and stucco combinations with overly simple sill trim under wide windows with no other detailing suggests a Prairie feel, while all stucco, recessed windows, and exposed rusticated wood calls to mind a Hacienda ranch.

Example of California Ranch Architecture

California Ranch Style Elements:

- Plan form is typically one-story with strong horizontal design.
- Roofs are typically shallow pitched with "S" tile, barrel tile, or flat concrete tile.
- Roof forms are typically gable or hip with exaggerated overhangs.
- Wall materials are commonly comprised of stucco, siding, or brick.
- A porch, terrace, or courtyard is typically the prominent feature of the elevation.
- Exposed rafter tails are typical.
- Porch is commonly detailed by simple posts or beams with simple cap or base trim.
- Front entry is typically traditionally pedimented by a surround, porch, or portico.
- Windows are typically broad and accented with window head and sill trim, shutters, or are recessed.
- A strong indoor/outdoor relationship joined by sliding or French doors, or bay windows is common.

Example of California Ranch Architecture

AMERICAN TRADITIONAL

The American Traditional style is a combination of the early English and Dutch house found on the Atlantic coast. Their origins were sampled from the Adam style and other classical styles. Details from these original styles are loosely combined in many examples.

Current interpretations have maintained the simple elegance of the early prototypes, but added many refinements and new design details. This style relies on its asymmetrical form and colonial details to differentiate it from the strict colonial styles.

Highly detailed entries having decorative pediments extended and supported by semi-engaged columns typically. Detailed doors with sidelights and symmetrically designed front facades. Cornices with dentils are an important feature and help identify this style.

Example of American Traditional Architecture

Example of American Traditional Architecture

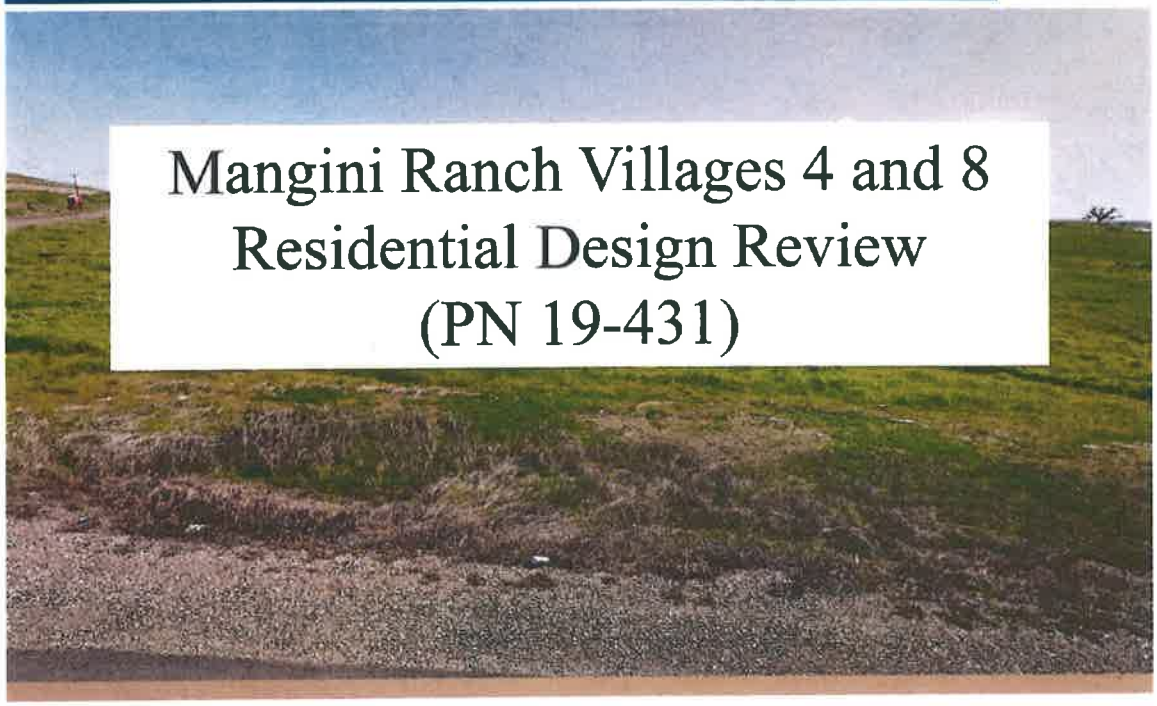
American Traditional Style Elements:

- Plan form is typically asymmetric "L"-shaped.
- Roofs are typically of moderate to steeper pitch with flat concrete tile (or equal) roof and exaggerated boxed eaves.
- Roof forms are typically hip or gable with dominant forward facing gables.
- Front facade is typically one solid material which may include stucco, brick, or horizontal siding.
- The front entry is typically sheltered within a front porch with traditionally detailed columns and railings.
- A curved or round-top accent window is commonly used on the front elevation.
- Windows are typically fully trimmed with flanking louvered shutters.
- Gable ends are typically detailed by full or partial cornice, sometimes emphasized with dentils or decorative molding.
- Decorative or pedimented head and sill trim on windows is typical.

Example of American Traditional Architecture

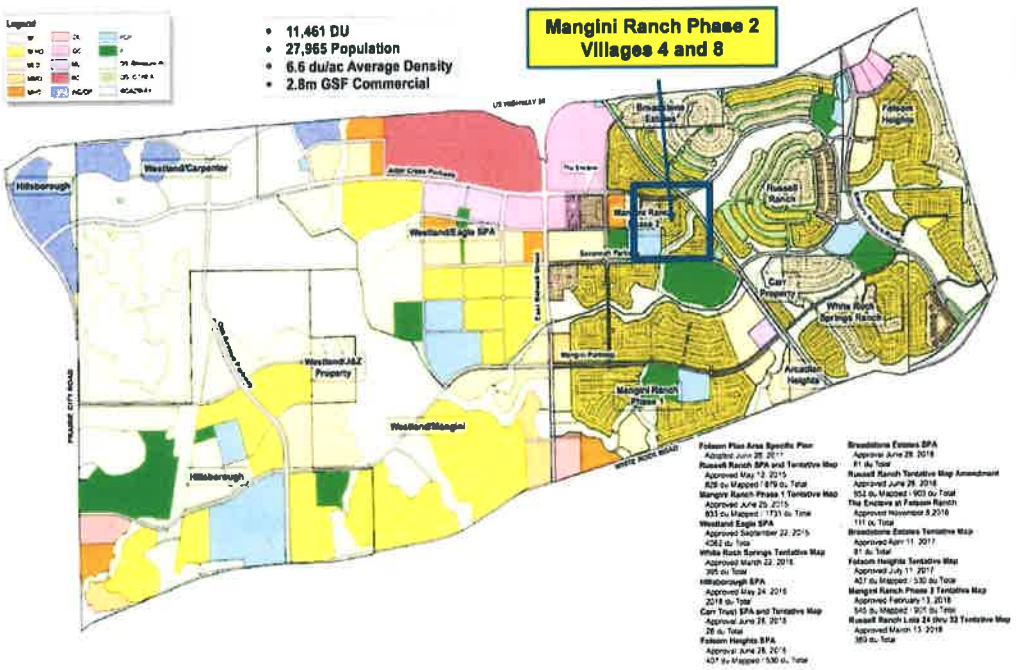
Attachment 12
Planning Commission PowerPoint Presentation

Mangini Ranch Design Review



Vicinity Map

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



Illustrative Master Plan Exhibit

FOLSOM

Site Plan

FOLSOM

Project Background

FOLSOM

- February 13, 2018: City Council Approval of a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, Project Design Guidelines Amendment, and Inclusionary Housing Plan for Development of a 901-Unit Residential Subdivision Known as Mangini Ranch Phase 2 on a 203-Acre Site Located in Central Portion of Folsom Plan Area

Key Project Details

FOLSOM

- Design Review for Villages 4 and 8 of the Previously Approved Mangini Ranch Phase 2 Subdivision:
  - Applicant: KB Homes
  - 109 Total Homes in Villages 4 and 8 (SFHD and MLD)
  - Four (4) Master Plans
  - Four (4) California-Themed Architectural Styles
    - Cottage
    - Craftsman
    - Farmhouse
    - Spanish
  - Twelve (12) Color and Materials Options
  - 48 Different Visual Expressions
  - One-Story and Two-Story Homes
  - Attached Two-Car Garage
  - Homes Range from 1,429 to 2,696 S.F. in Size (3BR/2BA to 5BR/2.5BA)

Architecture/Design

FOLSOM

- California-Themed Architectural Styles:
  - Craftsman (early 1900's)
    - Simple House Design with Hip and Gable Roof Forms, Porches, Overhangs
  - Cottage (1920's)
    - Rural Style with Steep Roof Pitches, Gables, Hips, and Half-Hips Forms
  - Farmhouse (1800's)
    - Large Front Porches, Wood Columns, and Decorative Railings
  - Spanish (early 1900's)
    - Simple Articulated Details, Plaster Walls, Porches, and Balconies

Folsom Ranch Central District Design Guidelines

FOLSOM

- Provide a varied and interesting streetscene
- Focus of the home is the front elevation, not the garage
- Provide a variety of garage placements
- Provide detail on rear elevations where visible from the public streets
- Appropriate massing and roof forms to define the architectural styles
- Ensure that plans and styles provide a degree of individuality
- Use architectural elements and details to reinforce individual architectural styles

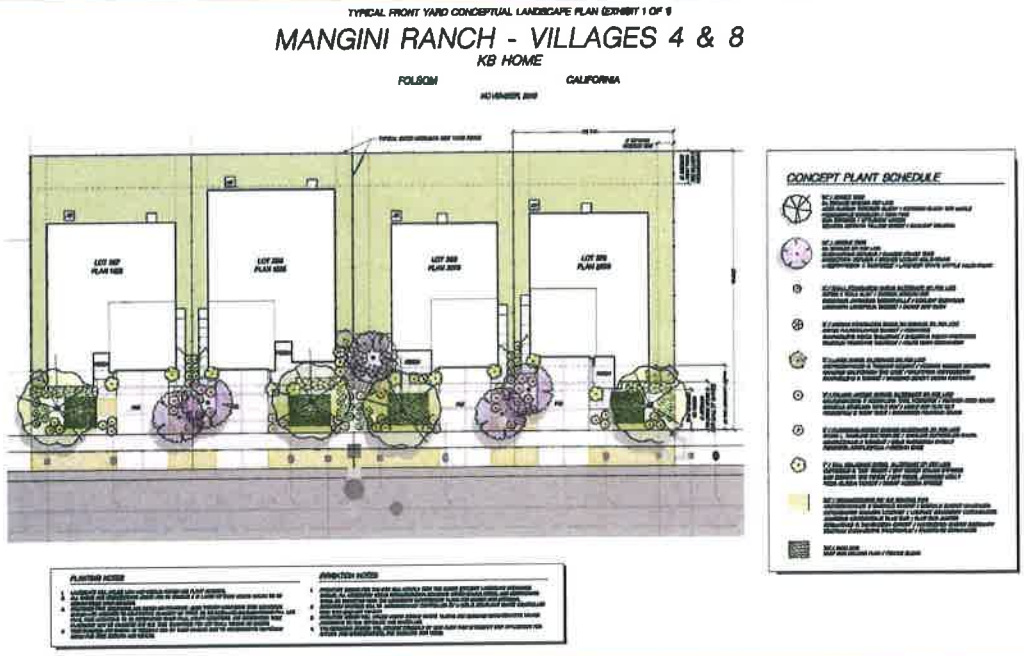
Folsom Ranch Central District Design Guidelines

FOLSOM

- Off-set massing, forms, or wall planes
- Recessed second-story elements
- Enhanced style-appropriate details on the front building elevation
- Decorative window shelves or sill treatments
- Architectural projections (recessed windows, eaves, shutters)
- Garage doors that are consistent with the architecture of the building
- Variety in the garage door patterns
- Outdoor living spaces (porches, balconies, courtyards, etc.)

Typical Lot Layout/Landscaping

FOLSOM



Street Scene

FOLSOM

Elevation 'A' - Spanish
1685

Elevation 'B' - Craftsman
2696

Elevation 'C' - Farmhouse
2278

Elevation 'D' - Cottage
1429

Master Plan 1429

FOLSOM

Elevation 'A' - Spanish

Elevation 'B' - Craftsman

ELEVATION LEGEND

Elevation 'C' - Farmhouse

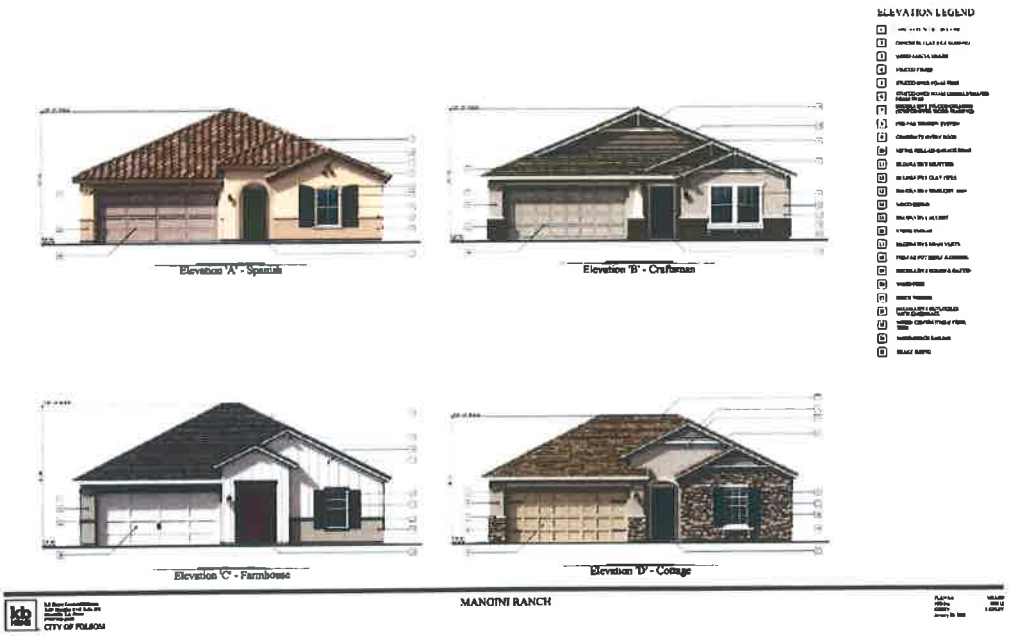
Elevation 'D' - Cottage

CITY OF FOLSOM

MANGINI RANCH

Master Plan 1429

Master Plan 1685



Master Plan 1685

Left Elevation 'B'

Front Elevation 'B' - Craftsman

Right Elevation 'B'

Rear Elevation 'B'

MANGINI RANCH

Master Plan 2278

Elevation 'A' - Spanish

Elevation 'B' - Craftsman

ELEVATION LEGEND

Elevation 'C' - Farmhouse

Elevation 'D' - Cottage

MANGINI RANCH

Master Plan 2278

FOLSOM

Left Elevation 'B'

Front Elevation 'B' - Craftsman

Right Elevation 'B'

Covered Enlarged Patio Option

Rear Elevation 'B'

MANGINI RANCH

CITY OF FOLSOM

Master Plan 2696

FOLSOM

Elevation 'A' - Spanish

Elevation 'B' - Craftsman

ELEVATION LEGEND

Elevation 'C' - Farmhouse

Elevation 'D' - Cottage

MANGINI RANCH

CITY OF FOLSOM

Master Plan 2696

FOLSOM

Staff Recommendation

FOLSOM

Staff Recommends Planning Commission Approval of the Mangini Ranch Villages 4 and 8 Residential Design Review Application

AGENDA ITEM NO. 4
Type: Public Hearing
Date: May 6, 2020

Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project:	Creekstone Phase 1 Subdivision
File #:	PN-19-059
Requests:	Small-Lot Vesting Tentative Subdivision Map
	Planned Development Permit (Residential Architecture/Development Standards)
	Minor Administrative Modification (Reallocation of Dwelling Units to Other Parcels)
Location:	The proposed Creekstone Phase 1 Subdivision project is located in the Mangini West sub-area of the Folsom Plan Area Specific Plan at the southeast corner of the intersection of East Bidwell Street and Mangini Parkway
Staff Contact:	Steve Banks, Principal Planner, 916-461-6207 sbanks@folsom.ca.us

Property Owner
Name: Mangini Improvement Company, Inc.
Address: 4370 Town Center Blvd,
Suite 100, El Dorado Hills,
CA 95762

Applicant
Name: Mangini Improvement Company, Inc.
Address: 4370 Town Center Blvd, Suite 100, El Dorado Hills, CA 95762

Recommendation: Conduct a public hearing and upon conclusion recommend approval of the following, subject to the findings (Findings A-Z) and conditions of approval (Conditions 1-52) attached to this report:

- Small-Lot Vesting Tentative Subdivision Map
- Planned Development Permit
- Minor Administrative Modification for Transfer of Development Rights

Project Summary: The proposed project involves several related actions associated with a proposed residential development:

- A **Small-Lot Vesting Tentative Subdivision Map** to subdivide the 9.88-acre project site into 71 residential lots.
- A **Planned Development Permit** which contains detailed development and architectural standards for the proposed homes.
- A **Minor Administrative Modification** to transfer 15 allocated dwelling units from the Creekstone Phase 1 Subdivision project to two other locations within the Folsom Plan Area Specific Plan.

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

Table of Contents:

Attachment 1 - Background and Setting

Attachment 2 - Project Description

- Small-Lot Vesting Tentative Subdivision Map
- Planned Development Permit (Minor Changes to Development Standards)
- Minor Administrative Modification (Shift of Dwelling Units to Other Parcels)

Attachment 3 - Analysis

- Small-Lot Vesting Tentative Subdivision Map
- Planned Development Permit (Minor Changes to Development Standards)
- Minor Administrative Modification (Shift of Dwelling Units to Other Parcels)

Attachment 4 - Conditions of Approval

Attachment 5 - Vicinity Map

Attachment 6 - Small-Lot Vesting Tentative Subdivision Map, dated April 21, 2020

Attachment 7 - Preliminary Grading, Drainage, and Utility Plan, dated April 21, 2020

Attachment 8 - Conceptual Front Yard Landscaping, dated December 9, 2019

Attachment 9 - Wall and Fence Exhibit, dated January 31, 2020

Attachment 10 - Residential Schematic Design, dated Feb. 24, 2020

Attachment 11 - Exterior Color/Materials Specifications, dated February 24, 2020

Attachment 12 - CEQA Exemption and Streamlining Analysis for Creekstone Phase 1 Subdivision Project

Attachment 13 - Access and Circulation Analysis, dated April 14, 2020

Attachment 14 - Environmental Noise Analysis, dated August 15, 2019

Attachment 15 - Site Photographs

Attachment 16 - Creekstone Phase 1 Subdivision Booklet (Separate Bound Document) including the following, except where superseded by separate documents or illustrations listed above:

- Illustrative Site Plan (Booklet page 10)
- Residential Architecture (Booklet page 12)
- Conceptual Landscape Design (Booklet page 16)
- Building Elevations and Floor Plans (Booklet page A0.0 to A3.5)

Attachment 17 - Applicant's Inclusionary Housing Letter, dated February 15, 2019

Attachment 18 - Summary of Amendments to the Folsom Plan Area Specific Plan, 2011-2020

Attachment 19 - Folsom Ranch Central District Design Guidelines

Attachment 20 - Planning Commission PowerPoint Presentation

Submitted,

_____
PAM JOHNS
Community Development Director

ATTACHMENT 1
BACKGROUND AND SETTING

A. Background: Folsom Plan Area Specific Plan

The proposed project site is part of the approved Folsom Plan Area Specific Plan (FPASP), a comprehensively planned community that proposes new development based upon principles of "Smart Growth" and Transit Oriented Development.

The FPASP, approved in 2011, is a development plan for over 3,500 acres of previously undeveloped land located south of Highway 50, north of White Rock Road, east of Prairie City Road, and adjacent to the Sacramento County/El Dorado County line in the southeastern portion of the City.

The FPASP includes a mix of residential, commercial, employment and public uses, complemented by recreational amenities including a significant system of parks and open space, all within close proximity to one another and interconnected by a network of "complete streets", trails and bikeways. The Specific Plan is consistent with the SACOG Blueprint Principles and the requirements of SB 375 (Sustainable Communities and Climate Protection Act).

The FPASP includes 11,461 residential units at various densities on approximately 1,622 acres; 320 acres designated for commercial and industrial use; +/-275 acres designated for public/quasi-public uses, elementary/middle school/high schools, and community/neighborhood parks; and +/-1,109 acres for open-space areas.

Since FPASP adoption in 2011, the City Council has approved 8 amendments to the Specific Plan with land use and density refinements (summarized in Attachment 18 to this staff report).

Overall, the changes to the Specific Plan have *reduced* the amount of commercial development planned for the area and *increased* the amount of residential development:

	Approved 2011	**As Amended to Date**
Commercial:	5,199,409 SF	2,788,844 SF (-2,410,565 SF)
Residential Units:	10,210 Units	11,461 Units (+1,251 Units)

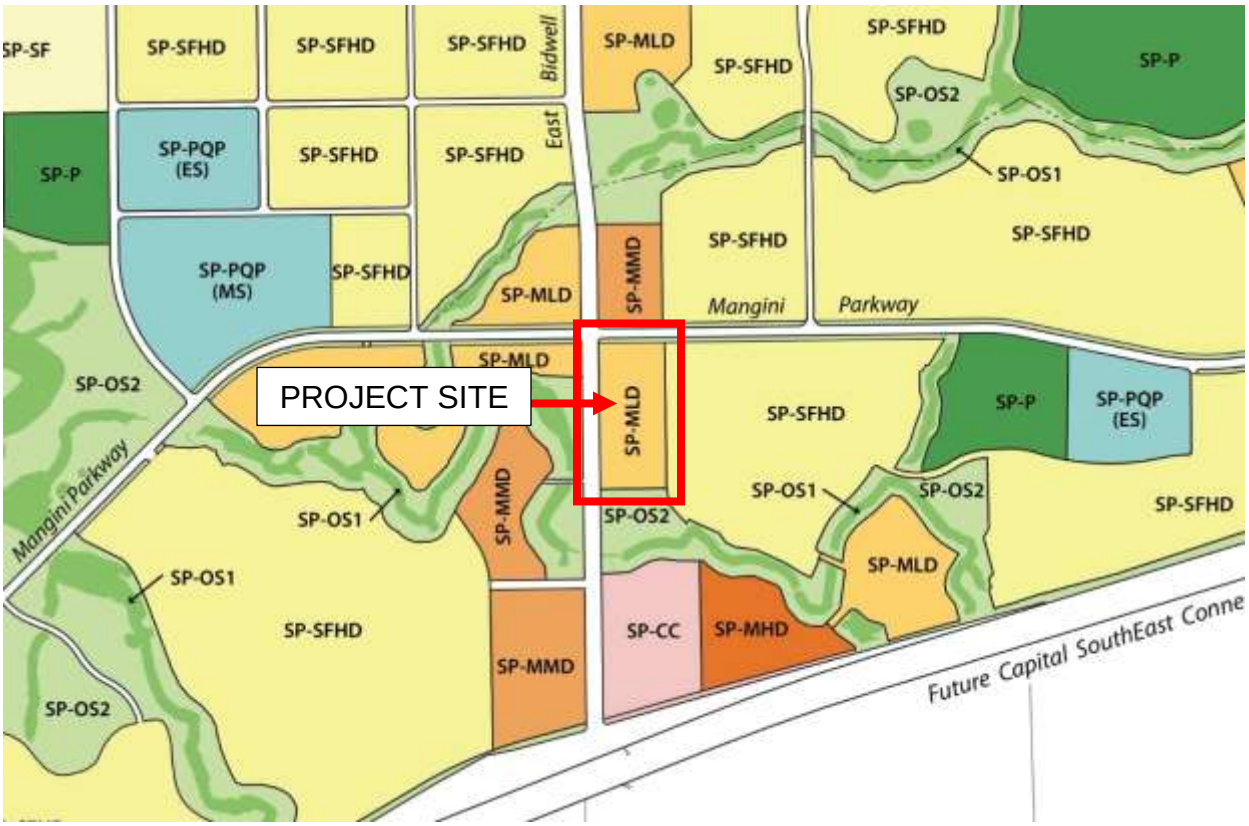
Based on the approved changes, the projected population of the FPASP has increased from 24,362 (based on approved development in 2010) to 27,140 (as approved through March, 2020).

In addition to the amendments listed in Appendix 18, a number of Minor Administrative Modifications have been approved (another is proposed for this project). These minor modifications have moved allocated dwelling units to new locations in the FPASP area but did not affect the overall number of approved units. Because they do not increase or decrease units, these minor modifications are also not expected to affect the ultimate

population of the FPASP area.

The Creekstone Phase 1 Subdivision project site is designated MLD in the FPASP, which provides for development at 7.0 to 12.0 units per acre. An excerpt from the FPASP Land Use Map is shown below. This designation is consistent with the site's MLD designation in the Folsom General Plan.

FIGURE 1: FPASP LAND USE MAP EXCERPT



B. Physical Setting

The project site is vacant but has been mass graded as part of the development of the Mangini Ranch Phase 1 Subdivision.

Figures 2 and 3, on the following pages, shows aerial photographs of the Creekstone Phase 1 Subdivision project site. The balance of the Mangini Ranch Phase 1 Subdivision project, currently under development, is visible to the right (east) of the Creekstone site.

As show on the aerial photographs, pre-existing vegetation on the site was removed as part of the mass grading of the Mangini Ranch project, which was conducted in accordance with mitigation measures in the FPASP EIR/EIS and monitored by the City. South of the project site is a drainage basin that serves the Mangini Ranch project.

FIGURE 2: AERIAL PHOTO (2020)

FIGURE 3: SITE AERIAL (2020)

ATTACHMENT 2
PROJECT DESCRIPTION

APPLICANT'S PROPOSAL

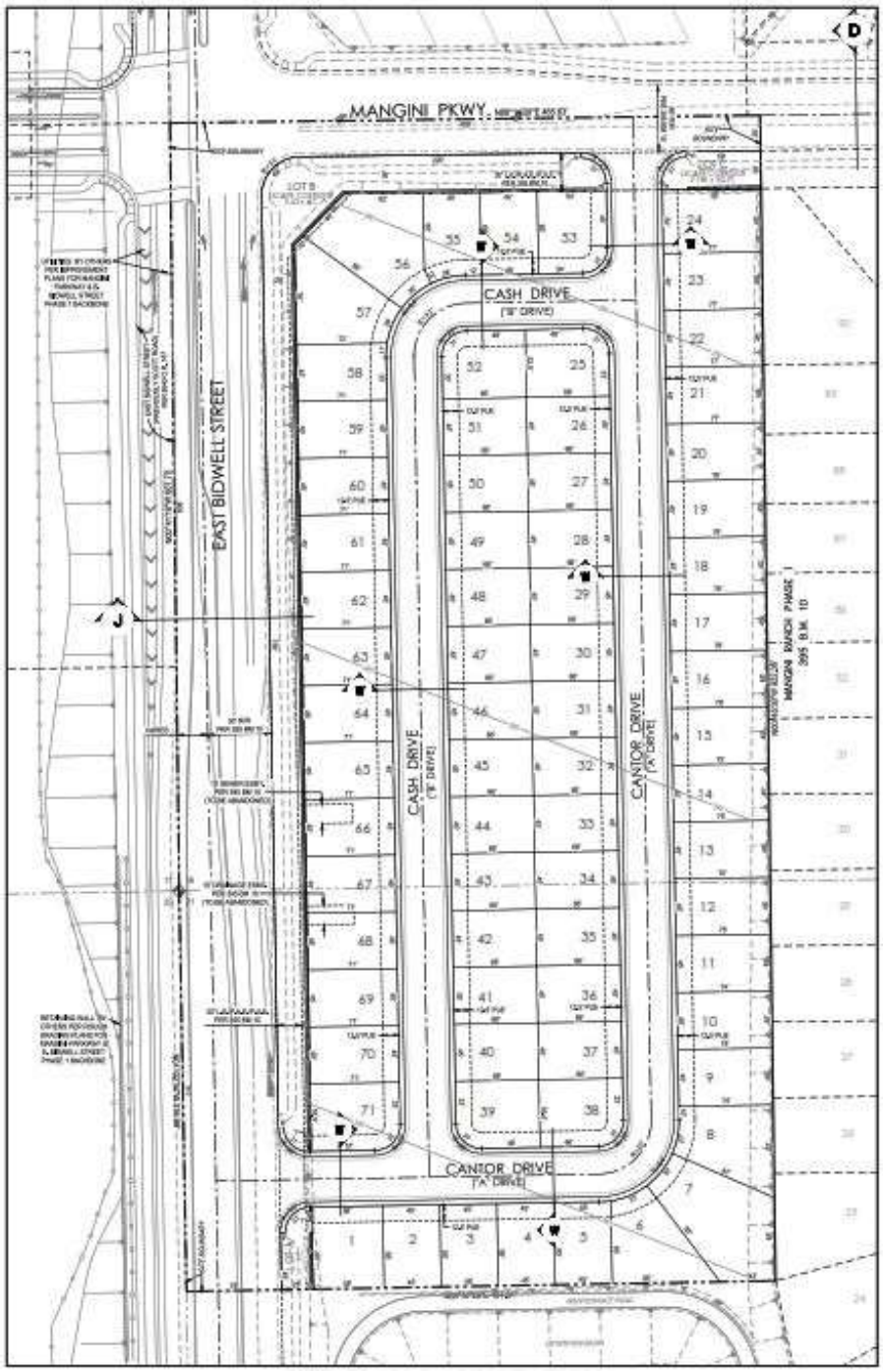
The applicant is requesting approval of several related actions to allow the development of 71 single family homes on a 9.88-acre project site. This Attachment examines the following requested approvals:

A. Small-Lot Vesting Tentative Subdivision Map
B. Planned Development Permit (Minor Changes to Development Standards)
C. Minor Administrative Modification (Reallocation of Dwelling Units to Other Parcels)

A. Small-Lot Vesting Tentative Subdivision Map

The first component of the applicant's proposal is a Small-Lot Vesting Tentative Subdivision Map to create 71 single-family residential lots and 3 landscape lots. The proposed subdivision layout is shown on the following page. (A more detailed version of the subdivision map is included as Attachment 6 to this staff report.)

FIGURE 4: PROPOSED SUBDIVISION LAYOUT



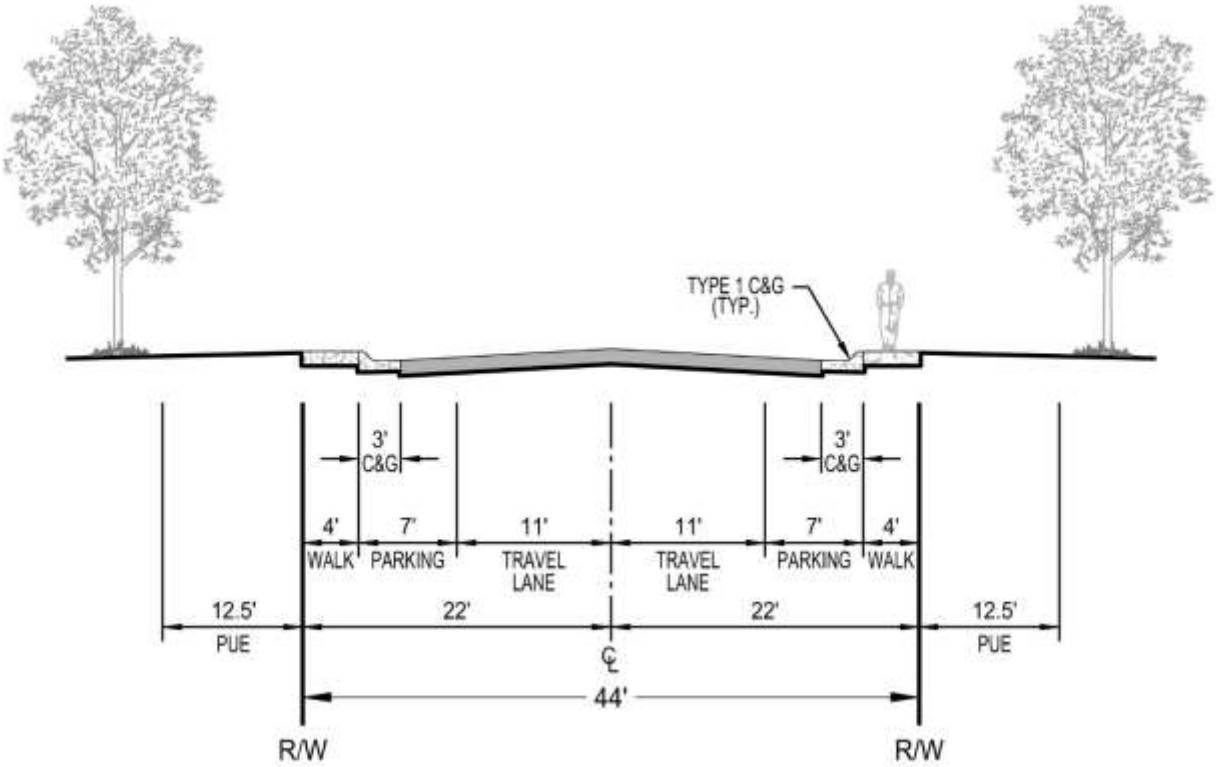
The proposed subdivision features interior lots with a minimum size of 2,925 SF, which is 75 SF smaller than the existing development standard for lots in the MLD Single Family land use district of the Specific Plan. Corner lots with a minimum size of 3,300 SF are proposed, which are 200 SF smaller than the existing development standard for lots in the MLD land use district. (The applicant has requested a Planned Development Permit to make these and other minor changes to the development standards for this subdivision. See the discussion of the Planned Development Permit later in this staff report.)

Proposed minimum lot sizes and dimensions are shown below.

FIGURE 5: PROPOSED MINIMUM LOT DIMENSIONS

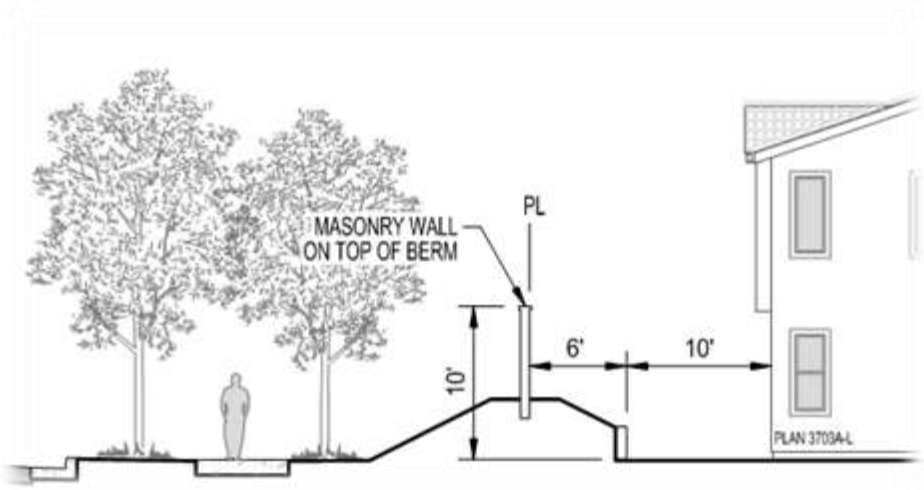
The subdivision uses standard public street right-of-way dimensions, including an internal roadway system with sidewalks on both sides of the street, as shown in Figure 6 on the following page.

FIGURE 6: INTERNAL ROADWAY CROSS SECTION



In response to projected traffic levels on East Bidwell Street and to minimize potential noise impacts associated with these traffic levels, the project proposes a combination of berms (4-foot-tall berm), soundwalls (6-foot-tall soundwall), and relatively deep 16-foot rear yards (a 10-foot rear yard setback is required within the subdivision) for the homes adjacent to this roadway, as shown below in Figure 7.

FIGURE 7: EAST BIDWELL STREET-TO-REAR YARD CROSS SECTION



B. Planned Development Permit

The applicant is seeking approval of a Planned Development Permit which provides project-specific development standards for the project and architectural designs for the proposed residential units. The Planned Development Permit includes the following major components:

- Proposed Revised Development Standards
- Proposed Residential Designs
- Proposed Landscaping

These are discussed below.

Proposed Revised Development Standards

The applicant proposes changes to some FPASP development standards:

1. **Minimum lot size** for **interior lots** is proposed to be **reduced** from 3,000 SF to **2,925 SF.** Minimum lot size for **corner lots** is proposed to be **reduced** from 3,500 SF to **3,300 SF**.

2. Minimum **front yard setbacks for the primary structure**, which are proposed to be reduced from 15 feet to **12.5 feet**

3. Minimum **garage setbacks**, which are proposed to be reduced from 20 feet to **18 feet**

4. Minimum **side yard setbacks**, which are proposed to be reduced from 5 feet to **4 feet**

The applicant's justification for these proposed changes is based on providing a first-floor bedroom for the homes. The following text from the applicant summarizes their justification for the proposed changes in development standards:

> *As part of our submittal we are requesting a few minor modifications to the MLD development standards. The primary factor driving our request for setback modifications is so that we can offer a downstairs bedroom in two of the three plans. This feature has become a very desirable amenity offering a space for a home office, guest accommodations or a family member bedroom. Field surveys in the Folsom market of active communities has shown this feature being one of the top requests from buyers. Thirty-seven feet is the ideal width to achieve a functional downstairs bedroom. Placing the room forward of the garage creates a more desirable front elevation and pedestrian experience.*

Our minor modification requests associated with architecture include front, interior side, and garage setback modifications.

Proposed Residential Designs

The proposed project includes the construction of 71 single family homes in three different configurations—1, 2, and 3—and three architectural styles. All of the homes are proposed in a two-story configuration, with downstairs bedrooms in Plan 2 and Plan 3.

Proposed architectural styles are:

- Italian Villa
- Spanish Colonial
- Western Farmhouse

All three architectural styles are proposed to be used for all unit types, with a variety of colors and materials as shown in the applicant's bound submittal booklet (Attachment 16).

The applicant's submittal describes the architectural styles as follows:

Creekstone elevation designs are Spanish Colonial, Italian Villa and Western Farmhouse, consistent with the fabric of existing historic Folsom community. Each plan offers each elevation style. Combined with nine pre-plotted color schemes, there is limited duplication of same plan, elevation, and color combination. These styles each carry a strong character and together, create a neighborhood full of varying interests. Roofs vary in forms, pitches, style, and heights. Two-story buildings include one-story massing. Thoughtful breaks in massing are achieved to provide visual interest at elevations exposed to public view. The front door, garage door and coach light selections vary per elevation and are architecturally compatible with the theme of each home. Combined, all these design features, create visual interest and a pedestrian friendly streetscape.

- *Spanish Colonial - The simply articulated design combines light colored stucco wall finish, terra cotta colored villa roof tiles, with pops of color on the window shutters. Lines are clean, cantilevers are highlighted with curved corbels, and roof lines are traditionally low-pitched gables.*

- *Western Farmhouse - This asymmetrical cottage design integrates a series of gable roofs in the massing and the introduction of siding and brick, for character and texture. The traditional steep-pitched roof, accentuated by the gable end board and batt finish, provides for variety in the eave lines within the streetscape.*

- *Italian Villa - Strong punctuations of material and detail highlight the Italian Villa, the most formal of the three styles. Stone veneer-finished walls create a strong base, corner treatments frame the wall planes, and windows are centered and highlighted with a wide trim surround. The style calls for a hip roof design.*

Illustrations of the proposed architectural styles applied to the proposed residential designs are shown below and on the following two pages.

FIGURE 8: PLAN 1 ELEVATIONS

FIGURE 9: PLAN 2 ELEVATIONS

Front Elevation - 2A - Spanish Colonial

Front Elevation - 2C - Italian Villa

Front Elevation - 2B - Western Farmhouse

FIGURE 10: PLAN 3 ELEVATIONS

Front Elevation - 3A - Spanish Colonial

Front Elevation - 3C - Italian Villa

Front Elevation - 3B - Western Farmhouse

Typical floorplans for each unit type are shown in the figures on the following pages. As noted earlier, Plans 2 and 3 include a downstairs bedroom.

FIGURE 11: PLAN 1 FLOORPLAN

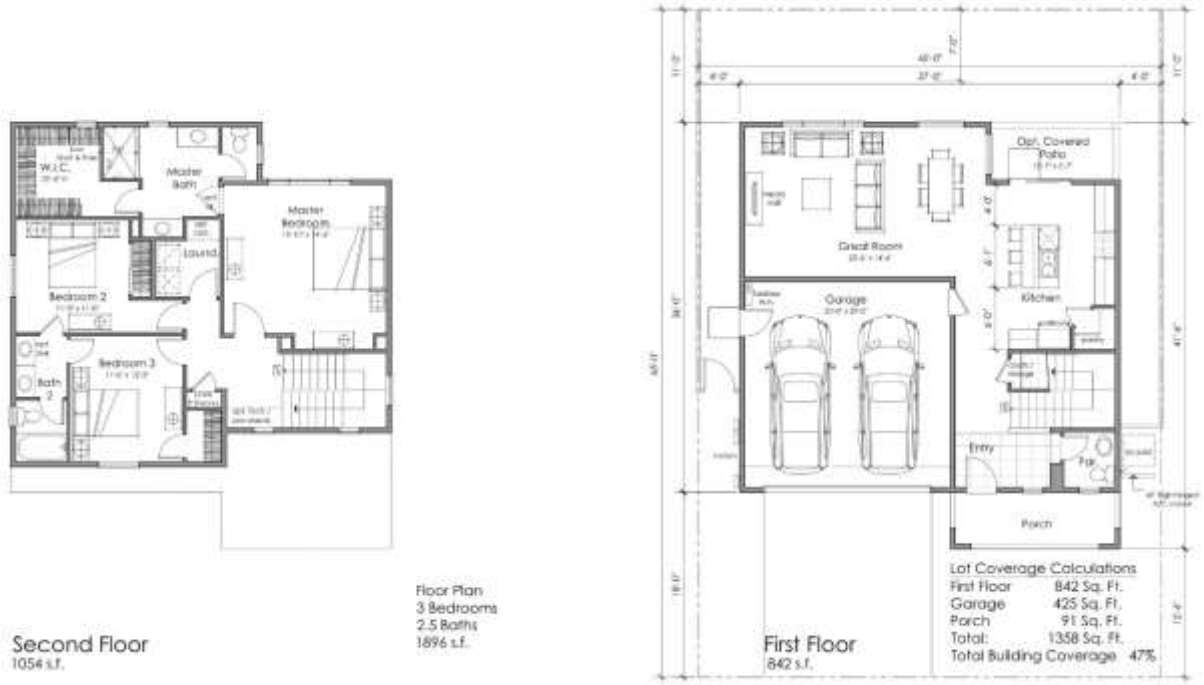


FIGURE 12: PLAN 2 FLOORPLAN

Downstairs bedroom highlighted

FIGURE 13: PLAN 3 FLOORPLAN

Downstairs bedroom highlighted

<u>Existing and Proposed Landscaping</u>

Existing landscaping and sidewalks are present within a 20-foot-wide landscape corridor located along the east side of East Bidwell Street and within a 30-foot-wide landscape corridor located along the south side of Mangini Parkway. The applicant is proposing to provide an additional five feet of landscaping along East Bidwell Street in order to accommodate a four-foot-tall berm, increasing the width of this landscape buffer to 25 feet. Accordingly, the existing 20-foot-wide landscape easement located along the East Bidwell Street frontage is being widening to 25 feet as shown on the Small-Lot Vesting Tentative Subdivision Map.

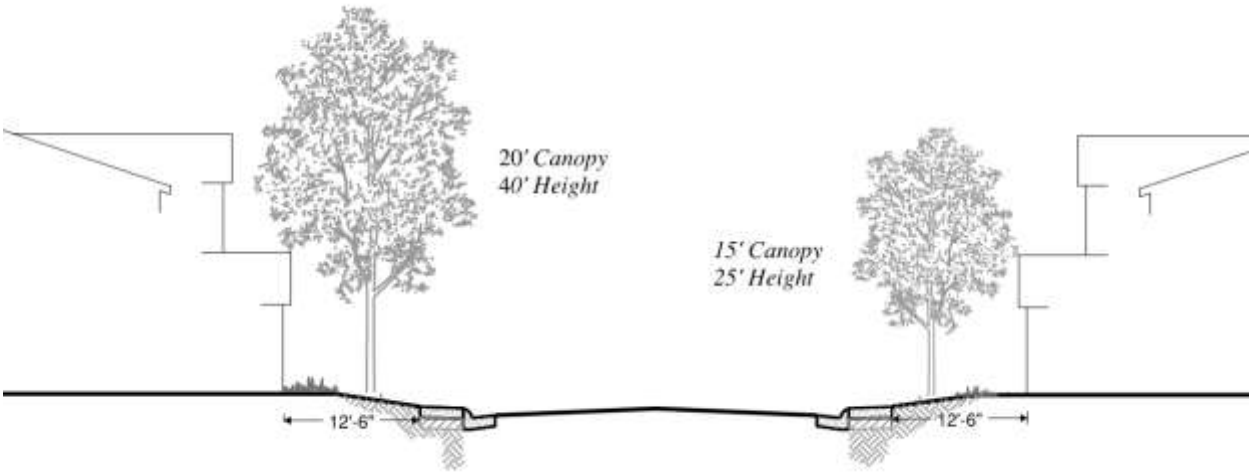
The applicant is proposing to install new landscaping in the front yards and street side yards of the new homes within the subdivision. Homeowners will be responsible for landscaping the rear yards of the individual homes. Front yard landscaping has been designed by the applicant to complement the proposed architecture and to work within the front yard areas available.

The applicant describes the landscaping concept for the front yards as follows:

> *"The front yard landscaping proposed for this community has been thoughtfully planned providing an aesthetically pleasing design that includes a mix of shrub accent planting and ornamental grasses combined with accent boulders for added vertical interest. By omitting the turf, these designs are more water efficient and require less maintenance.*
>
> *Much effort was put into selecting the trees proposed for this community. Working with the Folsom City Arborist, great care was taken in selecting trees with appropriate characteristics for the planting space provided. The proposed trees are known to be successful in small planting areas, are considered non-invasive and utility friendly. In addition, they provide a combination of canopy shapes, colors and heights ranging from 10'-50'. The designs provide a tree planting zone averaging 206 square feet offering ample space for the proposed minimum one tree per lot. Additional planning is in place to mitigate concerns about long term tree success. First, our target tree planting zone avoids garage sides of the lot entirely reducing utility conflicts considerably. In addition, as we do with any installation, contractors will be directed to maintain minimum distances from utilities and hardscapes. Should any minimum distance not be met, root barriers will be added."*

The applicant has discussed appropriate tree species with the City's Arborist and has selected a list of trees which will fit within space available (shown below). The updated tree list is included in the applicant's submittal book, attached to this staff report (Attachment 16).

FIGURE 14: TREES IN FRONT YARD AREAS



Selected trees for the front yard areas include:

- Arbutus unedo Marina “Strawberry Tree”
- Cercis occidentalis “Western Redbud”
- Lagerstroemia Hybrid Natchez “Crape Myrtle”
- Podocarpus macrophyllus “Yew Pine”
- Prunus caroliniana “Carolina Laurel Cherry”
- Pyrus calleryana Chanticleer “Chanticleer Pear”

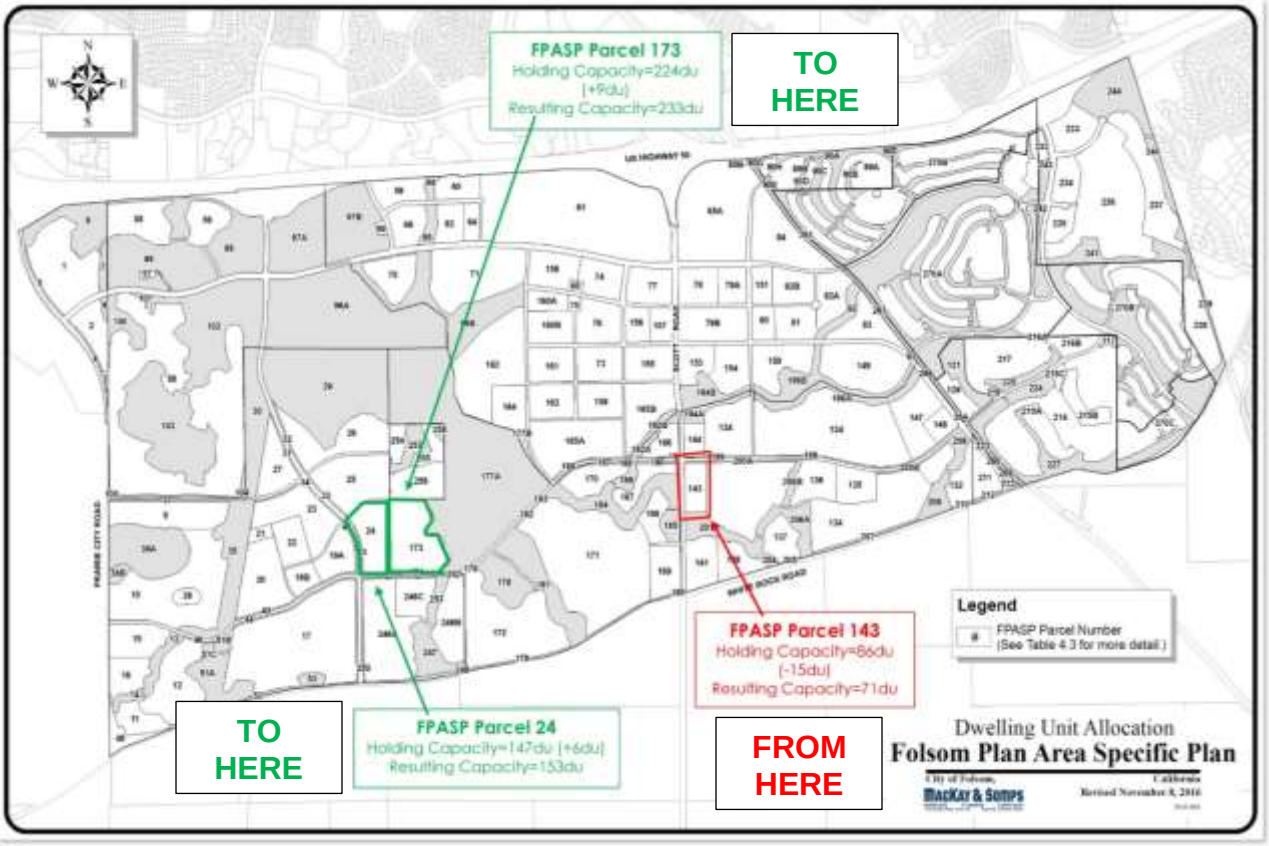
All of these trees have either a relatively small canopy size (e.g., the crape myrtle) or have a tall, vertical form (e.g., the yew pine) that will fit in the proposed front yard areas. Due to their size, these species are more commonly used as “accent” trees in a palette that includes larger “canopy” trees when enough space is available.

C. Minor Administrative Modification

The parcel (Parcel 143) on which the Creekstone Phase 1 Subdivision project is located is designated by the FPASP for the development of 86 residential units. Because the applicant is proposing to construct only 71 residential units on the subject parcel, a Minor Administrative Modification is proposed to reallocate the 15 unused residential units to two other sites (Parcel 24 and Parcel 173) within the Folsom Plan Area. These other two sites or parcels have not been mapped, and no development applications are currently on file with the City.

Parcel 24 and Parcel 173 are both designated MLD by the FPASP (as is the Creekstone Phase 1 Subdivision parcel). The increase in the number of units allocated to these sites (6 units added to Parcel 24 and 9 units added to Parcel 173) would not require a change in the land use designation for either site as each parcel has available capacity to accept additional units. The Creekstone Phase 1 Subdivision site and the proposed locations (all of which are under the same ownership group/Mangini Improvement Company, Inc.) for the reallocated residential units are shown in Figure 15 on the following page.

FIGURE 15: PROPOSED REALLOCATION OF 15 DWELLING UNITS



ATTACHMENT 3
ANALYSIS

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

A. Small-Lot Vesting Tentative Subdivision Map

B. Planned Development Permit (Minor Changes to Development Standards)

- Proposed Revised Development Standards
- Proposed Residential Designs
- Proposed Landscaping

C. Traffic/Access/Circulation

D. Parking

E. Noise Impacts

F. Walls/Fencing

G. Inclusionary Housing

H. Frontage Improvements

I. Minor Administrative Modification (Shift of Dwelling Units to Other Parcels)

This section also includes a discussion of the project's performance with relation to relevant policies in the Folsom General Plan and the Folsom Plan Area Specific Plan:

J. Conformance with Relevant Folsom General Plan Folsom Plan Area Specific Plan Objectives and Policies

A. Small-Lot Vesting Tentative Subdivision Map

As shown on the submitted Small-Lot Vesting Tentative Subdivision Map (Attachment 6), the proposed subdivision includes 71 single family residential lots, 3 landscape lots, and two internal public streets (Cantor Drive and Cash Drive). The proposed project will be required to dedicate public right-of-way for the two internal public streets. The project is not required to dedicate any additional public right-of-way along East Bidwell Street or Mangini Parkway as the right-of-way for these two roadways has previously been dedicated. As shown on the Subdivision Map, the applicant is also proposing to expand an existing landscape easement located along the East Bidwell Street frontage from 20 to 25 feet in width in order to accommodate a new landscape berm.

As mentioned previously, all roadways within the subdivision are proposed to be public streets. As a result, staff has included a condition (Condition No. 41) that requires the applicant to dedicate public utility easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) on properties adjacent to the streets.

As noted earlier, the applicant is proposing changes to the development standards of the FPASP to accommodate the lots proposed. These include a minimum lot size of **2,925 SF** for interior lots and **3,300 SF** for corner lots.

Based on the proposed subdivision map, more than half of the proposed lots (58%) are larger than 3,000 SF, the minimum size that would apply if the applicant's proposed change were not approved. A total of six (6) lots would be at the minimum proposed size (2,925 SF). All lots and their proposed size are shown below. Interior lots below 3,000 SF and corner lots smaller than 3,500 SF are highlighted to demonstrate which lots require the revised development standards proposed by the applicant.

Creekstone Phase 1 Subdivision Proposed Lot Sizes

Lot #	Size (SF)	Lot #	Size (SF)	Lot #	Size (SF)
1	3,640	25 (C)	3,445	49	2,970
2	2,925	26	2,970	50	2,970
3	2,925	27	2,970	51	2,970
4	2,925	28	2,970	52 (C)	3,445
5	2,927	29	2,970	53 (C)	3,398
6	4,188	30	2,970	54	2,941
7	6,327	31	2,970	55	3,000
8	4,271	32	2,970	56	5,187
9	3,357	33	2,970	57	5,392
10	3,367	34	2,970	58	3,199
11	3,377	35	2,970	59	3,195
12	3,388	36	2,970	60	3,195
13	3,398	37	2,970	61	3,195
14	3,407	38 (C)	3,445	62	3,195
15	3,418	39 (C)	3,445	63	3,195
16	3,428	40	2,970	64	3,195
17	3,438	41	2,970	65	3,195
18	3,448	42	2,970	66	3,195
19	3,458	43	2,970	67	3,195
20	3,468	44	2,970	68	3,195
21	3,478	45	2,970	69	3,195
22	3,488	46	2,970	70	3,195
23	3,498	47	2,970	71 (C)	3,713
24	3,914	48	2,970		
(C)	Corner Lot				

	Interior lot smaller than 2,950 SF		
	Interior lot 2,951 to 3,000 SF		
	Corner lot smaller than 3,500 SF		

Staff has determined that the proposed Small-Lot Vesting Tentative Subdivision Map complies with all City requirements, as well as with the requirements of the State Subdivision Map Act.

B. Planned Development Permit

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

- Proposed Revised Development Standards
- Proposed Residential Designs
- Proposed Landscaping

These are discussed below.

Revised Development Standards

The applicant is requesting approval of a Planned Development Permit which would deviate from the development standards established by the Folsom Plan Area Specific Plan for residential lots with an MLD designation. Changes are proposed to standards for lot sizes, garage setbacks, and building setbacks, as described earlier in this staff report.

The applicant's justification for the revised development standards is provided below:

> *As part of our submittal we are requesting a few minor modifications to the MLD development standards. The primary factor driving our request for setback modifications is so that we can offer a downstairs bedroom in two of the three plans. This feature has become a very desirable amenity offering a space for a home office, guest accommodations or a family member bedroom. Field surveys in the Folsom market of active communities has shown this feature being one of the top requests from buyers. Thirty-seven feet is the ideal width to achieve a functional downstairs bedroom. Placing the room forward of the garage creates a more desirable front elevation and pedestrian experience. Our minor modification requests associated with architecture include front, interior side, and garage setback modifications.*

Specific changes and staff's analysis are discussed below.

1. **Minimum lot size** for **interior lots** is proposed to be **reduced** from 3,000 SF to **2,925 SF.** Minimum lot size for **corner lots** is proposed to be **reduced** from 3,500 SF to **3,300 SF**.

   Staff concurs with these proposed changes, which are consistent with other subdivisions approved in the Folsom Plan Area and which will help provide ownership housing at a more affordable price point than would be possible with larger lots. Staff also notes that most of the proposed lots would be large enough to meet the 3,000 SF minimum size that would otherwise apply, and that only five of 71 lots would be below 2,950 SF. Of five corner lots, four would be slightly smaller than 3,500 SF (the typical minimum; the applicant is proposing 3,300 SF).

2. Minimum **front yard setbacks for the primary structure**, which are proposed to be reduced from 15 feet to **12.5 feet**

   Staff concurs with these proposed standards, which are similar to setbacks provided in other developments in the Folsom Plan Area. As noted by the applicant, this reduced setback will also help accommodate the first-floor bedrooms in the Plan 2 and 3 homes, which staff views as a benefit. Plan 1 homes will not need the reduced setback.

   The proposed reduction in the front yard setback for living area will not detract from the visual appearance of the street scene, as the design, materials, and colors of the main residential structure and the garage have been coordinated.

3. Minimum **garage setbacks**, which are proposed to be reduced from 20 feet to **18 feet**

   Staff concurs with these proposed standards, which are similar to setbacks provided in other developments in the Folsom Plan Area.

   The proposed reduction in the front yard setback for garages will not detract from the visual appearance of the street scene or the individual master plans as the design, materials, and colors of the main residential structure and the garage have been coordinated.

4. Minimum **side yard setbacks**, which are proposed to be reduced from 5 feet to **4 feet**

   Staff concurs with this reduction, which is similar to development standards that have been approved for other projects in the Folsom Plan Area. However, staff notes that

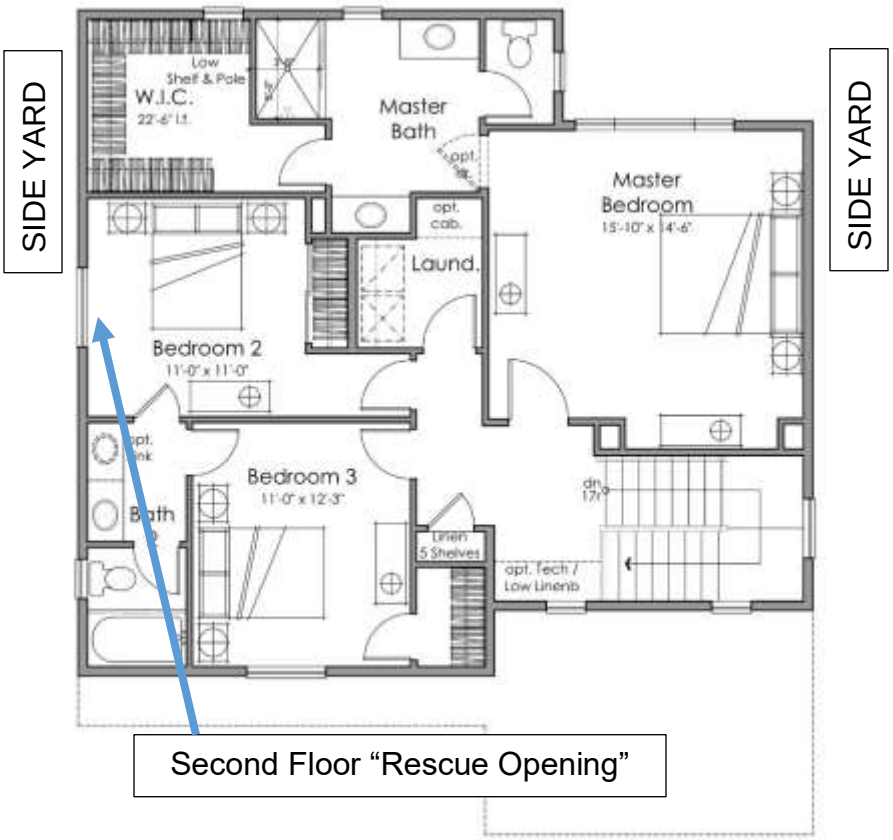
changes to the City's fire codes now require a 5' x 5' clear area below second floor bedroom windows ("rescue openings"[1]). Projects approved before the adoption of the updated Folsom Fire Code in 2019 are considered exempt from this requirement.

The implication for projects such as Creekstone Phase 1 Subdivision is that standard side yard fencing that separates homes could not be placed under these second-floor "rescue openings." Side yard fencing for these homes will need to pushed back from the front until it is located past the upper floor window, with the result that the affected homes will have a smaller "private" side yard.

For the Creekstone Phase 1 Subdivision project specifically, this will affect fences adjacent to the second floor of Plan 1 homes, which are the only proposed homes in this project which have a bedroom window that would qualify as a "rescue opening" (see below). Both the Plan 2 and Plan 3 units have second-floor bedrooms, but these open to either the front or rear yard, where there is sufficient clear area to meet the City's Fire Code standards. Figure 16 on the following page shows an example of a second floor bedroom with a rescue opening.

[1] Generally, a "rescue opening" is a window which provides for emergency exiting.

FIGURE 16: SECOND FLOOR BEDROOM AND "RESCUE OPENING"



Based on the fact that a number of side yard fences within the subdivision will be required to be placed further back from the front property line than is typical for a traditional subdivision, staff recommends that trash, recycling, and yard waste containers be placed behind the side yard fence so that they are not visible from the public right-of-way. In addition, staff recommends that air conditioning units also be placed behind the side yard fence or located in the rear yard so that they are not visible from the public right-of-way. (Condition No. 51 is included to reflect these requirements). Fence placement locations will be addressed when detailed construction plans are submitted to the City.

As described above, the applicant is proposing to modify a number of development standards for development of the subdivision including reducing the minimum lot size for interior and corner lots, reducing the required front yard setback for the primary structure, reducing the required front yard setback for garages, and reducing the required side yard setbacks for the primary structure. The table (Figure 17) below shows the existing development standards, the proposed development standards, and development standards for similar single-family small-lot subdivisions that have recently been approved in the City.

FIGURE 17: DEVELOPMENT STANDARDS TABLE

Development Standards Table						
	Minimum Lot Size	Maximum Lot Coverage	Front Yard Setback	Front Garage Setback	Side Yard Setback	Rear Yard Setback
SP-MLD Standards	3,000 SF	50%	15 Feet	20 Feet	5 Feet	10 Feet
Proposed Creekstone Standards	2,925 SF	50%	12.5 Feet	18 Feet	4 Feet	10 Feet
Enclave Subdivision	2,800 SF	60%	12.5 Feet	20 Feet	4 Feet	8 Feet
Meadows Subdivision	2,925 SF	60%	7.5 Feet	7.5 Feet	3 Feet	5 Feet
Vizcaya Subdivision	2,504 SF	50%	10 Feet	10 Feet	3.5 Feet	10 Feet
Farmhouse Subdivision	2,850 SF	55%	8 Feet	8 Feet	4 Feet	5 Feet

As shown in the Development Standards Table above, the proposed development standards for the Creekstone Phase 1 Subdivision project are similar to and comparable with numerous other single-family small-lot subdivisions located throughout the City including projects in the Folsom Plan Area and projects north of U.S. Highway 50. In addition, staff has determined that the development standards for the proposed project meet the intent, purposes, and standards set forth in the Folsom Plan Area Specific Plan in that they will provide improved floor plans within the master plans (downstairs bedroom) and enhanced front building elevations (front facing first floor bedroom).

Residential Designs

The proposed project is located within the central portion of the Folsom Plan Area; thus, it is subject to the Folsom Ranch Central District Design Guidelines (Attachment 19), which were approved by the City Council in 2015. The Design Guidelines are a complementary document to the Folsom Plan Area Specific Plan and the Folsom Plan Area Specific Plan Community Guidelines.

The Design Guidelines, which are intended to act as an implementation tool for residential development within the Central District of the Folsom Plan Area, provide the design framework for architecture, street scene, and landscaping to convey a master plan identity. The Design Guidelines also establish the pattern and intensity of development for the Central District to ensure a high quality and aesthetically cohesive environment. While these Design Guidelines establish the quality of architectural and landscape development for the master plan, they are not intended to prevent alternative designs and/or concepts that are compatible with the overall project theme.

As a regulatory tool, the Design Guidelines are intended to assist applicants in creating single-family residential neighborhoods that reflect the City's rich history, reinforce the sense of community, and utilize sustainable best practices. The Design Guidelines also provide the framework for design review approval of Folsom Ranch, Central District residential projects. In addition, the Design Guidelines are intended to be used by builders and developers when designing their Master Plot Plans. Any development project that is submitted to the City must be reviewed for consistency with these Design Guidelines. The following are the general architectural principles intended to guide the design of the Folsom Ranch, Central District to ensure quality development:

- Provide a varied and interesting street scene
- Focus of the home is the front elevation, not the garage
- Provide a variety of garage placements
- Provide detail on rear elevations where visible from the public streets
- Choose appropriate massing and roof forms to define the architectural styles
- Ensure that plans and styles provide a degree of individuality
- Use architectural elements and details to reinforce individual architectural styles

In addition to the general architectural principles referenced previously, the Design Guidelines also provide specific direction regarding a number of architectural situations and features including: edge conditions, corner buildings, building forms, off-set massing forms, front elevations, roof forms, feature windows, architectural projects, balconies, lower height elements, garage door treatments, outdoor living spaces, exterior structures, building materials, and color criteria. The following are examples of architectural situations and features that are relevant to the proposed project:

- Provide a mix of hip and gable roof forms along the street scene
- Provide off-set massing, forms, or wall planes
- Provide recessed second-story elements
- Provide enhanced style-appropriate details on the front building elevation
- Provide decorative window shelves or sill treatments
- Provide architectural projections (recessed windows, eaves, shutters, etc.)
- Provide garage doors that are consistent with the architecture of the building
- Provide variety in the garage door patterns
- Provide outdoor living spaces (porches, balconies, courtyards, etc.)

The architectural design styles selected for the Folsom Ranch Central District have been chosen from the traditional heritage of California home styles, a majority of which have been influenced by the Spanish Mission and Mexican Rancho eras. Over the years, architectural styles in California have become reinterpreted traditional styles that reflect the indoor-outdoor lifestyle choices available in the Mediterranean climate. Suggested architectural styles in the Design Guidelines include American Traditional, Craftsman, Early California Ranch, European Cottage, Italian Villa, Monterey, Spanish Colonial, and Western Farmhouse. Additional architectural styles compatible with the intent of the Design Guidelines may be added if they are regionally appropriate.

As discussed earlier, the applicant has provided proposed architectural designs for the homes to be built in the Creekstone Phase 1 Subdivision. As described in the applicant's proposal, the proposed project features three architectural styles:

- Spanish Colonial
- Italian Villa
- Western Farmhouse

In evaluating the proposed project, staff also took into consideration building and design elements that could be considered unique to the Folsom Plan Area. Staff has determined that the proposed master plans are consistent with the Folsom Ranch Design Guidelines. Based on this analysis, staff forwards the following design recommendations to the Commission for consideration:

1. This approval is for one product line with three two-story master plans in three architectural styles with 12 color and material options. The applicant shall submit building plans that comply with this approval and the attached building elevations dated February 24, 2020.

2. The design, materials, and colors of the single-family residential units shall be consistent with the approved building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department.

3. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same roof-line, same elevation style, side-by-side, or across the street from each other.

4. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings. For lots abutting the open space areas (southern project boundary), mechanical equipment shall be screened or located out of view from open space areas.

5. Decorative light fixtures, consistent with the Folsom Ranch Central District Design Guidelines and unique to each architectural design theme, shall be added to the front elevation of each Master Plan to the satisfaction of the Community Development Department.

6. A minimum of one street tree shall be planted in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final.

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

C. Traffic/Access/Circulation

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

The 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement included not only a detailed analysis of traffic-related impacts within the Plan Area, but also an evaluation of traffic-related impacts on the surrounding communities. In total, there are fifty-five (55) traffic-related mitigation measures associated with development of the FPASP which are included as conditions of approval for the Creekstone Phase 1 Subdivision project. Many of these mitigation measures are expected to reduce traffic impacts to East Bidwell Street. Included among the mitigation measures are requirements to; fund and construct roadway improvements within the Plan Area, pay a fair-share contribution for construction of improvements north of U.S. Highway 50, participate in the City's Transportation System Management Fee Program, and Participate in the U.S. Highway 50 Corridor Transportation Management Association. The Creekstone Phase 1 Subdivision project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS (Condition Nos 52-25 to 52-79).

On September 6, 2019, Kimley Horn completed a Supplemental Traffic Evaluation (included in the attachments to the CEQA Exemption Analysis, included as Attachment 12 to this staff report) for the proposed project[2] to determine whether additional impacts would occur that were not previously identified and addressed by the 2011 FPASP EIR/EIS.

The Kimley Horn study analyzed traffic operations at six intersections and two roadway segments:

Intersections

1. East Bidwell Street @ Iron Point Road
2. East Bidwell Street @ Placerville Road
3. East Bidwell Street @ US-50 Westbound Ramps
4. East Bidwell Street @ US-50 Eastbound Ramps
5. East Bidwell Street @ Mangini Parkway (formerly Street “A”)
6. East Bidwell Street @ White Rock Road

Roadway Segments

1. U.S Highway 50 Eastbound Ramps to Mangini Parkway
2. Mangini Parkway to White Rock Road

The Kimley Horn study concluded that the proposed project would not result in any traffic-related impacts not already identified and would not require any new traffic improvements that have not already been required as mitigation by the prior environmental analyses.

As shown on the submitted Small-Lot Vesting Tentative Subdivision Map (Attachment 6), access to the project site is provided by a new driveway on the east side of East Bidwell Street and a new driveway on south side of Mangini Parkway. Internal circulation is facilitated by two new public streets (Cantor Drive and Cash Drive) that provide circulation throughout the project site.

On April 14, 2020, Kimley Horn completed a Supplemental Access and Circulation Analysis (included as Attachment 13 to this staff report) that evaluated specific access and circulation related issues associated with the proposed project under two different scenarios (Scenario 1 and Scenario 2). Scenario 1 is an interim condition that assumes the Toll Brothers project improvements have not been constructed, while Scenario 2 is an ultimate condition that assumes the Toll Brothers project improvements have been

[2] Note: The Kimley Horn study also included development of a separate project, Creekstone Phase 2.

constructed. Toll Brothers project improvements include modifications to East Bidwell Street and the intersection of East Bidwell Street and Mangini Parkway.

With respect to project access, the Analysis determined that the East Bidwell Street project driveway will accommodate right-in, right-out, and left-in turning movements, with no left-out turning movements be permitted due to traffic safety concerns. The Analysis also concluded that Mangini Parkway project driveway should be limited to right-in turning movements until such time that Westwood Drive is constructed and ready to accept vehicle traffic between Mangini Parkway and Alder Creek Parkway. The Analysis further recommends that interim improvements be constructed to prohibit right-out turning movements from the Mangini Parkway project driveway prior to issuance of the first certificate of occupancy for the proposed project. The interim right-turn restriction for the Mangini Parkway project driveway is necessary due to the fact that there is currently no safe method for vehicles traveling east from the project site to return to East Bidwell Street due to the fact that the Mangini Parkway/Westwood Drive intersection does not physically accommodate U-turn movements. In addition, there is currently no egress from Mangini Parkway for vehicles heading north, south, or east from the project site.

The following are recommendations from the Supplemental Access and Circulation Analysis which have been included as a condition (Condition Nos. 48 and No. 49) of approval for the Creekstone Phase 1 Subdivision project.

<u>Condition No. 48:</u>

<u>Scenario 1 (Toll Brothers Required Improvements Completed)</u>

A. The owner/applicant shall construct a southbound left turn lane with a minimum storage length of 255 feet and a 60-foot taper to provide left turn access to Cantor Drive. The owner/applicant shall install median improvements and required signage and striping in East Bidwell Street to prohibit left turns out of Cantor Drive to southbound East Bidwell Street.

B. The owner/applicant shall modify the existing traffic signal, signing and striping at the intersection of East Bidwell Street and Mangini Parkway to the satisfaction of the City Engineer.

<u>Scenario 2 (Toll Brothers Required Improvements Not Completed)</u>

A. The owner/applicant shall;

1) Widen East Bidwell Street to include an additional southbound through lane which extends from approximately 640 feet north of the intersection of Mangini Parkway to the left turn lane into Cantor Drive.

2) Widen East Bidwell Street to provide a left turn lane with a minimum storage length of 255 feet and a 60-foot taper into Cantor Drive. Construct median

island improvements together with signage and striping to the satisfaction of the City Engineer to prohibit left turns out of Cantor Drive to southbound East Bidwell Street.

3) Modify the existing traffic signal, signing and striping at the intersection of Mangini Parkway and East Bidwell Street to accommodate revised lane configurations and revised turning movements including a northbound East Bidwell Street U-turn and a westbound left turn from Mangini Parkway to southbound East Bidwell Street.

Condition No. 49:

The owner/applicant shall construct interim improvements to the satisfaction of the City Engineer at Cantor Drive on Mangini Parkway to prohibit right turns out of the driveway until such time that Westwood Drive is constructed and ready for traffic between Mangini Parkway and Alder Creek Parkway. The interim improvements prohibiting right turns out of this driveway will be required to be complete and operational prior to issuance of the first Certificate of Occupancy in the Creekstone Phase 1 Subdivision. If Westwood Drive is complete and open for traffic prior to issuance of the first Certificate of Occupancy in the subdivision, the interim improvements prohibiting right turns out of the driveway will not be required.

D. Parking

The Folsom Plan Area Specific Plan requires that single-family residential units located within a Multi-Family Low Density (MLD) designated area provide two covered parking spaces per unit. The FPASP also requires that single-family residential units located within an MLD designated area provide a minimum of 0.8 guest parking spaces per unit.

As shown on the submitted residential schematic design (Attachment 10), each of the homes will include a two-car attached garage, thus meeting the covered parking requirement of the FPASP. In addition, the project provides 71 on-street parking spaces (one space per unit), which exceeds the minimum of 0.8 on-street guest parking spaces required by the FPASP.

E. Noise Impacts

A Noise Assessment (Attachment 14) was prepared by Bollard Acoustical Consultants on August 15, 2019 to determine whether East Bidwell Street or Mangini Parkway traffic-related noise would cause noise levels at the project site to exceed acceptable limits as described in the Noise Element of the City of Folsom General Plan, and to evaluate compliance with the Folsom South of U.S. Highway 50 Specific Plan EIR Noise Mitigation Measures.

Outdoor Noise Levels

The study projected noise levels adjacent to these roadways (based on future traffic levels) and determine what types of measures would be needed to ensure that noise levels at homes adjacent to the roadways would not exceed City standards, which are:

- 60 dB L_{dn}[3] for outdoor activity areas (such as rear yards)
- 45 dB L_{dn} for interior areas in dwellings

The noise analysis concluded that, *without mitigation*, noise levels along East Bidwell Street would reach 67 dB L_{dn} in the rear yards of homes, and 65 dB L_{dn} in the rear yards of homes along Mangini Parkway. These levels exceed the City's standard (60 dB $L_{dn)}$ for outdoor activity areas.

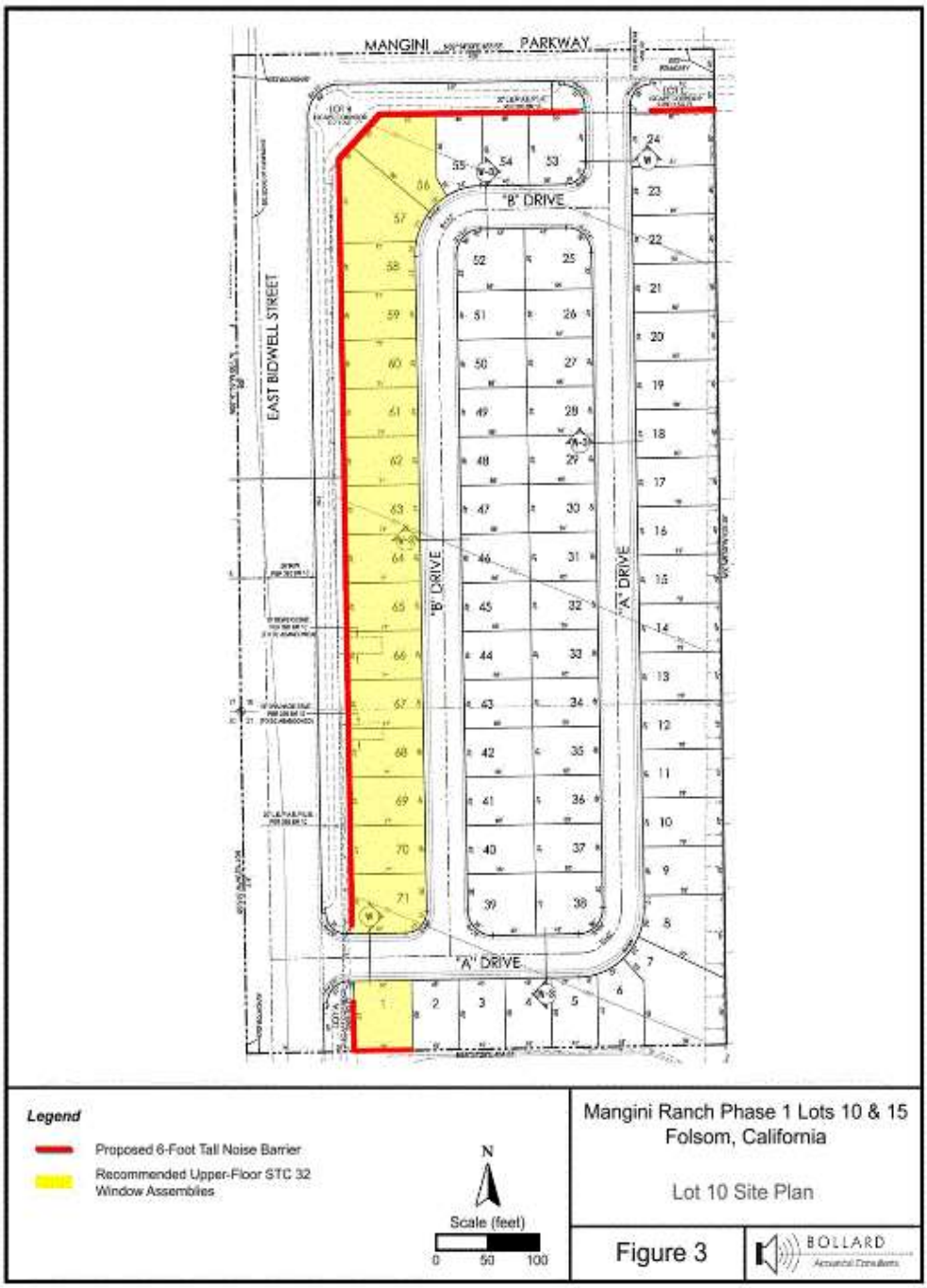
However, the noise analysis also concluded that the installation of a 6-foot-high masonry wall along both of these street frontages (East Bidwell Street and Mangini Parkway) would reduce rear yard noise levels to 56 dB Ldn on East Bidwell Street and 59 dB Ldn on Mangini Parkway, which would comply with the City's outdoor noise level standard. It is important to note that the noise analysis assumed that a four-foot-tall berm (as proposed with this project) would be located along the project's East Bidwell Street frontage. The six-foot-tall masonry wall referenced above would be located on top of a four-foot-tall berm, resulting in a ten-foot-tall noise barrier (berm/wall) along the East Bidwell Street frontage of the project site. The Mangini Parkway street frontage would include a 6-foot-high masonry wall, this wall is not required to be located on top of a berm feature due to reduced noise levels on this roadway as compared to East Bidwell Street. A map of recommended walls is shown in Figure 18 on the following page.

Interior Noise Levels

The noise study concluded, based on projected noise adjacent to the adjacent roadways, that standard residential construction (including STC 32 window assemblies on the second floor of units adjacent to East Bidwell Parkway) would reduce interior noise levels to acceptable levels.

[3] dB Ldn is average noise level over a 24-hour day, measured in decibels (dB). The average includes a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours.

FIGURE 18: RECOMMENDED NOISE WALL LOCATIONS



F. Walls/Fencing

The applicant is proposing a combination of masonry walls and wood fencing for the Creekstone Phase 1 Subdivision project:

- Along the Mangini Parkway and East Bidwell Street frontages, a six-foot-high masonry wall will be constructed to provide an attractive appearance for the subdivision and to reduce traffic-related noise for the homes adjacent to these roadways (see the previous discussion of Noise within this staff report). The six-foot-tall masonry wall along East Bidwell will be positioned on top of a four-foot-tall berm.

- Wooden fencing will be provided between residential units. Wooden fencing will be consistent with the guidelines for fencing provided in the Folsom Ranch Design Guidelines. (As discussed elsewhere in this report, changes to the Fire Code will affect the placement of fences between homes where second-floor windows require a 5' x 5' clear area on the ground.)

- Along the eastern property boundary, an existing masonry wall will remain in place.

- Along the southern property boundary, adjacent to the existing storm detention basin, a low retaining wall topped with an open, tubular steel fence with a combined height of six feet will be installed for Lots 2-7. One lot along the southern property boundary (Lot 1) will have a six-foot-high masonry wall as required by the noise analysis.

The recommended conditions of approval (Condition No. 18) require the applicant to provide a final design for all walls and fences for review and approval by staff prior to construction.

G. Inclusionary Housing

The applicant proposes to comply with Folsom Municipal Code Chapter 17.104 (Inclusionary Housing) by paying in-lieu fees per Municipal Code Section 17.104.060(G). (See the applicant's Inclusionary Housing letter, included as Attachment 17 to this staff report). Homes within the subdivision will be sold at market prices. Fees paid by the applicant will help provide affordable housing elsewhere in the city. The applicant is required to enter into an Inclusionary Housing Agreement with the City. The Final Inclusionary Housing Plan is subject to approval by the City Council. In addition, the Inclusionary Housing Agreement, which will be approved by the City Attorney, must be executed prior to recordation of the Final Map for the Creekstone Phase 1 Subdivision project. Condition No. 39 is included to reflect these requirements.

H. Frontage Improvements

Although most of the physical improvements (streets, curbs, gutter, sidewalks, and landscaping) to East Bidwell Street and Mangini Parkway adjacent to the project site have been constructed, the applicant will be required to install landscaping in a five-foot-wide area along the East Bidwell Street frontage where the four-foot-tall berm will be located. In addition, the applicant will be required to construct the perimeter masonry walls along the frontages of East Bidwell Street and Mangini Parkway (see the Noise discussion earlier in this report). Walls and landscaping will be required to comply with Folsom Ranch Design Guidelines. The recommended conditions of approval require the applicant to submit detailed plans for all landscaping and walls prior to construction.

I. Minor Administrative Modification

As described earlier within this report, the parcel (Parcel 143) on which the Creekstone Phase 1 Subdivision project is located is designated by the FPASP for the development of 86 residential units. Based on the fact that the applicant is proposing to construct only 71 residential units on the subject parcel, a Minor Administrative Modification is being requested to reallocate the 15 unused residential units to two other parcels (Parcel 24 and Parcel 173) situated within the Folsom Plan Area.

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

> *"… that are consistent with and do not substantially change its overall intent, such as minor adjustments to the land use locations and parcel boundaries shown in Figure 4.1 – Land Use and Figure 4.4 – Plan Area Parcels and the land use acreages shown in Table 4.1 – Land Use Summary."* [FPASP Section 13.3]

The FPASP states that Minor Administrative Modifications can be approved at a staff level, provided the following criteria are met:

- The proposed modification is within the Plan Area.
- The modification does not reduce the size of the proposed town center.
- The modification retains compliance with City Charter Article 7.08, previously known as Measure W.
- The general land use pattern remains consistent with the intent and spirit of the FPASP
- The proposed changes do not substantially alter the backbone infrastructure network.
- The proposed modification offers equal or superior improvements to development capacity or standards.

- The proposed modification does not increase environmental impacts beyond those identified in the EIR/EIS.
- Relocated park or school parcels continue to meet the standards for the type of park or school proposed.
- Relocated park or school parcels remain within walking distance of the residents they serve.

Based on staff's review, the proposed reallocation of 15 residential units from the Creekstone Phase 1 Subdivision site to two other parcels within the Folsom Plan Area meets all of the required criteria mentioned above. As a result, staff is able to approve the proposed Minor Administrative Modification.

J. Conformance with Relevant General Plan and Folsom Plan Area Specific Plan Objectives and Policies

The applicant prepared a detailed analysis of the project's consistency with all of the policies in the Folsom Plan Area Specific Plan; that analysis is included in the CEQA Exemption and Streamlining Analysis in Attachment 12 to this report. Staff concurs with the applicant's analysis that the project is consistent with the Specific Plan.

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.

GP and SP OBJECTIVE H-1 (Housing)
To provide an adequate supply of suitable sites for the development of a range of housing types to meet the housing needs of all segments of the population.

GP and SP POLICY H-1.1
The City shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the City's regional share of housing.

> Analysis: The City provides residential lands at a variety of residential densities as specified in the General Plan and in the Folsom Municipal Code. The Folsom Plan Area Specific Plan includes specialized zoning (Specific Plan Designations) that are customized to the Plan Area as adopted in 2011 and as Amended over time. The FPASP provides residential lands at densities ranging from 1-4 dwelling unit per acre (SF), 4-7 dwelling units per acre (SFHD), 7-12 dwelling units per acre (MLD), 12-20 dwelling units per acre (MMD), 20-30 dwelling units per acre (MHD), and 9-30 dwelling units per acre (MU).
>
> The Creekstone Phase 1 Subdivision project is designated MLD and is proposed to be developed at 7.2 units per acre, which is within the density range for the MLD designation.

SP POLICY 4.1

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

Analysis: The Creekstone Phase 1 Subdivision proposes a traditional single-family neighborhood with local streets provided with sidewalks on both sides of the street. Biking and walking will be accommodated within the project, which will be connected via sidewalks and Class I and Class II bicycle lanes with nearby neighborhoods, parks, and schools.

SP POLICY 4.4

Provide a variety of housing opportunities for residents to participate in the home-ownership market.

Analysis: The Folsom Plan Area Specific Plan provides home ownership opportunities within the SF (Single-Family), SFHD (Single-Family High Density), and MLD (Multi-Family Low Density) land use designated areas. Residential development in the MLD (Multi-Family Low Density), MMD (Multi-Family Medium Density), MHD (Multi-Family High Density) and MU (Mixed-Use) land use categories may provide 'for rent' opportunities; however home ownership may also be accommodated in 'for sale' condos, townhomes, etc. at the time of development of these particular parcels.

The Creekstone Phase 1 Subdivision project is consistent with this policy in that it will provide detached single-family home ownership opportunities within the MLD designation zoned parcels at a more affordable price point than in other, less dense residential developments.

SP POLICY 4.6

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

Analysis: There have been a number of Specific Plan Amendments approved by the City Council within the Folsom Plan Area, which has generally led to an increase in residentially-zoned land and a decrease in commercially-zoned land. As a result, the number of residential units within the Plan Area increased from 10,210 to 11,461 from 2011 to 2018. The various Specific Plan Amendment EIRs and Addenda analyzed impacts from the conversion of the commercial lands to residential lands; impacts and associated mitigations measures can be found in the individual project-specific environmental documents. The increase in population was analyzed and can be accommodated in the excess capacity of the school sites provided in the Plan Area.

The proposed project does not result in any change in total dwelling units in the FPASP. Allocated units originally planned to be constructed on this site that are not part of the current proposal will be reallocated to other parcels. The reallocation of units to these parcels will not exceed the allowable density for the parcels, which are designated MLD.

SP OBJECTIVE 7.1 (Circulation)

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

SP POLICY 7.1

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

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

The Creekstone Phase 1 Subdivision project has been designed with multiple modes of transportation options (vehicles, bicycle, walking, access to transit) consistent with the approved FPASP circulation plan.

ENVIRONMENTAL REVIEW

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

(c) Residential Projects Implementing Specific Plans.

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

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

The applicant has prepared an analysis (included as Attachment 12 to this staff report), which determined that the Creekstone Phase 1 Subdivision project qualifies for the exemption provided in CEQA Guidelines 15182(c), since it is consistent with the Folsom Plan Area Specific Plan.

The applicant's analysis also includes a review of the impacts and mitigation measures addressed in the EIR for the FPASP, which concluded that the project will not result in any impacts not already identified, and that mitigation measures in the EIR will be sufficient to address project impacts. None of the events described in CEQA Guidelines 15162 which would require preparation of a subsequent EIR (substantial changes to the project, substantial changes in the circumstances under which the project is undertaken, or new information of substantial importance) have occurred, as detailed in the CEQA Exemption Analysis (Attachment 12 to this staff report).

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

RECOMMENDATION/PLANNING COMMISSION ACTION

Move to recommend that the City Council:

- Approve the CEQA Exemption for the proposed project pursuant to CEQA Guidelines section 15182(c),
- Approve a Small-Lot Vesting Tentative Subdivision Map creating 71 single-family residential lots and three lettered landscape lots,
- Approve a Planned Development Permit for changes to development standards and residential designs, and
- Approve a Minor Administrative Modification to reallocate 15 single family units to other parcels in the FPASP area

These approvals are subject to the proposed findings below (Findings A-Z) and the recommended conditions of approval (Conditions 1-52) attached to this report.

GENERAL FINDINGS

A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.

B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND THE FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES.

CEQA FINDINGS

C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN.

D. THE CITY HAS DETERMINED THAT THE CREEKSTONE PHASE 1 SUBDIVISION PROJECT IS UNDERTAKEN TO IMPLEMENT AND IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.

E. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE CREEKSTONE PHASE 1 SUBDIVISION PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND ASSOCIATED MITIGATION MEASURES AND THAT THE CREEKSTONE PHASE 1 SUBDIVISION PROJECT IS EXEMPT FROM THE REQUIREMENTS OF CEQA PURSUANT TO GOVERNMENT CODE SECTION 65457 AND CEQA GUIDELINES 15182(c).

F. NONE OF THE EVENTS SPECIFIED IN SECTION 21166 OF THE PUBLIC RESOURCES CODE OR SECTION 15162 OF THE CEQA GUIDELINES HAVE OCCURRED.

G. THIS PROJECT IS EXEMPT FROM CEQA IN ACCORDANCE WITH GOVERNMENT CODE SECTION 65457 AND SECTION 15162 OF THE CEQA GUIDELINES.

TENTATIVE SUBDIVISION MAP FINDINGS

H. THE PROPOSED SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP IS CONSISTENT WITH THE CITY'S SUBDIVISION ORDINANCE 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.

I. THE PROPOSED SUBDIVISION, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.

J. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.

K. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF THE DEVELOPMENT.

L. AS CONDITIONED, THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION 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. AS CONDITIONED, THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.

N. THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

O. 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

P. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF CHAPTER 17.38 OF THE FOLSOM MUNICIPAL CODE, THE FOLSOM PLAN AREA SPECIFIC PLAN AND OTHER APPLICABLE ORDINANCES OF THE CITY AND THE GENERAL PLAN.

Q. THE PROPOSED PROJECT IS CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY. THE MINOR MODIFICATIONS TO THOSE STANDARDS PROPOSED AS PART OF THIS PROJECT WILL RESULT IN A DEVELOPMENT THAT IS SUPERIOR TO THAT OBTAINED BY THE RIGID APPLICATION OF THE STANDARDS.

R. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS IS ACCEPTABLE.

S. AS CONDITIONED, THE PROJECT WILL MAKE AVAILABLE NECESSARY PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO, WATER, SEWER AND DRAINAGE, AND THE PROJECT WILL PROVIDE FOR THE FURNISHING OF SUCH FACILITIES.

T. THE PROPOSED PROJECT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN MITIGATED TO AN ACCEPTABLE LEVEL.

U. 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.

V. AS CONDITIONED, 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.

W. ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICES AND EMERGENCY PUBLIC SAFETY SERVICES TO THE DEVELOPMENT.

DESIGN REVIEW FINDINGS

X. THE PROJECT IS IN COMPLIANCE WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN AND THE APPLICABLE ZONING ORDINANCES.

Y. THE PROJECT IS IN CONFORMANCE WITH THE FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES.

Z. THE BUILDING MATERIALS, TEXTURES, AND COLORS OF THE PROJECT WILL BE COMPATIBLE WITH SURROUNDING DEVELOPMENT AND CONSISTENT WITH THE GENERAL DESIGN THEME OF THE NEIGHBORHOOD.

Attachment 4

Conditions of Approval

CONDITIONS OF APPROVAL FOR THE CREEKSTONE PHASE 1 SUBDIVISION (PN 19-059) SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND MANGINI PARKWAY SLVTSM, PD PERMIT, AND MINOR ADMINISTRATIVE MODIFICATION				
Condition No.	**Mitigation Measure**	**Condition of Approval**	**When Required**	**Responsible Department**
1.		***Final Development Plans*** The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below: 1. Small-Lot Vesting Tentative Subdivision Map, dated April 21, 2020 2. Preliminary Grading, Drainage, and Utility Plan, dated April 21, 2020 3. Creekstone Phase 1 Subdivision Project Narrative Book, dated February 26, 2020 4. Wall and Fence Exhibit and Details, dated January 31, 2020 5. Residential Schematic Design, dated Feb. 24, 2020 6. Exterior Color/Materials Specification, dated February 24, 2020 7. Conceptual Front Yards, Creekstone Phase 1 Subdivision, dated December 9, 2020 8. Inclusionary Housing Plan, dated Feb. 15, 2019 9. Access and Circulation Analysis, dated April 14, 2020 10. Environmental Noise Analysis, dated August 15, 2019 The Small-Lot Vesting Tentative Subdivision Map, Planned Development Permit, and Inclusionary Housing Plan are approved for the development of a 71-unit single-family residential subdivision (Creekstone Phase 1 Subdivision). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.	G, I, M, B	CD (P)(E)
2.		***Plan Submittal*** 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.	G, I	CD (P)(E)

CONDITIONS OF APPROVAL FOR THE CREEKSTONE PHASE 1 SUBDIVISION (PN 19-059) SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND MANGINI PARKWAY SLVTSM, PD PERMIT, AND MINOR ADMINISTRATIVE MODIFICATION				
Condition No.	**Mitigation Measure**	**Condition of Approval**	**When Required**	**Responsible Department**
3.		***Validity*** This approval of the Small-Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty-four (24) months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the Planned Development Permit and approved Inclusionary Housing Agreement shall track the term of the Small-Lot Vesting Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act.	M	CD (P)
4.		***FMC Compliance*** The Small-Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.	M	CD (E)
5.		***Development Rights*** The approval of this Small-Lot Vesting Tentative Subdivision Map conveys the right to develop. As noted in these conditions of approval for the Small-Lot Vesting Tentative Subdivision Map, the City has identified improvements necessary to develop the subject parcels. These improvements include on and off-site roadways, water, sewer, storm drainage, landscaping, sound-walls, and other improvements.	OG	CD (P)(E)(B) PW, PR, FD, PD
6.		***Public Right of Way Dedication*** As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, and any approved amendments thereafter, the owner/applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot within the Creekstone Phase 1 Subdivision project as shown on the Small-Lot Vesting Tentative Subdivision Map (Lots 1-71).	M	CD (E)(P)
7.		***Street Names*** The street names identified below shall be used for the Final Small-Lot Map(s): Cash Drive Cantor Drive	M	CD (E)(P)

CONDITIONS OF APPROVAL FOR THE CREEKSTONE PHASE 1 SUBDIVISION (PN 19-059) SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND MANGINI PARKWAY SLVTSM, PD PERMIT, AND MINOR ADMINISTRATIVE MODIFICATION				
Condition No.	**Mitigation Measure**	**Condition of Approval**	**When Required**	**Responsible Department**
8.		***Indemnity for City*** 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: • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The owner/applicant's obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.	OG	CD (P)(E)(B) PW, PR, FD, PD

CONDITIONS OF APPROVAL FOR THE CREEKSTONE PHASE 1 SUBDIVISION (PN 19-059) SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND MANGINI PARKWAY SLVTSM, PD PERMIT, AND MINOR ADMINISTRATIVE MODIFICATION				
Condition No.	**Mitigation Measure**	**Condition of Approval**	**When Required**	**Responsible Department**
9.		***Small-Lot Vesting Tentative Subdivision Map*** The Small-Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures identified in the Folsom Plan Area Specific Plan EIR/EIS as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).	OG	CD
10.		***ARDA and Amendments*** 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.	M	CD (E)
11.	✓	***Mitigation Monitoring*** The owner/applicant shall participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Folsom Plan Area Specific Plan FEIR/EIS have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).	OG	CD (P)

CONDITIONS OF APPROVAL FOR THE CREEKSTONE PHASE 1 SUBDIVISION (PN 19-059) SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND MANGINI PARKWAY SLVTSM, PD PERMIT, AND MINOR ADMINISTRATIVE MODIFICATION				
Condition No.	**Mitigation Measure**	**Condition of Approval**	**When Required**	**Responsible Department**
POLICE/SECURITY REQUIREMENT				
12.		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: • A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. • Security measures for the safety of all construction equipment and unit appliances. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.	G, I, B	PD

DEVELOPMENT COSTS AND FEE REQUIREMENTS				
13.		***Taxes and Fees*** The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and Amendments No. 1 and No. 2 to the Amended and Restated Tier 1 Development Agreement.	M	CD (P)(E)
14.		***Assessments*** If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	M	CD (E)
15.		***FPASP Development Impact Fees*** 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, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc. Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (May 6, 2020), 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.	B	CD (P), PW, PK

16.		***Legal Counsel*** 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.	OG	CD (P)(E)
17.		***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 beginning inspection, whichever is applicable.	G, I, M, B	CD (P)(E)

GRADING PERMIT REQUIREMENTS				
18.		***Walls/Fences*** The final location, design, height, materials, and colors of the walls and fences shall consistent with the submitted Wall and Fence Exhibit and Details, dated January 31, 2020 subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines. In addition, side yard shall fencing shall be located behind second-story bedroom "rescue windows" as required by the Folsom Fire Code subject to review and approval by the Community Development Department.	G, I, B	CD (P)(E), FD
19.		***Mine Shaft Remediation*** The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans.	G	CD (E)

20.		***Prepare Traffic Control Plan.*** Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared by the owner/applicant. The Traffic Control Plan prepared by the owner/applicant shall, at minimum, include the following measures: • 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 City 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	CD (E)
21.		***State and Federal Permits*** 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)
22.		***Landslide /Slope Failure*** The owner/applicant shall retain an appropriately licensed engineer during grading activities to identify existing landslides and potential slope failure hazards. The said engineer shall be notified a minimum of two days prior to any site clearing or grading to facilitate meetings with the grading contractor in the field.	G	CD (E) PW
IMPROVEMENT PLAN REQUIREMENTS				
23.		***Improvement Plans*** The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department prior to approval of a Final Map.	M	CD (E)

24.		***Standard Construction Specifications and Details*** 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 *Standard Construction Specifications and Details* and the *Design and Procedures Manual and Improvement Standards*.	I	CD (P)(E)
25.		***Water and Sewer Infrastructure*** All City-owned water and sewer infrastructure shall be placed within the street right of way. In the event that a City-maintained public water or sewer main needs to be placed in an area other than the public right of way, such as through an open space corridor, landscaped area, etc., the following criteria shall be met; • The owner/applicant shall provide public sewer and water main easements • An access road shall be designed and constructed to allow for the operations, maintenance and replacement of the public water or sewer line by the City along the entire water and/or sewer line alignment. • In no case shall a City-maintained public water or public sewer line be placed on private residential property.	I	CD (E)

26.		***Lighting Plan*** The owner/applicant of all project phases shall submit a lighting plan for the project to the Community Development Department. The lighting plan shall be consistent with the Folsom Ranch Central District Design Guidelines: • Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties; • Place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists; • For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash; • Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and • Design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. Lights used on signage should be directed to light only the sign face with no off-site glare.	I	CD (P)
27.		***Utility Coordination*** The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of the final map.	M	CD (P)(E)
28.		***Replacing Hazardous Facilities*** 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.	I, OG	CD (E)

29.		***Future Utility Lines*** 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.	M	CD (E)
30.		***Water Meter Fixed Network System*** 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 meter within the project.	I	CD (E), EWR
31.		***Class II Bike Lanes*** All Class II bike lanes shall be striped, and the legends painted to the satisfaction of the Community Development Department. No parking shall be permitted within the Class II bike lanes.	I	CD (E)(P)

32.		***Noise Barriers*** Based on the Environmental Noise Assessment (the "2020 Noise Assessment") prepared by Bollard Acoustical Consultants on August 15, 2019, the following measures shall be implemented to the satisfaction of the Community Development Department: • 6-foot-tall solid noise barriers shall be constructed along all residential property boundaries adjacent to East Bidwell Street and Mangini Parkway prior to occupancy of any residences adjacent to these streets. The 6-foot-tall solid noise barrier adjacent to East Bidwell Street shall be located on top of a 4-foot-tall berm, effectively creating a 10-foot-tall combination barrier as measured from the pad grade the homes adjacent to East Bidwell Street. The 6-foot-tall solid noise barrier adjacent to Mangini Parkway shall be measured relative to the pad grade of the adjacent homes. • Suitable materials for the traffic noise barriers include masonry and precast concrete panels. The overall barrier height may be achieved by utilizing a barrier and earthen berm combination. Other materials may be acceptable but shall be reviewed by an acoustical consultant and approved by the Community Development Department prior to use. • Mechanical ventilation (air conditioning) shall be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria. • Second-floor building facades shall maintain minimum window assembly STC ratings of 32 for all homes with rear yards adjacent to East Bidwell Street.	I, O	CD (E)(P)

33.		***Master Plan Updates*** The owner/applicant shall provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom *Standard Construction Specifications and Details*, and the *Design and Procedures Manual and Improvement Standards*. The storm drainage design shall provide for no net increase in run-off under post-development conditions.	G, I	CD(E), EWR, PW
34.		***Best Management Practices*** The storm drain improvement plans shall provide for "Best Management Practices" that meet the requirements of the water quality standards of the City's National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board. In addition to compliance with City ordinances, the owner/applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."	G, I	CD (E)
35.		***Litter Control*** During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the official start of the rainy season (October 15).	OG	CD (E)

FIRE DEPT REQUIREMENTS				
36.		***All-Weather Access and Fire Hydrants*** The owner/applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any project site or other approved alternative method as approved by the Fire Department. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any project site or other approved alternative method as approved by the Fire Department. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inches asphalt concrete over six inches aggregate base from October 1 to April 30). The 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 Department. • Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed subdivision is determined to be 500 gpm per minute for 30 minutes. • All public streets shall meet City of Folsom Street Standards. • The maximum length of any dead-end street shall not exceed 500 feet in accordance with the Folsom Fire Code (unless approved by the Fire Department). • 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 first Fire Station planned for the Folsom Plan Area may be required to be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Plan Area is met.	G, I, M, B	CD (P), FD

LANDSCAPE/TREE PRESERVATION REQUIREMENTS				
37.		***Landscaping Plans*** Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans shall comply with all State and local rules, regulations, Governor's declarations and restrictions pertaining to water conservation and outdoor landscaping. Landscaping 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 Creekstone Phase 1 Subdivision project.	B	CD (P)(E)

MAP REQUIREMENTS				
38.		***Subdivision Improvement Agreement*** Prior to the approval of any Final Map, the owner/applicant shall enter into a subdivision improvement agreement with the City, identifying all required improvements, if any, to be constructed with each proposed phase of development. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.	M	CD (E)
39.		***The Final Inclusionary Housing Plan*** The Final Inclusionary Housing Plan shall be approved by the City Council. The Inclusionary Housing Agreement, which will be approved by the City Attorney, shall be executed prior to recordation of the Final Map for the Creekstone Phase 1 Subdivision project.	M	CD (P)(E)

40.		***Department of Real Estate Public Report*** The owner/applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and/or the CC&R's the following items: 1) Future public parks and public schools are located in relatively close proximity to the proposed subdivision, and that the public parks may include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The owner/applicant shall also disclose that the existing public parks include nighttime sports lighting that may generate lighting impacts during evening and nighttime hours. 2) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic. 3) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited. 4) The project site is located close to the Mather Airport flight path and overflight noise may be present at various times. 5) That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations. which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.	M	CD (P, PK)

41.		***Public Utility Easements*** The owner/applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public and private streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all public and private street rights-of-way. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.	M	CD (E)
42.		***Backbone Infrastructure*** As provided for in the ARDA and the Amendment No. 1 thereto, the owner/applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Infrastructure to serve the project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the Infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA, and any amendments thereto.	M	CD (E)
43.		***New Permanent Benchmarks*** The owner/applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the project/subdivision as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the owner/applicant within 6 months from the date of approval of the vesting tentative subdivision map.	M	CD (E)
44.		***Centralized Mail Delivery Units*** All Final Maps shall show easements or other mapped provisions for the placement of centralized mail delivery units. The owner/applicant shall provide a concrete base for the placement of any centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the U. S. Postal Service and the City of Folsom Community Development Department, with due consideration for street light location, traffic safety, security, and consumer convenience.	M	CD (E)

45.		***Recorded Final Map*** Prior to the issuance of building permits, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department. The exception to this requirement is model homes. Building permits for model homes only may be issued prior to recording of the Final Map, subject to approval by the Community Development Department.	B	CD (E)
46.		***Recorded Final Map*** Prior to issuance of building permits, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.	B	CD (P), FCUSD
47.		***Credit Reimbursement Agreement*** Prior to the recordation of the first Small-Lot Final Map, the owner/applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that are included in the Folsom Plan Area's Public Facilities Financing Plan.	M	CD (E)
TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS				
48.		1) The following conditions of approval are related to roadway and traffic related improvements for the Creekstone Phase 1 Subdivision project (PN19-059) under two (2) separate scenarios: A. The Toll Brothers at Folsom Ranch Subdivision project (PN 19-091) <u>has</u> constructed improvements required for East Bidwell Street and the intersection of Mangini Parkway. B. The Toll Brothers at Folsom Ranch Subdivision project (Toll Brothers) <u>has not</u> constructed required improvements to East Bidwell Street and the intersection of Mangini Parkway. See Attachment 12 (KH Memo and M&S Exhibit) to this staff report for reference for the following improvements under each scenario:	B	CD (E), PW, FD

48. Cont		**<u>Scenario 1 (Toll Brothers Required Improvements Completed)</u>** A. The owner/applicant shall construct a southbound left turn lane with a minimum storage length of 255 feet and a 60-foot taper to provide left turn access to Cantor Drive. The owner/applicant shall install median improvements and required signage and striping in East Bidwell Street to prohibit left turns out of Cantor Drive to southbound East Bidwell Street. B. The owner/applicant shall modify the existing traffic signal, signing and striping at the intersection of East Bidwell Street and Mangini Parkway to the satisfaction of the City Engineer. **<u>Scenario 2 (Toll Brothers Required Improvements Not Completed)</u>** A. The owner/applicant shall; 1) Widen East Bidwell Street to include an additional southbound through lane which extends from approximately 640 feet north of the intersection of Mangini Parkway to the left turn lane into Cantor Drive. 2) Widen East Bidwell Street to provide a left turn lane with a minimum storage length of 255 feet and a 60-foot taper into Cantor Drive. Construct median island improvements together with signage and striping to the satisfaction of the City Engineer to prohibit left turns out of Cantor Drive to southbound East Bidwell Street. 3) Modify the existing traffic signal, signing and striping at the intersection of Mangini Parkway and East Bidwell Street to accommodate revised lane configurations and revised turning movements including a northbound East Bidwell Street U-turn and a westbound left turn from Mangini Parkway to southbound East Bidwell Street.	B	CD (E), PW, FD

49.		2) The owner/applicant shall construct interim improvements to the satisfaction of the City Engineer at Cantor Drive on Mangini Parkway to prohibit right turns out of the driveway until such time that Westwood Drive is constructed and ready for traffic between Mangini Parkway and Alder Creek Parkway. The interim improvements prohibiting right turns out of this driveway will be required to be complete and operational prior to issuance of the first Certificate of Occupancy in the Creekstone Phase 1 Subdivision. If Westwood Drive is complete and open for traffic prior to issuance of the first Certificate of Occupancy in the subdivision, the interim improvements prohibiting right turns out of the driveway will not be required.	O	CD (E), PW, FD

ARCHITECTURE/SITE DESIGN REQUIREMENTS				
50.		The Creekstone Phase 1 Subdivision project shall comply with the following architecture and design requirements: 1. This approval is for one product line with three two-story master plans in three architectural styles with 12 color and material options. The applicant shall submit building plans that comply with this approval and the attached building elevations dated February 24, 2020. 2. The design, materials, and colors of the single-family residential units shall be consistent with the approved building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department. 3. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same roof-line, same elevation style, side-by-side, or across the street from each other. 4. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings. For lots abutting the open space areas (southern project boundary), mechanical equipment shall be screened or located out of view from open space areas. 5. Decorative light fixtures, consistent with the Folsom Ranch Central District Design Guidelines and unique to each architectural design theme, shall be added to the front elevation of each Master Plan to the satisfaction of the Community Development Department. 6. A minimum of one street tree shall be planted in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final.	B	CD (P) (B)

51.		***Trash/Recycling Containers and Air Conditioner Screening*** Trash, recycling, and yard waste containers shall be placed behind the side yard fence so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department. In addition, air conditioning units shall also be placed behind the side yard fence or located in the rear yard so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department.	OG	CD (P) (E)

MITIGATION MEASURES				
52	✓	***Creekstone Phase 1 Subdivision Mitigation Monitoring Reporting Program (MMRP).*** The conditions of approval below (numbered 52-1 to 52-89) implement the applicable mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).		
Condition No.	**Mitigation Number (Source)**	**Mitigation Measures**	**Timing**	**Responsible Agency**
AESTHETICS				
52-1	**3A.1-4 (FPASP EIR/EIS)**	***Screen Construction Staging Areas.*** The project applicant(s) for any particular discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.	Before approval of grading plans and during construction for all project phases.	City of Folsom Community Development Department.
52-2	**3A.1-5 (FPASP EIR/EIS)**	***Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.*** To reduce impacts associated with light and glare, the City shall:	Before approval of building permits.	City of Folsom Community Development Department

		▸ Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light. ▸ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated. To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall: ▸ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties. ▸ Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway. ▸ For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash. ▸ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways. ▸ Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design.		

		▸ Lighting of off-site facilities within the City of Folsom shall be consistent with the City's General Plan standards. ▸ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards. A lighting plan for all on- and off-site elements within each agency's jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) for any particular discretionary development application shall implement the approved lighting plan. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).		
AIR QUALITY				
52-3	**3A.2-1a (FPASP EIR/EIS)**	***Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.*** To reduce short-term construction emissions, the project applicant(s) for any particular discretionary development application shall require their contractors to implement SMAQMD's list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department

		Basic Construction Emission Control Practices ▸ Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. ▸ Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. ▸ Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. ▸ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). ▸ All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. ▸ Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. ▸ Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated. ***Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas*** ▸ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site. ▸ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.		

		▸ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. ***Enhanced Fugitive PM Dust Control Practices – Unpaved Roads*** ▸ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site. ▸ Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads. ▸ Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of SMAQMD and the City contact person shall also be posted to ensure compliance. ***Enhanced Exhaust Control Practices*** ▸ The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for		

		each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall ensure that emissions from all off-road diesel powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of noncompliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations. ▸ If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits.		
52-4	**3A.2-1b (FPASP EIR/EIS)**	***Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements.*** Implementation of the project or the other four other action alternatives would result in construction-generated NOX emissions that exceed the SMAQMD threshold of significance, even after implementation of the	Before the approval of all grading plans by the City and throughout project	The City of Folsom Community Development Department shall not grant any grading permits to the respective project applicant(s) until the respective project

		SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase NOX emissions, depending on the types of alternative fuels and engine types employed. Therefore, the project applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of any of the five action alternatives for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). All NOX emission reductions and increases associated with GHG mitigation shall be added to or subtracted from the amount above the construction threshold to determine off-site mitigation fees, when possible. The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project or one of the other four other action alternatives, the City and the applicants must establish the phasing by which development would occur, and the applicants must develop a detailed construction schedule. Calculation of fees associated with each project development phase shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The project applicant(s) for any particular discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction generated emissions of NOX that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NOX emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is $16,000 to reduce 1 ton of NOX plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase.	construction for all project phases.	applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.
52-5	**3A.2-1c (FPASP EIR/EIS)**	Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. Prior to construction of each discretionary development entitlement of on-site land uses, the project applicant shall perform a project-level CEQA analysis (e.g., supporting documentation for an	Before the approval of all grading plans by the City.	City of Folsom Community Development Department

		exemption, negative declaration, or project-specific EIR) that includes detailed dispersion modeling of construction-generated PM10 to disclose what PM10 concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction-generated PM10 emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur.		
52-6	**3A.2-2 (FPASP EIR/EIS)**	***Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.*** To reduce operational emissions, the project applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.	Before issuance of subdivision maps or improvement plans.	City of Folsom Community Development Department
52-7	**3A.2-4a (FPASP EIR/EIS)**	***Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.*** The project applicant(s) for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated	Before the approval of all grading plans by the City and throughout project construction, where	City of Folsom Community Development Department

		with buildout of the selected alternative. Each plan shall be developed by the project applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans. The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all project plans and specifications for all project phases. The implementation and enforcement of all measures identified in each plan shall be funded by the project applicant(s) for the respective phase of development.	applicable, for all project phases.	
52-8	**3A.2-6 (FPASP EIR/EIS)**	***Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.*** The project applicant(s) for any particular discretionary development application shall implement the following measure: ▸ The deeds to all properties located within the plan area that are within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by a written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations, which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.	Before the approval of building permits by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department
BIOLOGICAL RESOURCES				
52-9	**3A.3-1a (FPASP EIR/EIS)**	***Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.*** To minimize indirect effects on water quality and wetland hydrology, the project applicant(s) for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these	Before approval of improvement and drainage plans, and on an ongoing basis throughout and after project construction, as	City of Folsom Public Works Department

		plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality." The project applicant(s) for any particular discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.	required for all project phases.	

		In addition to compliance with City ordinances, the project applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality." Each project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The project applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard. See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such		

		that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met.		
52-10	**3A.3-2a (FPASP EIR/EIS)**	***Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests.*** To mitigate impacts on Swainson's hawk and other raptors (including burrowing owl), the project applicant(s) of all project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the project and active burrows on the project site. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required. If active nests are found, impacts on nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in consultation with DFG that reducing the buffer would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest. If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities. The City shall consult with DFG. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrow owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no	Before the approval of grading and improvement plans, before any ground disturbing activities, and during project construction as applicable for all project phases.	California Department of Fish and Game and City of Folsom Community Development Department.

		construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG's guidelines are determined to be met.		
GEOLOGY AND SOILS				
52-11	**3A.7-1a (FPASP EIR/EIS)**	Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any project development phase, the project applicant(s) of each project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical engineering report shall address and make recommendations on the following: ▸ Site preparation; ▸ Soil bearing capacity; ▸ Appropriate sources and types of fill; ▸ Potential need for soil amendments; ▸ Road, pavement, and parking areas; ▸ Structural foundations, including retaining-wall design; ▸ Grading practices; ▸ Soil corrosion of concrete and steel; ▸ Erosion/winterization; ▸ Seismic ground shaking; ▸ Liquefaction; and ▸ Expansive/unstable soils.	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department

		In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant(s) of each project phase. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new project development shall be in accordance with the CBC. The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.		
52-12	**3A.7-1b (FPASP EIR/EIS)**	***Monitor Earthwork during Earthmoving Activities.*** All earthwork shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s) of each project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department
52-13	**3A.7-3 (FPASP EIR/EIS)**	***Prepare and Implement the Appropriate Grading and Erosion Control Plan.*** Before grading permits are issued, the project applicant(s) of each project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City's Grading Ordinance, the City's Hillside Development Guidelines, and the	Before the start of construction activities.	City of Folsom Community Development Department

		state's NPDES permit, and shall include the site-specific grading associated with development for all project phases. The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties). Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, "Hydrology and Water Quality – Land") would also help reduce erosion-related impacts.		
52-14	**3A.7-5 (FPASP EIR/EIS)**	***Divert Seasonal Water Flows Away from Building Foundations.*** The project applicant(s) of all project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.	Before and during earthmoving activities.	City of Folsom Community Development Department
52-15	**3A.7-10 (FPASP EIR/EIS)**	***Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.***	During earthmoving activities in the	City of Folsom Community Development Department

		To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the project applicant(s) of all project phases where construction would occur in the Ione and Mehrten Formations shall do the following: ▸ Before the start of any earthmoving activities for any project phase in the Ione or Mehrten Formations, the project applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. ▸ If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the appropriate lead agency (identified below). The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).	Ione and Mehrten Formations.	
GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE				
52-16	**3A.4-1 (FPASP EIR/EIS)**	***Implement Additional Measures to Control Construction-Generated GHG Emissions.*** To further reduce construction-generated GHG emissions, the project applicant(s) any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time	Before approval of small-lot final maps and building permits for all discretionary development	City of Folsom Community Development Department

		individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the project applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The project applicant(s) for any particular discretionary development application may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process. SMAQMD's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following: ▸ Improve fuel efficiency from construction equipment: ▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort); ▪ perform equipment maintenance (inspections, detect failures early, corrections); ▪ train equipment operators in proper use of equipment;	project, including all on- and off-site elements and implementation throughout project construction.	

		▪ use the proper size of equipment for the job; and ▪ use equipment with new technologies (repowered engines, electric drive trains). ▸ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power. ▸ Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [NOX] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2009b). ▸ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes. ▸ Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones. ▸ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight). ▸ Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials). ▸ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option. ▸ Produce concrete on-site if determined to be less emissive than transporting ready mix. ▸ Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB's Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2009c) and EPA (EPA 2009).		

		▸ Develop a plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of non-potable water from a local source. In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.		
HAZARDS AND HAZARDOUS MATERIALS				
52-17	**3A.8-2 (FPASP EIR/EIS)**	***Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures.*** The project applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found shall be implemented before initiating ground-disturbing activities in these areas. The project applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances: ▸ Prepare a plan that identifies any necessary remediation activities appropriate for proposed on- and off-site uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material in the SPA, and closure of any abandoned mine shafts. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate	Before and during earth moving activities	City of Folsom Community Development Department

		regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The project applicant(s) shall be required to comply with the plan and applicable Federal, state, and local laws. The plan shall outline measures for specific handling and reporting procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility. ▸ Notify the appropriate Federal, state, and local agencies if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during construction activities. Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley RWQCB, DTSC, and/or other appropriate Federal, state, or local regulatory agencies. ▸ Obtain an assessment conducted by PG&E and SMUD pertaining to the contents of any existing pole-mounted transformers located in the SPA. The assessment shall determine whether existing on-site electrical transformers contain PCBs and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Sacramento County Environmental Health Department. ▸ Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).		
HYDROLOGY AND WATER QUALITY				
52-18	**3A.9-1 (FPASP EIR/EIS)**	***Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.*** Prior to the issuance of grading permits, the project applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the SWRCB's NPDES stormwater permit for general construction	Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of	City of Folsom Community Development Department

		activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify: ▸ The use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the project area at the time of construction, that shall reduce the potential for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences ▸ The implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities; ▸ The pollutants that are likely to be used during construction that could be present in stormwater drainage and non-stormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation; ▸ Spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills; ▸ Personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and ▸ The appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.	any other locally required plans and specifications before the issuance of grading permits for all on-site project phases and off-site elements and implementation throughout project construction.	

		▸ Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include, but are not limited to, such measures as those listed below. ▸ Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation. ▸ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration. ▸ Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure. A copy of the approved SWPPP shall be maintained and available at all times on the construction site. For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).		
52-19	**3A.9-2 (FPASP EIR/EIS)**	***Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.***	Before approval of grading plans and	City of Folsom Public Works Department

		Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be appropriately conveyed through the SPA, and that project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts. The plans shall include, but not be limited to, the following items: ▸ An accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff; ▸ Runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase; ▸ A description of the proposed maintenance program for the on-site drainage system; ▸ Project-specific standards for installing drainage systems; ▸ City and El Dorado County flood control design requirements and measures designed to comply with them; ▸ Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following: • Use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g.,	building permits of all project phases.	

		porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater); • Enlarged detention basins to minimize flow changes and changes to flow duration characteristics; • Bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions; • Minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and • Minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses. The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department). Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County.		

52-20	**3A.9-3 (FPASP EIR/EIS)**	***Develop and Implement a BMP and Water Quality Maintenance Plan.*** Before approval of the grading permits for any development project requiring a subdivision map, a detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the project applicant(s) the development project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all project phases. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below. ▸ A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features. ▸ Predevelopment and post development calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the ’“Stormwater Quality Design Manual for Sacramento and South Placer Regions” ([SSQP 2007b] per NPDES Permit No. CAS082597 WDR Order No. R5-2008-0142, page 46) and El Dorado County’s NPDES SWMP (County of El Dorado 2004). ▸ Source control programs to control water quality pollutants on the SPA, which may include but are limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas. ▸ A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding. ▸ LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to: • Surface swales;	Prepare plans before the issuance of grading permits for all project phases and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department and Public Works Department

		• Replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); • Impervious surfaces disconnection; and • Trees planted to intercept stormwater. New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4" (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes. For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.		
NOISE AND VIBRATION				
52-21	**3A.11-1 (FPASP EIR/EIS)**	***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	Before and during construction activities on the SPA and within El Dorado Hills.	City of Folsom Community Development Department

		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 offsite instead of on-site). ▸ Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities. ▸ Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are 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.		
PUBLIC SERVICES				
52-22	**3A.14-1 (FPASP EIR/EIS)**	***Prepare and Implement a Construction Traffic Control Plan.*** The project applicant(s) of all project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and	Before the approval of all relevant plans and/or permits and during construction of all project phases.	City of Folsom Public Works Department

		approval before the approval of all project plans or permits, for all project phases where implementation may cause impacts on traffic. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).		
52-23	**3A.14-2 (FPASP EIR/EIS)**	***Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.*** To reduce impacts related to the provision of new fire services, the project applicant(s) of all project phases shall do the following, as described below. 1. Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards. Improvement plans showing the incorporation automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 ("Vehicular Access Requirements"). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code. 2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department

		In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA. 3. Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval. 4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor. The City shall not authorize the occupancy of any structures until the project applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.		
52-24	**3A.14-3 (FPASP EIR/EIS)**	***Incorporate Fire Flow Requirements into Project Designs.*** The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the	Before issuance of building permits and issuance of occupancy permits or final inspections	City of Folsom Fire Department, City of Folsom Community Development Department

		EDHFD service area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.	for all project phases.	
TRAFFIC AND TRANSPORTATION				
52-25	**3A.15-1a (FPASP EIR/EIS)**	***The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).*** To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Public Works Department
52-26	**3A.15-1b (FPASP EIR/EIS)**	***The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2).*** To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Intersection 2).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Public Works Department
52-27	**3A.15-1c (FPASP EIR/EIS)**	***The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).*** To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the	City of Folsom Public Works Department

			improvement should be implemented.	
52-28	**3A.15-1e (FPASP EIR/EIS)**	***Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).*** To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn lane. The applicant shall fund and construct these improvements.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department
52-29	**3A.15-1f (FPASP EIR/EIS)**	***Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection* (Intersection 44).** To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department

52-30	**3A.15-1h (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).*** To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including "jug handle" ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/Folsom Boulevard intersection (Sacramento County Intersection 2).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	Sacramento County Public Works Department and Caltrans
52-31	**3A.15-1i (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3).*** Improvements must be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that	Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road to Prairie City Road, with Intersection improvements has begun, and because this widening project is environmentally cleared and fully funded, it's construction is expected to be complete before the first phase of the Proposed Project or alternative is built.	Sacramento County Public Works Department

		agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).		
52-32	**3A.15-1j (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).*** To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.	Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Madison Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).	Sacramento County Public Works Department

52-33	**3A.15-1l (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).*** To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes must be striped. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection (El Dorado County Intersection 3).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	El Dorado County Department of Transportation
52-34	**3A.15-1o (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50*** Eastbound Ramps Intersection (Caltrans Intersection 4). Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
52-35	**3A.15-1p (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).*** To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared	Before project build out. A phasing analysis should be performed prior to approval of the first	Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works

		through/right-turn lane. Protected left-turn signal phasing must be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program and are scheduled for Measure A funding. Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).	subdivision map to determine during which project phase the improvement should be built.	
52-36	**3A.15-1q (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).*** To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).	Before project build out. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR.	Caltrans

52-37	**3A.15-1r (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).*** To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).	Before project build out. A phasing analysis should be performed to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
52-38	**3A.15-1s (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).*** To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
52-39	**3A.15-1u (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).*** To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	City of Folsom Public Works Department and Sacramento County Department of Transportation

		Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).	which project phase the improvement should be built.	
52-40	**3A.15-1v (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).*** To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project and included in the proposed Rancho Cordova Parkway interchange project. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation
52-41	**3A.15-1w (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).*** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation

52-42	**3A.15-1x (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).*** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
52-43	**3A.15-1y (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).*** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road onramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
52-44	**3A.15-1z (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8).*** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	City of Folsom Public Works Department

		impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).	improvement should be built.	
52-45	**3A.15-1aa (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9).*** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
52-46	**3A.15-1dd (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).*** To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
52-47	**3A.15-1ee (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).*** To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on ramp should start the westbound auxiliary lane that ends at the Prairie City Road off ramp. The	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to	City of Folsom Public Works Department

		slip on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).	determine during which project phase the improvement should be built.	
52-48	**3A.15-1ff (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).*** To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
52-49	**3A.15-1gg (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).*** To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
52-50	**3A.15-1hh (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).***	Before project build out. A phasing analysis should be	City of Folsom Public Works Department and Sacramento County Department of Transportation

		To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).	performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	
52-51	**3A.15-1ii (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).*** To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works
52-52	**3A.15-2a (FPASP EIR/EIS)**	***Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development and Develop and Provide Options for Alternative Transportation Modes.*** The project applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement	Before approval of improvement plans for all project phases any particular discretionary development application that includes residential and commercial or mixed-use development. As a condition of project approval and/or as	City of Folsom Public Works Department

		safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The project applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.	a condition of the development agreement for all project phases.	
52-53	**3A.15-2b (FPASP EIR/EIS)**	***Participate in the City's Transportation System Management Fee Program.*** The project applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.	Concurrent with construction for all project phases.	City of Folsom Public Works Department
52-54	**3A.15-2c (FPASP EIR/EIS)**	***Participate with the 50 Corridor Transportation Management Association.*** The project applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.	Concurrent with construction for all project phases.	City of Folsom Public Works Department
52-55	**3A.15-3 (FPASP EIR/EIS)**	***Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.*** In accordance with Measure W, the project applicant(s) for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.	As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Public Works Department
52-56	**3A.15-4a (FPASP EIR/EIS)**	***The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).*** To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the	Before project build out. A phasing analysis should be performed prior to approval of the first	City of Folsom Public Works Department

		northbound approach must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).	subdivision map to determine during which project phase the improvement should be built.	
52-57	**3A.15-4b (FPASP EIR/EIS)**	***The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6).*** To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
52-58	**3A.15-4c (FPASP EIR/EIS)**	***The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).*** To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
52-59	**3A.15-4d (FPASP EIR/EIS)**	***The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21).***	Before project build out. A phasing analysis	City of Folsom Public Works Department

		To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.	should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	
52-60	**3A.15-4e (FPASP EIR/EIS)**	***The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).*** To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
52-61	**3A.15-4f (FPASP EIR/EIS)**	***The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24).*** To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required: The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. The northbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department

		mechanism paid for by applicant, to reduce the impacts to the Empire Ranch Road / Iron Point Road Intersection Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. (Folsom Intersection 24).		
52-62	**3A.15-4g (FPASP EIR/EIS)**	***The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).*** To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The applicant shall fund and construct these improvements.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
52-63	**3A.15-4i (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).*** To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange. Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
52-64	**3A.15-4j (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).***	Before project build out. A phasing analysis	Sacramento County Department of Transportation.

		To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.	should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	
52-65	**3A.15-4k (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8).*** To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
52-66	**3A.15-4l (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).*** To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with	Before project build out. A phasing analysis should be performed prior to approval of the first	Sacramento County Department of Transportation.

		Sacramento County's general plan because the county's policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).	subdivision map to determine during which project phase the improvement should be built.	
52-67	**3A.15-4m (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).*** To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County. The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50 impacts. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
52-68	**3A.15-4n (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).*** To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by	Before project build out. A phasing analysis should be performed prior to approval of the first	Sacramento County Department of Transportation.

		Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).	subdivision map to determine during which project phase the improvement should be built.	
52-69	**3A.15-4o (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).*** To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
52-70	**3A.15-4p (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).*** To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must be reconfigured to consist of one dedicated left turn lane, one shared left through lane and three dedicated right-turn lanes. Improvements to this intersection must be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
52-71	**3A.15-4q (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).***	Before project build out. A phasing analysis should be performed prior to	Sacramento County Department of Transportation.

		To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).	approval of the first subdivision map to determine during which project phase the improvement should be built.	
52-72	**3A.15-4r (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).*** To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
52-73	**3A.15-4s (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).*** To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the	Before project build out. A phasing analysis should be performed prior to approval of the first	Sacramento County Department of Transportation.

		Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).	subdivision map to determine during which project phase the improvement should be built.	
52-74	**3A.15-4t (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).*** To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see Mitigation Measures 3A.15-4u, v and w), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
52-75	**3A.15-4u (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6).*** To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off	Before project build out. A phasing analysis should be performed prior to approval of the first	Sacramento County Department of Transportation.

		ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).	subdivision map to determine during which project phase the improvement should be built.	
52-76	**3A.15-4v (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).*** To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
52-77	**3A.15-4w (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).*** To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	Sacramento County Department of Transportation.

		determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).	improvement should be built.	
52-78	**3A.15-4x (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).*** To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip-on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
52-79	**3A.15-4y (FPASP EIR/EIS)**	***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).*** To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip-on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
UTILITIES AND SERVICE SYSTEMS				
52-80	**3A.16-1 (FPASP EIR/EIS)**	***Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.***	Before approval of final maps and issuance of building permits	City of Folsom Community Development Department and City of Folsom Public Works Department

		Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment of the City's facilities augmentation fee as described under the Folsom Municipal Code Title 3, Chapter 3.40, "Facilities Augmentation Fee – Folsom South Area Facilities Plan," or other sureties to the City's satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.	for any project phases.	
52-81	**3A.16-3 (FPASP EIR/EIS)**	***Demonstrate Adequate SRWTP Wastewater Treatment Capacity.*** The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the project. This shall involve preparing a tentative map–level study and paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
52-82	**3A.18-1 (FPASP EIR/EIS)**	***Submit Proof of Surface Water Supply Availability.*** a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map. b. Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate the availability of a	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department

		reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.		
52-83	**3A.18-2a (FPASP EIR/EIS)**	***Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.*** Before the approval of the final subdivision map and issuance of building permits for all project phases, the project applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
52-84	**3A.18-2b (FPASP EIR/EIS)**	***Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).*** If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the project applicant(s) for any particular discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map–level study and paying connection and capacity fees as determined by the City. Approval of the final project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases. A certificate of occupancy shall not be issued for any building within the SPA until the	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department

		water treatment capacity sufficient to serve such building has been constructed and is in place.		
52-85	**4.4-1 (Westland/ Eagle SPA)**	***Conduct Environmental Awareness Training for Construction Employees.*** Prior to beginning construction activities, the Project Applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. The training shall describe the importance of onsite biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist shall also explain the importance of other responsibilities related to the protection of wildlife during construction such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment. The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by State and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions shall be provided to each person.	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	City of Folsom Community Development Department
52-86	**4.4-7 (Westland/ Eagle SPA)**	***Preconstruction Nesting Bird Survey.*** The Project Applicant shall conduct a preconstruction nesting bird survey of all areas associated with construction activities on the project site within 14 days prior to commencement of construction during the nesting season (1 February through 31 August). If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	California Department of Fish and Game, and City of Folsom Community Development Department

		independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.		
52-87	**3A.5-1a (Westland/ Eagle SPA)**	***Comply with the Programmatic Agreement.*** The PA for the project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.	During all construction phases	City of Folsom Community Development Department; U.S. Army Corp of Engineers;
52-88	**3A.5-2 (Westland/ Eagle SPA)**	***Conduct Construction Personnel Education, Conduct On-Site Monitoring If Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.*** To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) of all project phases shall do the following: ▸ Before the start of ground-disturbing activities, the project applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the project APE, to educate them about the possibility of encountering buried cultural resources and inform them of the proper procedures should cultural resources be encountered. ▸ As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the project applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring. ▸ Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	City of Folsom Community Development Department; U.S. Army Corp of Engineers

		immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses and shall implement the approved mitigation before resuming construction activities at the archaeological site. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans). The project applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included. The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor. If unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (l), are made during the construction of the project, the USACE shall ensure that they will be protected by implementing the following measures: ▸ The Construction Manager, or archaeological monitor, if given the authority to halt construction activities, shall ensure that work in that area is immediately halted within a 100-foot radius of the unanticipated discovery		

		until the find is examined by a person meeting the professional qualifications standards specified in Section 2.2 of Attachment G of the HPMP. The Construction Manager, or archaeological monitor, if present, shall notify the USACE within 24 hours of the discovery. ▸ The USACE shall notify the State Historic Preservation Officer (SHPO) within one working day of an unanticipated discovery and may initiate interim treatment measures in accordance with this HPTP. Once the USACE makes a formal determination of eligibility for the resource, the USACE will notify the SHPO within 48 hours of the determination and afford the SHPO an opportunity to comment on appropriate treatment. The SHPO shall respond within 72 hours of the request to consult. Failure of the SHPO to respond within 72 hours shall not prohibit the USACE from implementing the treatment measures. The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.		
52-89	**3A.5-3 (Westland/ Eagle SPA)**	***Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.*** In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the project applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the Sacramento County Coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]). After the coroner's findings are complete, the project applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for	During all ground disturbing activities, for any project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department

		acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code. Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an Most Likely Descendant shall be followed. The project applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the project applicant(s) shall comply with one or more of the following requirements: ▸ record the site with the NAHC or the appropriate Information Center, ▸ use an open-space or conservation zoning designation or easement, or ▸ record a reinternment document with the county. The project applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The project applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable		

		project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans). The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.		

Attachment 5
Vicinity Map

LAND USE SUMMARY - PHASE 2

LOT NUMBER	LAND USE	GENERAL PLAN / ZONING	GROSS ACRES	NET ACRES	DU
1	SINGLE FAMILY HIGH DENSITY	SFHD / SP-SFHD	15.6	14.0	88
2	SINGLE FAMILY HIGH DENSITY	SFHD / SP-SFHD	12.1	11.4	74
3	SINGLE FAMILY HIGH DENSITY	SFHD / SP-SFHD	10.2	9.7	53
4	SINGLE FAMILY HIGH DENSITY	SFHD / SP-SFHD	11.3	10.6	72
5	SINGLE FAMILY HIGH DENSITY	SFHD / SP-SFHD	18.2	16.0	108
6	SINGLE FAMILY HIGH DENSITY	SFHD / SP-SFHD	7.4	8.5	45
7	SINGLE FAMILY HIGH DENSITY	MLD / SP-MLD	8.6	7.9	60
8	SINGLE FAMILY HIGH DENSITY	MLD / SP-MLD	5.1	4.9	36
A	SINGLE FAMILY HIGH DENSITY	SFHD / SP-SFHD	1.3	1.3	0
B	MULTI-FAMILY LOW DENSITY	MLD / SP-MLD	17.2	17.2	153
C	MULTI-FAMILY LOW DENSITY	MLD / SP-MLD	5.0	5.0	58
D	MULTI-FAMILY HIGH DENSITY	VHD / SP-MHD	5.6	5.6	145
E	COMMUNITY PARK EAST	P / SP-P	26.2	26.2	
F	NEIGHBORHOOD PARK	P / SP-P	5.6	5.6	
G	ELEMENTARY SCHOOL	P-QP / SP-P-QP	10.0	10.0	
H	OPEN SPACE (MEASURE W)	OS / SP-OS	5.0	5.0	
I	OPEN SPACE (MEASURE W)	OS / SP-OS	13.9	13.9	
J	OPEN SPACE (MEASURE W)	OS / SP-OS	8.2	8.2	
K	OPEN SPACE (MEASURE W)	OS / SP-OS	0.1	0.1	
	LANDSCAPE		8	8.5	
	MAJOR ROADWAY		16.2	16.2	
TOTAL			203.0	203.0	901

LAND USE SUMMARY - PHASE 1

LOT NUMBER	LAND USE	GENERAL PLAN / ZONING	GROSS ACRES	NET ACRES	DU
1	SINGLE FAMILY HIGH DENSITY	SFHD / SP-SFHD	19.7	19.2	108
2	SINGLE FAMILY HIGH DENSITY	SFHD / SP-SFHD	19.6	19.0	98
3	SINGLE FAMILY HIGH DENSITY	SFHD / SP-SFHD	15.4	15.0	75
4	SINGLE FAMILY HIGH DENSITY	SFHD / SP-SFHD	15.8	16.8	74
5	SINGLE FAMILY HIGH DENSITY	SFHD / SP-SFHD	14.7	14.9	73
6	SINGLE FAMILY HIGH DENSITY	SFHD / SP-SFHD	19.9	19.4	118
7	SINGLE FAMILY HIGH DENSITY	SFHD / SP-SFHD	20.3	20.3	108
8	SINGLE FAMILY HIGH DENSITY	SFHD / SP-SFHD	17.1	17.1	78
9	SINGLE FAMILY HIGH DENSITY	SFHD / SP-SFHD	21.6	20.5	103
10	MULTI-FAMILY LOW DENSITY	MLD / SP-MLD	9.3	9.0	86
11	MULTI-FAMILY LOW DENSITY	MLD / SP-MLD	19.4	17.5	156
12	MULTI-FAMILY LOW DENSITY	MLD / SP-MLD	6.6	6.2	47
13	MULTI-FAMILY LOW DENSITY	MLD / SP-MLD	7.9	7.8	74
14	MULTI-FAMILY LOW DENSITY	MLD / SP-MLD	9.5	9.5	71
15	MULTI-FAMILY MEDIUM DENSITY	MMD / SP-MMD	6.7	5.3	179
16	MULTI-FAMILY HIGH DENSITY	MHD / SP-MHD	9.3	9.3	243
17	MIXED-USE	MU / SP-MU	8.0	5.4	61
18	COMMUNITY COMMERCIAL	CC / SP-CC	12.3	11.4	-
19	ELEMENTARY SCHOOL	POP / SP-POP	10.5	10.0	-
20	NEIGHBORHOOD PARK	P / SP-P	12.2	11.6	-
21	OPEN SPACE (DETENTION)	OS / SP-OS	2.7	2.4	-
22	OPEN SPACE	OS / SP-OS	1.6	1.6	-
23	OPEN SPACE	OS / SP-OS	2.5	2.5	-
24	OPEN SPACE	OS / SP-OS	2.4	2.4	-
25	OPEN SPACE	OS / SP-OS	1.7	1.7	-
26	OPEN SPACE	OS / SP-OS	3.0	2.4	-
27	OPEN SPACE	OS / SP-OS	4.7	3.9	-
28	OPEN SPACE	OS / SP-OS	3.3	3.1	-
29	OPEN SPACE (DETENTION)	OS / SP-OS	3.1	3.1	-
30	OPEN SPACE	OS / SP-OS	3.6	3.5	-
31	OPEN SPACE	OS / SP-OS	2.3	2.3	-
32	OPEN SPACE	OS / SP-OS	1.1	1.0	-
33	OPEN SPACE	OS / SP-OS	7.9	7.4	-
34	OPEN SPACE (DETENTION)	OS / SP-OS	2.7	2.3	-
35	OPEN SPACE (DETENTION)	OS / SP-OS	2.7	2.5	-
36	OPEN SPACE	OS / SP-OS	2.3	2.2	-
37	VARIES	VARIES	91.4	83.7	-
38	LANDSCAPE	-	0.3	0.3	-
39	LANDSCAPE	-	2.4	2.4	-
40	LANDSCAPE	-	0.2	0.2	-
TOTAL			418.7		1680

ILLUSTRATIVE MASTER PLAN EXHIBIT

Mangini Ranch

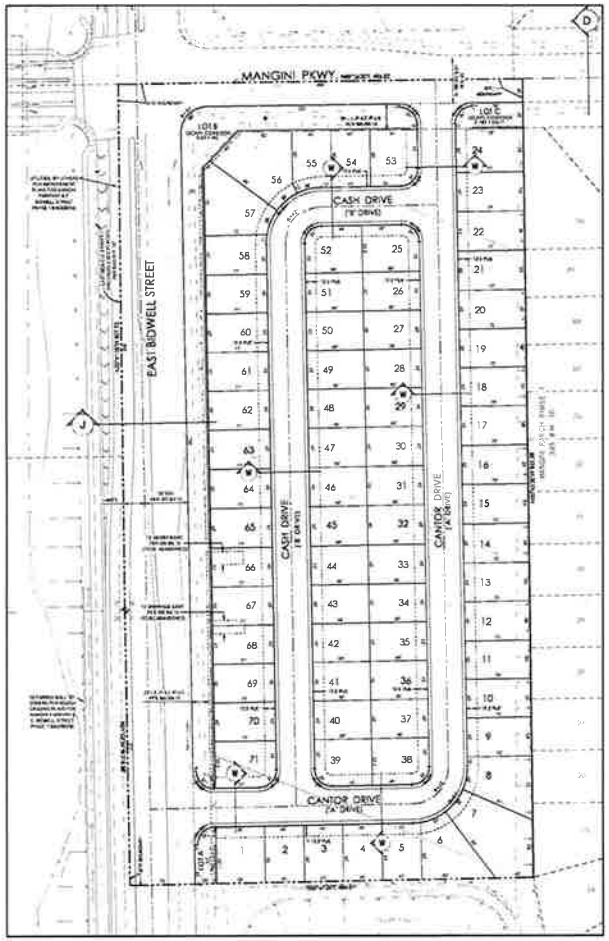
PHASES I and II

Westland Capital Partners, L.P. ✦ MacKay & Somps Civil Engineers, Inc.

Scale: 1" = 200' *Folsom, California* September 26, 2017

MACKAY & SOMPS ENGINEERS PLANNERS SURVEYORS

Attachment 6
Small-Lot Vesting Tentative Subdivision Map
Dated April 21, 2020



SITE PLAN & ANNOTATION

TENTATIVE MAP INFORMATION

OWNER/DEVELOPER	MANGINI IMPROVEMENT CO., INC 4370 Town Center Blvd Ste 103 El Dorado Hills, CA 95762
ENGINEER	MacKAY & SOMPS CIVIL ENGINEERS, INC 1633 Eureka Road, Suite 100 Roseville, CA 95661 (916) 773-1188
ASSESSORS PARCEL NO	072-3370-013
SITE ACREAGE	9.88 ± AC
EXISTING LAND USE/ZONE	A portion of the Folsom Plan Area Specific Plan
NUMBER OF LOTS	76 TOTAL LOTS 71 Single-family residential lots 5 Landscape lots

SERVICE PROVIDERS

SCHOOL DISTRICTS	Folsom Cordova Unified School District
PARKS & RECREATION	City of Folsom
POLICE & FIRE PROTECTION	City of Folsom
SANITARY SEWER	City of Folsom
DOMESTIC WATER	City of Folsom
STORM DRAIN	City of Folsom
ELECTRICITY	SMUD
TELEPHONE	AT&T
GAS	PG&E
CABLE	COMCAST

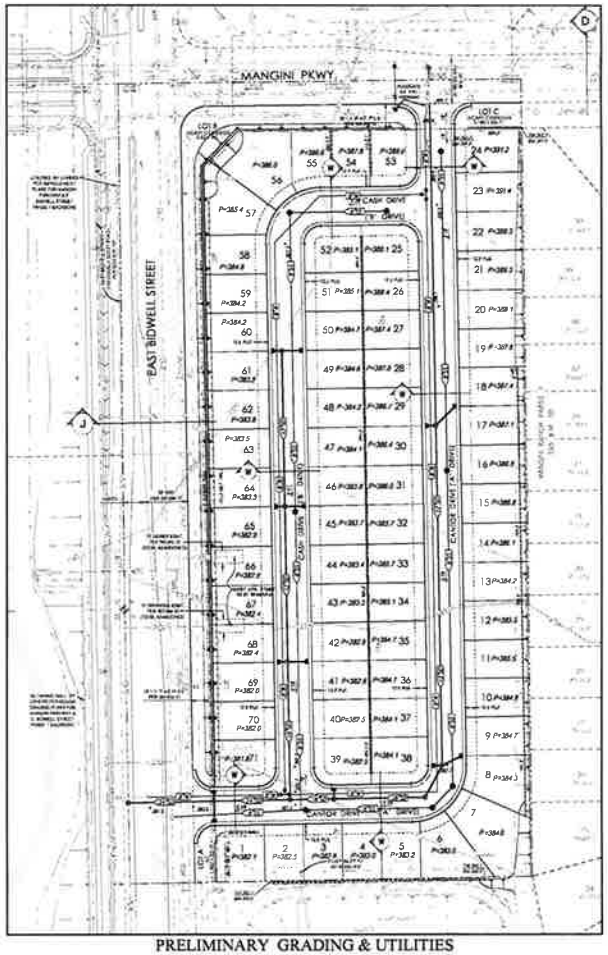
NOTES

PROPERTY DESCRIPTION: Lot 10, Mangini Large Lot Book 39 of Maps, Page 10 situated within a portion of Sections 16 & 21, Township 9 North, Range 8 East, Mount Diablo Meridian.

1. Lot dimensions and acreages are approximate and subject to change.
2. Typical lot size is measured from back of sidewalk (or curb where no sidewalk) to minimum lot width is measured at setbacks.
3. Lot lines and lot areas may be adjusted at the time of the Final Map(s) provided no additional lots are created, subject to the approval of the City of Folsom. Flexibility in lot configuration as shown hereon is allowed provided the new configuration is in substantial compliance with the approved Specific Plan, subject to the approval of the City of Folsom.
4. The Final Map(s) and subsequent subdivisions of lots may be phased. Phasing is to be consistent with the Development Agreement.
5. Phasing and lot numbering is for identification purposes only and does not indicate phasing order of development. Ultimate development phasing shall be determined at the determination of Final Map and/or improvement plan stage.
6. Pursuant to Government Code Section 66456.1, the subdivider may file multiple Final Maps based upon this Tentative Map. The filing of a Final Map on a portion of this Tentative Map shall not invalidate any part of this Tentative Map.
7. Pursuant to California Government Code Section 66499.32.2, the land shown hereon may be mapped and subdivided without revisiting or damaging any improvements or pavement of portions of the existing public streets, subject to the approval of the City of Folsom, including the following:
   a. A 15' Sewer Easement per 39 BM 10
   b. A 15' Drainage Easement per 39 BM 10
8. Street names shown hereon are for plan location purposes only. Actual street names will be approved with Tentative Map. Final street names & locations will be determined at the time of Final Map and Improvement Plan preparation.
9. Additional easements to accommodate new public utility improvements, allows required for lot development, or other similar mapping requirements needed to accommodate the final design may be added and/or deleted Final Map based on this Tentative Map.
10. A 10'x 5' public utility easement will be located adjacent to all rights-of-way except as approved by the City Engineer.
11. The entire property contained within this Tentative Subdivision Map is covered by an Avigation Easement to the benefit of the City of Folsom and County of Sacramento recorded August 28, 2014 in Book 20140828 at page 0139, Official Records of Sacramento County.

BENCHMARK

IDENTIFICATION NO: City of Folsom Benchmark "16-35"
ELEVATION: 414.83 (NAVD 88)
TAG TAG AND NAIL IN HEADWALL AT NORTHEAST CORNER OF IRON POINT ROAD AND EAST BIDWELL STREET. BASED ON A LEVEL RUN BY MACKAY & SOMPS IN FEBRUARY 2014.



PRELIMINARY GRADING & UTILITIES

LEGEND

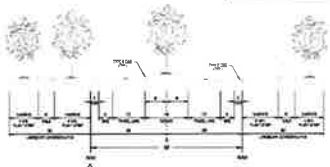
PROPOSED	DESCRIPTION	EXISTING
4"SS	SEWER LINE (SIZE AND DATA)	
	SEWER MANHOLE	
24"CDL	CANYON DRAIN LINE (SIZE INDICATED)	
	STORM DRAIN MANHOLE	
	DROP INLET	
12"SD	STORM DRAIN LINE (SIZE INDICATED)	
	INLET/OUTLET	
	CDS UNIT	
12"W	WATER LINE (SIZE INDICATED)	
	BLOW OFF VALVE	
	BUTTERFLY VALVE	
	GATE VALVE	
	FIRE HYDRANT ASSEMBLY	
	AIR RELEASE VALVE	
	RAMPS	
0.5%	STREET GRADE	0.5%
18.5	CENTERLINE ELEVATION	18.5
	SCREEN WALL	
	MASONRY RETAINING WALL	
	WOOD RETAINING WALL	

NOTES:

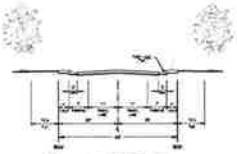
1. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE.
2. THE PROPOSED UTILITIES AND INFRASTRUCTURE SHOWN ARE CONCEPTUAL ONLY AND ARE SUBJECT TO REVISION.
3. UTILITIES MAY BE PHASED DEPENDING UPON THE DEVELOPMENT SEQUENCE OF THE PROJECT, SUBJECT TO THE REVIEW OF THE CITY OF FOLSOM.
4. THE EXISTING GROUND CONTOURS SHOWN ON THIS EXHIBIT REPRESENT THE EXISTING GRADE CONDITION AND ARE FOR PLANNING LEVEL STUDIES ONLY.

LAND USE SUMMARY TABLE

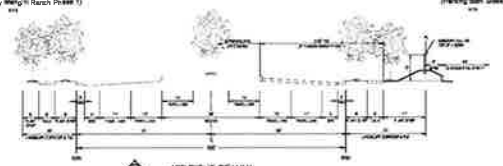
VILLAGE / LOT NUMBER	SP/SP DESIGNATIONS	LAND USE	ACRES	DWELLING UNITS	DENSITY
Village 10	MLD / SP-MLD	Single Family Residential (40 x 80)	7.35	71	9.66
Lots A, B & C	-	Backbone Landscape Corridor	2.71		
Major Roads	-	Backbone Right-of-Way	1.82		
TOTALS			9.88	71	



D EXISTING 56' RIGHT-OF-WAY
Mangini Parkway
(Improvements by Mangini Ranch Phase 1)



W 46' RIGHT-OF-WAY
Local Road - Attached Sidewalk
(Parking Both Sides)



J 102' RIGHT-OF-WAY
East Bidwell Street

MINIMUM LOT DIAGRAM
MIN. LOT SIZE = 2,920 s.f.
MAX. LOT COVERAGE = 57%

N

SCALE 1"=50'

VESTING TENTATIVE SUBDIVISION MAP

CREEKSTONE Phase 1

(Mangini Ranch Phase 1 Lot 10)

Scale: 1" = 50'

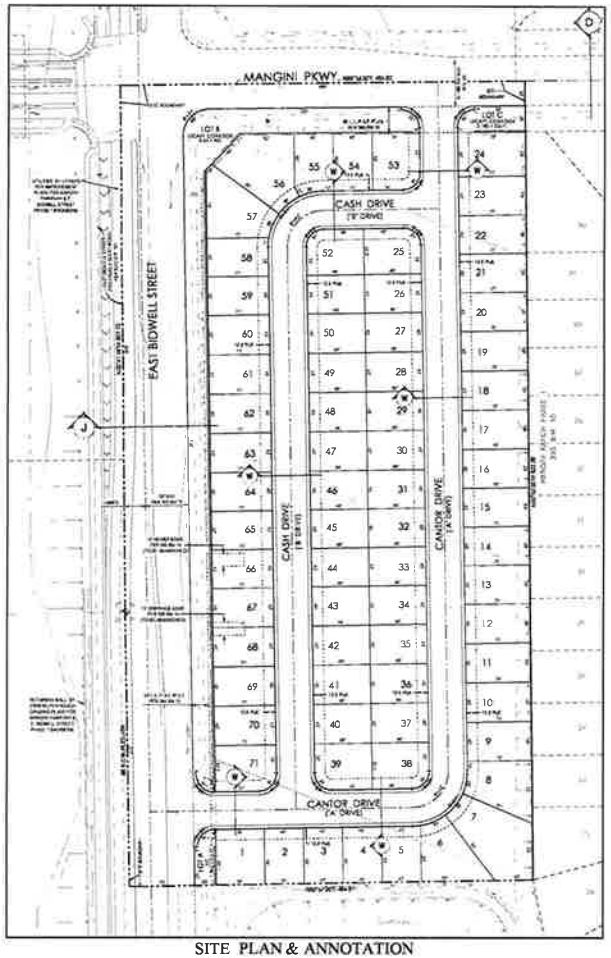
Folsom, California

MacKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS

April 21, 2020

Sheet 1 of 1

Attachment 7
Preliminary Grading, Drainage, and Utility Plan
Dated April 21, 2020



SITE PLAN & ANNOTATION

TENTATIVE MAP INFORMATION

OWNER/DEVELOPER:	MANGINI IMPROVEMENT CO., INC 4370 Town Center Blvd Ste 100 El Dorado Hills, CA 95762
ENGINEER	MacKAY & SOMPS CIVIL ENGINEERS, INC 1650 Sunrise Road, Suite 150 Roseville, CA 95661 (916) 773-1188
ASSESSORS PARCEL NO	072-0070-016
SITE ACREAGE:	9.88 ± AC
EXISTING LAND USE ZONE:	A portion of the Folsom Plan Area Specific Plan
NUMBER OF LOTS	76 TOTAL LOTS 71 Single-family residential lots 5 Landscape lots
SERVICE PROVIDERS	
SCHOOL DISTRICTS	Folsom Cordova Unified School District
PARKS & RECREATION	City of Folsom
POLICE & FIRE PROTECTION	City of Folsom
SANITARY SEWER	City of Folsom
DOMESTIC WATER	City of Folsom
STORM DRAIN	City of Folsom
ELECTRICITY	SMUD
TELEPHONE	AT&T
GAS	PG&E
CABLE	COMCAST

NOTES

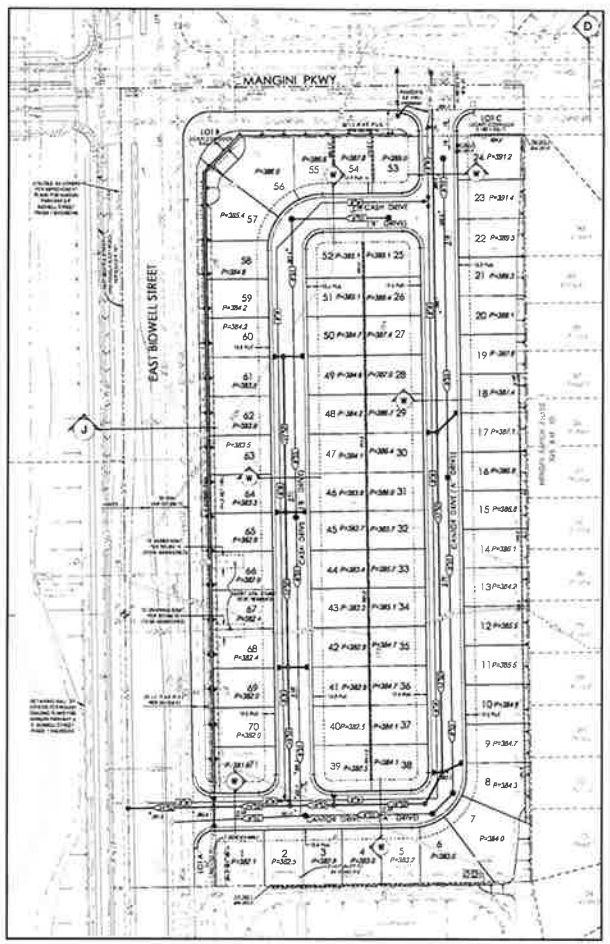
PROPERTY DESCRIPTION: Lots 10, Mangini Large Lot Book 385 of Maps Page 10 situated within a portion of Sections 18 & 21, Township 9 North, Range 8 East, Mount Diablo Meridian

1. Lot dimensions and acreages are approximate and subject to change.
2. Lot size is measured from back of sidewalk. On irregular shaped lots, minimum lot width is measured at setback(s).
3. Lot lines and acreages may be adjusted at the time of the Final Map(s) provided no additional lots are created, subject to the approval of the City of Folsom. Flexibility in configuration as shown herein is allowed provided the new configuration is in substantial compliance with the approved Specific Plan, subject to the approval of the City of Folsom.
4. The Final Mapping and subsequent development of lots may be phased. Phasing is to be consistent with the Development Agreement.
5. Phasing and Lot numbering is for identification purposes only and does not indicate drawing order of development. Unit/lot development shall be determined by market and is to be identified at Final Map and/or improvement plan stage.
6. Pursuant to Government Code Section 66424.1, the subdivider may file multiple Final Maps based upon this Tentative Map. The filing of a Final Map on a portion of this Tentative Map shall not impose any part of this Tentative Map.
7. Pursuant to Centerline Easement Code Section 66462.5(c) the area shown hereon may be merged and resubdivided without revision to acreage and may contain encroachment of portions of the adjoining subdivisions, subject to the approval of the City of Folsom, including the following:
   - A 10' Sewer Easement per 325 BM 10
   - A 10' Drainage Easement per 325 BM 10
8. Street names shown hereon are for identification purposes only. A street name will be approved with Tentative Map. Final street names & addresses will be determined at the time of Final Map and improvement plan preparation.
9. Additional easements to accommodate new public utility improvements, as may be required for development, or other further mapping requirements necessary in approving the final design may be added prior to Final Map issued on this Tentative Map.
10. A 12.5' public utility easement will be located adjacent to all rights-of-way (ROW) as approved by the City Engineer.
11. The entire property contained within this Tentative Subdivision Map is governed by an Avigation Easement to the benefit of the City of Folsom and County of Sacramento recorded August 29, 2014 in Book 20140829 at page 0516, Official Records of Sacramento County.

BENCHMARK

IDENTIFICATION NO: City of Folsom Benchmark "19-39"
ELEVATION: 414.63 (NAVD 88)
7/8" TAG AND NAIL IN HEADWALL AT NORTH EAST CORNER OF IRON POINT ROAD AND EAST BIDWELL STREET. BASED ON A LEVEL RUN BY MACKAY & SOMPS IN FEBRUARY 2014

VICINITY MAP



PRELIMINARY GRADING & UTILITIES

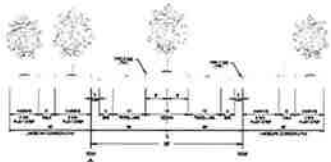
LEGEND

PROPOSED	DESCRIPTION	EXISTING
8" SS	SEWER LINE (NOT INDICATED)	
	SEWER MANHOLE	
8" CD	CANYON DRAIN LINE (NOT INDICATED)	
	STORM DRAIN MANHOLE	
	GRISP INLET	
18" SD	ST DRAIN (SD) LINE (SIZE INDICATED)	
	INLET/OUTLET	
	CDS UNIT	
12" W	WATER LINE (SIZE INDICATED)	
	BLOW OFF VALVE	
	BUTTERFLY VALVE	
	GATE VALVE	
	FIRE HYDRANT ASSEMBLY	
	AIR RELEASE VALVE	
	SLOPE	
9.48	STREET GRADE	9.48
10.83	CENTERLINE ELEVATION	10.83
	SCREEN WALL	
	MASONRY RETAINING WALL	
	WOOD RETAINING WALL	

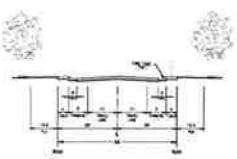
NOTES:
1. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE.
2. THE PROPOSED UTILITIES AND INFRASTRUCTURE SHOWN ARE CONCEPTUAL ONLY AND ARE SUBJECT TO REVISION.
3. UTILITIES MAY BE PHASED DEPENDING UPON THE DEVELOPMENT SEQUENCE OF THE PROJECT, SUBJECT TO THE REVIEW OF THE CITY OF FOLSOM.
4. THE EXISTING GROUND CONTOURS SHOWN ON THIS EXHIBIT REPRESENT THE EXISTING GRADE CONDITION AND ARE FOR PLANNING LEVEL STUDIES ONLY.

LAND USE SUMMARY TABLE

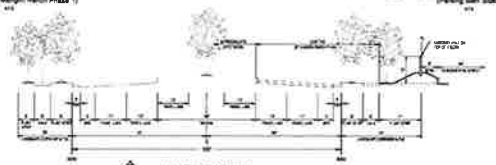
VILLAGE / LOT NUMBER	GP/SP DESIGNATIONS	LAND USE	ACRES	DWELLING UNITS	DENSITY
Village 10	MLD / SP-MLD	Single Family Residential (40' & 50')	7.26	71	9.88
Lots A, B & C	-	Backbone Landscape Corridor	0.71		
Major Roads	-	Backbone Right-of-way	1.92		
TOTALS			9.88	71	



D EXISTING 50' RIGHT-OF-WAY
Mangini Parkway
(Improvements by Mangini Ranch Phase 1)



W 44' RIGHT-OF-WAY
Local Street - Attached Sidewalk
(Parking Both Sides)



J 100' RIGHT-OF-WAY
East Bidwell Street

MINIMUM LOT DIAGRAM
MIN. LOT SIZE = 2,700 sf
MAX. LOT COVERAGE = 50%

N

0 25 50 100
SCALE 1" = 50'

VESTING TENTATIVE SUBDIVISION MAP

CREEKSTONE Phase 1

(Mangini Ranch Phase 1 Lot 10)

Scale 1" = 50'

Folsom, California

MacKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS

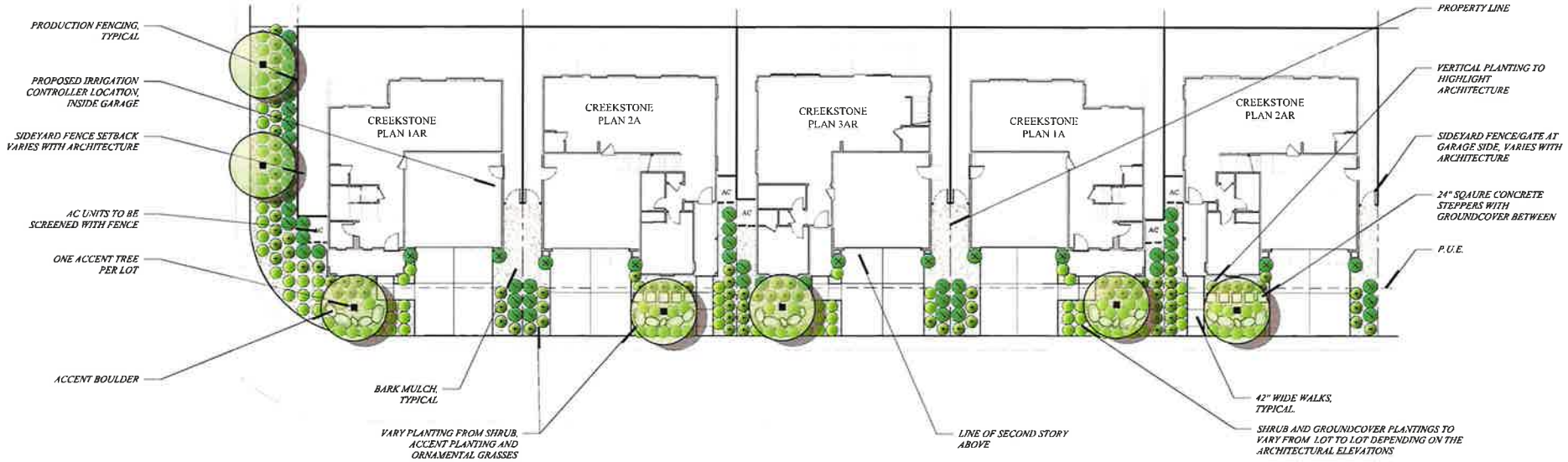
April 21, 2020

Sheet 1 of 1

Attachment 8
Conceptual Front Yard Landscaping
Dated December 9, 2019

CREEKSTONE

Mangini - Lot 10



TYPICAL FRONTS

PLANT PALETTE (NORTH & EAST)

SYM	BOTANICAL NAME	COMMON NAME	SIZE	PF
SPANISH				
■	ARBUTUS UNEDO 'MARINA'	STRAWBERRY TREE	15 GALLON	L
FARMHOUSE				
■	CERCIS OCCIDENTALIS	WESTERN REDBUD	15 GALLON	L
ITALIAN				
■	PODOCARPUS MACROPHYLLUS	YEW PINE	15 GALLON	L

SYM	BOTANICAL NAME	COMMON NAME	SIZE	PF
	ARCTOSTAPHYLOS 'WOODS COMPACTA'	MANZANITA	1 GAL	L
	DIANELLA REVOLUTA 'LITTLE REV'	LITTLE REV FLAX LILY	1 GAL	L
	RHAPHIOLEPIS INDICA 'CLARA'	INDIAN HAWTHORN	5 GAL	L
	RHAPHIOLEPIS UMBELATTA	HAWTHORN	1 GAL	L
	PRUNUS CAROLNINA 'BRIGHT N TIGHT'	DWARF CAROLINA CHERRY	15 GAL	L
	ARCTOSTAPHYLOS 'WOODS COMPACTA'	MANZANITA	1 GAL	L
	DIANELLA REVOLUTA 'LITTLE REV'	LITTLE REV FLAX LILY	1 GAL	L
	RHAPHIOLEPIS INDICA 'CLARA	INDIAN HAWTHORN	5 GAL	L
	RHAPHIOLEPIS UMBELATTA	HAWTHORN	1 GAL	L
	LIGUSTRUM JAPONICUM	JAPANESE PRIVET	15 GAL	L
	ROSA 'CARPET ROSE'	WHITE CARPET ROSE	1 GAL	L
	DIANELLA REVOLUTA 'LITTLE REV'	LITTLE REV FLAX LILY	1 GAL	L
	RHAPHIOLEPIS INDICA 'CLARA'	INDIAN HAWTHORN	5 GAL	L
	RHAPHIOLEPIS UMBELLATA	HAWTHORNE	1 GAL	L
	PRUNUS CAROLINIANA 'BRIGHT N TIGHT'	DWARF CAROLINA CHERRY	15 GAL	L

GROUNDCOVER

BARK MULCH ALL LANDSCAPE AREAS - BARK MULCH SHALL BE APPROVED BY OWNER OR LANDSCAPE ARCHITECT PRIOR TO INSTALLATION

PLANT PALETTE (SOUTH & WEST)

SYM	BOTANICAL NAME	COMMON NAME	SIZE	PF
SPANISH				
■	PRUNUS CAROLINIANA	CAROLINA LAUREL CHERRY	15 GALLON	L
FARMHOUSE				
■	LAGERSTROEMIA INDICA 'NATCHEZ'	CRAPE MYRTLE	15 GALLON	L
ITALIAN				
■	PYRUS CALLERYANA 'CHANTICLEER	CHANTICLEER PEAR	15 GALLON	L

SYM	BOTANICAL NAME	COMMON NAME	SIZE	PF
	LAVANDULA S. 'OTTO QUEST'	SPANISH LAVENDER	1 GAL	L
	FESTUCA MAIREI	ATLAS FESCUE	1 GAL	L
	RHAPHIOLEPIS INDICA 'CLARA'	INDIAN HAWTHORN	5 GAL	L
	ARBUTUS UNEDO 'COMPACTA'	DWARF STRAWBERRY TREE	1 GAL	L
	PRUNUS CAROLININA 'BRIGHT'N TIGHT'	DWARF CAROLINA CHERRY	15 GAL	L
	ROSA 'CARPET ROSE'	RED CARPET ROSE	1 GAL	L
	FESTUCA MAIREI	ATLAS FESCUE	1 GAL	L
	RHAPHIOLEPIS INDICA 'CLARA'	INDIAN HAWTHORN	5 GAL	L
	ARBUTUS UNEDO 'COMPACTA'	DWARF STRAWBERRY TREE	1 GAL	L
	LIGUSTRUM JAPONICUM	JAPANESE PRIVET	15 GAL	L
	ROSMARINUS O. 'HUNTINGTON CARPET'	ROSEMARY	1 GAL	L
	FESTUCA MAIREI	ATLAS FESCUE	1 GAL	L
	RHAPHIOLEPIS INDICA 'CLARA'	INDIAN HAWTHORN	5 GAL	L
	ARBUTUS UNEDO 'COMPACTA'	DWARF STRAWBERRY TREE	1 GAL	L
	LIGUSTRUM JAPONICUM	JAPANESE PRIVET	15 GAL	L

GROUNDCOVER

BARK MULCH ALL LANDSCAPE AREAS - BARK MULCH SHALL BE APPROVED BY OWNER OR LANDSCAPE ARCHITECT PRIOR TO INSTALLATION

DECEMBER 9, 2019

GRAPHIC SCALE

10' 0 10' 20'

SCALE 1" = 10'-0"

TRI Pointe HOMES

SJA

CONCEPTUAL FRONT YARDS

Attachment 9
Wall and Fence Exhibit
Dated January 31, 2020

CREEKSTONE

Folsom, California

January 31, 2020

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS

NORTH

0 30 60 120

SCALE: 1"=60'

Attachment 10
Residential Schematic Design
Dated February 24, 2020

PLAN 1AR
SPANISH

PLAN 2BR
FARMHOUSE

PLAN 3C
ITALIAN

Mangini Ranch Phase 1 - Lot 10 Creekstone Phase 1

SHEET INDEX:

ARCHITECTURE:

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A0.1 ARTICULATION EXHIBIT

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A1.3 PLAN 1B EXTERIOR ELEVATIONS
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A3.4 PLAN 3C EXTERIOR ELEVATIONS
A3.5 OPT. COVERED OUTDOOR ROOM ELEVATIONS

A4.0 COLOR / MATERIAL SCHEMES

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CREEKSTONE
FOLSOM CA # 2018-0956

SCHEMATIC DESIGN
FEBRUARY 24, 2020

TITLE SHEET

A0.0

LEGEND

- FIRST STORY MASSING
- SECOND STORY MASSING
- CANTILEVER AT PLAN 3 SECOND FLOOR
- COVERED FRONT PORCH (ONE STORY)
- DRIVEWAY / SIDEWALK

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SCHEMATIC DESIGN
FEBRAURY 24, 2020

Scale: 1/8" = 1'-0"

ARTICULATION EXHIBIT

A0.1

Front Elevation - 1A - Spanish Colonial

Front Elevation - 1C - Italian Villa

Front Elevation - 1B - Western Farmhouse

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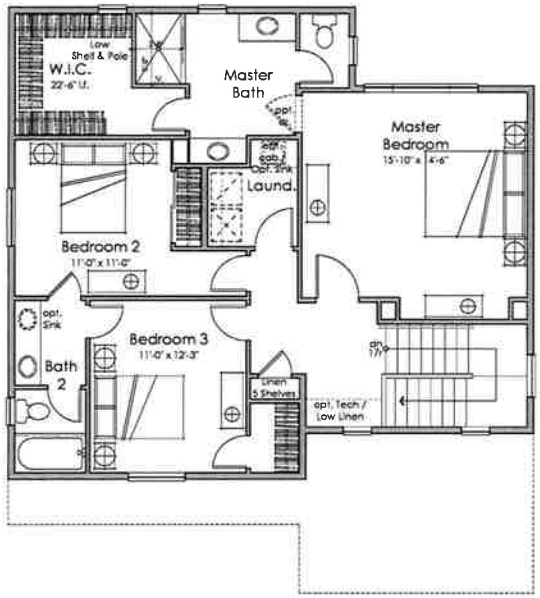
SCHEMATIC DESIGN
FEBRAURY 24, 2020

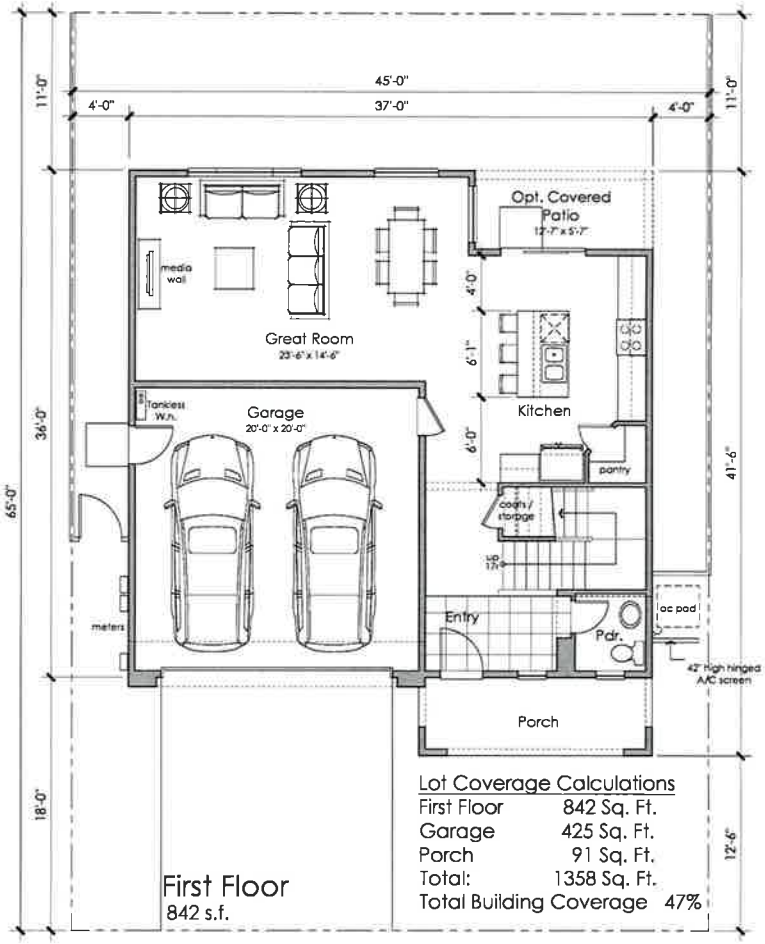
PLAN 1 - EXTERIOR ELEVATIONS

A1.0



Second Floor
1054 s.f.

Floor Plan
3 Bedrooms
2.5 Baths
1896 s.f.



Lot Coverage Calculations

First Floor	842 Sq. Ft.
Garage	425 Sq. Ft.
Porch	91 Sq. Ft.
Total:	1358 Sq. Ft.
Total Building Coverage	47%

First Floor
842 s.f.

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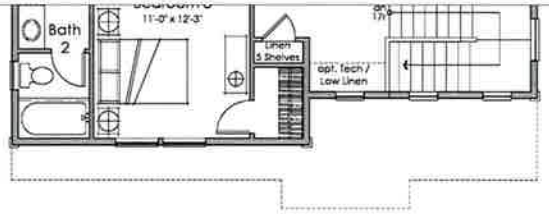
SCHEMATIC DESIGN
FEBRAURY 24, 2020

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

PLAN 1 FLOOR PLAN

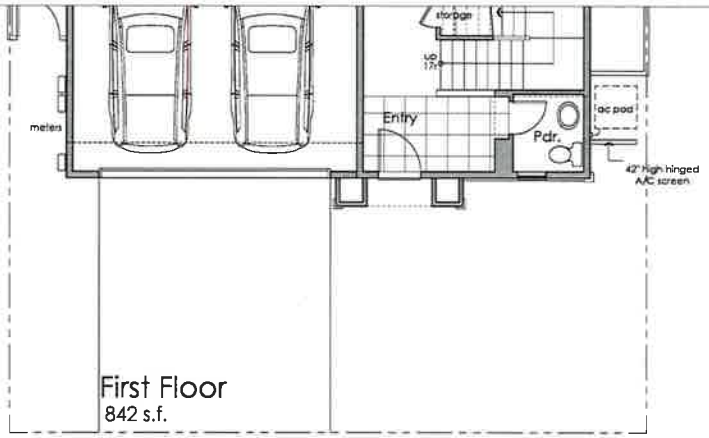
A1.1



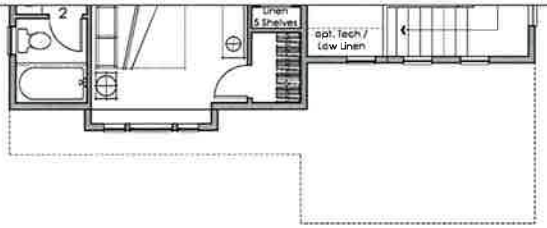
Second Floor
1054 s.f.

Lot Coverage Calculations 1C

First Floor	842 Sq. Ft.
Garage	421 Sq. Ft.
Porch	18 Sq. Ft.
Total:	1281 Sq. Ft.
Total Building Coverage	44%



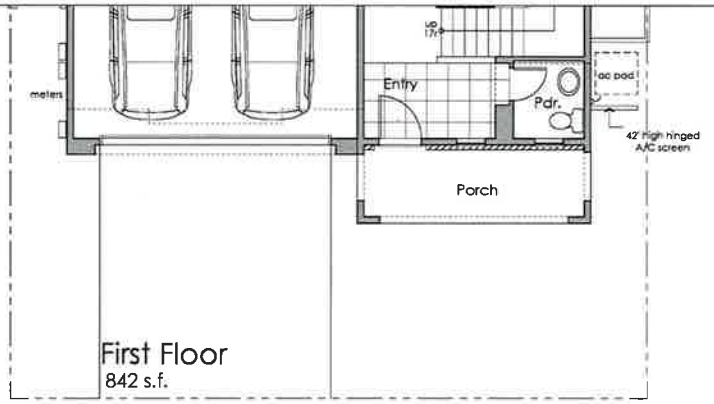
First Floor
842 s.f.



Second Floor
1068 s.f.

Lot Coverage Calculations 1B

First Floor	842 Sq. Ft.
Garage	421 Sq. Ft.
Porch	91 Sq. Ft.
Total:	1354 Sq. Ft.
Total Building Coverage	46%



First Floor
842 s.f.

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SCHEMATIC DESIGN
FEBRAURY 24, 2020

Scale 1/4" = 1'-0"

PLAN 1 FLOOR PLAN ADDENDA

A1.1.1

SPANISH COLONIAL
Characterized by simply articulated details and adaptability

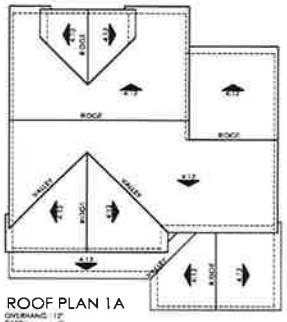
DESIGN ELEMENTS

Two Story Massing
Stucco Exterior Finish
Villa Shaped Concrete Tile
Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

Corbel Details
Shutters
Faux Clay Outlookers

Front Elevations - 1A - Spanish Colonial



ROOF PLAN 1A

Right Elevation

Rear Elevation

Left Elevation

Right at Enhanced Lots

Rear at Enhanced Lots

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SCHEMATIC DESIGN
FEBRAURY 24, 2020

EXTERIOR ELEVATIONS - PLAN 1A

A1.2

WESTERN FARMHOUSE
Characterized by an asymmetrical, casual cottage look. It represents a practical and picturesque country home.

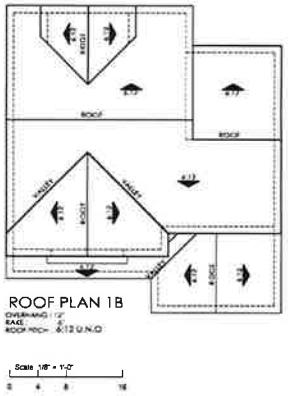
DESIGN ELEMENTS

Two Story Massing
Stucco Exterior Finish
Flat Concrete Tile
Steeper Pitched Roofs

ENHANCED DESIGN ELEMENTS

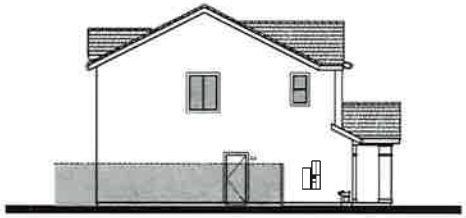
Board and Batt
Brick Veneer
Shutters

Front Elevations - 1B - Western Farmhouse



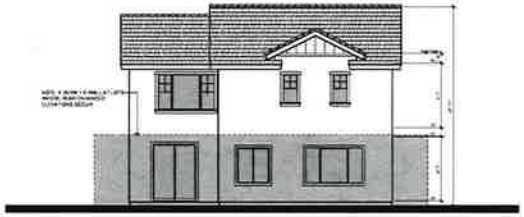
Right Elevation

Rear Elevation



Left Elevation

Right at Enhanced Lots



Rear at Enhanced Lots

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SCHEMATIC DESIGN
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EXTERIOR ELEVATIONS - PLAN 1B

A1.3

ITALIAN VILLA
Characterized by a formal and elegant facade.

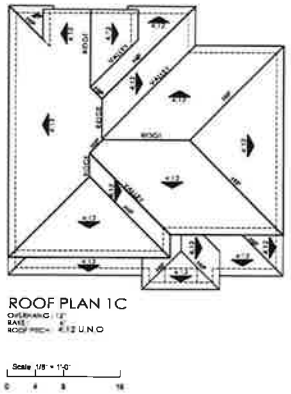
DESIGN ELEMENTS

Two Story Massing
Stucco Exterior Finish
Villa Shaped Concrete Tile
Gently Pitched Roofs

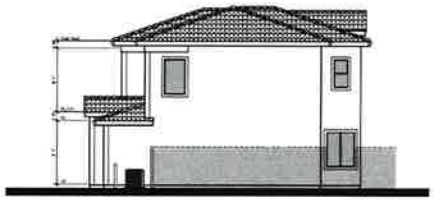
ENHANCED DESIGN ELEMENTS

Corbels
Stone Veneer
Faux Clay Outlookers

Front Elevations - 1C - Italian Villa

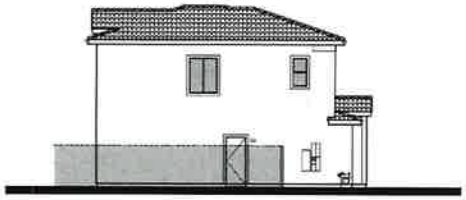


ROOF PLAN 1C



Right Elevation

Rear Elevation



Left Elevation

Right at Enhanced Lots

Rear at Enhanced Lots

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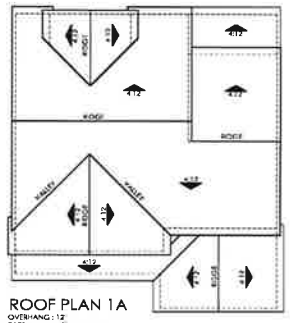
SCHEMATIC DESIGN
FEBRAURY 24, 2020

EXTERIOR ELEVATIONS - PLAN 1C

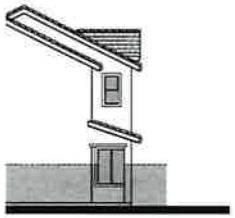
A1.4

Right Elevation - 1A
Opt. Covered Outdoor Room

Rear Elevation - 1A
Opt. Covered Outdoor Room

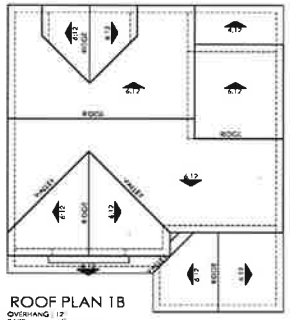


ROOF PLAN 1A
OVERHANG : 12"
RAKE : 2"
ROOF PITCH : 4:12 U.N.O

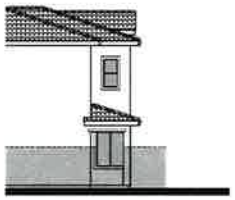


Right Elevation - 1B
Opt. Covered Outdoor Room

Rear Elevation - 1B
Opt. Covered Outdoor Room

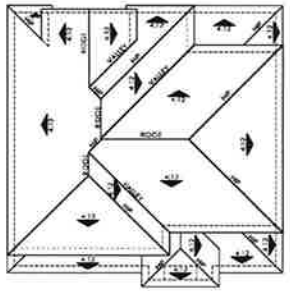


ROOF PLAN 1B
OVERHANG : 12"
RAKE : 2"
ROOF PITCH : 4:12 U.N.O



Rear Elevation - 1C
Opt. Covered Outdoor Room

Right Elevation - 1C
Opt. Covered Outdoor Room



ROOF PLAN 1C
OVERHANG : 12"
RAKE : 2"
ROOF PITCH : 4:12 U.N.O

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FOLSOM, CA # 2018-0956

SCHEMATIC DESIGN
FEBRAURY 24, 2020

Scale 1/8" = 1'-0"

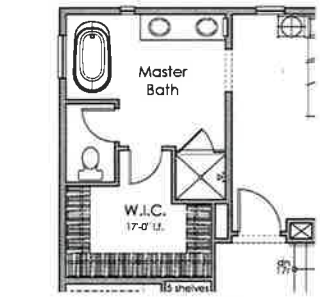
OPT .OUTDOOR ROOMS - PLAN 1

A1.5

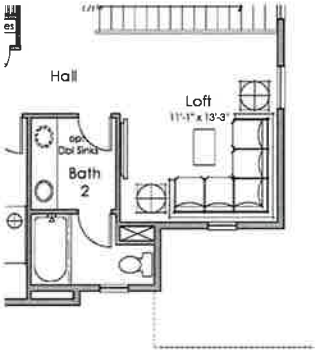
Front Elevation - 2A - Spanish Colonial

Front Elevation - 2C - Italian Villa

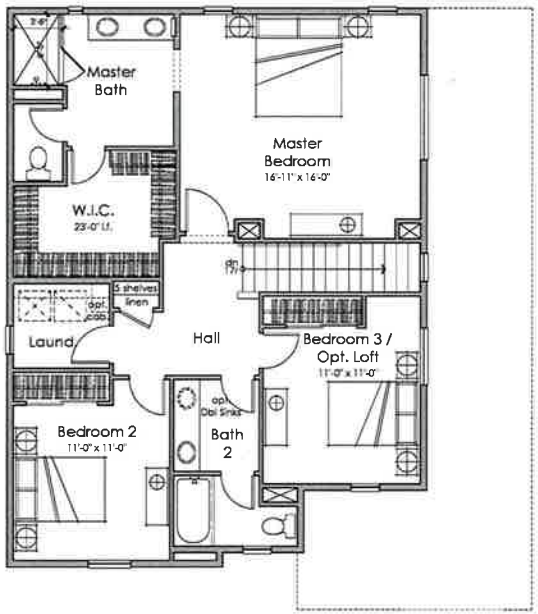
Front Elevation - 2B - Western Farmhouse



OPT. MASTER BATH

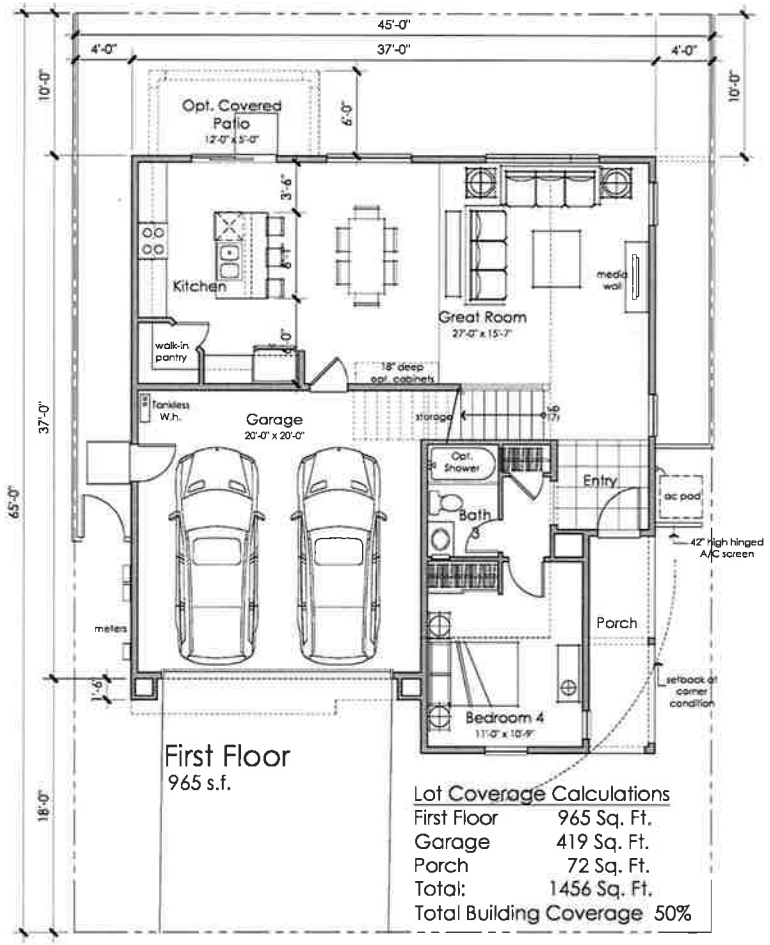


Opt. Loft



Second Floor
1084 s.f.

Floor Plan
4 Bedrooms
Opt. Loft
3 Baths
2049 s.f.



First Floor
965 s.f.

Lot Coverage Calculations

First Floor	965 Sq. Ft.
Garage	419 Sq. Ft.
Porch	72 Sq. Ft.
Total:	1456 Sq. Ft.
Total Building Coverage	50%

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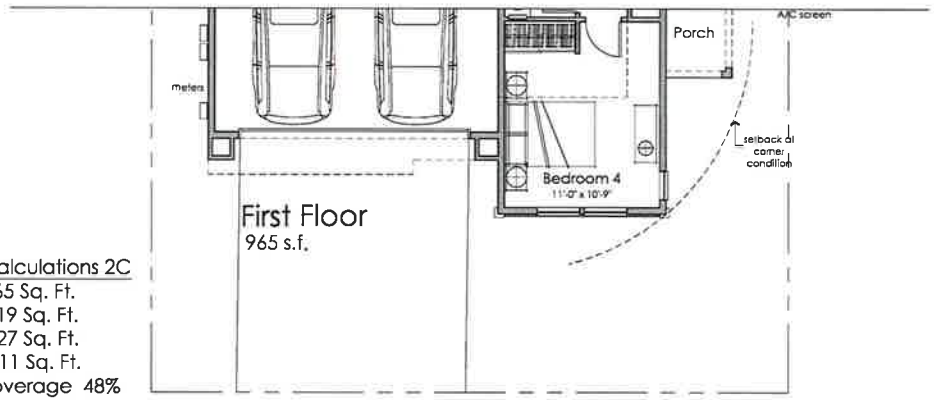
FEBRAURY 24, 2020

Scale 1/4" = 1'-0"

PLAN 2 FLOOR PLAN

A2.1

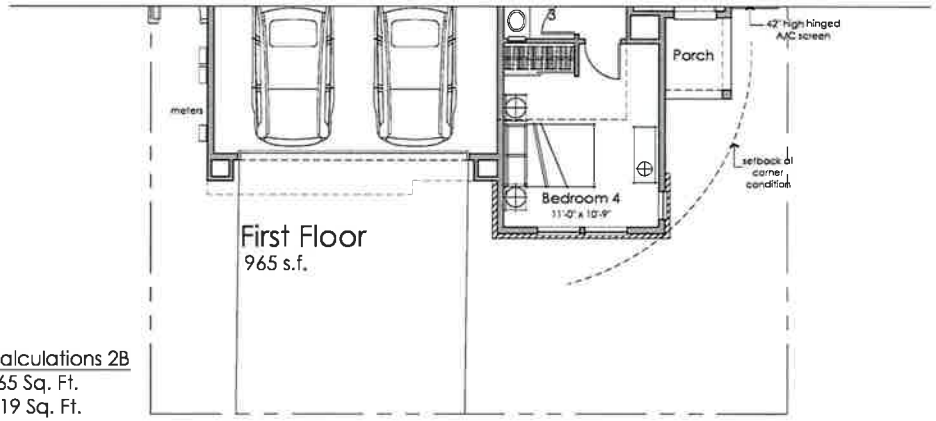
Second Floor
Second Floor
1084 s.f.



Lot Coverage Calculations 2C

First Floor	965 Sq. Ft.
Garage	419 Sq. Ft.
Porch	27 Sq. Ft.
Total:	1411 Sq. Ft.
Total Building Coverage	48%

Second Floor
1084 s.f.



Lot Coverage Calculations 2B

First Floor	965 Sq. Ft.
Garage	419 Sq. Ft.
Porch	27 Sq. Ft.
Total:	1411 Sq. Ft.
Total Building Coverage	48%

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CREEKSTONE
FOLSOM, CA # 2018-0956

SCHEMATIC DESIGN
FEBRAURY 24, 2020

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

PLAN 2 FLOOR PLAN ADDENDA

A2.1.1

SPANISH COLONIAL
Characterized by simply articulated details and adaptability

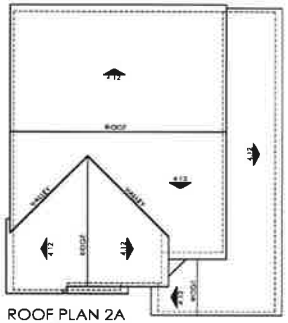
DESIGN ELEMENTS

Two Story Massing
Stucco Exterior Finish
Villa Shaped Concrete Tile
Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

Corbel Details
Shutters
Faux Clay Outlookers

Front Elevations - 2A - Spanish Colonial

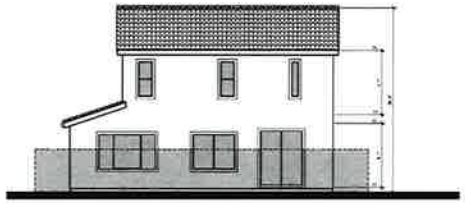


ROOF PLAN 2A
OVERHANG : 12"
RAKE : 4"
ROOF PITCH : 4:12 U.N.O

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

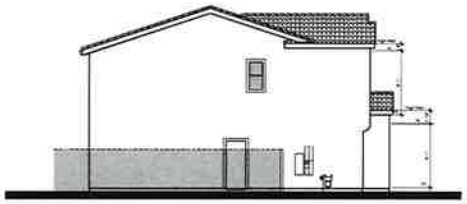
Right Elevation

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



Rear Elevation

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

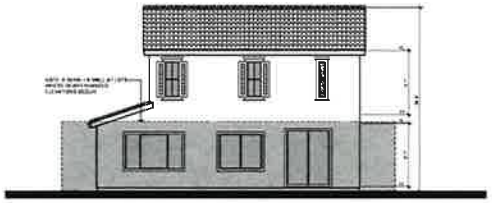


Left Elevation

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

Right at Enhanced Lots

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



Rear at Enhanced Lots

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

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FOLSOM, CA # 2018-0956

SCHEMATIC DESIGN
FEBRAURY 24, 2020

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

EXTERIOR ELEVATIONS - PLAN 2A

A2.2

WESTERN FARMHOUSE
Characterized by an asymmetrical, casual cottage look. It represents a practical and picturesque country home.

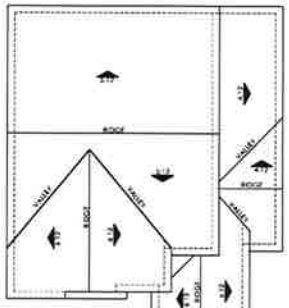
DESIGN ELEMENTS

Two Story Massing
Stucco Exterior Finish
Flat Concrete Tile
Steeper Pitched Roofs

ENHANCED DESIGN ELEMENTS

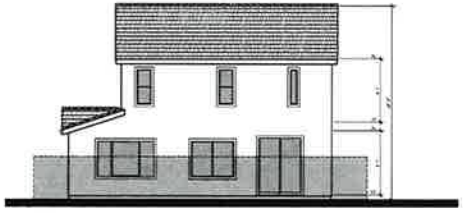
Board and Batt
Brick Veneer
Shutters

Front Elevations - 2B - Western Farmhouse

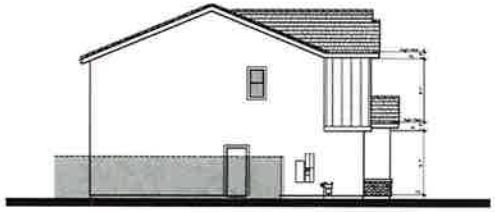


ROOF PLAN 2B

Right Elevation

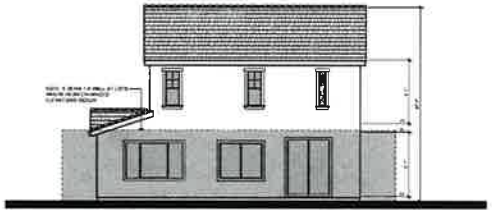


Rear Elevation



Left Elevation

Right at Enhanced Lots



Rear at Enhanced Lots

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CREEKSTONE
FOLSOM, CA # 2018-0956

SCHEMATIC DESIGN
FEBRAURY 24, 2020

EXTERIOR ELEVATIONS - PLAN 2B

A2.3

ITALIAN VILLA
Characterized by a formal and elegant facade.

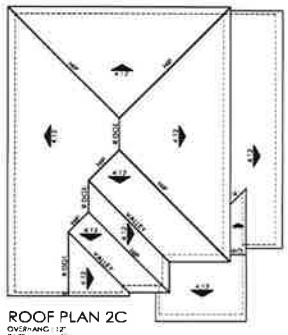
DESIGN ELEMENTS

Two Story Massing
Stucco Exterior Finish
Villa Shaped Concrete Tile
Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

Corbels
Stone Veneer
Faux Clay Outlookers

Front Elevations - 2C - Italian Villa

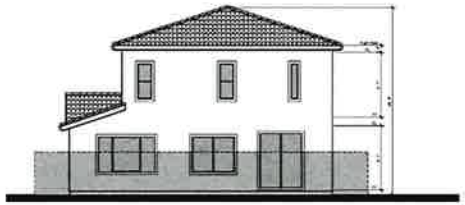


ROOF PLAN 2C
OVERHANG : 12"
RAKE : 6"
ROOF PITCH : 4:12 U.N.O

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

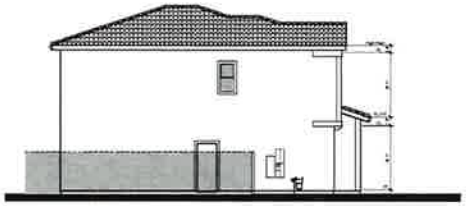
Right Elevation

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



Rear Elevation

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

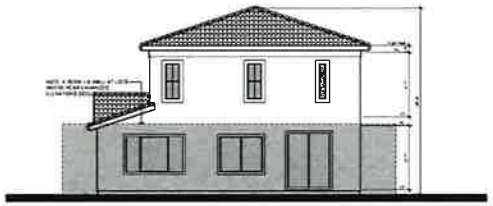


Left Elevation

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

Right at Enhanced Lots

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



Rear at Enhanced Lots

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

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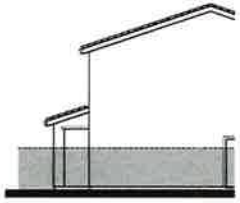
Scale 1/4" = 1'-0"
0 2 4 8

EXTERIOR ELEVATIONS - PLAN 2C

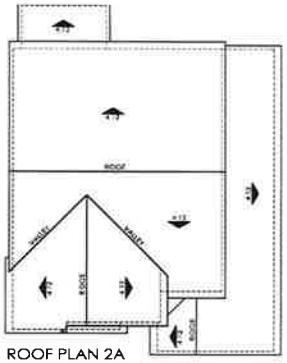
A2.4

Right Elevation - 2A
Opt. Covered Outdoor Room

Rear Elevation - 2A
Opt. Covered Outdoor Room



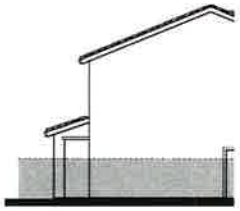
Left Elevation - 2A
Opt. Covered Outdoor Room



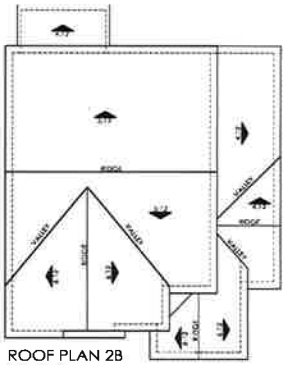
ROOF PLAN 2A
OVERHANG : 12
RAKE : 4
ROOF PITCH : 4:12 U.N.O

Right Elevation - 2B
Opt. Covered Outdoor Room

Rear Elevation - 2B
Opt. Covered Outdoor Room



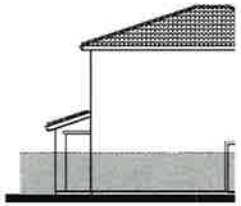
Left Elevation - 2B
Opt. Covered Outdoor Room



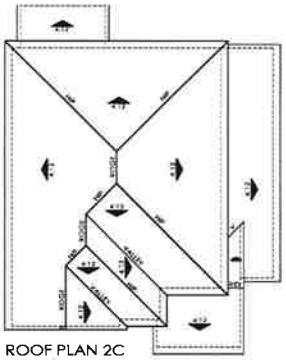
ROOF PLAN 2B
OVERHANG : 12
RAKE : 12
ROOF PITCH : 5:12 U.N.O

Right Elevation - 2C
Opt. Covered Outdoor Room

Rear Elevation - 2C
Opt. Covered Outdoor Room



Left Elevation - 2C
Opt. Covered Outdoor Room



ROOF PLAN 2C
OVERHANG : 12
RAKE : 4
ROOF PITCH : 4:12 U.N.O

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SCHEMATIC DESIGN
FEBRAURY 24, 2020

Scale 1/8" = 1'-0"

OPT .OUTDOOR ROOMS - PLAN 2

A2.5

Front Elevation - 3A - Spanish Colonial

Front Elevation - 3C - Italian Villa

Front Elevation - 3B - Western Farmhouse

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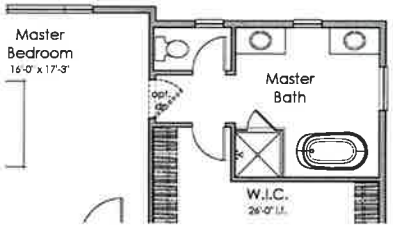
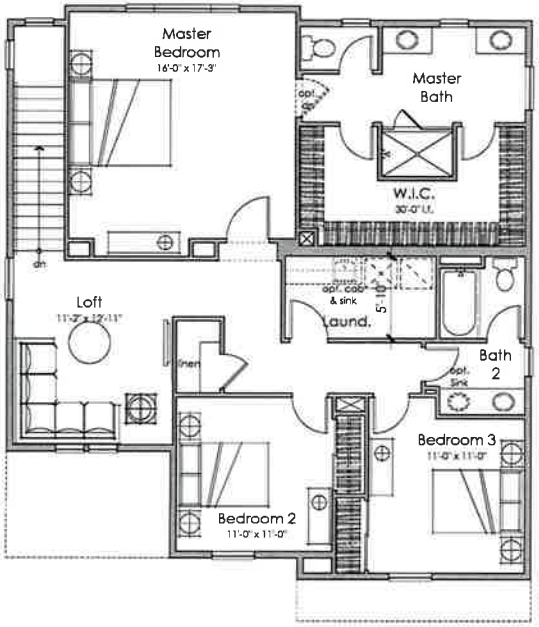
Scale: 1/4" = 1'-0"

PLAN 3 - EXTERIOR ELEVATIONS

A3.0

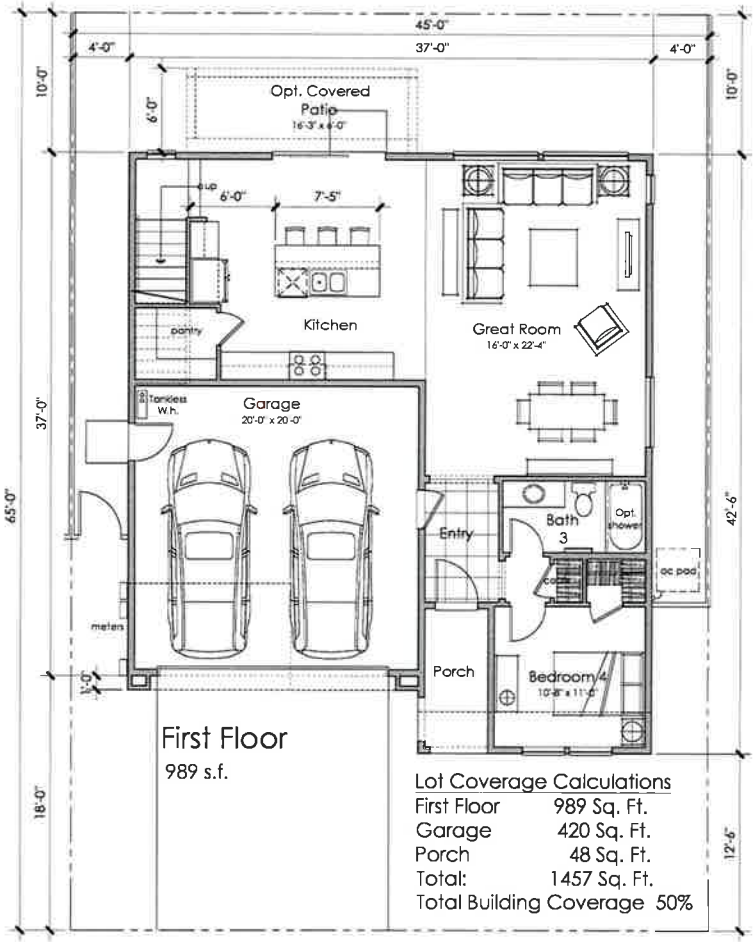


OPT. MASTER BATH



Second Floor
1311 s.f.

Floor Plan
4 Bedrooms + Loft
3 Baths
2300 s.f.



First Floor
989 s.f.

Lot Coverage Calculations

First Floor	989 Sq. Ft.
Garage	420 Sq. Ft.
Porch	48 Sq. Ft.
Total:	1457 Sq. Ft.
Total Building Coverage	50%

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SCHEMATIC DESIGN
FEBRAURY 24, 2020

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

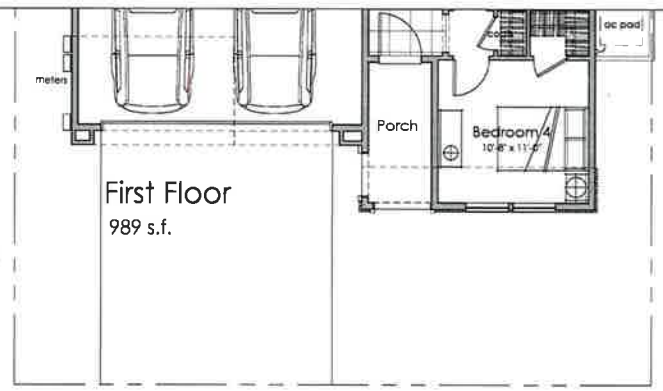
PLAN 3 FLOOR PLAN

A3.1

Second Floor
1311 s.f.

Lot Coverage Calculations 3C

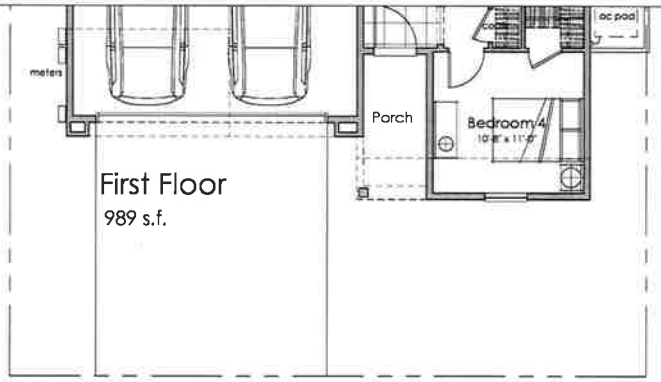
First Floor	989 Sq. Ft.
Garage	420 Sq. Ft.
Porch	48 Sq. Ft.
Total:	1457 Sq. Ft.
Total Building Coverage	50%



Second Floor
1311 s.f.

Lot Coverage Calculations 3B

First Floor	989 Sq. Ft.
Garage	420 Sq. Ft.
Porch	48 Sq. Ft.
Total:	1457 Sq. Ft.
Total Building Coverage	50%



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SCHEMATIC DESIGN
FEBRAURY 24, 2020

Scale 1/4" = 1'-0"

PLAN 3 FLOOR PLAN ADDENDA

A3.1.2

SPANISH COLONIAL
Characterized by simply articulated details and adaptability

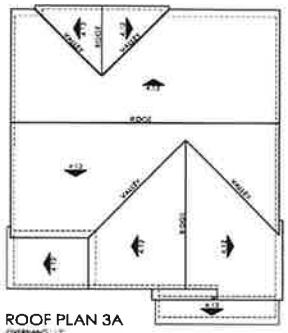
DESIGN ELEMENTS

Two Story Massing
Stucco Exterior Finish
Villa Shaped Concrete Tile
Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

Corbel Details
Shutters
Faux Clay Outlookers

Front Elevations - 3A - Spanish Colonial

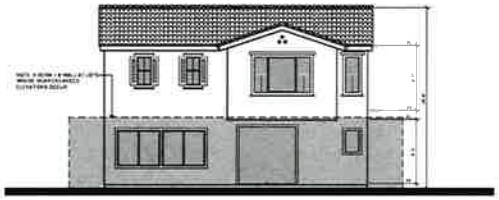


ROOF PLAN 3A

Right Elevation

Rear Elevation

Left Elevation



Rear at Enhanced Lots

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SCHEMATIC DESIGN
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EXTERIOR ELEVATIONS - PLAN 3A

A3.2

WESTERN FARMHOUSE
Characterized by an asymmetrical, casual cottage look. It represents a practical and picturesque country home.

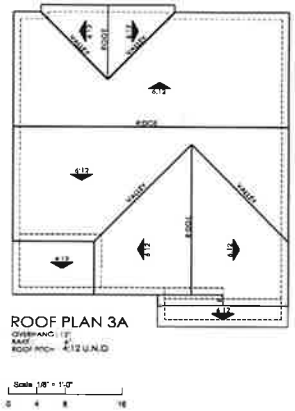
DESIGN ELEMENTS

Two Story Massing
Stucco Exterior Finish
Flat Concrete Tile
Steeper Pitched Roofs

ENHANCED DESIGN ELEMENTS

Board and Batt
Shutters

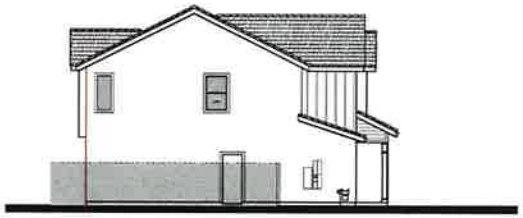
Front Elevations - 3B - Western Farmhouse



ROOF PLAN 3A

Right Elevation

Rear Elevation



Left Elevation

Rear at Enhanced Lots

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EXTERIOR ELEVATIONS - PLAN 3B

A3.3

ITALIAN VILLA
Characterized by a formal and elegant facade.

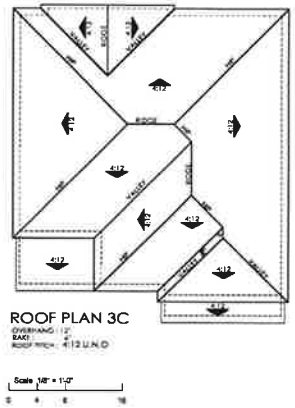
DESIGN ELEMENTS

Two Story Massing
Stucco Exterior Finish
Villa Shaped Concrete Tile
Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

Corbels
Stone Veneer
Faux Clay Outlookers

Front Elevations - 3C - Italian Villa



ROOF PLAN 3C

Right Elevation

Rear Elevation

Left Elevation

Rear at Enhanced Lots

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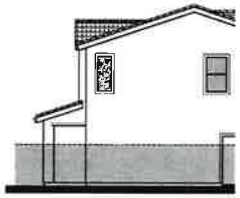
FEBRAURY 24, 2020

EXTERIOR ELEVATIONS - PLAN 3C

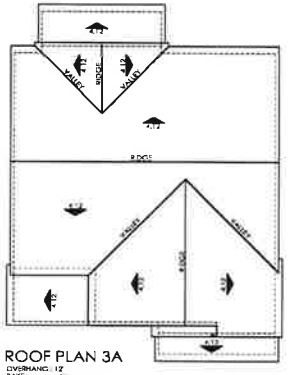
A3.4

Right Elevation - 3A
Opt. Covered Outdoor Room

Rear Elevation - 3A
Opt. Covered Outdoor Room



Left Elevation - 3A
Opt. Covered Outdoor Room

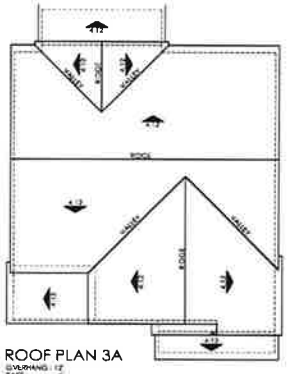


ROOF PLAN 3A
OVERHANG: 12"
RAKE: 6"
ROOF PITCH: 4:12 U.N.O

Right Elevation - 3B
Opt. Covered Outdoor Room

Rear Elevation - 3B
Opt. Covered Outdoor Room

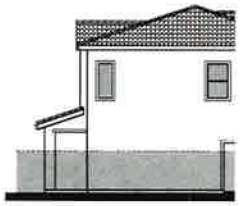
Left Elevation - 3B
Opt. Covered Outdoor Room



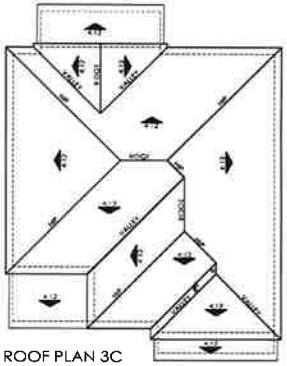
ROOF PLAN 3A
OVERHANG: 12"
RAKE: 6"
ROOF PITCH: 4:12 U.N.O

Right Elevation - 3C
Opt. Covered Outdoor Room

Rear Elevation - 3C
Opt. Covered Outdoor Room



Left Elevation - 3C
Opt. Covered Outdoor Room



ROOF PLAN 3C
OVERHANG: 12"
RAKE: 6"
ROOF PITCH: 4:12 U.N.O

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OPT .OUTDOOR ROOMS - PLAN 3

A3.5

MANUFACTURERS
Sherwin Williams Paint
Eagle Roofing
Eldorado Stone
Boral Stone
ORCO Blended Product

	SCHEME 1A	SCHEME 2A	SCHEME 3A	SCHEME 4A
STUCCO BODY	SW 7551 GREEK VILLA	SW 7569 STUCCO	SW 7542 NATUREL	SW 7527 NANTUCKET DUNE
FASCIA / EAVE / GARAGE DOORS / GABLE SIDING / SIDING TRIM BOARDS / ALL TRIMS	SW 7054 SUITABLE BROWN	SW 7047 PORPOISE	SW 7034 STATUS BRONZ	SW 7060 ATTITUDE GRAY
GARAGE DOORS	SW 7054 SUITABLE BROWN	SW 7047 PORPOISE	SW 7034 STATUS BRONZ	SW 7060 ATTITUDE GRAY
FRONT DOORS	SW 7061 NIGHT OWL	SW 6061 TANBARK	SW 2811 ROOKWOOD BLUE GREEN	SW 7048 URBAN BRONZE
SHUTTERS	SW 7054 SUITABLE BROWN	SW 7047 PORPOISE	SW 7034 STATUS BRONZE	SW 7060 ATTITUDE GRAY
FAUX CLAY OUTLOOKERS	SW 6061 TANBARK	SW 6061 TANBARK	SW 6061 TANBARK	SW 6061 TANBARK
ROOF MATERIAL - CONCRETE TILE 'S' - TILE	3845 CAPISTRANO - SUNRISE BLEND	3636 CAPISTRANO - PIEDMONT BLEND	SCC8808 CAPISTRANO - TUCSON BLEND	3646 CAPISTRANO - SUNSET BLEND

	SCHEME 5B	SCHEME 6B	SCHEME 7B	SCHEME 8B
STUCCO BODY	SW 7011 NATURAL CHOICE	SW 7541 GRECIAN IVORY	SW 7542 NATUREL	SW 9170 ACIER
BOARD & BATT	SW 7061 NIGHT OWL	SW 2843 ROYCROFT BRASS	SW 7053 ADAPTIVE SHADE	SW 6070 HERON PLUM
FASCIA / EAVE / GARAGE DOORS / GABLE SIDING / SIDING TRIM BOARDS / ALL TRIMS	SW 7011 NATURAL CHOICE	SW 7551 GREEK VILLA	SW 6385 DOVER WHITE	SW 6070 HERON PLUM
GARAGE DOORS	SW 7011 NATURAL CHOICE	SW 2843 ROYCROFT BRASS	SW 7053 ADAPTIVE SHADE	SW 6070 HERON PLUM
FRONT DOORS	SW 2814 ROOKWOOD ANTIQUE GOLD	SW 7710 BRANDYWINE	SW 7055 EDURING BRONZE	SW 0006 TOILE RED
SHUTTERS	SW 7061 NIGHT OWL	SW 7061 NIGHT OWL	SW 7055 EDURING BRONZE	SW 7069 IRON ORE
ROOF MATERIAL - CONCRETE ROOF TILE - SHAKE	5890 PONDEROSA- PEWTER BRONZE BLEND	5887 PONDEROSA- BROWN GRAY RANGE	5582 PONDEROSA- FAWN GRAY FLASHED	5602 PONDEROSA- CONCORD BLEND
BRICK / BRICK MORTAR	ROMA BRICK- OSSO SMOKE	TUNDRA BRICK- LATIGO SOFT WHITE	TUNDRA BRICK- CHALK DUST SOFT WHITE	TUNDRA BRICK- ASHLAND CHOLE

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COLOR / MATERIAL SCHEMES

A4.0

MANUFACTURERS
Sherwin Williams Paint
Eagle Roofing
Eldorado Stone
Boral Stone
ORCO Blended Products

	SCHEME 9C	SCHEME 10C	SCHEME 11C	SCHEME 12C
STUCCO BODY	SW 7519 KESTREL WHITE	SW 6157 FAVORITE TAN	SW 6101 SANDS OF TIME	SW 7539 CORK WEDGE
FASCIA / EAVE / GARAGE DOORS / GABLE SIDING / SIDING TRIM BOARDS / ALL TRIMS	SW 6080 UTTERLY BEIGE	SW 7013 IVORY LACE	SW 7516 KESTREL WHITE	SW 7010 WHITE DUCK
GARAGE DOORS	SW 7019 GAUNLANT GRAY	SW 7013 IVORY LACE	SW 7516 KESTREL WHITE	SW 7053 ADAPTIVE SHADE
FRONT DOORS	SW 7020 BLACK FOX	SW 6201 THUNDEROUS	SW 7041 VAN DYKE BROWN	SW 9100 UMBER RUST
FAUX CLAY OUTLOOKERS	SW 6061 TANBARK	SW 6061 TANBARK	SW 6061 TANBARK	SW 6061 TANBARK
ROOF MATERIAL - CONCRETE TILE 'S' - TILE	3605 CAPISTRANO - SAN BENITO BLEND	3645 CAPISTRANO - SUNRISE BLEND	3646 CAPISTRANO - SUNSET BLEND	SCC8806 CAPISTRANO- TUSCON BLEND
STONE / STONE MORTAR	CAST-FIT- FRENCH GRAY SMOKE	LONGITUDE 24- SNOWDRIFT SOFT WHITE	CAST-FIT- PARCHMENT SMOKE	LONGITUDE 24- SNOWDRIFT SOFT WHITE

Architecture + Planning
The Leamington Building
1814 Franklin St., Suite 400
Oakland, CA 94612
510 272.2910
ktgy.com

TRI Pointe HOMES

CREEKSTONE
FOLSOM, CA # 2018-0956

SCHEMATIC DESIGN
FEBRAURY 24, 2020

COLOR DESIGN THEMING

COLOR / MATERIAL SCHEMES

A4.1

Attachment 11
Exterior Color/Materials Specifications
Dated January 10, 2020

TRI Pointe HOMES

CREEKSTONE

FOLSOM, CA

PLANNING SUBMITTAL

Exterior Color/Material Design

01.10.2020

AT DESIGN CONSULTING, INC
2211 Michelson Drive Suite 450 Irvine, CA 92612
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In our continuing efforts to improve our communities, these specifications are subject to change without notice. Some colors on this form may be shown with upgrades.

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Exterior Color + Material Specifications

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REVISIONS

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MISCELLANEOUS ITEMS for PAINTING

PAINT MANUFACTURER

All paint to be Sherwin Williams, unless otherwise stated differently.

PAINT APPLICATION

Typical, **all paint colors should finish in inside corners**.

Fascia boards, overhangs, eaves, headers, etc. should be painted their specifically designated colors with the color being applied on all sides of each item, including the undersides.

NON-DECORATIVE ITEMS

All non-decorative items such as meter doors, non-decorative vents, etc. to be painted the same color as the adjacent field color.

ROOFTOP METALS

All rooftop metals to be painted to match the darkest color from the roof tile blend from the Color Scheme specified for that particular lot.

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EXTERIOR COLOR/MATERIAL SPECIFICATIONS

SCHEME 1: Elevation A, Spanish Colonial

	Item	Manufacturer	Color # & Name
	Main Body (Stucco)	Sherwin Williams	7551, Greek Villa
	Trim (Wood Trim, Fascia Boards, Corbels, Window Trim, Garage Man-Door, etc.)	Sherwin Williams	7054, Suitable Brown
	Garage Door	Sherwin Williams	7054, Suitable Brown
	Front Door	Sherwin Williams	7061, Night Owl
	Shutters	Sherwin Williams	7054, Suitable Brown
	Faux Clay Outlookers	Sherwin Williams	6061, Tanbark
	Gutters & Downspouts	Sherwin Williams	Paint to match adjacent surface
	Windows		White
	Concrete Roof Tile ("S"-Tile)	Eagle Roofing	Capistrano - 3645, Sunrise Blend

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EXTERIOR COLOR/MATERIAL SPECIFICATIONS

SCHEME 2: Elevation A, Spanish Colonial

	Item	Manufacturer	Color # & Name
	Main Body (Stucco)	Sherwin Williams	7569, Stucco
	Trim (Wood Trim, Fascia Boards, Corbels, Window Trim, Garage Man-Door, etc.)	Sherwin Williams	7047, Porpoise
	Garage Door	Sherwin Williams	7047, Porpoise
	Front Door	Sherwin Williams	6061, Tanbark
	Shutters	Sherwin Williams	7047, Porpoise
	Faux Clay Outlookers	Sherwin Williams	6061, Tanbark
	Gutters & Downspouts	Sherwin Williams	Paint to match adjacent surface
	Windows		White
	Concrete Roof Tile ("S"-Tile)	Eagle Roofing	Capistrano - 3636, Piedmont Blend

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EXTERIOR COLOR/MATERIAL SPECIFICATIONS

SCHEME 3: Elevation A, Spanish Colonial

	Item	Manufacturer	Color # & Name
	Main Body (Stucco)	Sherwin Williams	6133, Muslin
	Trim (Wood Trim, Fascia Boards, Corbels, Window Trim, Garage Man-Door, etc.)	Sherwin Williams	7034, Status Bronze
	Garage Door	Sherwin Williams	7034, Status Bronze
	Front Door	Sherwin Williams	2811, Rookwood Blue Green
	Shutters	Sherwin Williams	7034, Status Bronze
	Faux Clay Outlookers	Sherwin Williams	6061, Tanbark
	Gutters & Downspouts	Sherwin Williams	Paint to match adjacent surface
	Windows		White
	Concrete Roof Tile ("S"-Tile)	Eagle Roofing	Capistrano - SCC8806, Tucson Blend

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EXTERIOR COLOR/MATERIAL SPECIFICATIONS

SCHEME 4: Elevation A, Spanish Colonial

	Item	Manufacturer	Color # & Name
	Main Body (Stucco)	Sherwin Williams	7527, Nantucket Dune
	Trim (Wood Trim, Fascia Boards, Corbels, Window Trim, Garage Man-Door, etc.)	Sherwin Williams	7060, Attitude Gray
	Garage Door	Sherwin Williams	7060, Attitude Gray
	Front Door	Sherwin Williams	7048, Urbane Bronze
	Shutters	Sherwin Williams	7060, Attitude Gray
	Faux Clay Outlookers	Sherwin Williams	6061, Tanbark
	Gutters & Downspouts	Sherwin Williams	Paint to match adjacent surface
	Windows		White
	Concrete Roof Tile ("S"-Tile)	Eagle Roofing	Capistrano - 3646, Sunset Blend

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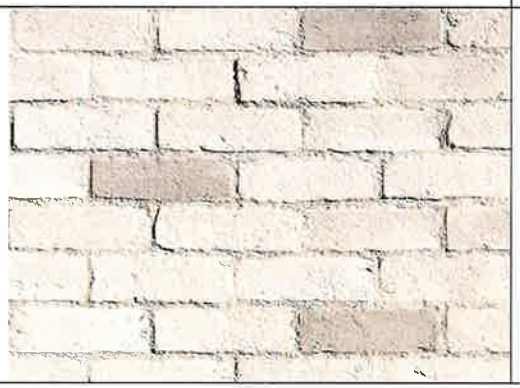
EXTERIOR COLOR/MATERIAL SPECIFICATIONS

SCHEME 5: Elevation B, Western Farmhouse

	Item	Manufacturer	Color # & Name
	Main Body (Stucco)	Sherwin Williams	7011, Natural Choice
	Board & Batten	Sherwin Williams	7061, Night Owl
	Trim (Wood Trim, Fascia Boards, Window Trim, Garage Man-Door, etc.)	Sherwin Williams	7011, Natural Choice
	Garage Door	Sherwin Williams	7011, Natural Choice
	Front Door	Sherwin Williams	2814, Rookwood Antique Gold
	Shutters	Sherwin Williams	7061, Night Owl
	Gutters & Downspouts	Sherwin Williams	Paint to match adjacent surface
	Windows		White
	Concrete Roof Tile (Shake)	Eagle Roofing	Ponderosa - 5690, Pewter Bronze Blend
MASONRY	**Brick**	Boral Brick, Insignia Series	Stags Creek Crest, Queen
	Brick Mortar	ORCO Blended Products (OBP)	Soft White
	Brick Lay-Up 	**Bonding Surface:** All surfaces must be clean, free of any dirt and loose debris to create an even and flat surface for brick installation. **Brick Lay-Up:** Brick to be laid in running bond. Unless otherwise directed differently on architectural drawings. **Brick Joints:** Brick joints should be 1/2". Mortar should be flush with face of brick with minor obscuring of bricks edge detail. Joints should be brushed and sponged to bring out the sand in the mortar. **Brick Face:** DO NOT cover brick face with mortar. Continually use clean water to brush or sponge the mortar. Brick face should remain clean, not mortar washed or sponged. See sample image to left.	

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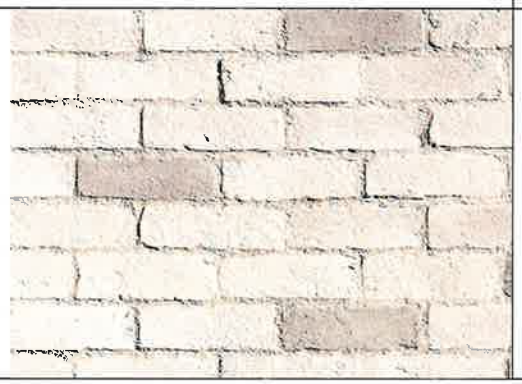
EXTERIOR COLOR/MATERIAL SPECIFICATIONS

SCHEME 6: Elevation B, Western Farmhouse

	Item	Manufacturer	Color # & Name
	Main Body (Stucco)	Sherwin Williams	7541, Grecian Ivory
	Board & Batten	Sherwin Williams	2843, Roycroft Brass
	Trim (Wood Trim, Fascia Boards, Window Trim, Garage Man-Door, etc.)	Sherwin Williams	7551, Greek Villa
	Garage Door	Sherwin Williams	2843, Roycroft Brass
	Front Door	Sherwin Williams	7710, Brandywine
	Shutters	Sherwin Williams	2843, Roycroft Brass
	Gutters & Downspouts	Sherwin Williams	Paint to match adjacent surface
	Windows		White
	Concrete Roof Tile (Shake)	Eagle Roofing	Ponderosa - 5502, Arcadia Canyon Brown
MASONRY	**Brick**	Eldorado Stone	Tundra Brick - Latigo
	Brick Mortar	ORCO Blended Products (OBP)	Soft White
	Brick Lay-Up 	**Bonding Surface:** All surfaces must be clean, free of any dirt and loose debris to create an even and flat surface for brick installation. **Brick Lay-Up:** Brick to be laid in running bond. Unless otherwise directed differently on architectural drawings. **Brick Joints:** Brick joints should be 1/2". Mortar should be flush with face of brick with minor obscuring of bricks edge detail. Joints should be brushed and sponged to bring out the sand in the mortar. **Brick Face:** DO NOT cover brick face with mortar. Continually use clean water to brush or sponge the mortar. Brick face should remain clean, not mortar washed or sponged. See sample image to left.	

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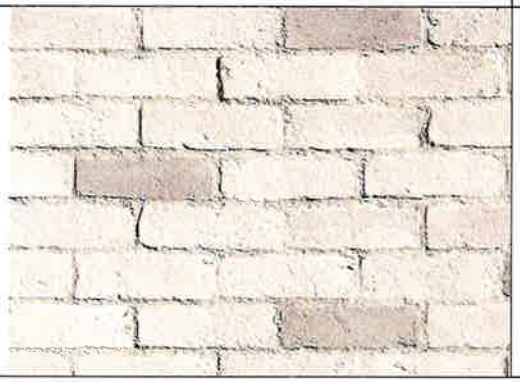
EXTERIOR COLOR/MATERIAL SPECIFICATIONS

SCHEME 7: Elevation B, Western Farmhouse

	Item	Manufacturer	Color # & Name
	Main Body (Stucco)	Sherwin Williams	7542, Naturel
	Board & Batten	Sherwin Williams	7053, Adaptive Shade
	Trim (Wood Trim, Fascia Boards, Window Trim, Garage Man-Door, etc.)	Sherwin Williams	6385, Dover White
	Garage Door	Sherwin Williams	7053, Adaptive Shade
	Front Door	Sherwin Williams	7055, Enduring Bronze
	Shutters	Sherwin Williams	7055, Enduring Bronze
	Gutters & Downspouts	Sherwin Williams	Paint to match adjacent surface
	Windows		White
	Concrete Roof Tile (Shake)	Eagle Roofing	Ponderosa - 5582, Fawn Gray Flashed
MASONRY	**Brick**	Eldorado Stone	Tundra Brick - Chalk Dust
	Brick Mortar	ORCO Blended Products (OBP)	Soft White
	Brick Lay-Up 	**Bonding Surface:** All surfaces must be clean, free of any dirt and loose debris to create an even and flat surface for brick installation. **Brick Lay-Up:** Brick to be laid in running bond. Unless otherwise directed differently on architectural drawings. **Brick Joints:** Brick joints should be 1/2". Mortar should be flush with face of brick with minor obscuring of bricks edge detail. Joints should be brushed and sponged to bring out the sand in the mortar. **Brick Face:** DO NOT cover brick face with mortar. Continually use clean water to brush or sponge the mortar. Brick face should remain clean, not mortar washed or sponged. See sample image to left.	

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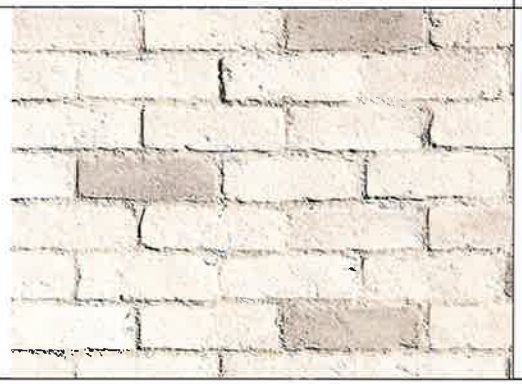
EXTERIOR COLOR/MATERIAL SPECIFICATIONS

SCHEME 8: Elevation B, Western Farmhouse

	Item	Manufacturer	Color # & Name
	Main Body (Stucco)	Sherwin Williams	9170, Acier
	Board & Batten	Sherwin Williams	6070, Heron Plume
	Trim (Wood Trim, Fascia Boards, Window Trim, Garage Man-Door, etc.)	Sherwin Williams	6070, Heron Plume
	Garage Door	Sherwin Williams	6070, Heron Plume
	Front Door	Sherwin Williams	0006, Toile Red
	Shutters	Sherwin Williams	7069, Iron Ore
	Gutters & Downspouts	Sherwin Williams	Paint to match adjacent surface
	Windows		White
	Concrete Roof Tile (Shake)	Eagle Roofing	Ponderosa - 5679, Light Gray Range
MASONRY	**Brick**	Eldorado Stone	Tundra Brick - Ashland
	Brick Mortar	ORCO Blended Products (OBP)	Chloe
	Brick Lay-Up 	**Bonding Surface:** All surfaces must be clean, free of any dirt and loose debris to create an even and flat surface for brick installation. **Brick Lay-Up:** Brick to be laid in running bond. Unless otherwise directed differently on architectural drawings. **Brick Joints:** Brick joints should be 1/2". Mortar should be flush with face of brick with minor obscuring of bricks edge detail. Joints should be brushed and sponged to bring out the sand in the mortar. **Brick Face:** DO NOT cover brick face with mortar. Continually use clean water to brush or sponge the mortar. Brick face should remain clean, not mortar washed or sponged. See sample image to left.	

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EXTERIOR COLOR/MATERIAL SPECIFICATIONS

SCHEME 9: Elevation C, Italian Villa

	Item	Manufacturer	Color # & Name
	Main Body (Stucco)	Sherwin Williams	7516, Kestrel White
	Trim (Wood Trim, Fascia Boards, etc.)	Sherwin Williams	6080, Utterly Beige
	Garage Door	Sherwin Williams	7019, Gauntlet Gray
	Front Door	Sherwin Williams	7020, Black Fox
	Faux Clay Outlookers	Sherwin Williams	6061, Tanbark
	Gutters & Downspouts	Sherwin Williams	Paint to match adjacent surface
	Windows		White
	Concrete Roof Tile ("S"-Tile)	Eagle Roofing	Capistrano - 3605, San Benito Blend
MASONRY	**Stone**	Boral Stone (Cultured Stone)	Cast-Fit - French Gray
	Stone Mortar	ORCO Blended Products (OBP)	Smoke
	Stone Lay-Up	**Bonding Surface:** All surfaces must be clean, free of any dirt and loose debris to create an even and flat surface for stone installation. **Stone Lay-Up:** Stones should be laid in a horizontal orientation. Stone offset should be 50%. **Stone Joints:** Stone joints should be 1/4". **Stone Face:** Stone face must remain clean, not mortar washed or sponged. Use only clean water to sponge off the mortar from face of stone. DO NOT cover stone face and edge with mortar. See sample Lay-Up image to left.	

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EXTERIOR COLOR/MATERIAL SPECIFICATIONS

SCHEME 10: Elevation C, Italian Villa

	Item	Manufacturer	Color # & Name
	Main Body (Stucco)	Sherwin Williams	6157, Favorite Tan
	Trim (Wood Trim, Fascia Boards, etc.)	Sherwin Williams	7013, Ivory Lace
	Garage Door	Sherwin Williams	7013, Ivory Lace
	Front Door	Sherwin Williams	6201, Thunderous
	Faux Clay Outlookers	Sherwin Williams	6061, Tanbark
	Gutters & Downspouts	Sherwin Williams	Paint to match adjacent surface
	Windows		White
	Concrete Roof Tile ("S"-Tile)	Eagle Roofing	Capistrano - 3645, Sunrise Blend
MASONRY	**Stone**	Eldorado Stone	Longitude24 - Snowdrift
	Stone Mortar	ORCO Blended Products (OBP)	Soft White
	Stone Lay-Up	**Bonding Surface:** All surfaces must be clean, free of any dirt and loose debris to create an even and flat surface for stone installation. **Stone Lay-Up:** Stones should be laid in a horizontal orientation. Stone offset should be 50%. **Stone Joints:** Stone joints should be 1/4". **Stone Face:** Stone face must remain clean, not mortar washed or sponged. Use only clean water to sponge off the mortar from face of stone. DO NOT cover stone face and edge with mortar. See sample Lay-Up image to left.	

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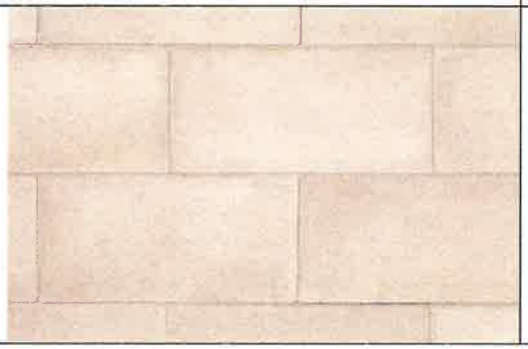
EXTERIOR COLOR/MATERIAL SPECIFICATIONS

SCHEME 11: Elevation C, Italian Villa

	Item	Manufacturer	Color # & Name
	Main Body (Stucco)	Sherwin Williams	6101, Sands of Time
	Trim (Wood Trim, Fascia Boards, etc.)	Sherwin Williams	7516, Kestrel White
	Garage Door	Sherwin Williams	7516, Kestrel White
	Front Door	Sherwin Williams	7041, Van Dyke Brown
	Faux Clay Outlookers	Sherwin Williams	6061, Tanbark
	Gutters & Downspouts	Sherwin Williams	Paint to match adjacent surface
	Windows		White
	Concrete Roof Tile ("S"-Tile)	Eagle Roofing	Capistrano - 3646, Sunset Blend
MASONRY	**Stone**	Boral Stone (Cultured Stone)	Cast-Fit - Parchment
	Stone Mortar	ORCO Blended Products (OBP)	Smoke
	Stone Lay-Up 	**Bonding Surface:** All surfaces must be clean, free of any dirt and loose debris to create an even and flat surface for stone installation. **Stone Lay-Up:** Stones should be laid in a horizontal orientation. Stone offset should be 50%. **Stone Joints:** Stone joints should be 1/4". **Stone Face:** Stone face must remain clean, not mortar washed or sponged. Use only clean water to sponge off the mortar from face of stone. DO NOT cover stone face and edge with mortar. See sample Lay-Up image to left.	

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EXTERIOR COLOR/MATERIAL SPECIFICATIONS

SCHEME 12: Elevation C, Italian Villa

	Item	Manufacturer	Color # & Name
	Main Body (Stucco)	Sherwin Williams	7539, Cork Wedge
	Trim (Wood Trim, Fascia Boards, etc.)	Sherwin Williams	7010, White Duck
	Garage Door	Sherwin Williams	7053, Adaptive Shade
	Front Door	Sherwin Williams	9100, Umber Rust
	Faux Clay Outlookers	Sherwin Williams	6061, Tanbark
	Gutters & Downspouts	Sherwin Williams	Paint to match adjacent surface
	Windows		White
	Concrete Roof Tile ("S"-Tile)	Eagle Roofing	Capistrano - SCC8806, Tucson Blend
MASONRY	**Stone**	Eldorado Stone	Longitude24 - Snowdrift
	Stone Mortar	ORCO Blended Products (OBP)	Soft White
	Stone Lay-Up	**Bonding Surface:** All surfaces must be clean, free of any dirt and loose debris to create an even and flat surface for stone installation. **Stone Lay-Up:** Stones should be laid in a horizontal orientation. Stone offset should be 50%. **Stone Joints:** Stone joints should be 1/4". **Stone Face:** Stone face must remain clean, not mortar washed or sponged. Use only clean water to sponge off the mortar from face of stone. DO NOT cover stone face and edge with mortar. See sample Lay-Up image to left.	

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Attachment 12
CEQA Exemption and Streamlining Analysis

CITY OF FOLSOM

CEQA Exemption and Streamlining Analysis for Creekstone Phase 1 (Mangini Ranch Phase 1 Lot 10)

1. Application No: PN 16-026

2. Project Title: Creekstone Phase 1 (Mangini Ranch Phase 1 Lot 10)

3. Lead Agency Name and Address:
   City of Folsom
   50 Natoma Street
   Folsom, CA 95630

4. Contact Person and Phone Number:
   Scott Johnson, AICP, Planning Manager
   Community Development Department
   (916) 355-7222

   Steven Banks, Principal Planner
   (916) 355-7385

5. Project Location:
   9.88 acres located south of Mangini Parkway and east of East Bidwell Street
   APN: 072-3370-013 (9.88 acres, Mangini Improvement Company, Inc.)

6. Project Applicant's/Sponsor's Name and Address:

   Mangini Improvement Company, Inc.
   c/o Bill Bunce, Managing Member
   4370 Town Center Boulevard, Suite 100
   El Dorado Hills, CA 95762

7. General Plan Designation: MLD

8. Zoning: SP-MLD

9. Other public agencies whose approval may be required or agencies that may rely on this document for implementing project:

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

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I. INTRODUCTION

The Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) development proposal is located in the Folsom Plan Area Specific Plan (FPASP). As discussed later in this document, the project is consistent with the FPASP.

As a project that is consistent with an existing Specific Plan, the Creekstone Phase 1 development is eligible for the exemption from review under the California Environmental Quality Act[1] ("CEQA") provided in Government Code section 65457 and CEQA Guidelines[2] section 15182, subdivision (c), as well as the streamlining provisions in Public Resources Code section 21083.3 and CEQA Guidelines section 15183.

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

II. PROJECT DESCRIPTION

A. PROJECT OVERVIEW

The Creekstone Phase 1 project proposes the development of 71 single-family residential lots on 7.25 acres of the 9.88-acre project area.

The requested land use entitlements for the Creekstone Phase 1 project are:

(1) a Vesting Tentative Small Lot Subdivision Map;
(2) a Minor Administrative Amendment – Transfer of Development Rights to designate a new location in the Specific Plan at which these units will be built; and
(3) a Planned Development Permit Residential Architecture and Development Standards.

The holding capacity under existing plans and zoning for this parcel is 86 dwelling units. The 15 residential units not proposed to be built at this site (86 – 71 = 15) are the subject of the proposed Minor Administrative Amendment – Transfer of Development Rights. No change to the overall FPASP unit allocation, total population, will occur. The proposed project does not affect the overall amount of non-residential development in the FPASP.

The Project will connect to the City's infrastructure.

The Creekstone Phase 1 project is located within the Folsom Ranch Central District and is designed to comply with the Folsom Ranch Central District Design Guidelines (approved 2015, amended 2018).

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[1] California Environmental Quality Act, Pub. Resources Code, § 21000 et seq. (hereafter "CEQA").
[2] The Guidelines for the Implementation of the California Environmental Quality Act, Cal. Code Regs., tit. 14, § 15000 et seq. (hereafter "CEQA Guidelines" or "Guidelines").

B. PROJECT LOCATION

The Project site consists of a 9.88-acre parcel in the FPASP plan area that is within the Westland Eagle Specific Plan Amendment Area, south of U.S. Highway 50 and west of Placerville Road. The project site has been known as Mangini Ranch Phase 1 Lot 10.

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.

See the Creekstone Phase 1 Project Narrative for the regional location of the project site. The narrative includes maps depicting the project location and surrounding land uses.

C. EXISTING SITE CONDITIONS

Currently, the 9.88 acres of the Project site is undeveloped, but was pad-graded as part of the Mangini Ranch Phase 1 Grading Plan.

The Specific Plan zoning for the Project site is Multi-Family Low Density (SP-MLD).

D. CONSISTENCY WITH THE FPASP

The Project is consistent with and aims to fulfill the specific policies and objectives in the Folsom Plan Area Specific Plan. An analysis of the proposed project's consistency with the FPASP is provided in Exhibit 3, the Applicant's FPASP Policy Consistency Analysis.

1. Land Use Designation and Unit Types

The proposed small lot vesting tentative subdivision map would subdivide 7.25 acres of the parcel into 71 residential lots suited for single-family dwellings. The residential density achieved is 9.84 du/acre, which is within the range allowed for the MLD zone (range of 7-12 du/acre). The site plan includes 0.81 acres of Backbone Landscape Corridor on Lots A, B, & C along East Bidwell Street and Mangini

Parkway. The site plan also includes 1.82 acres of Backbone Right-of-Way.

The vesting small lot tentative subdivision map proposes to create 71 residential lots on the parcel. The Creekstone Phase 1 project site is designated for Multi-family Low Density (SP-MLD) land uses by the FPASP.

Creekstone Phase 1 proposes to create 71 residential lots for detached single-family dwellings.) The FPASP defines the MLD residential designation to include "**single family dwellings** (small lot detached, zero-lot-line and patio homes), two-family dwellings and multi-family dwellings." (FPASP, p. 4-14, emphasis added.) Therefore, land which is designated SP-MLD can be subdivided into residential lots suited for single-family dwellings in conformance with the FPASP.

The single-family homes proposed by the Creekstone Phase 1 Project are permitted uses as shown on Table 4.3 of the FPASP. (See also FPASP DEIR, Table 3A.10-4.)

In summary, the proposed land uses and the density of residential uses in the small lot vesting tentative map are consistent with the FPASP and the Westland Eagle FPASP Plan Amendment.

2. Circulation

Creekstone Phase 1 includes a street pattern, which includes a primary connection ("A" Drive) between East Bidwell Street at the south-west corner of the parcel and Mangini Parkway at the north-east corner of the parcel. A second street ("B" Drive) creates an interior loop by connecting to "A" Drive in two places, as depicted on the site plan. Two entries are provided: (a) a north-western entry located off Mangini Parkway, and (b) a south-eastern entry located at East Bidwell Street.

The street sections used in the Plan include the same pavement widths as specified in the FPASP and the Folsom Municipal Code. As depicted in the Vesting Tentative Subdivision Map, most of the sidewalks on one side of the street frontages on "A" Drive and "B" Drive have been removed due to site grading constraints (large slope bank resulting from the development of approved subdivision to the east). Lots A, B, and C provide Backbone Landscape Corridors along East Bidwell Street and Mangini Parkway.

Traffic signals are planned at the intersection of East Bidwell Street and Mangini Parkway.

Creekstone Phase 1 is located on a planned Transit Corridor, as identified in the FPASP. The Project is located south and east of the Transit Corridor. This design complements the downtown core of the FPASP land use plan and provides a compact development pattern near transit opportunities.

Every single-family dwelling will have a standard two-car garage and a typical full-length driveway, accommodating two off-street parking spaces per unit. On-street parking is provided on both sides of the internal streets.

The proposed project it consistent with roadway and transit master plans for the FPASP.

3. Water, Sewer, and Storm Drainage Infrastructure

Water infrastructure

Creekstone Phase 1 is being served by Zone 3 water from the north via Mangini Parkway and from the west via East Bidwell Street. The project is located within the Zone 3 pressure zone. Water mains are provided within the perimeter streets, including Mangini Parkway and East Bidwell Street, along project frontage in order to serve the site.

Sewer infrastructure

Creekstone Phase 1 will be served by the sewer infrastructure within Mangini Parkway and East Bidwell Street.

Storm drainage infrastructure

Creekstone Phase 1 will connect to the existing storm drain infrastructure within Mangini Parkway and East Bidwell Street.

The proposed project is consistent with planned infrastructure for the FPASP.

III. EXEMPTION AND STREAMLINING ANALYSIS

A. Folsom Plan Area Specific Plan

The City adopted the Folsom Plan Area Specific Plan on June 28, 2011 (Resolution No. 8863).

The City of Folsom 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 ("FPASP"). (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 project, and a second for the "Water" component. (FPASP DEIR, p. 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 project. 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.

The FPASP includes the Westland Eagle development, which is located in the central portion of the FPASP flanking Scott Road and Easton Valley Parkway. Since approval of the FPASP, the Westland Eagle development was transferred to new owners: Westland Capital Partners, Eagle Commercial Partners (applicant), and Eagle Office Properties. The new owners subsequently evaluated the approved land use plan and determined that many of the assumptions underlying the type and distribution of retail commercial and residential land uses in this area needed to be reevaluated to respond to current and future market conditions for retail commercial and residential development. Accordingly, the applicants proposed an amendment to the FPASP that would significantly reduce the area of commercial retail land use in the Westland Eagle plan area and increase the number of allowed residential dwelling units. The City adopted an amendment to the FPASP for the Westland Eagle Properties in June 2015 (Westland/Eagle SPA) that reduced the amount of commercial, industrial/office park and mixed-use acreage from 451.8 acres to 302.3 acres and the potential building area from approximately 4.5 million square feet to approximately 3.4 million square feet. The Westland/Eagle SPA also increased the number of proposed residential dwelling units from 9,895 to 10,817.

B. Documents Incorporated by Reference

The analysis in this document incorporates by reference the following environmental documents that have been certified by the Folsom City Council:

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, a copy of which is 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).

ii. CEQA Addendum for the Folsom South of U.S. 50 Specific Plan Project- Revised Proposed Off-site Water Facility Alternative prepared November, 2012, ("Water Addendum"), certified by the Folsom City Council on December 11, 2012, a copy of which is 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);

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, a copy of which is 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).

iv. CEQA Addendum and Environmental Checklist for the Westland Eagle Specific Plan Amendment, dated June 2015, ("Westland Eagle Addendum"), a copy of which is 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).

Each of the environmental documents listed above includes mitigation measures imposed on the FPASP and activities authorized therein and in subsequent projects to mitigate plan-level environmental impacts, which are, therefore, applicable to the proposed project. The 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 proposed 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 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 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 (Exhibit 2) by the U.S. Army Corps of Engineers is also incorporated by reference.

All impacts from both on-site and off-site features of the Creekstone Phase 1 project have been analyzed and addressed in the CEQA analysis and other regulatory permits required for the Creekstone Phase 1 project and/or the Backbone Infrastructure project.

C. Introduction to CEQA Exemption and Streamlining Provisions

The City finds that the Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) development proposal is consistent with the FPASP and therefore exempt from CEQA under Government Code section 65457 and CEQA Guidelines section 15182, subdivision (c), as a residential project undertaken pursuant to and in conformity with a specific plan.

The City also finds that the Creekstone Phase 1 project is eligible for streamlined CEQA review provided in Public Resources Code section 21083.3, and CEQA Guidelines section 15183 for projects

consistent with a community plan, general plan, or zoning. Because the Project is exempt from CEQA, the City is not required to provide the following streamlined CEQA analysis. Nonetheless, the City provides the following checklist exploring considerations raised by sections 15182 and 15183 because the checklist provides a convenient vehicle for disclosing the City's substantial evidence and reasoning underlying its consistency determination.

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/EIS, it would not change any of the analysis under Public Resources Code section 21083.3 and CEQA Guidelines section 15183 because it gave the Plan Area a more feasible and reliable water supply.

The City also prepared an addendum to the FPASP EIR in June 2015 for the purposes of analyzing the effects of an increase in residentially-designated land and a substantial decrease in commercially-designated land in the Westland Eagle development area. The Westland Eagle Addendum supplemented and updated the analysis in the FPASP EIR that is relevant to the Creekstone Phase 1 Project.

The City has prepared or will be completing 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, Water Addendum, and Westland Eagle Addendum for subsequent development projects. (See Exhibits 4 [Noise Assessment] and 5 [Transportation/ Trip Generation Consistency Letter Memo].) These studies support the conclusion that the Creekstone Phase 1 development proposal would not have any new significant or substantially more severe impacts (CEQA Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (CEQA Guidelines, § 15183).

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

Government Code section 65457 and CEQA Guidelines section 15182, subdivision (c) exempt residential projects that are undertaken pursuant to a specific plan for which an EIR was previously prepared if the projects are in conformity with that specific plan and the conditions described in CEQA Guidelines section 15162 (relating to the preparation of a supplemental EIR) are not present. (Gov. Code, § 65457, subd. (a); CEQA Guidelines, §§ 15182, subd. (c), 15162, subd. (a).)

The Applicant's FPASP Policy Consistency Analysis attached as Exhibit 3 provides exhaustive analysis that supports the determination that the Project is undertaken pursuant to and in conformity with the FPASP.

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

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

D. Environmental Checklist Review

The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the CEQA Guidelines.

The column titles of the checklist have been modified from the Appendix G presentation to assess the Project's qualifications for streamlining provided by Public Resources Code section 21083.3 and CEQA Guidelines sections 15183, as well as to evaluate whether the conditions described in Guidelines section 15162 are present.

Pursuant to Guidelines section 15162, one of the purposes of this checklist is to evaluate the categories in terms of any "changed condition" (i.e. changed circumstances, project changes, or new information of substantial importance) that may result in a different environmental impact significance conclusion. If the situations described in Guidelines section 15162 are not present, then the exemption provided by Government Code section 65457 and Guidelines section 15182 can be applied to the Project. Therefore, the checklist does the following: a) identifies the earlier analyses and states where they are available for review; b) discusses whether proposed changes to the previously-analyzed program, including new site specific operations, would involve new or substantially more severe significant impacts; c) discusses whether new circumstances surrounding the previously-analyzed program would involve new or substantially more severe significant impacts; d) discusses any substantially important new information requiring new analysis; and e) describes the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project. (Guidelines, § 15162, subd. (a).)

The checklist serves a second purpose. Public Resources Code section 21083.3 and its parallel Guidelines provision, section 15183, provide for streamlined environmental review for projects consistent with the development densities established by existing zoning, general plan, or community plan policies for which an EIR was certified. Such projects require no further environmental review except as might be necessary to address effects that (a) are peculiar to the project or the parcel on which

the project would be located, (b) were not analyzed as significant effects in the prior EIR, (c) are potentially significant off-site impacts or cumulative impacts not discussed in the prior EIR, or (d) were previously identified significant effects but are more severe than previously assumed in light of substantial new information not known when the prior EIR was certified. If an impact is not peculiar to the parcel or to the project, has been addressed as a significant impact in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, then an additional EIR need not be prepared for the project solely on the basis of that impact.

A "no" answer 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 Creekstone Phase 1 project does not introduce changes that would result in a modification to the conclusion of the FPASP EIR.

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

1. Where Impact Was Analyzed

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

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

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

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

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

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

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether new

information "of substantial importance" is available requiring an update to the analysis of a previous EIR to verify that the environmental conclusions and mitigations remain valid. Any such information is only relevant if it "was not known and could not have been known with reasonable diligence at the time of the previous EIR." To be relevant in this context, such new information must show one or more of the following:

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

This category of new information may apply to any new regulations, enacted after certification of the prior EIR or adoption of the prior negative declaration, which might change the nature of analysis of impacts or the specifications of a mitigation measure. 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 (i) considerably different from those included in the prior EIR, (ii) able to substantially reduce one or more significant effects, and (iii) 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," a definition can be gleaned from what is now the leading case interpreting section 21083.3, *Wal-Mart Stores, Inc. v. City of Turlock* (2006) 138 Cal.App.4th 273 (*Wal-Mart Stores*). In that case, the court upheld the respondent city's decision to adopt an ordinance banning discount "superstores." The city appropriately found that the adoption of the ordinance was wholly exempt from CEQA review under CEQA Guidelines section 15183 as a zoning action consistent with the general plan, where there were no project-specific impacts – of any kind – associated with the

ordinance that were peculiar to the project. The court concluded 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 in the checklist indicates that the project has effects peculiar to the project 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 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 in the checklist indicates that the project has effects peculiar to the project relative to the environmental category that 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 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 in the checklist 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 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 in the checklist indicates that the project has potentially significant off-site 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 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 (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 in the checklist 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 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" response will be provided in either instance. If "NA" is indicated, this Environmental Review concludes that the impact does not occur with this project and therefore no mitigations are needed.

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 off-site effects does not mean that site-specific CEQA analysis can proceed as though such effects do not exist. Rather, in order 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"].)

E. Checklist and Discussion

1. AESTHETICS

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
1. Aesthetics. Would the Project:	FPASP Draft EIR pp. 3A.1-1 to -34									
a. Have a substantial adverse effect on a scenic vista?	pp. 3A.1-24 to -25	No	No	No	No	No	No	No	No	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?	pp. 3A.1-26 to -27	No	No	No	No	No	No	No	No	No feasible MM
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	pp. 3A.1-27 to -30	No	No	No	No	No	No	No	No	MM 3A.1-1 3A.7-4 3A.1-4
d. Create a new source of substantial light or glare which would	pp. 3A.1-31 to -33	No	No	No	No	No	No	No	No	MM 3A.1-5

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
1. Aesthetics. Would the Project:	FPASP Draft EIR pp. 3A.1-1 to -34									
adversely affect day or nighttime views in the area?										

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following aesthetic and visual 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 of the potential impacts.

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 aesthetic resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.1-2a, MM 3B.1-2b, MM 3B.1-3a, and MM 3B.1-3b. (Water Addendum, p. 3-5.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to aesthetic resources when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR: MM 3A.1-1, MM 3.A.1-4, MM 3A.1-5. (Westland Eagle Addendum, pp. 4.1-4.3.)

See Exhibit 3 for discussion of the Creekstone Phase 1 project's consistency with landscaping policies in the FPASP that may be relevant to aesthetic and visual impacts. (Exh. 3, p. 27.) See Exhibit 1 (the Folsom Ranch Central District Design Guidelines) for more discussion of the architectural design guidelines and landscape design guidelines that apply to the Project. (Exh. 1, pp. 15-94.)

Mitigation Measures:

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

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Creekstone Phase 1 would not have any new significant or substantially more severe aesthetic impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

2. AGRICULTURE AND FOREST RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
2. Agriculture. Would the project:	FPASP Draft EIR 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?	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?	pp. 3A.10-41 to -43	No	No	No	No	No	No	No	No	No feasible MM
c. Involve other changes in the existing environment which, due to their location or nature,	p. 3A.10-29	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
2. Agriculture. Would the project:	FPASP Draft EIR pp. 3A.10-1 to -49									
could result in conversion of Farmland, to non-agricultural use?										

Discussion:

The FPASP EIR concluded that there were no feasible mitigation measures 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.) The pages indicated in the table above contain the relevant analysis of the potential impacts.

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 mitigation measures: MM 3B.10-5. (Water Addendum, p. 3-12.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to agricultural resources when compared to the FPASP project as analyzed in the 2011 EIR. (Westland Eagle Addendum, pp. 4.4-4.5.)

See Exhibit 3 for discussion of the Creekstone Phase 1 project's consistency with open space policies in the FPASP that may be relevant to agriculture and forest resources impacts. (Exh. 3, pp. 3, 12-14.)

Mitigation Measures:

- MM 3B.10-5

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Creekstone Phase 1 would not have any new significant or substantially more severe agriculture and forest resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

3. AIR QUALITY

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
3. Air Quality. Would the project:	FPASP Draft EIR pp. 3A.2-1 to -63									
a. Conflict with or obstruct implementation of the applicable air quality plan?	pp. 3A.2-23 to -59	No	No	No	No	No	No	No	No	MM 3A.2-1a 3A.2-1b 3A.2-1c 3A.2-1d 3A.2-1e 3A.2-1f 3A.2-1g 3A.2-1h 3A.2-2 3A.2-4a 3A.2-4b 3A.2-5
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
3. Air Quality. Would the project:	FPASP Draft EIR pp. 3A.2-1 to -63									
applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?										
d. Expose sensitive receptors to substantial pollutant concentrations?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
e. Create objectionable odors affecting a substantial number of people?	pp. 3A.2-59 to -63	No	No	No	No	No	No	No	No	MM 3A.2-6

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
3. Air Quality. Would the project:	FPASP Draft EIR pp. 3A.2-1 to -63									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures 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 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 of the potential impacts.

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 mitigation measures: 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.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to air quality when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR: MM 3A.2-1a, MM 3.A.2-1b, MM 3A.2-1c, MM 3A.2-1f, MM 3A.2-2, MM 3A.2-4a, MM 3A.2-4b, MM 3A.2-5, MM 3A.2-6. (Westland Eagle Addendum, pp. 4.6-4.17.)

See Exhibit 3 for discussion of the Creekstone Phase 1 project's consistency with air quality, energy efficiency, and environmental quality policies in the FPASP that may be relevant to air quality impacts. (Exh. 3, pp. 24, 27-29, 31-32.) The land use mix in the Creekstone Phase 1 project is consistent with the FPASP, and the mitigation measures in the MMRP for the FPASP EIR are applicable to and will be implemented for the Creekstone Phase 1 development. **Mitigation Measures:**

- MM 3A.2-1a
- MM 3A.2-1b
- MM 3A.2-1c
- MM 3A.2-1d
- MM 3A.2-1e
- MM 3A.2-1f
- MM 3A.2-1g
- MM 3A.2-1h
- MM 3A.2-2
- MM 3A.2-4a
- MM 3A.2-4b
- MM 3A.2-5
- MM 3A.2-6
- MM 3B.2-1a

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
3. Air Quality. Would the project:	FPASP Draft EIR pp. 3A.2-1 to -63									

- MM 3B.2-1b
- MM 3B.2-1c
- MM 3B.2-3a
- MM 3B.2-3b

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Creekstone Phase 1 would not have any new significant or substantially more severe air quality impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

4. BIOLOGICAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project:	FPASP Draft EIR 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?	pp. 3A.3-50 to -72	No	No	No	No	No	No	No	No	MM 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,	pp. 3A.3-72 to -75	No	No	No	No	No	No	No	No	MM 3A.3-1a 3A.3-1b 3A.3-4a 3A.3-4b

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									
policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?										
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	pp. 3A.3-28 to -50	No	No	No	No	No	No	No	No	MM 3A.3-1a 3A.3-1b
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife	pp. 3A.3-88 to -93	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									
species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?										
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	pp. 3A.3-75 to -88 (oak woodland and trees)	No	No	No	No	No	No	No	No	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?	pp. 3A.3-93 to -94	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following biological resources impacts to less than significant levels: impacts on jurisdictional waters of the United States, including wetlands (Impact 3A.3-1); cumulative impacts on aquatic resources, oak woodlands, nesting and foraging habitat for raptors, including Swainson's hawk, and potential habitat for special-status plant species (Impact 3A.3-2); impacts on blue oak woodlands and on trees protected under Folsom Municipal Code and County Tree Preservation Ordinance (Impact 3A.3-5); as well as the impacts of off-site improvements which would be located in the jurisdiction of El Dorado County, Sacramento County, or Caltrans. (FEIR, pp. 1-38 to 1-63; DEIR, p. 3A.3-94.)

The pages indicated in the table above contain the relevant analysis of the potential impacts.

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 mitigation measures: 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.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to biological resources when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures that include updated versions of some mitigation measures in the FPASP EIR as well as new mitigation measures: MM 3A.3-1a, MM 3A.3-1b, MM 3A.3-2c, MM 3A.3-2d, MM 3A.3-2h, MM 3A.3-4a, MM 3A.3-4b, MM 3A.3-5, MM 4.4-1, MM 4.4-2, MM 4.4-3, MM 4.4-4, MM 4.4-5, MM 4.4-6, and MM 4.4-7. (Westland Eagle Addendum, pp. 4.18-4.30.)

See Exhibit 3 for discussion of the Creekstone Phase 1 project's consistency with wetlands and wildlife policies in the FPASP that may be relevant to biological resources impacts. (Exh. 3, pp. 15-18.)

There are ongoing efforts to complete the South Sacramento HCP, which is referenced in the FPASP EIR. But the South Sacramento HCP is not relevant to the Creekstone Phase 1 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://www.southsachcp.com/sshcp-chapters-—final.html (last visited June 13, 2019).)

Mitigation Measures:

- MM 3A.3-1a
- MM 3A.3-1b
- MM 3A.3-2a
- MM 3A.3-2b
- MM 3A.3-2c
- MM 3A.3-2d
- MM 3A.3-2e
- MM 3A.3-2f
- MM 3A.3-2g

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									

- MM 3A.3-2h
- MM 3A.3-3
- MM 3A.3-4a
- MM 3A.3-4b
- MM 3A.3-5
- MM 3B.3-1a
- MM 3B.3-1b
- MM 3B.3-1c
- MM 3A.3-1a
- MM 3B.3-2
- MM 4.4-1
- MM 4.4-2
- MM 4.4-3
- MM 4.4-4
- MM 4.4-5
- MM 4.4-6
- MM 4.4-7

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Creekstone Phase 1 would not have any new significant or substantially more severe biological resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

5. CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
5. Cultural Resources. Would the project:	FPASP Draft EIR pp. 3A.5-1 to -25									
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	pp. 3A.5-17 to -23	No	No	No	No	No	No	No	No	MM 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. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
d. Disturb any human remains, including those interred outside the formal cemeteries?	pp. 3A.5-23 to -24	No	No	No	No	No	No	No	No	MM 3A.5-3

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
5. Cultural Resources. Would the project:	FPASP Draft EIR pp. 3A.5-1 to -25									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures 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.5-25.) The pages indicated in the table above contain the relevant analysis of the potential impacts.

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 mitigation measures: MM 3A.5-1a, MM 3A.5-1b, MM 3A.5-2, MM 3A.5-3. (Water Addendum, pp. 3-8 to 3-9.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to cultural resources when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR, some of which have been updated in the Westland Eagle Addendum: MM 3A.7-10, MM 3.A.5-1a, MM 3A.5-1b, MM 3A.5-2, MM 3A.5-3. (Westland Eagle Addendum, pp. 4.31-4.39.)

See Exhibit 3 for discussion of the Creekstone Phase 1 project's consistency with cultural resources policies in the FPASP that may be relevant to cultural resources impacts. (Exh. 3, p. 21.)

Mitigation Measures:

- MM 3A.5-1a
- MM 3A.5-1b
- MM 3A.5-2
- MM 3A.5-3

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Creekstone Phase 1 would not have any new significant or substantially more severe cultural resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

6. GEOLOGY AND SOILS

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
6. Geology and Soils. Would the project:	FPASP Draft EIR pp. 3A.7-1 to -40									
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. 2. Strong seismic ground shaking?	pp. 3A.7-24 to -28	No	No	No	No	No	No	No	No	MM 3A.7-1a 3A.7-1b

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
6. Geology and Soils. Would the project:	FPASP Draft EIR pp. 3A.7-1 to -40									
3. Seismic-related ground failure, including liquefaction? 4. Landslides?										
b. Result in substantial soil erosion or the loss of topsoil?	pp. 3A.7-28 to -31	No	No	No	No	No	No	No	No	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?	pp. 3A.7-31 to -34	No	No	No	No	No	No	No	No	MM 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),	pp. 3A.7-34 to -35	No	No	No	No	No	No	No	No	MM 3A.7-1a 3A.7-1b

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
6. Geology and Soils. Would the project:	FPASP Draft EIR pp. 3A.7-1 to -40									
creating substantial risks to life or property?										
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	pp. 3A.7-35 to -36	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
6. Geology and Soils. Would the project:	FPASP Draft EIR pp. 3A.7-1 to -40									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following geology 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 of the potential impacts.

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 geology and soils resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.7-1a, MM 3B.7-1b, MM 3B.7-4, MM 3B.7-5. (Water Addendum, p. 3-10.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to geology and soils when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR: MM 3A.7-1a, MM 3A.7-1b, MM 3A.7-3, MM 3A.7-4, MM 3A.7-5. (Westland Eagle Addendum, pp. 4.40-4.43.)

See Exhibit 3 for discussion of the Creekstone Phase 1 project's consistency with floodplain protection policies in the FPASP that may be relevant to geology and soils impacts. (Exh. 3, pp. 22-24.)

Mitigation Measures:

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

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Creekstone Phase 1 would not have any new significant or substantially more severe geology and soils impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

7. GREENHOUSE GAS EMISSIONS

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
7. Greenhouse Gas Emissions. Would the project:	FPASP Draft EIR pp. 3A.4-1 to -49									
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment??	pp. 3A.4-13 to -30	No	No	No	No	No	No	No	No	MM 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?	pp. 3A.4-10 to -13	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
7. Greenhouse Gas Emissions. Would the project:	FPASP Draft EIR pp. 3A.4-1 to -49									

Discussion:

The FPASP 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 of the potential impacts.

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 mitigation measures: MM 3B.4-1a, MM 3B.4-1b. (Water Addendum, p. 3-8.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or fewer impacts to GHG emissions and climate change when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR: MM 3A.4-1, MM 3A.4-2a, MM 3A.4-2b. (Westland Eagle Addendum, pp. 4.44-4.52.)

See Exhibit 3 for discussion of the Creekstone Phase 1 project's consistency with energy efficiency policies in the FPASP that may be relevant to GHG emissions and climate change impacts. (Exh. 3, pp. 27-29.)

Mitigation Measures:

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

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Creekstone Phase 1 would not have any new significant or substantially more severe GHG emissions and climate change impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

8. HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project:	FPASP Draft EIR 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?	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?	pp. 3A.8-20 to -22	No	No	No	No	No	No	No	No	MM 3A.8-2 3A.9-1

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project:	FPASP Draft EIR pp. 3A.8-1 to -36									
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	pp. 3A.8-31 to -33	No	No	No	No	No	No	No	No	MM 3A.8-6
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	pp. 3A.8-22 to -28	No	No	No	No	No	No	No	No	MM 3A.8-3a 3A.8-3b 3A.8-3c
e. For a project located within an airport land use plan or, where	pp. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project:	FPASP Draft EIR pp. 3A.8-1 to -36									
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?										
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?	pp. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None required
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	p. 3A.8-29	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project:	FPASP Draft EIR pp. 3A.8-1 to -36									
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	pp. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None require

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project:	FPASP Draft EIR pp. 3A.8-1 to -36									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures 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 mitigation measures: 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 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced hazards and hazardous materials impacts when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR: MM 3A.8-2, MM 3A.8-5, MM 3A.8-7. (Westland Eagle Addendum, pp. 4.53-4.57.)

Mitigation Measures:

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

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Creekstone Phase 1 would not have any new significant or substantially more severe hazards and

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project:	FPASP Draft EIR pp. 3A.8-1 to -36									
hazardous materials impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).										

9. HYDROLOGY AND WATER QUALITY

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
9. Hydrology and Water Quality. Would the Project:	FPASP Draft EIR pp. 3A.9-1 to -51									
a. Violate any water quality standards or waste discharge requirements?	pp. 3A.9-24 to -28	No	No	No	No	No	No	No	No	MM 3A.9-1
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have	pp. 3A.9-45 to -50	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
9. Hydrology and Water Quality. Would the Project:	FPASP Draft EIR pp. 3A.9-1 to -51									
been granted?										
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	pp. 3A.9-24 to -28	No	No	No	No	No	No	No	No	MM 3A.9-1
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	pp. 3A.9-28 to -37	No	No	No	No	No	No	No	No	MM 3A.9-2

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
9. Hydrology and Water Quality. Would the Project:	FPASP Draft EIR pp. 3A.9-1 to -51									
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	pp. 3A.9-28-42 Also see generally Backbone Infrastructure MND	No	No	No	No	No	No	No	No	MM 3A.9-1 MM 3A.9-2
f. Otherwise substantially degrade water quality?	See generally pp. 3A.9-1 to -51	No	No	No	No	No	No	No	No	None required
g. Place housing within a 100-ytear flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	p. 3A.9-45	No	No	No	No	No	No	No	No	None required
h. Place within a 100-year flood hazard area structures which	p. 3A.9-45	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
9. Hydrology and Water Quality. Would the Project:	FPASP Draft EIR pp. 3A.9-1 to -51									
would impede or redirect flood flows?										
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	pp. 3A.9-43 to -44	No	No	No	No	No	No	No	No	MM 3A.9-4
j. Inundation by seiche, tsunami, or mudflow?	Not relevant	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
9. Hydrology and Water Quality. Would the Project:	FPASP Draft EIR pp. 3A.9-1 to -51									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures 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 of the potential impacts.

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 mitigation measures: 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 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to hydrology and water quality when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR: MM 3A.9-1, MM 3A.9-2, MM 3A.9-3 MM 3A.9-4. (Westland Eagle Addendum, pp. 4.58-4.62.)

See Exhibit 3 for discussion of the Creekstone Phase 1 project's consistency with water efficiency and floodplain protection policies in the FPASP that may be relevant to hydrology and water quality impacts. (Exh. 3, pp. 21-24.)

Mitigation Measures:

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

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Creekstone Phase 1 would not have any new significant or substantially more severe hydrology and water quality impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

10. LAND USE AND PLANNING

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
10. Land Use and Planning. Would the project:	FPASP Draft EIR pp. 3A.10-1 to -49									
a. Physically divide an established community?	p. 3A.10-29	No	No	No	No	No	No	No	No	None required
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	pp. 3A.10-34 to -41	No	No	No	No	No	No	No	No	None require

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
10. Land Use and Planning. Would the project:	FPASP Draft EIR pp. 3A.10-1 to -49									
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	pp. 3A.3-93 to -94	No	No	No	No	No	No	No	No	None required
d. Contribute to the decay of an existing urban center?	Not relevant; also see Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp. 361-363	No	No	No	No	No	No	No	No	

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
10. Land Use and Planning. Would the project:	FPASP Draft EIR pp. 3A.10-1 to -49									

Discussion:

The FPASP EIR concluded that the following land use 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 of the potential impacts.

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 mitigation measures: MM 3B.10-5. (Water Addendum, p. 3-12.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to land use when compared to the FPASP project as analyzed in the 2011 EIR. (Westland Eagle Addendum, pp. 4.63-4.64.)

See Exhibit 3 for discussion of the Creekstone Phase 1 project's consistency with land use policies in the FPASP that may be relevant to land use impacts. (Exh. 3, pp. 1-5.) The Folsom Ranch Central District Design Guidelines (Exhibit 1) is a complementary document to the Folsom Plan Area Specific Plan and the Folsom Plan Area Specific Plan Community Guidelines.

There are ongoing efforts to complete the South Sacramento HCP, which is referenced in the FPASP EIR. But the South Sacramento HCP is not relevant to the Creekstone Phase 1 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://www.southsachcp.com/sshcp-chapters—final.html (last visited June 13, 2019).) In any event, the Creekstone Phase 1 Project would not impede the implementation of the South Sacramento HCP.

Mitigation Measures:

- MM 3B.10-5

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Creekstone Phase 1 would not have any new significant or substantially more severe land use impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

11. MINERAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
11. Mineral Resources. Would the Project:	FPASP Draft EIR 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?	pp. 3A.7-36 to -38	No	No	No	No	No	No	No	No	MM 3A.7-9
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
11. Mineral Resources. Would the Project:	FPASP Draft EIR pp. 3A.7-1 to -40									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures 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 of the potential impacts.

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 mitigation measures were necessary to address the water supply and water facilities aspect of the FPASP project. (Water Addendum, p. 3-13.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to mineral resources when compared to the FPASP project as analyzed in the 2011 EIR. (Westland Eagle Addendum, p. 4.65.)

Mitigation Measures:

- None required

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Creekstone Phase 1 would not have any new significant or substantially more severe mineral resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

12. NOISE

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	pp. 3A.11-50 to -51	No	No	No	No	No	No	No	No	MM 3A.11-4
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	pp. 3A.11-33 to -35	No	No	No	No	No	No	No	No	MM 3A.11-3
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	pp. 3A.11-36 to -48	No	No	No	No	No	No	No	No	MM 3A.11-4 3A.11-5

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	pp. 3A.11-27 to -35	No	No	No	No	No	No	No	No	MM 3A.11-1 3A.11-3
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 expose people residing or working in the project area to excessive noise levels?	pp. 3A.11-27 and 3A.11-49	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	pp. 3A.11-27	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures 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 of the potential impacts.

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 mitigation measures: 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 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced noise impacts when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR and one additional mitigation measure from the Westland Eagle Addendum: MM 3A.11-1, MM 3A.11-3, MM 3A.11-4, MM 3A.11-5, MM 4.12-1. (Westland Eagle Addendum, pp. 4.66-4.74.)

See Exhibit 3 for discussion of the Creekstone Phase 1 project's consistency with noise policies in the FPASP that may be relevant to noise impacts. (Exh. 3, p. 25.)

Mitigation Measures:

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

The August 15, 2019 Noise Study completed by Bollard Acoustical Consultants (attached as Exhibit 4) found that, consistent with the noise impact analysis in the FPASP EIR, a portion of the Creekstone Phase 1 Residential Development project site will be exposed to future traffic noise levels in excess of the City of Folsom's 45 dB Ldn interior noise level standard. The impacts analyzed in the Noise Study are of the same type, scope, and scale as those impacts addressed in the FPASP EIR. In other words, the Noise Study did not find any new impacts, any effects that are peculiar to the project or project site, or any substantially more severe impacts than those analyzed in the FPASP EIR. The Noise Study provides

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									

recommendations for how to implement the FPASP EIR's mitigation measures to achieve compliance with the City's exterior and interior noise standards. These recommendations, which are listed below, are consistent with the mitigation measures in the FPASP EIR and simply add new details about noise barriers (e.g., required height and materials) and building materials required in the previously adopted mitigation measures.

The following Noise Study recommendations for how to implement the FPASP EIR's mitigation measures will be required as conditions of approval:

- For the first row of homes located along East Bidwell Street, the north-, west-, and south-facing upper-floor building facades should maintain minimum window assembly STC ratings of 32. Figure 2 illustrates the facades requiring improved STC rated windows.
- Mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria.

(Exh. 4, p. 16.) Additionally, Bollard noted that its conclusions were based in part on proposed Project Design Features, including 6-foot noise barriers along East Bidwell Street and Mangini Parkway. (Exh. 4, p. 12.)

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Creekstone Phase 1 would not have any new significant or substantially more severe noise impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

13. POPULATION AND HOUSING

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
13. Population and Housing. Would the Project:	FPASP Draft EIR 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)?	pp. 3A.13-11 to -15	No	No	No	No	No	No	No	No	None required
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	p. 3A.13-16	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
13. Population and Housing. Would the Project:	FPASP Draft EIR pp. 3A.13-1 to -16									
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	p. 3A.13-16	No	No	No	No	No	No	No	No	None required

Discussion:

The FPASP EIR concluded that all population, employment 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 of the potential impacts.

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.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to population and housing when compared to the FPASP project as analyzed in the 2011 EIR. (Westland Eagle Addendum, pp. 4.75-4.76.)

See Exhibit 3 for discussion of the Creekstone Phase 1 project's consistency with housing policies in the FPASP that may be relevant to population and housing impacts. (Exh. 3, pp. 6-8.)

Mitigation Measures:

- None required

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Creekstone Phase 1 would not have any new significant or substantially more severe population and housing impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

14. PUBLIC SERVICES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
14. Public Services.	FPASP Draft EIR pp. 3A.14-1 to -30									
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any the public services:	pp. 3A.14-12 to -13	No	No	No	No	No	No	No	No	MM 3A.14-1
Fire protection?	pp. 3A.14-13 to -20	No	No	No	No	No	No	No	No	MM 3A.14-2 3A.14-3

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
14. Public Services.	FPASP Draft EIR pp. 3A.14-1 to -30									
Police protection?	pp. 3A.14-20 to -23	No	No	No	No	No	No	No	No	None required
Schools?	pp. 3A.14-24 to -30	No	No	No	No	No	No	No	No	None required
Parks?	pp. 3A.12-14 to -17 (in Parks and Recreation chapter, not the Public Services 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

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
14. Public Services.	FPASP Draft EIR pp. 3A.14-1 to -30									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures 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 of the potential impacts.

Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to public services when compared to the FPASP project as analyzed in the 2011 EIR and, thus, no new mitigation was required. (Water Addendum, p. 3-16.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to public services when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIR: MM 3A-14-1, MM 3A.14-2, MM 3A.14-3. (Westland Eagle Addendum, pp. 4.77-4.78.)

See Exhibit 3 for discussion of the Creekstone Phase 1 project's consistency with public services policies in the FPASP that may be relevant to public services impacts. (Exh. 3, pp. 32-33.)

Mitigation Measures:

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

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Creekstone Phase 1 would not have any new significant or substantially more severe public services impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

15. RECREATION

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
15. Recreation.	FPASP Draft EIR 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?	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

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
15. Recreation.	FPASP Draft EIR pp. 3A.12-1 to -17									

Discussion:

The FPASP EIR concluded that all parks and 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 of the potential impacts.

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 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to recreation when compared to the FPASP project as analyzed in the 2011 EIR. (Westland Eagle Addendum, p. 4.79.)

See Exhibit 3 for discussion of the Creekstone Phase 1 project's consistency with parks and open space policies in the FPASP that may be relevant to recreation impacts. (Exh. 3, pp. 3-4, 12-15.)

Mitigation Measures:

- MM 3B.12-1

Conclusion:

With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Creekstone Phase 1 would not have any new significant or substantially more severe recreation impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

16. TRANSPORTATION/ TRAFFIC

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/ Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ration on roads, or congestion at intersections)?	pp. 3A.15-25 to -157	No	No	No	No	No	No	No	No	MM 3A.15-1a 3A.15-1b 3A.15-1c 3A.15-1f 3A.15-1i 3A.15-1j 3A.15-1l 3A.15-1o 3A.15-1p 3A.15-1q 3A.15-1r 3A.15-1s 3A.15-1u 3A.15-1v 3A.15-1w 3A.15-1x 3A.15-1y 3A.15-1z 3A.15-1aa 3A.15-1dd 3A.15-1ee 3A.15-1ff 3A.15-1gg 3A.15-1hh 3A.15-1ii 3A.15-2a 3A.15-2b

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/ Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									
										3A.15-3 3A.15-4a 3A.15-4b 3A.15-4c 3A.15-4d 3A.15-4f 3A.15-4g 3A.15-4i 3A.15-4j 3A.15-4k 3A.15-4l 3A.15-4m 3A.15-4n 3A.15-4o 3A.15-4p 3A.15-4q 3A.15-4r 3A.15-4s 3A.15-4t 3A.15-4u 3A.15-4v 3A.15-4w 3A.15-4x 3A.15-4y
b. Exceed, either individually or cumulatively, a level of service standard established by the	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/ Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									
county congestion management agency for designated roads or highways?										
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Not relevant; no changes to air traffic would result from the Project	No	No	No	No	No	No	No	No	
d. Substantially increase hazards due to a 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	
e. Result in inadequate emergency access?	3A.14-12 to -13 (in Public Services chapter, not Transportation chapter)	No	No	No	No	No	No	No	No	MM 3A.14-1

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
16. Transportation/ Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									
f. Result in inadequate parking capacity?	Development will be required to follow City parking standards	No	No	No	No	No	No	No	No	
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	3A.15-27	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/ Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures 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.15-1aa3A.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.) These impacts include intersection impacts, such as the intersections at Oak Avenue Parkway/East Bidwell Street and East Bidwell Street/Iron Point Road; and impacts at roadway segments, such as on eastbound U.S. 50, including the Zinfandel Drive to Sunrise Boulevard segment, the Rancho Cordova Parkway to Hazel Avenue segment, and the Folsom Boulevard to Prairie City Road segment. (DEIR, pp. 3A.15-157.) The pages indicated in the table above contain the relevant analysis of the potential impacts.

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 mitigation measures: MM 3B.15-1a, MM 3B.15-1b. (Water Addendum, p. 3-16.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to transportation and traffic when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the mitigation measures from the FPASP EIR listed below, as well as two new mitigation measures: MM 4.16-1, MM 4.16-2. (Westland Eagle Addendum, pp. 4.80-4.90.)

See Exhibit 3 for discussion of the Creekstone Phase 1 project's consistency with circulation policies in the FPASP that may be relevant to traffic and transportation impacts. (Exh. 3, pp. 8-12.)

The September 6, 2019 Supplemental Traffic Evaluation Memo by Kimley-Horn (attached as Exhibit 5) updates the intersection and roadway segment analysis performed for the Mangini Phase 1 project, approved in 2015, and determined that the addition of the Creekstone Phase 1 project would not result in any additional significant impacts. (Exh. 5, p. 3.) The Kimley-Horn Memo reached this conclusion, in part, based on already constructed improvements to lane geometry at the intersections of East Bidwell Street and Mangini Parkway, and East Bidwell Street and White Rock Road. (Exh. 5, p. 3.) The memo also performed a signal warrant analysis, which found that, with the addition of the Creekstone Phase 1 project, a.m. peak hour traffic at the intersection of East Bidwell Street and White Rock Road warranted signalization. (Exh. 5, pp. 2-3, 5.) This is not a new significant impact, however, because that intersection already warranted signalization, without the addition of the project, based on p.m. hour peak traffic. (Exh. 5, pp. 2-3, 5.) Thus, Creekstone Phase 1 would not result in any new or substantially more severe significant transportation and traffic impacts. (Exh. 5, p. 3.)

Mitigation Measures:

- MM 3A.14-1
- MM 3A.15-1a through MM 3A.15-1c
- MM 3A.15-1f
- MM 3A.15-1i through MM 3A.15-1j
- MM 3A.15-1l
- MM 3A.15-1o through MM 3A.15-1s
- MM 3A.15-1u through MM 3A.15-1z
- MM 3A.15-1aa

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/ Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									

- MM 3A.15-1dd through MM 3A.15-1ii
- MM 3A.15-2a through MM 3A.15-2b
- MM 3A.15-3
- MM 3A.15-4a through MM 3A.15-4d
- MM 3A.15-4f through MM 3A.15-4g
- MM 3A.15-4i through MM 3A.15-4y
- MM 3B.15-1a
- MM 3B.15-1b
- MM 4.16-1
- MM 4.16-2

Conclusion:
With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Creekstone Phase 1 would not have any new significant or substantially more severe transportation/traffic impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).

17. UTILITIES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
17. Utilities and Service Systems. Would the Project:	FPASP Draft EIR pp. 3A.16-1 to -43									
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	pp. 3A.16-13 to -28	No	No	No	No	No	No	No	No	MM 3A.16-1 3A.16-3 3A.16-4 3A.16-5
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities,	pp. 3A.9-28 to -43 Also see generally Backbone Infrastructure MND	No	No	No	No	No	No	No	No	

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
17. Utilities and Service Systems. Would the Project:	FPASP Draft EIR pp. 3A.16-1 to -43									
the construction of which could cause significant environmental effects?										
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Water Addendum, pp. 2-1 to 4-1. See generally DEIR, pp. 3A.18-7 to -53	No	No	No	No	No	No	No	No	
e. 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?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
17. Utilities and Service Systems. Would the Project:	FPASP Draft EIR pp. 3A.16-1 to -43									
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	pp. 3A.16-28 to -32	No	No	No	No	No	No	No	No	None required
g. Comply with federal, state, and local statutes and regulations related to solid waste?	pp. 3A.16-28 to -32	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
17. Utilities and Service Systems. Would the Project:	FPASP Draft EIR pp. 3A.16-1 to -43									

Discussion:

The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following utilities impacts to less than significant levels: impacts that result from increased demand for 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 of the potential impacts.

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 mitigation measures: MM 3B.16-3a, MM 3B.16-3b. (Water Addendum, p. 3-17.) The 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same or reduced impacts to utilities and service systems when compared to the FPASP project as analyzed in the 2011 EIR with implementation of the following mitigation measures from the FPASP EIRMM 3A.16-1, MM 3A.16-3, MM 3A.16-4, MM 3A.16-5, MM 3A.18-1, MM 3A.18-2a, MM 3A.18-2b. (Westland Eagle Addendum, pp. 4.91-4.95.)

See Exhibit 3 for discussion of the Creekstone Phase 1 project's consistency with utilities, water efficiency, and energy efficiency policies in the FPASP that may be relevant to utilities and service systems impacts. (Exh. 3, pp. 27-29, 33.) All of the permanent, offsite water and storm drainage infrastructure elements are consistent with and were included in pre-existing City plans – such as the Backbone Infrastructure Project – that have been considered in the FPASP EIR, 2012 Water Addendum, and/or 2015 Westland Eagle Addendum.

Mitigation Measures:

- MM 3A.16-1
- MM 3A.16-3
- MM 3A.16-4
- MM 3A.16-5
- MM 3B.16-3a
- MM 3B.16-3b

Conclusion:

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
17. Utilities and Service Systems. Would the Project:	FPASP Draft EIR pp. 3A.16-1 to -43									
With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Creekstone Phase 1 would not have any new significant or substantially more severe utilities and service systems impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).										

18. MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
18. 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 reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the	See Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp. 45-316	No	No	No	No	No	No	No	No	n/a

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
18. Mandatory Findings of Significance.										
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)?	Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp. 316-345	No	No	No	No	No	No	No	No	n/a

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
18. Mandatory Findings of Significance.										
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp. 45-316	No	No	No	No	No	No	No	No	n/a

Discussion:

The City finds that:
(a) impacts on the environment under a wide range of topics, including extensive detail regarding on-site biological resources and their habitats, were analyzed and disclosed in the FPASP EIR;
(b) cumulative impacts were analyzed for each impact topic throughout the FPASP EIR; and
(c) adverse impacts on humans were included and analyzed where relevant as part of the environmental impact analysis of all required topics under CEQA in the FPASP EIR (e.g., air quality, hazards, noise, etc.).

Mitigation Measures:
See those listed in sections E.1 (Aesthetics) to E.17 (Utilities) above.

F. Conclusion

As indicated above, the City finds that the Creekstone Phase 1 Project is exempt from CEQA under Government Code section 65457 and Guidelines section 15182, subdivision (c).

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

- Based on the preceding review, the City's FPASP EIR, Water Addendum, and Westland Eagle Addendum have adequately addressed the following issues, and no further environmental review is required pursuant to CEQA Guidelines section 15183: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services, and Recreation.

- The following site-specific impacts have been analyzed and determined to be less than significant: Land Use and Planning, Noise, and Transportation/Traffic. Thus, pursuant to CEQA Guidelines section 15183, no further environmental analysis is required.

- The following site-specific issues reviewed in this document were within the scope of issues and impacts analyzed in the FPASP EIR, and site-specific analyses did not identify new significant impacts: Land Use and Planning, Noise, and Transportation/Traffic.

IV. REFERENCES

1. City of Folsom. City of Folsom General Plan. January 1993.
2. City of Folsom. Folsom Plan Area Specific Plan. June 28, 2011.
3. 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).
4. 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).
5. 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.
6. City of Folsom. South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration. December 9, 2014.
7. City of Folsom. FPASP Amendment: Westland/Eagle Properties. June 2015.
8. City of Folsom. CEQA Addendum and Environmental Checklist for the Westland Eagle Specific Plan Amendment. June 2015.
    a. Including Appendices and Attachments:
        - AQ/GHG Calculations
        - Transportation Impact Study
        - Cultural Resources Study
        - Biological Resources Technical Memo
        - Water, Sewer, Storm Drainage Memos
        - Tri-Colored Blackbird Memo
        - Urban Decay Analysis

Exhibit 1: Folsom Ranch Central District Design Guidelines (Amended 2018)
Exhibit 2: ROD for the Folsom South of U.S. Highway 50 Specific Plan Project—City of Folsom Backbone Infrastructure (May 22, 2014)
Exhibit 3: Applicant's FPASP Policy Consistency Analysis (August 2019)
Exhibit 4: Noise Assessment by Bollard Acoustical Consultants (August 15, 2019)
Exhibit 5: Mangini Ranch Phase 1 Supplemental Traffic Memo by Kimley-Horn (September 6, 2019)

Exhibit 1
Folsom Ranch Central District Design Guidelines
(See Attachment 19)

Exhibit 2
ROD for Folsom South of U.S. Highway 50 Specific Plan Project

Exhibit C

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO, CALIFORNIA 95814-2922

RECORD OF DECISION

ACTION ID: SPK-2007-02159

APPLICANT: City of Folsom

PROJECT NAME: Folsom South of U.S. Highway 50 Specific Plan Project – City of Folsom Backbone Infrastructure

I have reviewed and evaluated, in light of the overall public interest, the documents and factors concerning the permit application for the City of Folsom Backbone Infrastructure Project, as well as the stated views of interested agencies and the public. In doing so, I have considered the possible consequences of the proposed action in accordance with regulations published in 33 Code of Federal Regulations (CFR) Parts 320 through 332 and 40 CFR Part 230.

An Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was prepared by the U.S. Army Corps of Engineers, Sacramento District (Corps) and the City of Folsom (City) for the Folsom South of U.S. Highway 50 Specific Plan Area (SPA) for compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The EIR/EIS evaluated the environmental impacts of the proposed SPA, as well as 5 on-site, and 11 off-site water supply alternatives. A Notice of Availability of the Draft EIR/EIS was published in the Federal Register on July 2, 2010 (Federal Register, Vol. 75, No. 127, 38500). Each of the 5 on-site alternatives included the Original Backbone Infrastructure Alternative as described in Section III.a.2 below. A public notice for the Draft EIR/EIS was issued on July 9, 2010. A public meeting was held with the City of Folsom on August 2, 2010 at the Folsom Community Center. During the Draft EIR/EIS public review period, 79 comment letters were received.

In May 2011 the Final EIR/EIS was released by the Corps and the City. A Notice of Availability was published in the Federal Register on May 26, 2011 (Federal Register, Vol. 76, no. 102, 30679). A public notice announcing the Final EIR/EIS was issued May 26, 2011.

On August 12, 2011, a Record of Decision (ROD) was issued, addressing each of the 9 properties located within the SPA, as well as the on-site and off-site infrastructure. The ROD did not include any decision regarding the backbone infrastructure. In accordance with Finding B of Section IX of the ROD, on February 12, 2013, a public notice was issued on February 12, 2013, for the Originally Proposed Backbone Infrastructure Project, which is the focus of this document, and the Carpenter Ranch and Folsom South sites, which will be evaluated in future RODs or supplemental decision documents for those projects.

This document is a ROD specifically for the backbone infrastructure portion of the SPA as described in the EIR/EIS, and addresses only those impacts associated with the construction of the on-site and off-site infrastructure within and adjacent to the SPA. Impacts to waters of the U.S. would be further avoided and minimized as a result of the Amended Proposed Backbone

Infrastructure Alternative (as described in Section III.a.3 below), and there is no substantial change in environmental impacts that warrant the preparation of a supplemental Environmental Assessment or EIS. Separate RODs or supplemental decision documents will be completed in the future for the 9 properties proposed for development within the SPA. The Originally Proposed Backbone Infrastructure Alternative involves the discharge of fill material into 14.97 acres of on-site and off-site waters of the U.S. As such, a Department of the Army permit under the Regulatory Program is required.

I. **Background:** See Section I of the August 12, 2011, ROD for a complete background of the SPA, including the proposed Backbone Infrastructure Project.

II. **Project Purpose and Need**

a. **Purpose:** Construct on-site and off-site backbone infrastructure, consisting of roads, utility lines, and water supply infrastructure, to serve the future needs of a large-scale, mixed-use development on the SPA.

b. **Need:** Sacramento County has been undergoing continuous growth, and increased housing needs have been identified within eastern Sacramento County. In addition, the City of Folsom is near build-out within its existing limits and believes that additional lands for its future growth would be required. In accordance with the planned growth in south-eastern Sacramento County, developers purchased property in the Folsom Sphere of Influence area, and the City of Folsom signed an MOU with the Sacramento LAFCo for future development of the proposed project area, to meet identified and expected housing demands. Backbone infrastructure (e.g. roads, trails, water and sewer infrastructure, and storm drain infrastructure) is needed to accommodate the mixed-use development with the SPA.

III. **Alternatives:** A reasonable range of alternatives were considered in the EIR/EIS for both land-use and water-supply, including backbone infrastructure. The August 12, 2011, ROD for the SPA evaluated the practicability of the on-site alternatives for the SPA, but did not make any decisions regarding the backbone infrastructure. On September 9, 2012, the applicant submitted Alternatives Information for 6 backbone infrastructure alternatives, which could further refine the Originally Proposed Backbone Infrastructure Alternative as analyzed in the EIR/EIS by avoiding and minimizing waters of the U.S. The applicant's Alternatives Information also serves to provide information necessary to determine compliance with the U.S. Environmental Protection Agency's Section 404(b)(1) Guidelines (Guidelines). These alternatives were not evaluated in the EIR/EIS or ROD for the SPA. Any one of the applicant's alternatives for the backbone infrastructure, except for one, appear to be practicable based on cost, logistics, and existing technology. However, four of the six alternatives would result in avoidance of less than 1/3 acre of waters of the U.S. In order to maximize the avoidance of waters of the U.S. and to determine which combination of these alternatives is practicable, the 6 alternatives provided by the applicant have been combined into 4 alternatives, based on location and maximizing avoidance of waters of the U.S. and include: the Amended Proposed Backbone Infrastructure Alternative (Easton Valley Parkway (West) and Scott Road Alternative); Easton Valley Parkway (East) and Empire Ranch Road Alternative; Street "A" and Oak Avenue Alternative; and Easton Valley Parkway (West), Easton Valley Parkway (East), Scott Road, Empire Ranch Road, Street "A" and Oak Avenue Alternative. The following backbone alternatives are being evaluated for compliance with the Guidelines.

a. **Alternatives Considered:**

1. **Alternative 1: No Action Alternative:** This alternative would result in no impacts to waters of the U.S. as a result of the construction of on-site and off-site infrastructure. This alternative would be accomplished through the construction of bridges over all waters of the U.S. for roads and trails, and directional drilling beneath all waters of the U.S. for the installation of utility lines. Because of the location of the waters of the U.S. within the proposed Backbone Infrastructure area, a minimum of 30 additional bridges would need to be constructed to fulfill this alternative. The Corps has determined that this alternative is not practicable, due to the cost for the construction of additional bridges and directional drilling for utility lines.

2. **Alternative 2: Original Proposed Backbone Infrastructure Alternative:** This alternative was analyzed in the EIR/EIS and would allow for phased implementation of the SPA to serve the comprehensive needs of the entire plan area in a segmented, phased manner. The proposed Backbone Infrastructure project includes major roads and trails, water and sewer infrastructure, and storm drain infrastructure. Because of the uncertainty of adjacent development, this alternative incorporates the phased implementation of the proposed backbone infrastructure. The impacts for each specific phase would be determined prior to initiation of construction activities in waters of the U.S. This alternative would result in impacts to 14.97 acres of waters of the U.S., including 12.62 acres on-site and 2.349 acres off-site.

Roads: This alternative would include major circulation roads that would serve the entire SPA and region.

Pedestrian/Bicycle Trails: This alternative would include a network of Class I and II bicycle trails that would provide connectivity to trails in Sacramento and El Dorado Counties. A multi-use trail system would provide pedestrian and bicycle linkage throughout the SPA area. The proposed trails would typically consist of 8- to 12-foot wide paved trails. Only those trails occurring within open space areas have been incorporated within the proposed Backbone Infrastructure application. Proposed trails located within specific project areas (e.g. the Carpenter Ranch or Folsom South site) have been incorporated into those applications.

Sanitary Sewer: This alternative includes main sanitary sewer system planned for the SPA, those sewers located in major roadways as well as separate sewer lines and off-site connections under Highway 50.

Drainage and Flood Control: This alternative includes detention and water quality basins that serve areas greater than the individual properties on which they are located, including one basin located off-site, just west of the SPA, on the west side of the existing Prairie City Road.

Water Supply: This alternative would include the construction of water lines and a water treatment plant, which would be located in the southwest portion of the SPA.

According to information submitted by the applicant, this alternative would result in construction costs of approximately $15,781,000.

3. **Alternative 3: Amended Proposed Backbone Infrastructure Alternative (Easton Valley Parkway (West) and Scott Road Alternative):** This alternative would incorporate the majority of the features of Alternative 2, but would result in additional avoidance of waters of the U.S. through the realignment of the proposed Easton Valley Parkway on the Carpenter Ranch site on the western side of the SPA, and realignment of the existing Scott Road on the Folsom South Site, and would avoid impacts to an additional 1.06 acres of a

seasonal wetland located north of the proposed Easton Valley Parkway, and 0.26 acres of intermittent drainage on the Folsom South site. Realignment of Easton Valley Parkway (West) would result in the loss of 2.20 acres of developable land proposed on the Carpenter Ranch site, and realignment of Scott Road would result in the loss of 1.50 acres of developable land proposed on the Folsom South Site. This alternative would be accomplished through the construction of slope embankments and two retaining walls along the proposed Easton Valley Parkway (West), and shifting the centerline of the existing Scott Road 80-feet to the east so the proposed edge of pavement matches the existing edge of pavement, replacement of existing undersized culverts, and the construction of a large retaining wall. Similar as Alternative 2, because of the uncertainty of adjacent development, this alternative incorporates the phased implementation of the proposed backbone infrastructure. The impacts for each specific phase would be determined prior to initiation of construction activities in waters of the U.S. Based on information submitted by the applicant, this alternative would result in additional construction costs of $1,254,000 (approximately 7.9% greater than the Original Proposed Backbone Infrastructure Project).

4. **Alternative 4: Easton Valley Parkway (East) and Empire Ranch Road Alternative**: This alternative would incorporate the majority of the features of Alternative 2, but would result in additional avoidance of waters of the U.S. through the realignment of the proposed Easton Valley Parkway on the Folsom South site, and realignment of the proposed Empire Ranch Road site, on the Folsom Heights property, on the eastern side of the SPA, and would result in the avoidance of an additional 0.0.21 acre of seep, vernal pool, and intermittent drainage on the south side of the proposed Easton Valley Parkway, and 0.07 acre of seasonal wetland to the east of the proposed Empire Ranch Road. This alternative would result in the loss of 0.40 acres of developable land proposed on the Folsom South site. Realignment of Easton Valley Parkway (East) would be accomplished through adjusting the horizontal and vertical alignment of Easton Valley Parkway, and constructing a retaining wall and slope embankments near the wetland feature, and realignment of the proposed Empire Ranch Road would occur through the construction of a retaining wall. Based on information submitted by the applicant, this alternative would result in additional construction costs of up to $750,000 (approximately 4.75% greater than the Original Proposed Backbone Infrastructure Project).

5. **Alternative 5: Street "A" and Oak Avenue Alternative**: This alternative would incorporate the majority of the features of Alternative 2, but would result in additional avoidance of waters of the U.S. through the realignment of the proposed Street "A" on the northern border of the proposed Sacramento Country Day School site, in the south-western portion of the SPA, and realignment of the proposed Oak Avenue located near the eastern boundary of the proposed Folsom 560 site, in the south-western portion of the SPA. This alternative would avoid an additional 0.07 acre of seasonal wetland and intermittent drainage south of the proposed Street "A," and 0.78 acre of seasonal wetland swales west of the proposed Oak Avenue. This alternative would result in the loss 1.10 acres of developable land proposed on the Folsom South and Sacramento Country Day School sites, and the loss of 36.7 acres of developable land proposed on the Folsom 560 site. Realignment of Street "A" would avoid portions of a seasonal wetland swale and intermittent drainage through the construction a retaining wall, which would impact a portion of the intermittent drainage, and realignment of Oak Avenue to the east involve the construction of a bridge and an additional water quality detention basin.. Based on information submitted by the applicant, this alternative would result in additional construction costs of $5,830,000 (approximately 36.9% greater than the Original Proposed Backbone Infrastructure Project).

6. Alternative 6: Easton Valley Parkway (West), Scott Road, Easton Valley Parkway (East), Empire Ranch Road, Street (A) and Oak Avenue Alternative: This alternative is a combination of all of the alternative described in III(a)(3) – (5) above, and would avoid an additional 2.45 acres of waters of the U.S. over the Original Proposed Backbone Infrastructure Alternative through realignment of six existing and proposed roads throughout the SPA. This alternative would result in the loss of 41.9 acres of development proposed on the Folsom South, Carpenter Ranch, Sacramento Country Day School, and Folsom 560 sites. This alternative would result in additional construction costs of approximately $7,834,000 (approximately 49.6% greater than the Original Proposed Backbone Infrastructure Project).

b. Determination of Practicable Alternatives: The Corps has determined that Alternatives 1, 5, and 6 are not practicable due to the costs associated with the construction of additional bridges, directional drilling of utility lines, and the construction of an additional storm water quality detention basin. In addition, the Corps has determined that alternatives 2, 3, and 4 meet the purpose and need of the proposed action, and are practicable based on costs, logistics, and existing technology.

c. Environmentally Preferred Alternative: The environmentally preferred alternative is Alternative 3, the Amended Backbone Infrastructure Alternative, which consists of the original proposed project, with the incorporation of avoidance of waters of the U.S. included in the Easton Valley Parkway (West) Alternative and the Scott Road Alternative. This alternative would result in fewer impacts to aquatic resources than practicable alternatives 2 and 4. Impacts to waters of the U.S. from the environmentally preferred alternative would be as follows:

Wetlands/Waters	On-Site Waters (ac)	Off-Site Waters (ac)	Total Waters (ac)
Vernal Pool	0.624	0.316	0.940
Seasonal Wetland	1.231	0.061	1.292
Seasonal Wetland Swale	4.930	0.055	4.985
Seep	0.617	0.000	0.617
Marsh	0.017	1.440	1.457
Creek/Channel	1.181	0.426	1.607
Intermittent Drainage	1.494	0.044	1.538
Ditch	0.356	0.007	0.363
Pond	0.852	0	0.852
Total:	11.302	2.349	13.651

IV. Comments on the February 12, 2013, Public Notice for the Proposed Backbone Infrastructure, Carpenter Ranch, and Folsom South Projects and Corps Response

a. Public Notice Comments

1. U.S. Environmental Protection Agency (EPA): On March 11, 2013, EPA provided the comments via email on the February 12, 2013, public notice for the proposed Backbone Infrastructure, Carpenter Ranch, and Folsom South Projects. EPA's comments related to development of each of the 3 projects in the public notice, and the entire SPA, but were not related to specifically the proposed Backbone Infrastructure Project being evaluated in

this ROD. EPA expressed concerns about the "challenges the applicants face in finding appropriate kinds and quantities of wetland habitat to offset the nearly 30 acres of impact." EPA stated that they believe that there is a lack of suitable compensatory mitigation available for impacts in the SPA. EPA also expressed concern that there is "inadequate inventory [of aquatic resources] in existing banks to meet the demands" of all of the projects currently proposed within eastern Sacramento County (e.g. SunCreek, Cordova Hills, Mather Specific Plan). In addition, EPA expressed their belief that a mitigation ratio of 1:1 in California is inadequate, and after applying the Corps mitigation ratio setting checklist, they believe that the ratio would be "well over 1:1." EPA also stated that it is unacceptable to offset the loss of the types of waters on the SPA site with "distinctively different" waters types such as those found at the Cosumnes River Mitigation Bank. EPA's comments further stated that while it "might be reasonable to offset some of the project impacts (e.g. some of the "riverine wetlands"), the resources at the Cosumnes River mitigation bank are functionally and structurally different from the low gradient grassland habitats of the Folsom area."

In addition, EPA attached their comments on the Final EIR/EIS for the SPA, which contained the following comments:

(a) EPA expressed concern that the applicants and the City of Folsom have not shown a need for the proposed project in light of changes in regional housing markets, and recommended that the Corps more thoroughly examine the basis for the City of Folsom's predictions regarding population growth and development needs.

(b) EPA expressed their belief that the No USACE Permit Alternative and the Resource Impact Minimization Alternative evaluated in the EIR/EIS provide significantly reduced adverse environmental impacts and recommended that these two alternatives be refined to meet the Sacramento Area Council of Governments (SACOG) density and smart growth goals, and that with these design modification, the less damaging alternatives may prove to be practicable.

(c) EPA stated that project-level alternatives may be inconsistent with the programmatic nature of the EIR/EIS in that "more avoidance and minimization may be necessary at the project level to make a finding that the proposed project is the LEDPA." In addition, EPA expressed concern that "once the larger avoidance and minimization steps have been taken through the NEPA process, the scope of change that could occur at the project level may be limited." EPA also continued to express the objection they raised in the Draft EIR/EIS, stating that the cost criteria used within the Draft EIR/EIS to eliminate some alternatives for the Carpenter Ranch site were inappropriate.

(d) EPA stated that, given the information provided in the Final EIR/EIS, that it has not yet been demonstrated that additional avoidance and minimization is impracticable, and until the determination of the LEDPA is made, discussion of compensatory mitigation is premature. EPA further commented that the Final EIR/EIS was deficient in that it did not contain a discussion of the competing needs on mitigation bank credits in the region. EPA expressed the belief that the South Sacramento County Habitat Conservation Plan (SSHCP) would require as many, if not more, of the credits that are available at the approved mitigation banks in the area, EPA asserted that the statement within the Final EIR/EIS that ample credits are available to compensate for the impacts of the proposed project, without taking into account additional future demand is not adequate. In addition, EPA commented that the proposed mitigation ratio of 1:1 is inadequate, citing studies that have found that there are few mitigation projects with constructed vernal pools that compare favorably to natural plant communities. Therefore, EPA

stated that a compensatory mitigation ratio of greater than 1:1 is needed to realistically offset losses and meet the no-net-loss of functions threshold. EPA also asserted that several of the listed mitigation banks are located far from the project area and out of the immediate watershed, and many of the available credits are out-of-kind.

Corps Response: With regards to EPA's comments regarding suitable compensatory mitigation for impacts associated with the proposed project, the applicant has offered to compensate for impacts to waters of the U.S. through the purchase of credits from the Cosumnes River Floodplain Mitigation Bank for impacts to seasonal wetlands, seasonal wetland swales, seeps, marshes, creeks, intermittent drainages, ditches, and ponds, and through the purchase of credits from the Toad Hill Ranch mitigation bank for impacts to vernal pools. Both Cosumnes River Floodplain Mitigation Bank and Toad Hill Ranch contain the proposed project on-site and off-site infrastructure within their service area. In order to determine the appropriate amount of compensatory mitigation required, the Corps has utilized the South Pacific Division Mitigation Ratio Setting Checklist for each type of water proposed to be impacted, which is located in Appendix A.

We concur with the EPA's comment that in some cases compensatory mitigation would be out-of-kind, particularly for impacted seeps, ditches, and ponds. In accordance with 33 CFR 332.3(b)(6), the Corps has determined that on-site, in-kind mitigation is not practicable or is unlikely to compensate for the proposed impacts. The purchase of floodplain mosaic credits to compensate for impacts to jurisdictional ditches and ponds would result in conversion from a relatively common water type to a rarer water type, and is therefore appropriate. In addition, because seeps cannot be replaced through permittee responsible construction or mitigation bank purchase, the Corps has determined that it is appropriate to allow out-of-kind compensatory mitigation through the purchase of floodplain mosaic credits at an increased ratio. The Corps has determined that in-kind compensatory mitigation can occur for seasonal wetlands, seasonal wetland swales, marshes, creek, and intermittent drainage impacts with the purchase of floodplain mosaic and floodplain riparian credits at the Cosumnes Floodplain Mitigation Bank, and for vernal pools at the Toad Hill Ranch Mitigation Bank. Because the proposed on-site and off-site Backbone Infrastructure would occur within two different 8-digit HUC watershed, different mitigation ratios were determined for the waters of the U.S. within each of these watersheds.

The Corps has determined that the following compensatory mitigation is required in order to compensate for impacts to waters of the U.S. as a result of the proposed backbone infrastructure permit:

a. To compensate for the loss of jurisdictional ditches, ponds, and marshes, the applicant would be required to purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1:1.

b. Creeks/channels and intermittent drainages:

1. To compensate for the loss of creeks/channels and intermittent drainages located in the Lower American River 8-digit hydrologic unit code (HUC) watershed (018020111), the applicant would be required tol purchase floodplain riparian re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 2:1.

2. To compensate for the loss of creeks/channels and intermittent drainages located in the Upper Cosumnes River 8-digit HUC watershed (18040013), the applicant would be

required to purchase floodplain riparian re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1:1

c. Seasonal wetlands and seasonal wetland swales:

1. To compensate for the loss of seasonal wetlands and seasonal wetland swales located in the Lower American River 8-digit HUC watershed, the applicant would be required to purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1.3:1

2. To compensate for the loss of seasonal wetlands and seasonal wetland swales located in the Upper Cosumnes River 8-digit HUC watershed, the applicant would be required to purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1:1

d. Seeps

1. To compensate for the loss of seeps located in the Lower American River 8-digit HUC watershed, the applicant would be required to purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 4:1

2. To compensate for the loss of seeps located in the Upper Cosumnes River 8-digit HUC watershed, the applicant would be required to purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 3:1

e. To compensate for the loss of vernal pools, the applicant would be required purchase vernal pool creation credits from the Toad Hill Mitigation Bank at a ratio of 1:1

Based on the above mitigation ratios, the applicant would be required to purchase the following credits to compensate for impacts associated with the proposed Backbone Infrastructure Project:

Wetlands/Waters	Impacted Amount (ac)	Required Credits	Credit Type	Bank
Vernal Pool	0.940	0.940	Vernal Pool	Toad Hill
Seasonal Wetland	1.292	1.668	Floodplain Mosaic	Cosumnes
Seasonal Wetland Swale	4.985	6.319	Floodplain Mosaic	Cosumnes
Seep	0.617	2.432	Floodplain Mosaic	Cosumnes
Marsh	1.457	1.464	Floodplain Mosaic	Cosumnes
Creek/Channel	1.610	3.178	Floodplain Riparian	Cosumnes
Intermittent Drainage	1.538	2.971	Floodplain Riparian	Cosumnes
Ditch	0.363	0.363	Floodplain Mosaic	Cosumnes
Pond	0.852	0.852	Floodplain Mosaic	Cosumnes
Total:	13.654	20.187		

Based on an April 24, 2014, review of the Regulatory In-Lieu Fee and Bank Information Tracking System (RIBITS), the Cosumnes Floodplain Mitigation Bank has 113.98 available floodplain mosaic credits, and 19.465 available floodplain riparian credits, and the Toad Hill Ranch Mitigation Bank has 8.97 available vernal pool establishment credits. Therefore, the Corps has determined that the impacts of the proposed Backbone Infrastructure permit can be appropriately mitigated through the purchase of mitigation bank credits as described above, and that both the Cosumnes River Floodplain Mitigation Bank and the Toad Hill Ranch Mitigation Bank have sufficient credits available to compensate for these impacts.

In response to EPA's comment (a) on the Final EIR/EIS, based on future growth projections, the City of Folsom and the applicant have determined that there is a need for housing and commercial development within south-eastern Sacramento County. In addition, on January 18, 2012, the Local Agency Formation Commission (LAFCo), approved the application by the City of Folsom to annex the proposed SPA area into the City of Folsom. In addition, the certification of the EIR and approval of the Specific Plan and zoning entitlements by the City of Folsom indicate a future need for residential and commercial uses in the SPA. EPA has not provided information to indicate that there is not a future need for development in south-eastern Sacramento County. Therefore, based on available information, the Corps has determined that there is a need for residential and commercial development within south-eastern Sacramento County in order to meet future growth projections.

In response to EPA's comment (b) on the Final EIR/EIS, the project under consideration is not the residential and commercial development evaluated in the EIR/EIS, but is the proposed backbone infrastructure to support these proposed developments. The backbone infrastructure was included as part of each of the development alternatives evaluated in the EIR/EIS. As stated above, the Corps has determined that the No Action Alternative for the backbone infrastructure, which is the same as the No USACE Permit Alternative evaluated in the EIR/EIS, is not practicable, due to the number of bridges that would be required, and the directional drilling required for the installation of utility lines. With regards to the Resource Impact Minimization Alternative evaluated in the EIR/EIS, the backbone infrastructure associated with this alternative would result in the same impacts to waters of the U.S. as the Originally Proposed Backbone Infrastructure Alternative. The currently proposed Backbone Infrastructure Project would result in fewer impacts to waters of the U.S. than the backbone infrastructure would for the Resource Impact Minimization Alternative evaluated in the EIR/EIS, as the Resource Impact Minimization Alternative included the same impacts to waters of the U.S. for backbone infrastructure as the Originally Proposed Backbone Infrastructure Alternative.

With regards to EPA's comment (c) on the Final EIR/EIS, the applicant has incorporated additional avoidance of waters as a result of additional evaluation of alternatives. The Corps has determined that while these additional alternatives were not evaluated in the EIR/EIS, they still fall within the reasonable range of alternatives evaluated in the EIR/EIS, and do not represent an increase in environmental impacts beyond those addressed in the EIR/EIS. Therefore, a supplemental decision document is not required to analyze these effects. EPA's comment regarding the proposed Carpenter Ranch site is noted, and will be addressed within the ROD or supplemental decision document for that project.

With regards to EPA's comment (d) on the Final EIR/EIS, we concur with EPA's statement that at the time the Final EIR/EIS was published, the applicant's for the SPA had not demonstrated that additional avoidance and minimization is impracticable, and therefore discussions of compensatory mitigation were premature. The February 12, 2013, Public Notice for the proposed Backbone Infrastructure project included alternatives information prepared by

the applicant for review and approval by EPA. EPA did not provide any specific comments regarding this alternatives information. With regards to EPA's comment that the Final EIR/EIS is deficient in that it did not discuss competing needs on mitigation bank credits in the region, as stated above, sufficient compensatory mitigation credits are available at the Cosumnes River Mitigation Bank and Toad Hill Ranch Mitigation bank to compensate for impacts of the proposed project on waters of the U.S. We acknowledge that if all proposed actions in the region are approved, there are not sufficient credits available at the existing mitigation banks. However, it is not our responsibility to ensure that sufficient credits are available for all projects that are currently proposed, nor is it feasible for us to make this determination, as there may be additional mitigation banks approved in the future, and we do not yet know whether all proposed projects would be approved or what the required compensatory mitigation would be for those projects. If there are not sufficient credits available for future projects that are permitted within the region, the applicant for those projects would need to either propose and have approved permittee-responsible compensatory mitigation, or would not be able to commence construction until sufficient credits are available.

2. **Ms. Karri Smith, President, K.A. Smith Consulting, Inc; Sandy, Utah:** On February 13, 2013, Ms. Smith commented that "(f)illing almost 30 acres of wetlands in the year 2013 is absurd regardless of how good a compensatory mitigation plan is." In addition, Ms. Smith stated that "simple purchase of mitigation credits from wetland mitigation banks is only making mitigation bank developers and residential/industrial developers rich while the wildlife continues to lose critical habitat necessary to sustain their continued survival." Ms. Smith also provided her belief that only a small percentage of wetland mitigation projects are successful in the long-term, especially following the 5-year monitoring program required as part of a 404 permit. Finally, Ms. Smith commented that "vernal pool sensitive and endangered species and migratory birds need their natural habitat in their original areas of historic flyways and other areas to be preserved for their continued survival."

Corps Response: Ms. Smith's comment objecting to the placement of fill material into "almost 30 acres of wetlands," is noted. In accordance with the Section 404(b)(1) Guidelines, no permit will be issued for a project unless it is shown to be the least environmentally damaging practicable alternative. With regards to Ms. Smith's comment regarding wetland mitigation projects, both the Cosumnes Floodplain Mitigation Bank and the Toad Hill Mitigation Bank have gone through the mitigation bank review process required under 33 CFR Part 332, which included extensive review by the Interagency Review Team, requirements for short-term and long-term monitoring, and requirements for financial assurances to ensure success. Therefore, the Corps has determined that there is a likelihood that the established and re-established habitat on these sites will be successful, and that the use of these banks is appropriate for compensatory mitigation for the proposed Backbone Infrastructure project.

V. Consideration of Applicable Laws and Policies

a. **National Environmental Policy Act (NEPA):** The EIR/EIS was completed to evaluate a reasonable range of land-use (including backbone infrastructure) and water-supply alternatives and the cumulative impacts associated with nine projects in the SPA. Each of the land use alternatives included the Originally Proposed Backbone Infrastructure Alternative, as described in Section III.a.2 above. The Corps followed the NEPA process, including noticing and timeline requirements, to produce a document that discloses to the public the probable impacts of the Proposed Action, taking into account mitigation. The EIR/EIS was used in the preparation of this ROD for the on-site and off-site Backbone Infrastructure project.

b. Section 401 of the Clean Water Act Section 401 of the CWA: A Section 401 Water Quality Certification (WQC) was issued by the Central Valley Regional Water Quality Control Board on October 18, 2013, for the proposed Backbone Infrastructure project. The WQC will be a condition of the permit.

c. Endangered Species Act of 1973: On December 6, 2010, we initiated consultation with the United States Fish and Wildlife Service (USFWS) for potential impacts of the proposed project on the Federally-listed vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (Lepidurus packardi), conservancy fairy shrimp (*Branchinecta conservatio*), Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), Sacramento Orcutt grass (*Orcuttia viscida*), and Slender Orcutt grass (*Orcuttia tenuis*). USFWS determined in the April 2, 2014, Biological Opinion (BO, File Number 81420-2010-F-0620-1) that habitat for conservancy fairy shrimp, Sacramento Orcutt grass, and Slender Orcutt grass does not occur in the on-site or off-site infrastructure area, and authorized the take of 0.294 acres of habitat for vernal pool fairy shrimp and vernal pool tadpole shrimp, and six elderberry shrubs. A special condition will be added to the permit, requiring compliance with the issued BO.

d. Fish and Wildlife Coordination Act: The Corps has worked with the USFWS on the proposed project, including meetings to obtain input. During EIR/EIS preparation, the Corps requested USFWS be a cooperating agency. Although it declined, the USFWS reviewed the draft of the EIR/EIS and provided comments.

e. Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act): The proposed project is in compliance with the Magnuson-Stevens Act. The proposed project and other land-use and water-supply alternatives would not result in any impacts to essential fish habitat.

f. Section 106 of the National Historic Preservation Act: The Corps has consulted with the State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP). Through consultation with the SHPO, a Programmatic Agreement (PA) between the Corps and the California Office of Historic Preservation was prepared and was executed on July 6, 2011. In addition, on October 3, 2013, an amended PA was executed by the Corps and SHPO. A special condition will be added to the permit, requiring compliance with the PA.

g. Section 176(C) of the Clean Air Act (CAA) General Conformity Rule Review: The proposed action has been analyzed for conformity applicability pursuant to regulations implementing Section 176(c) of the Clean Air Act. The Corps has determined that direct emissions from the proposed activities that require a DA permit will not exceed de minimis levels of a criteria pollutant or its precursors and are exempted by 40 CFR 93.153. Any later indirect emissions are generally not within the Corps' continuing program responsibility and generally cannot be practicably controlled by the Corps. For these reasons, a conformity determination is not required for this action.

h. Executive Order 11998 (Floodplain Management): The area along Alder Creek which flows through the SPA has been identified by the California Department of Water Resources as lying within a 100-year floodplain. While the proposed mixed-use development would avoid the 100-year floodplain of Alder Creek, there is some backbone infrastructure that would need to be located within the floodplain, particularly roads and bridges. As explained in Section 3A.9 of the Draft EIR/EIS, these impacts would be reduced to less-than-significant, provided Mitigation Measure 3A.9-2 is implemented. The proposed Backbone Infrastructure

project would result in minimal impacts to the floodplain of Alder Creek, and has been approved by the City of Folsom.

i. **Executive Order 13175 (Consultation with Indian Tribes, Alaska Natives, and Native Hawaiians):** During the development of the PA, and the amended PA, the Corps has consulted with the two tribes that may have an interest in the area, the Shingle Springs Band of Miwok Indians, and the United Auburn Indian Community. Both tribes are concurring parties on the PA, and, per the PA, will be consulted during the development of any Memoranda of Agreement (MOAs) required for individual compliance with Section 106 of the NHPA.

j. **Environmental Justice (Title VI of the Civil Rights Act and Executive Order 12898):** No low-income or minority populations are identified within or adjacent to the SPA or within or adjacent to any of the proposed water-supply alternatives. The proposed action is not expected to negatively impact any community, and therefore is not expected to cause disproportionately high and adverse impacts to minority or low-income communities.

VI. Consideration of Mitigation Measures for the Amended Proposed Backbone Infrastructure Project:

The EIR/EIS included a number of mitigation measures to reduce or offset impacts that fall outside of the Corps responsibility and generally cannot be practicably controlled by the Corps, like traffic, air quality, and noise. Many of the mitigation measures are requirements of the local land use agency (City of Folsom) and were addressed in the EIR/EIS for compliance with CEQA and would be approved through grading and construction permits by the City of Folsom. As such, enforcement of these mitigation measures is the responsibility of the City of Folsom and not the Corps.

The Corps requires mitigation measures to reduce or offset impacts to waters of the U.S. as special conditions of each DA permit issued. These special conditions are identified in Section VIII, and take into account mitigation measures 3A.3-1a, 3A.3-1b, 3B.3-1a, 3B.3-1b and 3B.3-1c, as described in Chapters 3A.3 and 3B.3 of the Draft EIR/EIS, and also include additional conditions that avoid, minimize and compensate for impacts to waters of the U.S. and those that ensure compliance with Section 7 of the Endangered Species Act and Section 106 of the National Historic Preservation Act.

VII: Compliance with 404(b)(1) Guidelines for the Amended Proposed Backbone Infrastructure Project:

Based on the discussion in Section III, are there available, practicable alternatives having less adverse impact on the aquatic ecosystem and without other significant adverse environmental consequences that do not involve discharges into "waters of the U.S." or at other locations within these waters? Yes __ No _X_
If the project is in a special aquatic site and is not water dependent, has the applicant clearly demonstrated that there are no practicable alternative sites available? Yes _X_ No ___

Will the discharge:

Violate state water quality standards? Yes ___ No _X_

Violate toxic effluent standards under Section 307 of the Clean Water Act? Yes __ No _X_

Jeopardize endangered or threatened species or their critical habitat? Yes ___ No X

Violate standards set by the Department of Commerce to protect marine sanctuaries? Yes ___ No X

Evaluation of the information in the EIR/EIS indicates that the proposed discharge material meets testing exclusion criteria for the following reason(s):

(X) based on the above information, the material is not a carrier of contaminants.

( ) the levels of contaminants are substantially similar at the extraction and disposal sites and the discharge is not likely to result in degradation of the disposal site and pollutants will not be transported to less contaminated areas.

( ) acceptable constraints are available and will be implemented to reduce contamination to acceptable levels within the disposal site and prevent contaminants from being transported beyond the boundaries of the disposal site.

Will the discharge contribute to significant degradation of "waters of the U.S." through adverse impacts to:

Human health or welfare, through pollution of municipal water supplies, fish, shellfish, wildlife and/or special aquatic sites? Yes ___ No X

Life stages of aquatic life and/or wildlife? Yes ___ No X

Diversity, productivity, and stability of the aquatic life and other wildlife? Or wildlife habitat or loss of the capacity of wetlands to assimilate nutrients, purify water or reduce wave energy? Yes ___ No X

Recreational, aesthetic and economic values? Yes ___ No X

Will all appropriate and practicable steps be taken to minimize adverse impacts of the discharge on the aquatic ecosystem? Does the proposal include satisfactory compensatory mitigation for losses of aquatic resources? Yes X No __

VIII. Special Conditions

The following special conditions will be included in the permit to ensure the project is not contrary to the public interest and complies with the 404 (b)(1) Guidelines and other applicable laws:

1. Prior to the initiation of construction activities in waters of the U.S. associated with each phase of construction of the backbone infrastructure, you shall submit to the Corps, for review and approval, a plan-view drawing of the work proposed to be conducted within that phase, and cross-section view drawings of all crossings of waters of the U.S., as well as pre-construction color photographs of the upstream and downstream area of each crossing. The compass angle and location of each photograph shall be identified on the plan-view drawing. In addition, you shall include a description of any deviations (including changes in phasing sequence or boundaries of phases) from the authorized work, including the amount and type of waters that would be impacted, and the amount and type of compensatory mitigation that would

be required. You shall ensure that the description provided includes information regarding any temporary impacts to waters of the U.S.

Rationale: *This condition is necessary to ensure compliance with the permit and applicable conditions and to ensure that no changes have occurred to the proposed project prior to each phase.. (33 USC 1344(a), 33 USC 401 et. seq., 33 CFR 320.4(r)(1), 33 CFR 325.4(a)(3); 33 CFR 326).*

2. Prior to the initiation of each phase of development, you shall compensate for the loss of waters of the U.S. within that phase through the purchase of mitigation credits from the Cosumnes Floodplain Mitigation Bank and/or the Toad Hill Mitigation Bank at the following compensation to impact ratios for aquatic resources identified on the *Figure 20. Current Backbone Impact Plan (3/1/12)* drawing, prepared by ECORP Consulting, Inc.:

a. To compensate for the loss of jurisdictional ditches, ponds, and marshes, you shall purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1:1;

b. Creeks/channels and intermittent drainages:

(1) To compensate for the loss of creeks/channels and intermittent drainages located in the Lower American River 8-digit hydrologic unit code (HUC) watershed (018020111), you shall purchase floodplain riparian re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 2:1.

(2) To compensate for the loss of creeks/channels and intermittent drainages located in the Upper Cosumnes River 8-digit HUC watershed (18040013), you shall purchase floodplain riparian re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1:1

c. Seasonal wetlands and seasonal wetland swales:

(1) To compensate for the loss of seasonal wetlands and seasonal wetland swales located in the Lower American River 8-digit HUC watershed, you shall purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1.3:1

(2) To compensate for the loss of seasonal wetlands and seasonal wetland swales located in the Upper Cosumnes River 8-digit HUC watershed, you shall purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 1:1

d. Seeps

(1) To compensate for the loss of seeps located in the Lower American River 8-digit HUC watershed, you shall purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 4:1

(2) To compensate for the loss of seeps located in the Upper Cosumnes River 8-digit HUC watershed, you shall purchase floodplain mosaic re-establishment credits from the Cosumnes Floodplain Mitigation Bank at a ratio of 3:1

e. To compensate for the loss of vernal pools, you shall purchase vernal pool creation credits from the Toad Hill Mitigation Bank at a ratio of 1:1

Rationale: *This special condition is necessary to ensure compensatory mitigation for the unavoidable losses of waters of the U.S. due to the construction of the proposed project. (33 CFR 320.4(r)(1); 33 CFR 325.4(a)(3; 33 CFR 332).*

3. You shall ensure that impacts associated with all crossings of Alder Creek are temporary in nature and do not result in the permanent loss of waters in Alder Creek. You shall design road crossings of Alder Creek to maintain the pre-construction bankfull width of the creek, as well as accommodate reasonably foreseeable wildlife passage and expected high flows. This shall be accomplished by (1) employing bridge designs that span Alder Creek; (2) utilizing pier or pile supported structures; (3) utilizing large bottomless culverts that do not impact the natural stream bed; and/or (4) utilizing a large box culvert which spans the width of Alder Creek, and is installed beneath the natural bed of Alder Creek. For the installation of any proposed box culverts in Alder Creek, you shall restore the natural streambed to ensure that substrate and streamflow conditions approximate original channel conditions, in accordance with Special Condition 3. All crossings of waters of the U.S., including Alder Creek, shall be reviewed and approved by the Corps prior to initiation of construction activities in waters of the U.S., as identified in Special Condition 1.

Rationale: *This special condition is necessary to ensure minimization of impacts to Alder Creek, and to ensure that the functions of the aquatic environment are protected. In addition, this condition ensures that the Corps is provided specific information regarding crossings of all waters of the U.S. prior to the initiation of construction activities.. (33 CFR 320.4(r)(1); 33 CFR 325.4(a)(3; 33 CFR 332, 40 CFR 230).*

4. Within 30 days following completion of each crossing of Alder Creek, you shall restore areas of the creek temporarily impacted, as well as all disturbed adjacent upland areas, to pre-project contours and conditions. In order to ensure compliance with this condition, you shall:

a. Prior to the initiation of any construction of crossings of Alder Creek, submit to the Corps, for review and approval, a plan for the restoration of temporary impact areas. You shall include the following information in this plan:

(1) A description of and drawings showing the existing contours (elevation) and existing vegetation of each crossing of Alder Creek and the adjacent upland areas. This information shall also include site photographs taken upstream and downstream of each temporary impact area.

(2) The methods used to restore Alder Creek and the adjacent upland at each crossing to the original contour and condition, as well as a plan for the re-vegetation of the site following construction activities, if applicable.

(3) The proposed schedule for the restoration activities, and;

(4) A monitoring plan, to be approved by the Corps, for restoration of the temporary impact area to ensure success of the restoration. Monitoring shall be conducted for a minimum of three growing seasons after completion of restoration activities. The plan shall be

presented in the format of the Sacramento District's *Habitat Mitigation and Monitoring Proposal Guidelines*, dated December 30, 2004, or appropriate updates.

b. Within 30 days following completion of restoration activities, submit to the Corps a report describing the restoration activities including color photographs of the restored area. The compass angle and position of all photographs shall be similar to the pre-construction photographs required in Special Condition 1.

c. Submit to the Corps a Monitoring Report by October 1 of each year of the required monitoring period. This report shall be submitted in the format shown on the enclosed *Contents of Monitoring Reports*. Reports may be submitted in hard copy or electronically.

Rationale: *This special condition is necessary to ensure successful restoration of all temporary impacts authorized (33 CFR 320.4(r)(1), 33 CFR 325.4(a)(3), 33 CFR 332, 40 CFR 230).*

5. You shall ensure that trenching activities in waters of the U.S. associated with the installation of utility lines does not result in the draining of any water of the U.S., including wetlands. This may be accomplished through the use of clay blocks, bentonite, or other suitable material (as approved by the Corps) to seal the trench. For utility line trenches, during construction, you shall remove and stockpile, separately, the top 6 – 12 inches of topsoil. Following installation of the utility line(s), you shall replace the stockpiled topsoil on top and seed the area with native vegetation. All utility lines in waters of the U.S. shall be reviewed and approved by the Corps prior to initiation of construction activities in waters of the U.S., as identified in Special Condition 1.

Rationale: *This special condition is necessary to ensure minimization of impacts due to trenching for the installation of utility lines, and to ensure restoration of these areas (33 CFR 320.4(r)(1); 33 CFR 325.4(a)(3; 33 CFR 332, 40 CFR 230).*

6. Prior to initiation any phase of construction activities within waters of the U.S., you shall employ construction best management practices (BMPs) within 50-feet of all on-site and off-site waters of the U.S. to be avoided. Methods shall include the use of appropriate measures to intercept and capture sediment prior to entering waters of the U.S., as well as erosion control measures along the perimeter of all work areas to prevent the displacement of fill material. All BMPs shall be in place prior to initiation of any construction activities (or prior to the initiation of each phase of the project) and shall remain until construction activities are completed. You shall maintain erosion control methods until all on-site soils are stabilized. You shall submit a description of and photo-documentation of your BMPs to our office with information required in Special Condition 1.

Rationale: *This condition is necessary to minimize adverse impacts to water quality, from construction activities, to the maximum extent practicable (33 CFR 320.3(a), 33 CFR 320.4(d), 33 CFR 325.4(a)(3)).*

7. You shall implement the attached Programmatic Agreement (PA), entitled *First Amended Programmatic Agreement Between the U.S. Army Corps of Engineers and the California Office of Historic Preservation Regarding the Folsom Plan Area Specific Plan, Sacramento County, California*, and signed by these entities, in its entirety. The Corps has been designated the lead federal agency responsible for implementing and enforcing the PA as signed. If you fail to comply with the implementation and associated enforcement of the PA the

Corps may determine that you are out of compliance with the conditions of the Department of the Army permit and suspend the permit. Suspension may result in modification or revocation of the authorized work.

***Rationale**: This condition is necessary to ensure compliance with Section 106 of the National Historic Preservation Act (16 USC 470, 33 CFR 320.3(g); 33 CFR 325.2(b)(3); 33 CFR 325, Appendix C; 36 CFR 800).*

8. This Corps permit does not authorize you to take an endangered species, in particular vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardi*), and valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*). In order to legally take a listed species, you must have separate authorization under the Endangered Species Act (e.g., an Endangered Species Act Section 10 permit, or a Biological Opinion under Endangered Species Act Section 7, with "incidental take" provisions with which you must comply). The enclosed Fish and Wildlife Service Biological Opinion (Number 81420-2010-F-0620-1, dated April 2, 2014), contains mandatory terms and conditions to implement the reasonable and prudent measures that are associated with "incidental take" that is also specified in the Biological Opinion. Your authorization under this Corps permit is conditional upon your compliance with all of the mandatory terms and conditions associated with "incidental take" of the attached Biological Opinion, which terms and conditions are incorporated by reference in this permit. Failure to comply with the terms and conditions associated with incidental take of the Biological Opinion, where a take of the listed species occurs, would constitute an unauthorized take, and it would also constitute non-compliance with your Corps permit. The U. S. Fish and Wildlife Service is the appropriate authority to determine compliance with the terms and conditions of its/their Biological Opinion, and with the Endangered Species Act. You must comply with all conditions of this Biological Opinion, including those ascribed to the Corps.

***Rationale**: This condition is necessary to ensure compliance with Section 7 of the Endangered Species Act (16 USC 1531 et seq; 50 CFR 402; 33 CFR 320.4(j)(4); 33 CFR 325.2(b)(5); 33 CFR 325.4(a)(1)).*

9. You shall notify the Corps of the start and completion dates for each phase of the authorized work within 10 calendar days prior to the initiation of construction activities within waters of the U.S., and 10 calendar days following completion of construction activities.

***Rationale:** This condition is necessary to assist the Corps in scheduling compliance inspections to ensure compliance with the permit and applicable conditions (33 CFR 325.4; 33 CFR 326).*

10. You are responsible for all work authorized herein and ensuring that all contractors and workers are made aware and adhere to the terms and conditions of this permit authorization. You shall ensure that a hard copy of the permit authorization and associated drawings are available for quick reference at the project site until all construction activities are completed.

***Rationale:** This condition is necessary to ensure that all workers on site are aware of the terms and conditions of the permit in order to ensure compliance with the permit and applicable conditions (33 CFR 325.4; 33 CFR 326).*

11. You shall clearly identify the limits of all construction areas located within 100 feet of avoided waters of the U.S. with highly visible markers (e.g. construction fencing, flagging, silt

barriers, etc.) prior to commencement of each phase of construction activities in waters of the U.S. You shall maintain such identification properly until construction areas and soils have been stabilized. You are prohibited from undertaking any activity (e.g. equipment usage or materials storage) that impacts waters of the U.S. outside of the permit limits.

Rationale: *This condition is necessary to ensure the construction activities do not occur outside of the project area, which could cause adverse impacts to the aquatic ecosystem (33 CFR 325.4(a)(3)).*

12. You shall use only clean and non-toxic fill material for this project. The fill material shall be free from items such as trash, debris, automotive parts, asphalt, construction materials, concrete with exposed reinforcement bars, and soils contaminated with any toxic substance, in toxic amounts in accordance with Section 307 of the Clean Water Act.

Rationale: *This condition is necessary to ensure that contaminated material in not placed within waters of the U.S. (33 CFR 325.4(a)(3); 40 CFR 230).*

13. All crossings of creeks, seasonal wetland swales, intermittent or ephemeral drainage, where the upstream or downstream portions of the feature are intended to be avoided, shall be conducted when the project area is naturally dewatered, or is dewatered in accordance with a Corps approved dewatering plan. No work shall be conducted in flowing waters.

Rationale: *This condition is necessary to minimize downstream impacts to the aquatic environment from suspended sediments and turbidity to the maximum extent practicable. (33 CFR 320.3(a), 33 CFR 320.4(d); 33 CFR 325.4(a)(3); 40 CFR 230).*

IX. Public Interest Review

a. The relative extent of the public and private need for the proposed work has been considered: The proposed Backbone Infrastructure Project is intended to meet a private need for infrastructure associated with mixed-use development.

b. The practicability of using reasonable alternative locations and/or methods to accomplish the objective of the proposed structure or work has been evaluated: The Corps has determined that there are no practicable alternate locations that would accomplish the purpose of the proposed work. The Corps has also determined that there is no practicable alternative method to accomplish the purpose of the proposed work that would have fewer direct or indirect impacts than the proposed project. The applicant's Amended Proposed Backbone Infrastructure project represents the LEDPA, as described in Section II(a).

c. The extent and permanence of the beneficial and/or detrimental effects that the proposed structures or work may have on the public and private uses which the area is suited has been reviewed: The Amended Proposed Backbone Infrastructure alternative would result in the placement of fill material into, and the permanent loss of 13.65 acres of waters of the U.S., including wetlands, for the construction of a backbone infrastructure in the SPA. The loss of 13.65 acres of waters of the U.S would cause a permanent detrimental effect. The loss of waters of the U.S as a result of the proposed Backbone Infrastructure would be offset by the required mitigation. The proposed backbone infrastructure, consisting of roads, utility lines, and trails would provide a permanent beneficial effect to residents in and near the proposed project site.

X. Findings

a. The determinations made within this ROD are consistent with those made in the August 12, 2011, ROD for the SPA.

b. The evaluation of the proposed action and alternatives was done in accordance with all applicable laws, executive orders, and regulations. The EIR/EIS and supporting documents are adequate and contain sufficient information to make a reasoned permit decision.

c. The selected alternative is the applicant's Amended Proposed Backbone Infrastructure Alternative, with appropriate and practicable mitigation measures to minimize environmental harm and potential adverse impacts of the discharges on the aquatic ecosystem and the human environment, as identified in Section VIII. The applicant's Amended Proposed Backbone Infrastructure Alternative, as mitigated by these conditions, is considered the environmentally preferred alternative under NEPA.

d. The discharge complies with the Section 404(b)(1) guidelines and is considered the least environmentally damaging practicable alternative, with the inclusion of appropriate and practicable general and special conditions in the permit to minimize pollution or adverse effects to the affected ecosystem.

e. Issuance of a Department of the Army permit is not contrary to the public interest, with the inclusion of the special conditions identified in Section VIII.

f. The compensatory mitigation identified in the special conditions, was determined using the *South Pacific Division Mitigation Ratio Setting Checklist*, and is sufficient to ensure no-net loss of aquatic resources functions and services for impacts to 13.65 acres of waters of the U.S.

PREPARED BY:

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5/20/14
Date

REVIEWED BY:

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Sacramento District

22 MAY 2014
Date

APPROVED BY:

Michael S. Jewell
Chief, Regulatory Division

22 May 2014
Date

Exhibit 3
Applicant's FPASP Consistency Analysis

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
Section 4 - Land Use			
4.1	Create pedestrian-oriented neighborhoods through the use of a grid system of streets where feasible, sidewalks, bike paths and trails. Residential neighborhoods shall be linked, where appropriate, to encourage pedestrian and bicycle travel.	Yes	The street system is based on an efficient grid system that connects the project with nearby park, school, and open space land uses with roadways and sidewalks.
4.2	Residential neighborhoods shall include neighborhood focal points such as schools, parks, and trails. Neighborhood parks shall be centrally located and easily accessible, where appropriate.	Yes	The project is part of a residential neighborhood, and connects to schools, trails, and parks via the roadway and sidewalk network.
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 is not directly adjacent to open space. Access to nearby open space is provided via the roadway and sidewalk network.
4.4	Provide a variety of housing opportunities for residents to participate in the home-ownership market.	Yes	The project contains housing types within the allowable density range of the MLD zoning, which is the zoning for the small lot vesting tentative subdivision map sought.
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 MHD residential uses.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
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 exceed the total number of dwelling units for the Plan Area and does not inlcude commercial uses.
4.6A	A maximum of 937 low, medium and high density residential dwelling units are allowed only in the three General Commercial (SP-GC) parcels and the Regional Commercial (SP-RC) parcel located at the intersection of East Bidwell Street and Alder Creek Parkway. No more and no less than 377 high density residential dwelling units on a minimum of 15.7 acres shall be provided on these parcels. Other than the SP-RC and three SP-GC parcels specifically identified herein, this policy 4.6A shall not apply to any other Plan Area SP-RC or SP-GC parcels.	n/a	The project is not located at the intersection of East Bidwell Street and Alder Creek Parkway.
4.7	Transfer of dwelling units is permitted between residential parcels, or the residential component of SP-RC and SP-GC parcels, as long as 1) the maximum density within each land use designation is not exceeded, unless the land use designation is revised by a specific plan amendment, and 2) the total number of Plan Area dwelling units does not exceed 11,461.	Yes	The proposed transfer of 15 SFHD development units from FPASP Parcel 143 to FPASP Parcels 24 (+6du) and 173 (+9du) will not exceed the maximum density (7.0 units per acre for Parcel 24; 7.0-12.0 units per acre for Parcel 173) permitted within those land use categories, nor will the overall FPASP dwelling unit maximum be exceeded.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
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 has a heircharial street layout to provide an efficient circulation system 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.	n/a	The project includes 71 dwelling units. Therefore the policy does not apply to the project.
Commercial Policies			
4.10	The mixed-use town center should contain unique retail, entertainment and service-based establishments, as well as public gathering spaces.	n/a	The Project does not propose any mixed-use development. Therefore the policy does not apply to the project.
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 does not propose any mixed-use development. Therefore the policy does not apply to the project.
4.12	Commercial and office areas should be accessible via public transit routes, where feasible.	n/a	The Project does not propose any commercial development. Therefore the policy does not apply to the project.
4.13	The Plan Area land use plan should include commercial, light industrial/office park and public/quasipublic land uses in order to create employment.	n/a	The Project does not propose any commercial development. Therefore the policy does not apply to the project.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
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 commerical development. Therefore the policy does not apply to the project.
Open Space Policies			
4.15	Thirty percent (30%) of the Plan Area shall be preserved and maintained as natural open space, consistent with Article 7.08.C of the Folsom City Charter.	Yes	The project will not reduce the amount of preserved natural open space.
4.16	The open space land use designation shall provide for the permanent protection of preserved wetlands.	n/a	The project does not include open space land uses. Therefore the policy does not apply to the project.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
Parks Policies			
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	No park sites are proposed, and no proposed park sites will be altered by the project. Therefore the policy does not apply to the project.
4.18	Sufficient land shall be dedicated for parks to meet the City of Folsom requirement (General Plan Policy 35.8) of 5-acres of parks for every 1,000 residents.	Yes	The project does not reduce the land to be dedicated for parks.
4.19	Parks shall be located throughout the Plan Area and linked to residential neighborhoods via sidewalks, bike paths and trails, where appropriate. During the review of tentative maps or planned development applications, the city shall verify that parks are provided in the appropriate locations and that they are accessible to resident via sidewalks, bike paths and trails.	Yes	Adjacent parks will be accessible by all residents in the project via sidewalks.
4.20	Elementary school sites shall be co-located with parks to encourage joint-use of parks where feasible.	n/a	The project does not propose school or park uses. Therefore the policy does not apply to the project.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
Public/Quasi-Public Policies			
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 area is consistent with the adopted Specific Plan and the updated infrastructure plans.
4.22	Land shall be reserved for schools as required by the City of Folsom and the Folsom Cordova Unified School District in accordance with state law. School sites shall be in the general locations shown in Figure 4.3 – Specific Plan Land Use Designations and have comparable acreages as established in Table 4.2 – Land Use Summary.	Yes	The project would not alter the location of proposed school sites.
4.23	Elementary school sites shall be co-located with parks to encourage joint-use of parks.	n/a	The project does not propose school or park uses. Therefore the policy does not apply to the project.
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 feet2. For purposes of CEQA compliance for discretionary projects, the combination of the total maximum number of residential units and commercial square footage analyzed in the Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement (SCH#200809205) shall not be exceeded without requiring further CEQA compliance.	Yes	The project would not alter the location of proposed public/quasi-public sites.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map:
Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
Section 5 - Housing Strategies			
City of Folsom General Plan Housing Element Policies Incorporated in the FPASP			
H-1.1	The city shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the city's regional share of housing.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes residential land uses that comply with the existing zoning and land use designation at the project site.
H-1.2	The city shall endeavor to designate future sites for higher density housing near transit stops, commercial services, and schools where appropriate and feasible.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes residential land uses that comply with the existing zoning and land use designation at the project site.
H-1.3	The city shall encourage home builders to develop their projects on multi-family designated land at the high end of the applicable density range.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes a density of 9.84 units per acre, which is within the applicable range of 7-12 units per acre.
H-1.4	The City shall support and facilitate the development of second units on single-family designated and zoned parcels.	n/a	This policy directs the City in its decision-making and planning processes. The project site is zoned MLD.
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 FPASP EIR and Addendums. See MMRP.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
H-1.8	The city shall strive to create additional opportunities for mixed-use and transit oriented development.	n/a	This policy directs the City in its decision-making and planning processes.
H-3.1	The city shall encourage residential projects affordable to a mix of household incomes and disperse affordable housing projects throughout the city to achieve a balance of housing in all neighborhoods and communities.	n/a	This policy directs the City in its decision-making and planning processes. The Project proposes residential development within the overall mix of household incomes.
H-3.2	The city shall continue to use federal and state subsidies, as well as inclusionary housing in-lieu fees, affordable housing impact fees on non-residential development, and other fees collected into the Housing Trust Fund in a cost-efficient manner to meet the needs of lower-income households, including extremely low-income households.	n/a	This policy directs the City in its decision-making and planning processes. The Project proposes residential development.
H-3.3	The city shall continue to make density bonuses available to affordable and senior housing projects, consistent with State law and Chapter 17.102 of the Folsom Municipal Code.	n/a	This policy directs the City in its decision-making and planning processes. The Project does not seek a density bonus.
H-3.4	Where appropriate, the city shall use development agreements to assist housing developers in complying with city affordable housing goals.	n/a	This policy directs the City in its decision-making and planning processes. The Project is subject to the Amended and Revised Development Agreement.
H-3.5	The city shall make incentives available to property owners with existing development agreements to encourage the development of affordable housing.	n/a	This policy directs the City in its decision-making and planning processes. The Project is subject to the Amended and Restated Development Agreement.
H-5.2	The city shall encourage housing for seniors and persons with disabilities to be located near public transportation, shopping, medical, and other essential services and facilities.	n/a	This policy directs the City in its decision-making and planning processes. The project does not propose housing for seniors or persons with disabilities.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
H-5.4	The city shall encourage private efforts to remove physical barriers and improve accessibility for housing units and residential neighborhoods to meet the needs of person with disabilities.	n/a	This policy directs the City in its decision-making and planning processes. The Project complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neigborhoods.
H-5.7	The city shall continue to provide zoning to accommodate future need for facilities to serve city residents in need of emergency shelter.	n/a	This policy directs the City in its decision-making and planning processes.
H-5.10	The city shall encourage developers to include spaces in proposed buildings or sites on which child care facilities could be developed or leased by a child care operator.	n/a	This policy directs the City in its decision-making and planning processes. The Project does not propose non-residential uses.
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.	n/a	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.
H-7.2	The city shall include energy conservation guidelines as part of the development standards for the specific plan area.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.3	The city shall reduce residential cooling needs associated with the urban heat island effect.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.4	The city shall promote an increase in the energy efficiency of new and existing housing beyond minimum state requirements.	n/a	This policy directs the City in its decision-making and planning processes.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map:
Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
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.
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. Both East Bidwell Street and Mangini Parkway are part of the FPASP transit corridor.
Section 7 - Circulation			
Circulation Policies			
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	Grid layout is provided connecting the future residents of the project to adjacent school, park, open space, and commercial uses. Both East Bidwell Street and Mangini Parkway are part of the FPASP 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 residential neigborhoods.
7.3	The Plan Area shall apply for permanent membership in the 50 Corridor TMA. Funding to be provided by a Community Facilities District or other non-revocable funding mechanism.	n/a	The Project does not effect the Plan Area's permanent membership in the 50 Corridor TMA.
7.4	Submit a General Plan Amendment to the city to modify General Plan Policy 17.17 regarding Traffic Level of Service 'C'. This level of service may not be achieved throughout the entire Plan Area at buildout.	n/a	The applicable Level of Service under the General Plan is 'D.' The streets are designed to meet traffic requirements and are consistent with the Specific Plan.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
Roadway Classification Policies			
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	Project street layout is consistent with the Specific Plan. Both East Bidwell Street and Mangini Parkway are part of the FPASP transit corridor.
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	East Bidwell Street and Mangini Parkway have separated sidewalks from the street to enhance pedestrian design.
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 street system has been designed to discourage traffic through the neighborhood.
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	The streets are designed to meet traffic requirements and are consistent with the Specific Plan.
Public Transit Policies			
7.8A	Concurrent with development of the SP-RC and SP-GC parcels located at the intersection of East Bidwell Street and Alder Creek Parkway, the following roadway improvements will be constructed: • 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). The timing, extent of improvements and interim improvements shall be predicated on the extent and type of development proposed for the above referenced parcels	n/a	The project is not located at the intersection of East Bidwell Street and Alder Creek Parkway. Therefore the policy does not apply to the project.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
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 adopted Specific Plan, which addresses public transportation opportunities.
7.10	Consistent with the most recent update of the RT master plan and the Plan Area Master Transit Plan, a transit corridor shall be provided through the Plan Area for future regional 'Hi-Bus' service (refer to Figure 7.29 and the FPASP Transit Master Plan). Sufficient right-of-way shall be dedicated for the transit corridor as described in Section 7.3 and Figures 7.2, 7.3, 7.14 & 7.15.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
7.11	Future transit bus stops and associated amenities shall be placed at key locations in the Plan Area according to the recommendation of the FPASP Transit Master Plan.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
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 adopted Specific Plan, which addresses public transportation opportunities.
7.13	The City of Folsom shall participate with the El Dorado County Transportation Commission in an update of the "Folsom El Dorado Corridor Transit Strategy Final Report dated December 2005. The update shall include the Plan Area and Sacramento County.	n/a	This policy directs the City in its decision-making and planning processes. Therefore the policy does not apply to the project.
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. Therefore the policy does not apply to the project.
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. The project is consistent with the Specific Plan.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
Sidewalks, Trails and Bikeway Policies			
7.16	A system of sidewalks, trails, and bikeways shall internally link all land uses and connect to all existing or planned external street and trail facilities contiguous with the Plan Area to provide safe routes of travel for pedestrians and bicyclists as depicted in Figure 7.32 and as indicated on the applicable roadway sections. Pedestrian and bicycle facilities shall be designed in accordance with City design standards, including the latest version of the Bikeway Master Plan, the FPASP and the FPASP Community Design Guidelines.	Yes	The project includes sidewalks that are consistent with the adopted Specific Plan and City standards.
7.17	Public accessibility to open space and scenic areas within the Plan Area shall be provided via roadway, sidewalks, trail and bikeway connections, where appropriate.	Yes	Access to nearby open space areas is provided via roadway and sidewalks.
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	East Bidwell Street and Mangini Parkway have separated sidewalks from the street to enhance pedestrian design.
7.19	Class I bike path and trail crossings of Alder Creek and intermittent drainages channels shall be minimized and located and designed to cause the least amount of disturbance to the creek environment.	n/a	Alder Creek is not located in this phase. Therefore the policy does not apply to the project.
7.20	Per state and federal programs, safe routes to schools shall be identified and signed.	Yes	The proposed project connects to the separated sidewalk along Mangini Parkway, which serves as the Safe Route to School. Signage shall be identified in the improvements plans.
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 East Bidwell Street and Mangini Parkway, both of which will be developed with class II bike lanes as part of the planned Bicycle network.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
7.22	Site design and building placement shall minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping and slopes between residential and non-residential land uses that unnecessarily impede bicycle or pedestrian circulation shall be minimized. Clearly marked shaded paths shall be provided through commercial and mixed use parking lots.	n/a	The Project complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neighborhoods. Design Review approval is not being sought at this time.
7.23	Adequate short and long term bicycle parking shall be provided for all Plan Area land uses (except for single-family and single-family high density residential uses) as specified in Table A.14.	n/a	The project proposes detached single-family residential uses. The units include driveways and two-car garages, which provide adequate bicycle parking for the use type.
Section 8 - Open Space			
8.1	Open Space areas shall be created throughout the entirety of the Plan Area.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.2	Create a preserve open space zone that will include all of the preserved wetlands and required buffers that are under the jurisdiction of the U.S. Army Corp of Engineers (USACE).	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.3	Create a passive open space zone that may contain limited recreation uses and facilities, storm water quality detention basins, water quality structures, wetland and tree mitigation areas and limited public utilities.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.4	Where feasible, locate schools and parks adjacent or near to open space.	n/a	The project does not include school or park uses. Therefore the policy does not apply to the project.
8.5	Open space areas shall incorporate sensitive Plan Area natural resources, including oak woodlands, Alder Creek and its tributaries, hillside areas, cultural resources, and tributaries of Carson, Buffalo and Coyote Creeks within the boundaries of the Plan Area.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
8.6	Open space improvements shall comply with City of Folsom General Plan Policy 27.1 and the Americans with Disabilities Act (ADA) standards.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.7	Natural parkways, thirty-feet (30') in width or larger, shall be considered part of the required thirty percent (30%) Plan Area natural open space provided the following minimum criteria is met: 8.7a: They include a paved path or trail. 8.7.b: They have the ability to be utilized for tree mitigation plantings or other appropriate mitigation measures and; 8.7.c: They are planted primarily with California central valley and foothills native plants as described in the most current edition of River-Friendly Landscape Guidelines.	n/a	No natural parkways are proposed in the project area. Therefore the policy does not apply to the project.
8.8	Locate Class I bicycle paths and paved and unpaved trails throughout the open space.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
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	No cultural resources identified to be preserved, oak woodlands/trees, or hillsides are present in the project. The project has been designed to avoid the wetland areas to the extent feasible.
8.10	Provide the opportunity for educational programs that highlight the value of the various natural features of the Plan Area.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.11	All open space improvements, including erosion control planting and landscaping, within the 200-year flood plain shall be designed to withstand inundation during a 200-year flood event.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
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	Alder Creek is not located in this phase. Therefore the policy does not apply to the project.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map:
Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
8.13	The FASP Open Space Management Plan shall describe the ownership, funding, and maintenance of open space areas.	n/a	The project does not propose open space uses. Therefore the policy does not apply to the project.
8.14	The FPASP Community Design Guidelines shall include recommendations for the design of natural parkways and other passive open space recreation facilities, storm water quality detention basins, water quality structures, wetland and tree mitigation areas, and public utilities.	n/a	The document submitted to the City contains this information. Therefore the policy does not apply to the project.
8.15	All entitlements within the FPASP shall be reviewed to ensure that thirty percent (30%) of the Plan Area is maintained as natural open space to preserve oak woodlands and sensitive habitat areas.	Yes	The project does not reduce the amount of open space in the Plan Area.
Section 9 - Parks			
9.1	To promote walking and cycling, community and neighborhood parks shall be connected to the pedestrian and bicycle network.	Yes	The project's sidewalks are consistent with the connected pedestrian network in the Specific Plan.
9.2	Park designs shall accommodate a variety of active and passive recreational facilities and activities that meet the needs of Plan Area residents of all ages, abilities and special interest groups, including the disabled.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.3	Neighborhood parks shall feature active recreational uses as a priority and provide field lighting for nighttime sports uses and other activities as deemed appropriate by the City of Folsom Parks and Recreation Department.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.4	The sports facilities listed in Table 9.1 are suggested facilities for inclusion in community, neighborhood and local parks. The City may amend Table 9.1 as City needs change without amending the FPASP.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.5	All park master plans shall include a lighting plan and all park lighting fixtures shall be shielded and energy efficient.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
9.6	Parks shall be designed and landscaped to provide shade, easy maintenance, water efficiency, and to accommodate a variety of recreational uses. Park improvements will comply with Folsom Municipal Code Chapter 13.26 Water Conservation and all applicable mitigations measures set forth in the FPASP EIR/EIS.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.7	Park furniture and structures shall be selected based on durability, vandal resistance and long term maintenance, as approved by the City.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.8	Public art is encouraged in parks where appropriate and feasible in compliance with the City's Arts and Culture Master Plan.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.9	Easements and designated open space shall not be credited as parkland acreage. These areas may be used for park activities, but not to satisfy Quimby park land dedication requirements.	n/a	The proje Therefore the policy does not apply to the project.ct does not propose park uses.
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	Cell towers are not proposed with this application. Therefore the policy does not apply to the project.
9.11	All parks shall be sited and designed with special attention to safety and visibility. Park designs shall follow the use restrictions as outlined in the Folsom Municipal Code Chapter 9.68: Use of Park Facilities. The Parks and Recreation Commission shall review all park master development plans and make recommendations to the City Council for approval.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.12	A Parks Master Plan shall be prepared for the Plan Area.	n/a	This policy affects the City and does not apply to individual developers.
9.13	If the existing slope of a park site shown on Figure 9.1 exceeds five percent, the site shall be rough graded by owner/developer/builder dedicating the park land in accordance with grading plans approved by the City of Folsom Parks and Recreation Department. The cost to grade sites may be credited against park impact fees subject to city approval.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map:
Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
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 park uses. Therefore the policy does not apply to the project.
Section 10 - Resource Management & Sustainable Design			
Wetland Policies			
10.1	Delineated wetlands shall be preserved to the greatest extent possible within open space areas and corridors, or otherwise provided for in protected areas.	Yes	Wetland permit has been issued for the project.
10.2	Where preservation is not feasible, mitigation measures shall be carried out as specified in the FPASP EIR/EIS.	Yes	Wetland permit has been issued for the project.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
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	A water quality certification was issued.
10.4	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: 10.4a: Constructed wetlands within designated open space areas or corridors in the Plan Area; 10.4b: Wetland credits purchased from a mitigation bank; and /or; 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.	Yes	Wetland permit has been issued for the project.
10.5	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.	Yes	Wetland permit has been issued for the project.
10.6	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	Yes	Wetland permit has been issued for the project.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map:
Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.7	Special status vernal pool invertebrates shall be protected as required by State and federal regulatory agencies. Where protection is not feasible, vernal pool invertebrates shall be mitigated per the wetland mitigation and monitoring plan.	Yes	No special status species were identified in the project area and any impacts to offsite areas are covered by the Biological Opinion.
	Wildlife Policies		
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 mitigation measures in the FPASP EIR and Westland/Eagle SPA Addendum, including conducting preconstruction surveys. See MMRP.
10.9	A Swainson's Hawk mitigation plan shall be prepared to avoid loss of nesting areas if applicable.	Yes	It is the applicant's understanding that the City will soon approve a Swainson's Hawk Mitigation Plan. The project will comply with all relevant mitigation measures in this plan.
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 mitigation measures in the FPASP EIR and Westland/Eagle SPA Addendum. See MMRP. No Valley Elderberry Longhorn Beetle (VELB) were identified on the proposed project site.
10.11	Special-status bat roosts shall be protected as required by State and federal regulatory agencies.	Yes	The Project will comply with mitigation measures in the FPASP EIR and Westland/Eagle SPA Addendum, including conducting preconstruction surveys. See MMRP.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.12	The Sacramento-Yolo Mosquito and Vector Control District will provide year-round mosquito and vector control in accordance with state regulations and its Mosquito Management Plan.	n/a	This policy applies to the Sacramento-Yolo Mosquito and Vector Control Distrct. Therefore the policy does not apply to the project.
Oak Woodlands & Isolated Oak Tree Policies			
10.13	Preserve and protect in perpetuity approximately 399-acres of existing oak woodlands.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
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 proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.

<table>
<tr><th>FPASP Policy No.</th><th>FPASP Policy Description</th><th>Map Consistent</th><th>Remarks</th></tr>
<tr><td>10.15</td><td>Oak trees included in residential and non-residential development parcel impacted oak woodlands are encouraged to be preserved wherever practical, provided preservation does not:
a) Cause a reduction in the number of lots or a significant reduction in the size of residential lots.
b) Require mass grading that eliminates level pads or requires specialized foundations.
c) Require the use of retaining wall or extended earthen slopes greater than 4 feet in height, as measured from the bottom of the footing to the top of the retaining wall.
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.</td><td>n/a</td><td>The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.</td></tr>
<tr><td>10.16</td><td>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):
<table><tr><th colspan="3">Table 10.1
ASCA Tree Rating System</th></tr><tr><th>Rating</th><th>Rating No.</th><th>Rating Description</th></tr><tr><td>Excellent</td><td>5</td><td>No problem(s)</td></tr><tr><td>Good</td><td>4</td><td>No apparent problem(s)</td></tr><tr><td>Fair</td><td>3</td><td>Minor problem(s)</td></tr><tr><td>Poor</td><td>2</td><td>Major problem(s)</td></tr><tr><td>Hazardous or non-correctable</td><td>1</td><td>Extreme problem(s)</td></tr><tr><td>Dead</td><td>0</td><td>Dead</td></tr></table></td><td>n/a</td><td>The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.</td></tr>
</table>

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
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 proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
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 proposed small lot tentative subdivision does not contain oak trees. Therefore the policy does not apply to the project.
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 proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
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 proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
Cultural Resources Policies			
10.21	The following shall be prepared prior to extensive grading or excavation: 10.21a: Existing archeological reports relevant to the Plan Area shall be reviewed by a qualified archaeologist. 10.21b: Areas found to contain or likely to contain archaeological resources shall be 10.21c: An Archaeological Resources Report shall be prepared, as appropriate. 10.21d: Copies of all records shall be submitted to the appropriate information center in the California Historical Resource Information System (CHRIS).	Yes	The proposed project has completed the archaeological surveys and reports described here 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 does not propose open space uses. Therefore the policy does not apply to the project.
10.23	Views toward cultural resources from publicly accessible trails and facilities shall be protected, where appropriate.	n/a	The project does not propose publicly accessible trials or facilities. Therefore the policy does not apply to the project.
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. Therefore the policy does not apply to the project.
Water Quality Policies			
10.25	Natural drainage courses within the Plan Area along Alder, Carson, Coyote, and Buffalo Creeks and their tributaries shall be preserved as required by state and federal regulatory agencies and incorporated into the overall storm water drainage system.	Yes	The proposed project is consistent with the drainage master plan, including the preservation measures for the referenced drainage features and waterways.
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 trials. Therefore the policy does not apply to the project.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map:
Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.27	Public recreational facilities (e.g., picnic areas and trails) located within open space corridors or areas shall be subject to urban storm water best management practices, as defined in Section 10.3 – Sustainable Design.	n/a	The project does not propose open space uses. Therefore the policy does not apply to the project.
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 proposed project.
10.29	All mitigation specified in the FPASP EIR/EIS shall be implemented.	Yes	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	Project will include measures in improvement plans.
Alder Creek & Floodplain Protection Policies			
10.31	Alder Creek shall be preserved in its natural state, to the extent feasible, to maintain the riparian and wetland habitat adjacent to the creek.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.32	All improvements and maintenance activity, including creek bank stabilization, adjacent to Alder Creek shall comply with the Clean Water Act Section 404 permits and the Central Valley Flood Protection Act of 2008 (SB 5).	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.33	Bank stabilization and other erosion control measure shall have a natural appearance, wherever feasible. The use of biotechnical stabilization methods is required within Alder Creek where it is technically suitable can be used instead of mechanical stabilization.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

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

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.39	Class I bike paths and other paved and unpaved trails may be constructed near Alder Creek in the SP-OS2 passive open space zone consistent with the FPASP Community Design Guidelines.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.40	Public access points shall be located in areas where they have the least impact to the Alder Creek environment and designed to avoid sensitive plant wildlife habitat areas.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.41	Re-vegetation and new planting along Alder Creek shall use California central valley and foothills native plants as described in the most current edition of River-Friendly Landscape Guidelines.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.42	Adhere to the recommendations and policies of the Alder Creek Watershed Management Action Plan where feasible.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
Air Quality Policies			
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 proposed project will comply with all applicable air quality mitigation measures.
10.44	The approved Operational Air Quality Mitigation measures shall be included as policies in the relevant sections of the FPASP.	Yes	The proposed project will comply with all applicable air quality mitigation measures.
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.	Yes	Proposed residential land uses are more than 500-feet from U.S. Highway 50.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map:
Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.46	Prohibit wood burning fireplaces in all residential construction.	Yes	Consistent with the Specific Plan and the Air Quality Management Plan, Wood burning fireplaces are not included in the project.
10.47	Provide complimentary electric lawnmowers to each residential buyer in the SF, SFHD and the MLD land uses.	Yes	Consistent with Specific Plan and Air Quality Management Plan, an electric lawnmower will be provided with each home.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
Noise Policies			
10.48	Residential developments must be designed and/or located to reduce outdoor noise levels generated by traffic to less than 60 dB.	Yes	The Project will comply with mitigation measures in the FPASP EIR and Westland/Eagle SPA Addendum, including noise reduction measures. See MMRP.
10.49	Noise from Aerojet propulsion system and routine component testing facilities affecting sensitive receptor areas shall be mitigated based on recommendations in the acoustical study.	n/a	The project will not be impacted by the Aerojet facilities. Therefore the policy does not apply to the project.
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	Avigation easements have been recorded on the property and disclosures will be provided in CC&R's.
10.51	Landowner shall, prior to Tier 2 Development Agreement, record an easement over the property relating to noise caused by aircraft arriving or departing from Mather Airport.	Yes	Avigation easements have been recorded on the property.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
Low Impact Development Policies			
10.52	Site specific development projects shall incorporate LID design strategies that include: 10.52a: Minimizing and reducing the impervious surface of site development by reducing the paved area of roadways, sidewalks, driveways, parking areas, and roof tops; 10.2b: Breaking up large areas of impervious surface area and directing stormwater flows away from these areas to stabilized vegetated areas; 10.52c: Minimizing the impact of development on sensitive site features such as streams, floodplains, wetlands, woodlands, and significant on-site vegetation; 10.52d: Maintaining natural drainage courses; and 10.52e: Provide runoff storage dispersed uniformly throughout the site, using a variety of LID detention, retention, and runoff techniques that may include: · Bioretention facilities and swales (shallow vegetated depressions engineered to collect, store, and infiltrate runoff); and	Yes	The project is consistent with the City's Backbone Infrastructure Master Plan, which includes stormwater requirements. The portion of the proposed project that includes site-specific development has incorporated LID design strategies as described in section 10.52 of the EIR for the FPASP.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
	· 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).		
Landscaping Policies			
10.53	The Plan Area landscape palette shall consist of California Central Valley and foothills native plant species as described in the most current edition of River-Friendly Landscape Guidelines and drought tolerant adaptive plant species except at neighborhood entry gateways and similar high visibility locations where ornamental plant species may be preferred.	Yes	The project is designed to be consistent with the applicable design guidelines.
10.54	The use of turf is not allowed on slopes greater than 25% where the toe of the slope is adjacent to an impermeable hardscape. Consistent with CALGreen Tier 2 voluntary recommendations, all development projects within the Plan Area shall be encouraged to limit the use of turf to 25% of the total landscaped area.	n/a	The project does not include any slopes greater than 25%. Therefore the policy does not apply to the project.
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.	Yes	The FPASP Open Space Management Plan provides for fuel modification measures.
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 include any parking lots. Therefore the policy does not apply to the project.
Energy Efficiency Policies			

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.57	Conservation of energy resources will be encouraged through site and building development standards.	Yes	The proposed project will employ energy conservation standards for site and building development. Each home will include solar, tankless water heaters, 2x6 exterior walls providing high-efficient insulation, radiant barrier and independent third-party testing.
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.	n/a	Design Review approval is not being sought at this time. Each home will include solar, tankless water heaters, 2x6 exterior walls providing high-efficient insulation, radiant barrier and independent third-party testing.
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	Design Review approval is not being sought at this time. Each home will include solar, tankless water heaters, 2x6 exterior walls providing high-efficient insulation, radiant barrier and independent third-party testing.
10.60	Multi-family and attached residential units shall be oriented toward southern exposures, where site conditions permit.	n/a	The project proposes detached single-family residential units. Where site conditions permit, however, units will be oriented toward sothern exposure.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.61	Buildings shall be designed to incorporate the use of high quality, energy efficient glazing to reduce heat loss and gain.	n/a	The project is designed to comply with the applicable Design Guidelines and standards. Though Design review approval is not being sought at this time, the required features will be verified during the building plan check process.
10.62	Energy efficient appliances, windows, insulation, and other available technologies to reduce energy demands will be encouraged.	n/a	The project is designed to comply with the applicable Design Guidelines and standards. Though Design review approval is not being sought at this time, 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. Therefore the policy does not apply to the project.
10.64	Commercial and public buildings shall use energy efficient lighting with automatic controls to minimize energy use.	n/a	The project does not include commerical or public buildings. Therefore the policy does not apply to the project.
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	n/a	The project is designed to comply with the applicable Design Guidelines and standards. Though Design review approval is not being sought at this time, the required features will be verified during the building plan check process.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map:
Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
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. 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.	n/a	Design Review approval is not being sought at this time. Each home will include solar, tankless water heaters, 2x6 exterior walls providing high-efficient insulation, radiant barrier and independent third-party testing.
10.67	Radiant solar heating or similar types of energy efficient technologies, shall be installed in all swimming pools.	n/a	The project is designed to comply with the applicable Design Guidelines and standards. Though Design review approval is not being sought at this time, any required features will be verified during the building plan check process.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map:
Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
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 is designed to comply with the applicable Design Guidelines and standards. Though Design review approval is not being sought at this time, the required features will be verified during the building plan check process.
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. Therefore the policy does not apply to the project.
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.
Water Efficiency Policies			

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
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.	n/a	The project is designed to comply with the applicable Design Guidelines and standards. Though Design review approval is not being sought at this time, 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 wit the applicable Design Guidelines. Water efficient irrigation systems will be employed for use in project-area landscaping.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
Material Conservation & Resource Efficiency Policies			
10.74	Use "Green" certified construction products whenever feasible.	Yes	Builders in the proposed project will be required to use "Green" certified construction products whenever feasible. The project will comply with all relevant requirements in the City Code and State Building Code.
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 individual construction projects within the proposed 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 plan described in Section 10.75 will provide for a minimumn 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	Topsoil displaced during grading and construction of the proposed project shall be stockpiled for reuse in the Plan Area.
Environmental Quality Policies			
10.78	All HVAC and refrigeration equipment shall not contain chlorofluorocarbons (CFCs).	Yes	California outlawed the use of HFCs in 2018. The project is designed to comply with California law.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map:
Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
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. Though Design review approval is not being sought at this time, the required features will be verified during the building plan check process.
10.80	Provide accessible screened areas that are identified for the depositing, storage and collection of non-hazardous materials for recycling for commercial, industrial/office park, mixed-use, public-use and multi-family residential projects.	Yes	Same remark as in Section 10.79.
10.81	Particleboard, medium density fiberboard (MDF) and hardwood plywood shall comply with low formaldehyde emission standards.	Yes	Same remark as in Section 10.79.
10.82	Limit the use of volatile organic compounds (VOC) in all construction materials.	Yes	same remark as in Section 10.79.
Section 11 - Public Services and Facilities			
11.1	Public schools will be constructed in the Plan Area in accordance with the City Charter and state law.	n/a	There are no public schools or public service facilities in the proposed project. Therefore the policy does not apply to the project.
11.2	All public service facilities shall participate in the City's recycling program.	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.
11.3	Energy efficient technologies shall be incorporated in all Public Service buildings	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map:
Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
11.4	Passive solar design and/or use of other types of solar technology shall be incorporated in all public service buildings.	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.
11.5	The city shall strive to ensure that all public service buildings shall be built to silver LEED NC standards.	n/a	No public facilities are being proposed with this project.
11.6	Utilize Crime Prevention Through Environmental Design (CPTED) principles in the design of all public service buildings.	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.
11.7	If the existing slope of a public facilities site shown on Figure 11.1 exceeds five percent, the site shall be rough graded by the owner/developer/builder dedicating the public facilities site in accordance with grading plans approved by the City of Folsom, subject to a credit and/or reimbursement agreement.	n/a	There are no public schools or public service facilities in the proposed project. Therefore the policy does not apply to the project.
11.8	Plan Area landowners shall, prior to approval of the annexation by LAFCo and prior to any Tier 2 Development Agreement, whichever comes first, comply with the schools provision in Measure W (Folsom Charter Provision Section 7.08D) and incorporate feasible school impact mitigation requirements as provided in LAFCo Resolution No. 1196, Section 13.	Yes	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.	Yes	This is a City requirement, not a project-specific requirement. The project is consistent with the FPASP and complies with the City's water supply agreement.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
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. Therefore the policy does not apply to the project.
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.	Yes	Land is being reserved for public utilities as described where needed.
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	Project complies with permit requirements.
12.6	Employ Low Impact Development (LID) practices, as required by the City of Folsom, in conformance with the City's stormwater quality development standards.	Yes	The project is consistent with the Specific Plan requirements and the City requirements as they are updated from time to time.
Section 13 - Implementation			
Financing Policies			
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	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	Project is consistent with Public Facilities Financing Plan.
13.3	The City of Folsom shall apply for Sacramento Countywide Transportation Mitigation fee funding to help fund all eligible regional road backbone infrastructure.	n/a	This is a City requirement. Therefore the policy does not apply to the project.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map:
Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
13.4	A Plan Area fee will be created to fund backbone infrastructure and a proportional cost allocation system will be established for each of the Plan Area property owners.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
13.5	City of Folsom impact and capital improvement fees shall be used to fund Plan Area backbone infrastructure and public facilities where allowed by law.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
13.6	One or more Community Facilities Districts shall be created in the Plan Area to help finance backbone infrastructure and public facilities costs and other eligible improvements and/or fees.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.

Creekstone Phase 1 (Mangini Ranch Phase 1, Lot 10) Small Lot Vesting Tentative Subdivision Map: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
Phasing Policies			
13.7	Submit a conceptual backbone infrastructure phasing plan for the appropriate development area with the first tentative map or building permit submittal. Updating of the conceptual backbone infrastructure phasing plan shall be a requirement of subsequent tentative map or building permit applications for each development area.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
Maintenance Policies			
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	A Community Facilities District will be formed to implement policy.

Exhibit 4
Noise Assessment by Bollard Acoustical
(See Attachment 14)

Exhibit 5
Supplement Traffic Memorandum by Kimley-Horn

Kimley»Horn

Memorandum

To: Rick Jordan

From: Chris Gregerson, P.E., T.E., PTOE, PTP
Alyssa Swanson

Re: **Supplemental Traffic Evaluation**
Mangini Ranch Phase 1 – Lots 10 & 15

Date: September 6, 2019

Per your request, we have evaluated the effects of adding an additional 118-units to our previously prepared supplemental traffic evaluation[1] in which 833-units were considered for the above referenced project in the City of Folsom. Per discussion with the City[2], this analysis was completed to summarize the impact of the additional units on the study facilities. As reflected in **Table 1**, the 951-unit proposed project would be anticipated to generate 871 AM peak-hour and 1,004 PM peak-hour trips, representing an increase of 88 and 118 trips during the AM and PM peak-hours, respectively. Trip distribution and assignment for the revised proposed project are shown in **Exhibit 1**.

Table 1 – Proposed Project Trip Generation

Land Use (ITE Code)	Size (units/ students)	Daily Trips	AM Peak-Hour					PM Peak-Hour				
			Total Trips	IN %	IN Trips	OUT %	OUT Trips	Total Trips	IN %	IN Trips	OUT %	OUT Trips
March 2015 Analysis												
Single-Family Detached Housing (210)	833	7,932	625	25%	156	75%	469	833	63%	525	37%	308
Elementary School (520)	350	452	158	55%	87	45%	71	53	49%	26	51%	27
Subtotal of Trips		8,384	783		243		540	886		551		335
Analysis with Additional Units												
Single-Family Detached Housing (210)	951	9,054	713	25%	178	75%	535	951	63%	599	37%	352
Elementary School (520)	350	452	158	55%	87	45%	71	53	49%	26	51%	27
Subtotal of Trips		9,506	871		265		606	1,004		625		379
Net New External Trips		*1,122*	*88*		*22*		*66*	*118*		*74*		*44*

Source: *Trip Generation Manual, 9th Edition*, ITE.

The following tables document the updated traffic analysis results and should be considered as replacements to the tables in the prior supplemental study[1]. In addition, **Exhibit 2** and **Exhibit 3** provide updated turning movement and average daily travel (ADT) volumes at the study intersections and along roadways for plus project and plus project plus school conditions. Consistent with prior studies, the Level of Service (LOS) analysis was conducted for the following facilities:

Intersections

1. East Bidwell Street @ Iron Point Road
2. East Bidwell Street @ Placerville Road
3. East Bidwell Street @ US-50 Westbound Ramps
4. East Bidwell Street @ US-50 Eastbound Ramps
5. East Bidwell Street @ Mangini Parkway (formerly Street "A")
6. East Bidwell Street @ White Rock Road

[1] ***Supplemental Traffic Evaluation, Mangini Ranch Phase 1, Folsom, California***, Kimley-Horn and Associates, Inc., March 11, 2015.

[2] Conversations with Steve Krahn at the City of Folsom. July 10, 2019.

Roadway Segments

1. US-50 Eastbound Ramps to Mangini Parkway
2. Mangini Parkway to White Rock Road

LOS Thresholds

The City of Folsom standards apply to all study intersections and roadways segments and require that they operate at a minimum of LOS D[3]. The LOS threshold has decreased from LOS C to LOS D since the previously completed supplemental study. The LOS threshold provided in the City's guidelines was used to determine whether the project impacted an intersection or a roadway segment, however, the analysis of roadway segments involved the comparison of daily segment volumes to the volume thresholds provided in Sacramento County's traffic impact analysis guidelines[4]. This was due to the fact that the City's guidelines do not provide specific volume thresholds.

Intersection Results

As shown in **Table 2**, the study intersections operate between LOS A and F with the addition of the proposed project traffic during the AM and PM peak-hours. **Table 2** indicates that significant impacts occur at Intersections #1, #5, and #6.

It should be noted that LOS analysis documented in this memorandum applies standards from the Highway Capacity Manual (HCM) 6th Edition and HCM 2000, while the previous study only applied standards from HCM 2000. The HCM 6th Edition is the most current version of the HCM and was chosen to replace some of the results previously calculated using HCM 2000 methodology where possible to use current best practices. Intersection #2 applied HCM 2000 standards due to phasing restrictions at the intersection.

Roadway Segment Results

As reflected in **Table 3**, the study roadway segments along East Bidwell Street meet the City's LOS requirements.

Signal Warrant Analysis

A peak-hour signal warrant analysis was performed for the unsignalized Intersections #5 and #6. The analysis was completed using Figure 4C-3 from the most recent version of the California MUTCD[5]. The signal warrant analysis indicated that a traffic signal is warranted at both intersections for all scenarios. **Table 4** summarizes the signal warrant analysis results.

Mitigations and Comparison to Previous Study

As mentioned above, significant impacts occur at Intersections #1, #5 and #6. The significant impact at Intersection #1 is considered significant and unavoidable as indicated in the previous study and the proposed project's payment of fees is adequate mitigation. Independently, the City of Folsom may elect to pursue an operational analysis of this location, however this effort is considered to be beyond the scope of the study.

The evaluation of the 951-unit proposed project results in additional impacts and mitigations beyond what was previously documented for Intersections #5 and #6. The side-street stop-controlled intersection of Intersection #5 operates at LOS F with the addition of the proposed project plus the school in the AM and PM peak-hours. Since the completion of the previous study, Intersection #5 has been reconfigured

[3] Policy M 4.1.3, *City of Folsom General Plan*

[4] *Traffic Impact Analysis Guidelines, County of Sacramento,* July 2004.

[5] California Manual on Uniform Traffic Control Devices 2014 Edition, rev 4. Caltrans. March 29, 2019.

such that the southbound left-turn lane has been extended, a northbound right-turn pocket has been added, and a merge lane has been added to the receiving southbound lanes. After incorporating these changes and studying the intersection with signalization, Intersection #5 operates at acceptable LOS for all scenarios as shown in **Table 5**. Similar statements can be made for Intersection #6. Since the completion of the previous study, Intersection #6 has been realigned to reflect previously recommended mitigations and now includes free southbound and westbound right-turn lanes. By incorporating these changes and analyzing the intersection with signalization, Intersection #6 operates at acceptable LOS for all scenarios as shown in **Table 5**.

In conclusion, the addition of 118 units to the proposed project with the incorporation of the lane geometry improvements already constructed, does not results in any additional significant impacts. The signal warrant analysis performed indicated that a signal is warranted for the Existing plus Project scenario in the AM peak-hour where it was not previously warranted in the prior evaluation. The signal warrant analysis is consistent with the prior evaluation for the Existing plus Project plus School scenario in the AM and PM peak-hours.

Attachments:

Exhibit 1 – Project (Residential) Trip Distribution and Assignment
Exhibit 2 – Existing (2014) plus Project Conditions Peak Hour & Average Daily Traffic (ADT) Volumes
Exhibit 3 – Existing (2014) plus Project plus School Conditions Peak Hour & Average Daily Traffic (ADT) Volumes

Table 2 – Intersection Levels of Service Analysis Results

#	East Bidwell Street Intersection (Traffic Control) & Analysis Scenario	AM Peak-Hour		PM Peak-Hour	
		Delay+ (seconds)	LOS	Delay+ (seconds)	LOS
1	**Iron Point Road (Signalized)**				
	Existing (2014) Conditions	46.3	D	**127.0**	**F**
	Existing (2014) plus Project Conditions	48.2	D	**141.8**	**F**
	Existing (2014) plus Project plus School Conditions	50.1	D	**142.5**	**F**
2	**Placerville Road (Signalized)++**				
	Existing (2014) Conditions	27.6	C	37.0	D
	Existing (2014) plus Project Conditions	27.5	C	36.4	D
	Existing (2014) plus Project plus School Conditions	27.2	C	36.3	D
3	**US-50 Westbound Ramps (Signalized)**				
	Existing (2014) Conditions	27.5	C	49.8	D
	Existing (2014) plus Project Conditions	30.2	C	49.8	D
	Existing (2014) plus Project plus School Conditions	30.4	C	50.0	D
4	**US-50 Eastbound Ramps (Signalized)**				
	Existing (2014) Conditions	7.8	A	9.8	A
	Existing (2014) plus Project Conditions	8.2	A	11.7	B
	Existing (2014) plus Project plus School Conditions	8.4	A	11.8	B
5	**Mangini Parkway (SSSC)**				
	Existing (2014) Conditions	*Plus Project Conditions Only*			
	Existing (2014) plus Project Conditions	31.1	D	**560.3 (WB)**	**F**
	Existing (2014) plus Project plus School Conditions	**76.9**	**F**	**654.9 (WB)**	**F**
6	**White Rock Road (AWSC)**				
	Existing (2014) Conditions	20.1	C	31.7	D
	Existing (2014) plus Project Conditions	**88.3**	**F**	**113.7**	**F**
	Existing (2014) plus Project plus School Conditions	**110.5**	**F**	**114.4**	**F**

Notes:
+ Delay reported for worst minor approach (worst minor movement) for SSSC
++ Intersection analyzed using HCM 2000 Standards
BOLD signifies substandard operating conditions (LOS D, E, or F)
Shaded signifies significant impact
SSSC = Side-Street Stop Control, AWSC = All-Way Stop Control

Table 3 – Roadway Segment Levels of Service Analysis Results

#	East Bidwell Street / Scott Road Roadway Segment & Analysis Scenario	Facility Type	# Lanes	Volume (ADT)	v/c	LOS
1	**US-50 to Mangini Parkway**					
	Existing (2014) Conditions	Secondary Road, High Access Control	2	7,072	0.35	A
	Existing (2014) plus Project Conditions			12,957	0.65	B
	Existing (2014) plus Project plus School Conditions			13,296	0.66	B
2	**Mangini Parkway to White Rock Road**					
	Existing (2014) Conditions	Secondary Road, High Access Control	2	7,072	0.35	A
	Existing (2014) plus Project Conditions			10,241	0.51	A
	Existing (2014) plus Project plus School Conditions			10,354	0.52	A

Note: Facility Type and LOS per *Traffic Impact Analysis Guidelines*, July 2004, County of Sacramento.

Table 4 – Traffic Signal Warrant Analysis Results

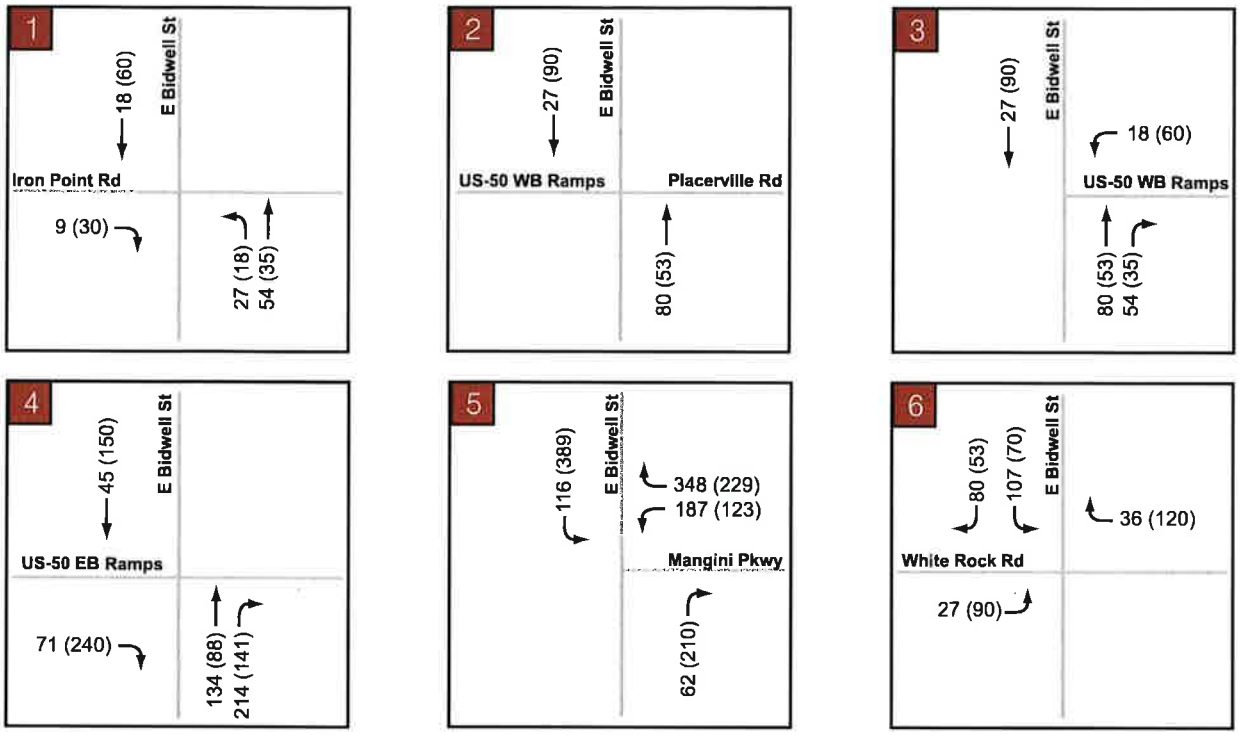
#	East Bidwell Street / Scott Road Intersection (Traffic Control) & Analysis Scenario	AM Peak-Hour	PM Peak-Hour
5	**Mangini Parkway (SSSC)**		
	Existing (2014) Conditions	*Plus Project Conditions Only*	
	Existing (2014) plus Project Conditions	**Yes**	**Yes**
	Existing (2014) plus Project plus School Conditions	**Yes**	**Yes**
6	**White Rock Road (AWSC)**		
	Existing (2014) Conditions	Yes	Yes
	Existing (2014) plus Project Conditions	**Yes**	**Yes**
	Existing (2014) plus Project plus School Conditions	**Yes**	**Yes**

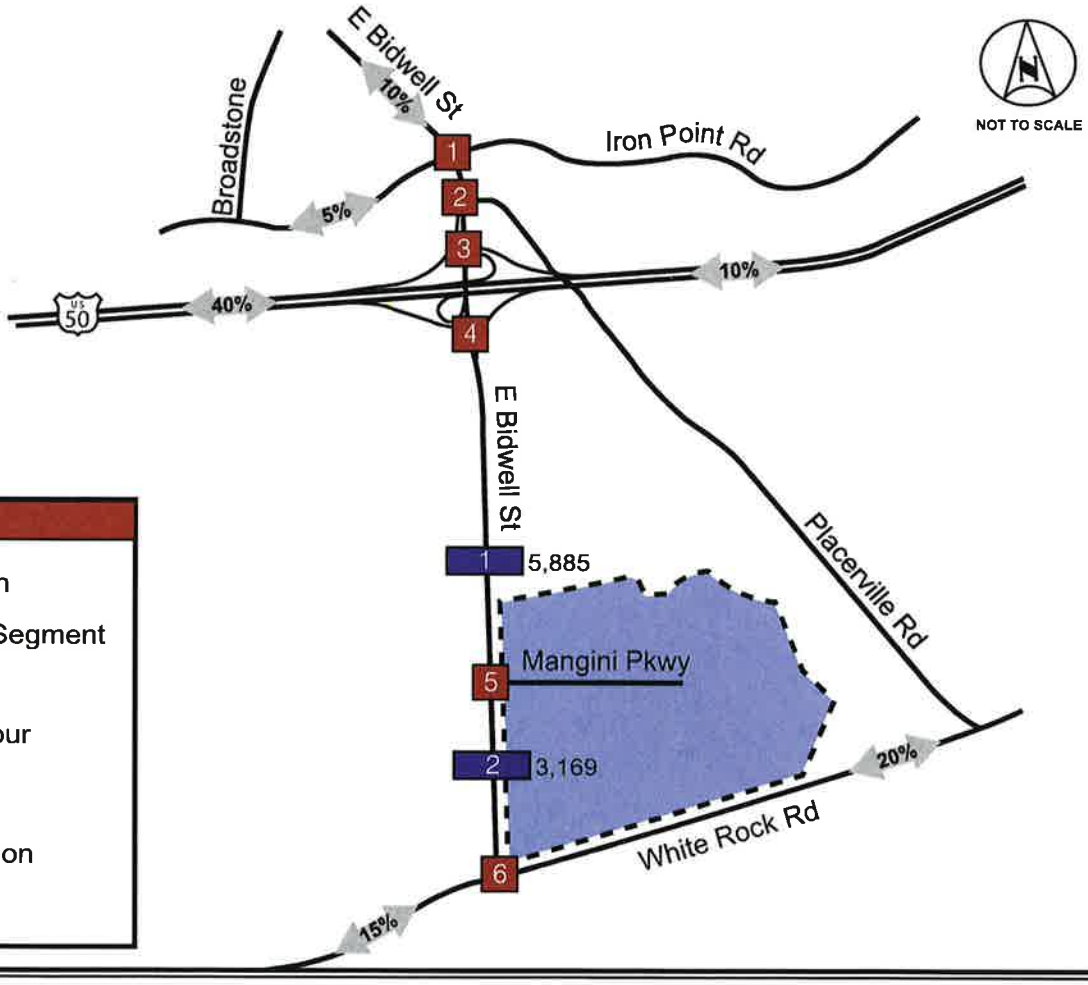
Note: Peak-hour warrant is satisfied if warrant condition A or B is satisfied.

Table 5 – Intersection Levels of Service with Mitigations

#	East Bidwell Street / Scott Road Intersection (Traffic Control) & Analysis Scenario	AM Peak-Hour		PM Peak-Hour	
		Delay+ (seconds)	LOS	Delay+ (seconds)	LOS
5	**Mangini Parkway (SSSC)**				
	Existing (2014) Conditions	*Plus Project Conditions Only*			
	Existing (2014) plus Project Conditions	31.1	D	**560.3 (WB)**	**F**
	Existing (2014) plus Project Conditions with Signal	11.4	B	33.7	C
	Existing (2014) plus Project plus School Conditions	**76.9**	**F**	**654.9 (WB)**	**F**
	Existing (2014) plus Project plus School Conditions with Signal	12.9	B	37.8	D
6	**White Rock Road (AWSC)**				
	Existing (2014) Conditions	20.1	C	31.7	D
	Existing (2014) plus Project Conditions	**88.3**	**F**	**113.7**	**F**
	Existing (2014) plus Project Conditions with Signal	11.1	B	20.1	C
	Existing (2014) plus Project plus School Conditions	**110.5**	**F**	**114.4**	**F**
	Existing (2014) plus Project plus School Conditions with Signal	11.5	B	20.4	C

Notes:
+ Delay reported for worst minor approach (worst minor movement) for SSSC
BOLD signifies substandard operating conditions (LOS D, E, or F), SSSC = Side-Street Stop Control





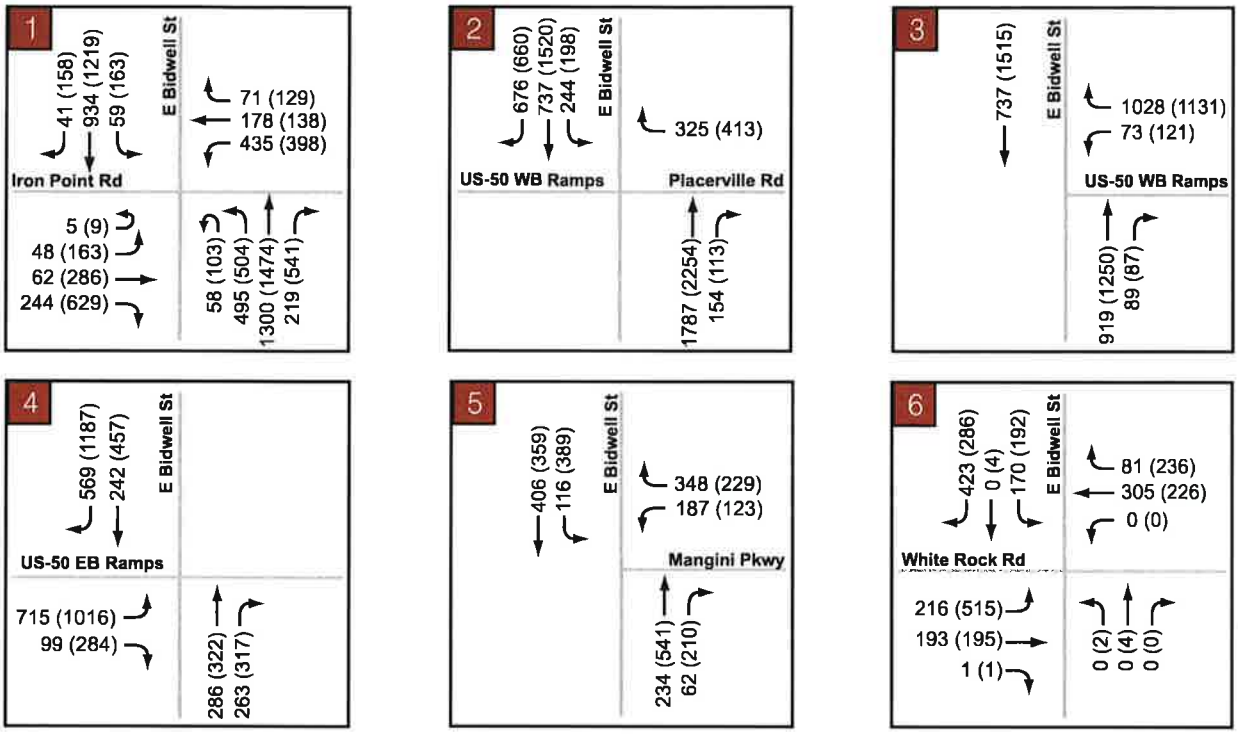
LEGEND

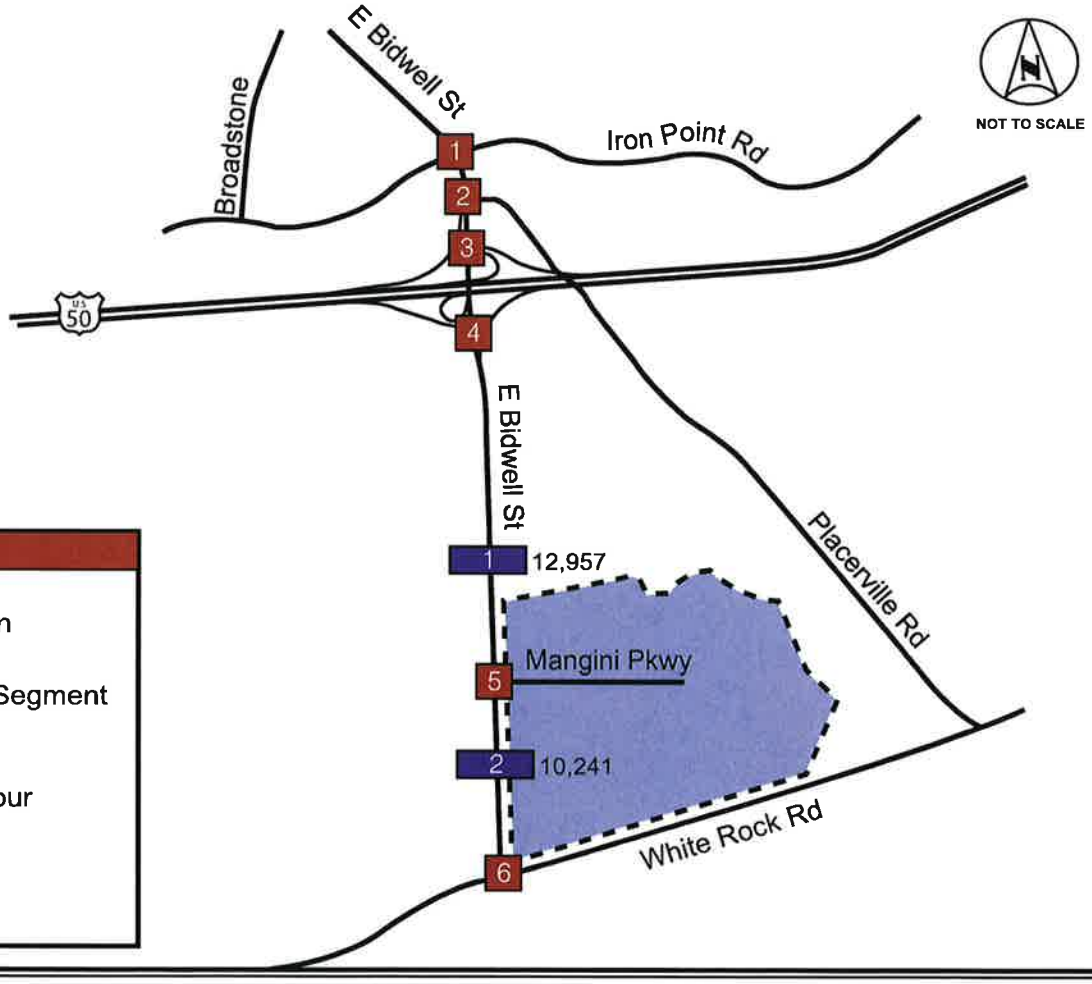
#	Study Intersection
# xx	Study Roadway Segment & ADT Volume
xx(xx)	AM(PM) Peak-Hour Volumes
xx%	Project Traffic General Distribution
	Project Site

Kimley»Horn

Exhibit 1

Project (Residential) Trip Distribution and Assignment





LEGEND

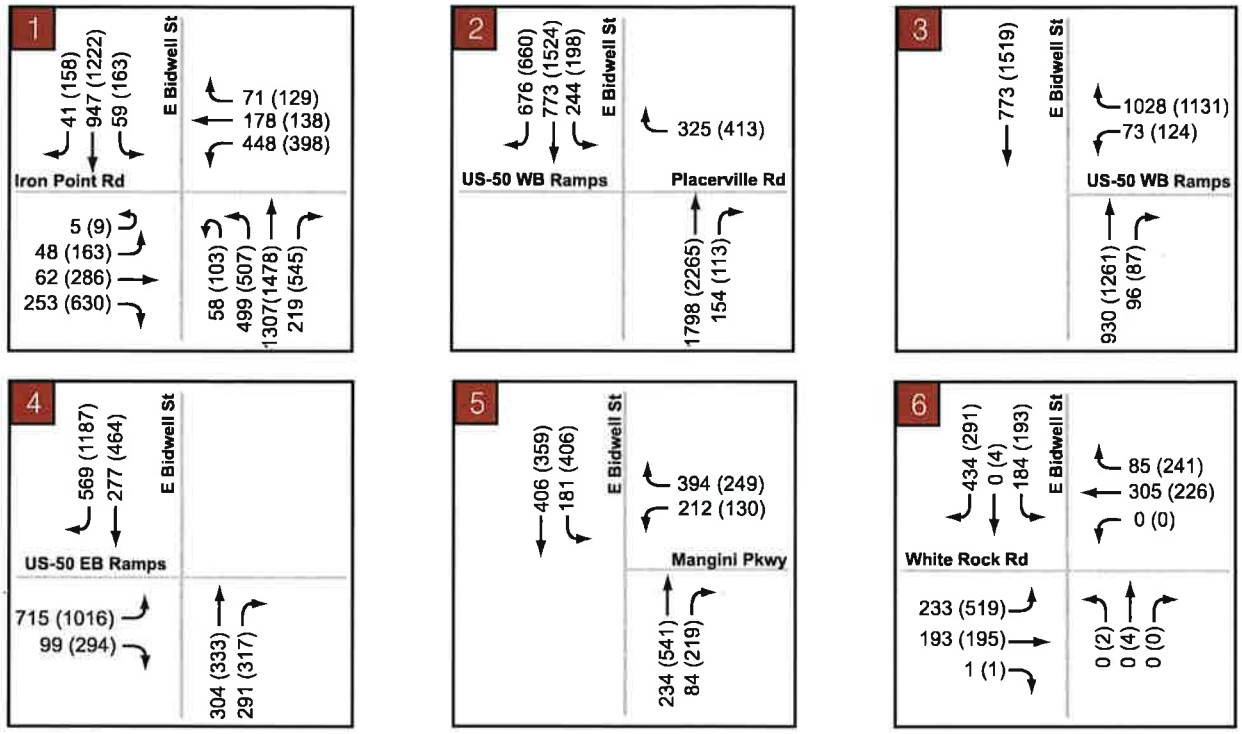
#	Study Intersection
# xx	Study Roadway Segment & ADT Volume
xx(xx)	AM(PM) Peak-Hour Volumes
	Project Site

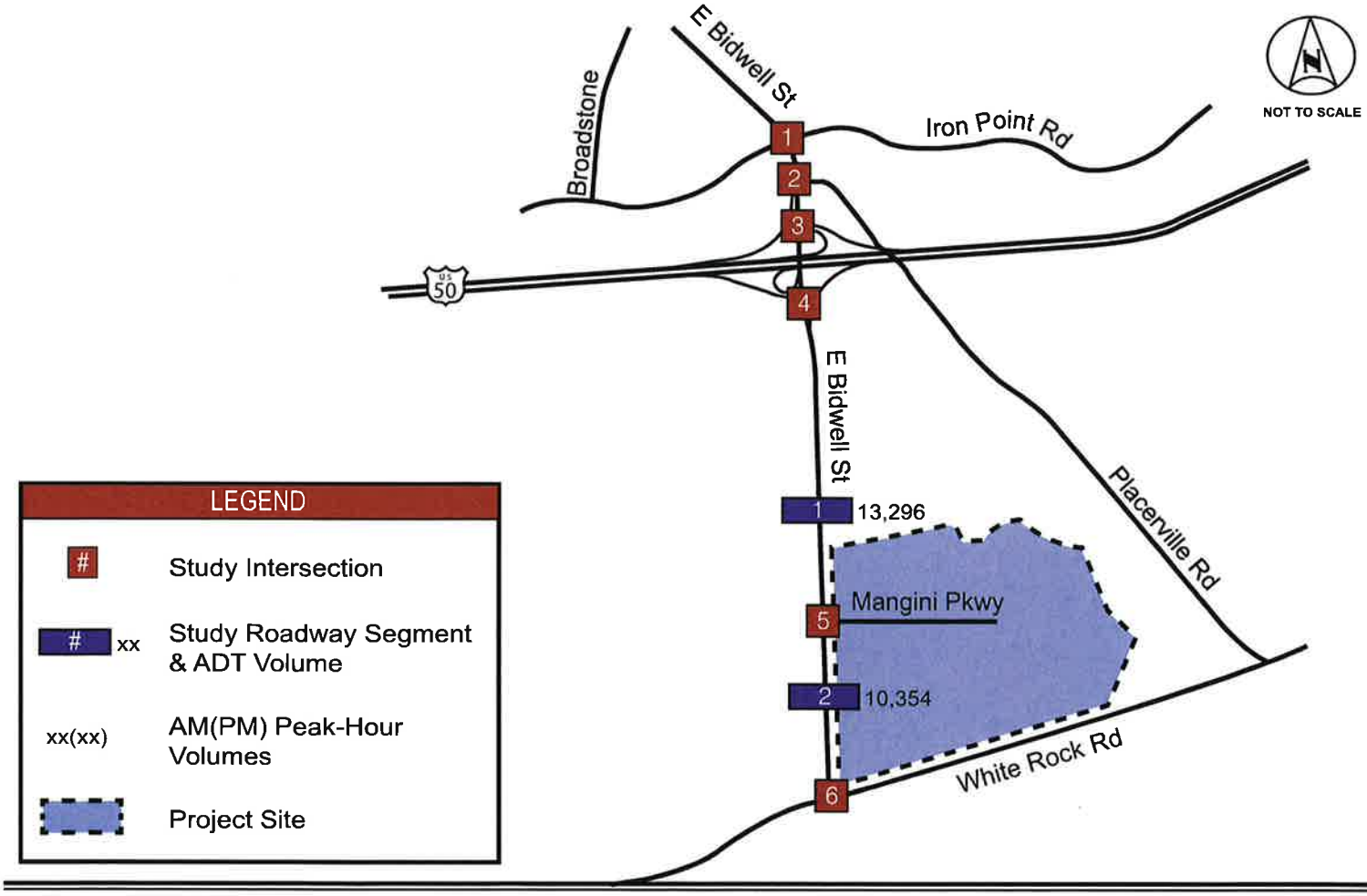
Kimley»Horn

Exhibit 2

Existing (2014) Plus Project Conditions

Peak Hour & Average Daily Traffic (ADT) Volumes





Kimley»Horn

Exhibit 3

Existing (2014) Plus Project Plus School Conditions

Peak Hour & Average Daily Traffic (ADT) Volumes

Attachment 13
Access and Circulation Analysis
Dated April 14, 2020

Kimley»Horn

Memorandum

To: Rick Jordan

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

Re: **Access Evaluation**
Mangini Ranch (MR) Phase 1 – Lot 10

Date: April 14, 2020

Per your request, we have prepared this access evaluation specific to Lot 10 of the above referenced project. The assumptions upon which this evaluation was prepared were identified by the City of Folsom[1] and the project team[2]. The following is a summary of these assumptions:

I. **Land Use/Trip Generation**
   - ~71 single-family detached units
     - Highest peak-hour volume[3]:
       46-trips IN (PM)
       41-trips OUT (AM)

II. **Access Conditions**
   - Interim (MR Phase 1)
     - East Bidwell St: Right-In/Right-Out, Left-In
     - Mangini Pkwy: Right-In
   - Ultimate (MR Phase 2+)
     - East Bidwell St: same as interim
     - Mangini Pkwy: Right-in/Right-Out

Previously completed traffic studies[4] are understood to form the basis of the ultimate East Bidwell Street corridor and, in particular, the Mangini Parkway intersection geometrics. As such, these prior efforts are included by reference allowing this access evaluation to focus exclusively on ingress and egress for Lot 10. Accordingly, the following assumptions were incorporated as pertains to the sequencing of improvements at the adjacent East Bidwell Street intersection with Mangini Parkway:

   - Interim (without Toll Brothers' project improvements)
     - Project to evaluate and, as deemed appropriate, modify existing traffic signal to accommodate northbound East Bidwell St u-turn
   - Ultimate (with Toll Brothers' project improvements)
     - Project to evaluate and, as deemed appropriate, modify existing traffic signal

Lastly it was necessary to approximate the peak-hour turning movements at the Lot 10 driveways to allow for an evaluation and recommendation of treatments. The driveway trips were developed as summarized below:

---

[1] Teleconferences with Steve Krahn, City of Folsom, March 20 and April 7, 2020.
[2] Teleconference with Rick Jordan and Jennifer Lane, March 31, 2020.
[3] *Trip Generation Manual, 10th Edition*, Institute of Transportation Engineers (ITE).
[4] *Regency at Folsom Ranch Transportation Impact Study*, T. Kear Transportation Planning & Management, Inc., November 20, 2019; *Supplemental Traffic Evaluation, Mangini Ranch Phase 1,* Kimley-Horn and Associates, Inc., March 11, 2015; and *Supplemental Traffic Evaluation, Mangini Ranch Phase 1 – Lots 10 & 15*, Kimley-Horn and Associates, Inc., September 6, 2019.

- Global Trip Assignment[5]
  - ~85% of the trips originate from or are destined for points north
  - ~15% trips originating from or destined for points south
- Approximate Peak-Hour Ingress Driveway Volumes
  - East Bidwell Street
    - Northbound Right: 15% * 46 = 7 trips
    - Southbound Left: 85% * 50%[+] * 46 = 20 trips
  - Mangini Parkway
    - Eastbound Right: 85% * 50%[+] * 46 = 20 trips

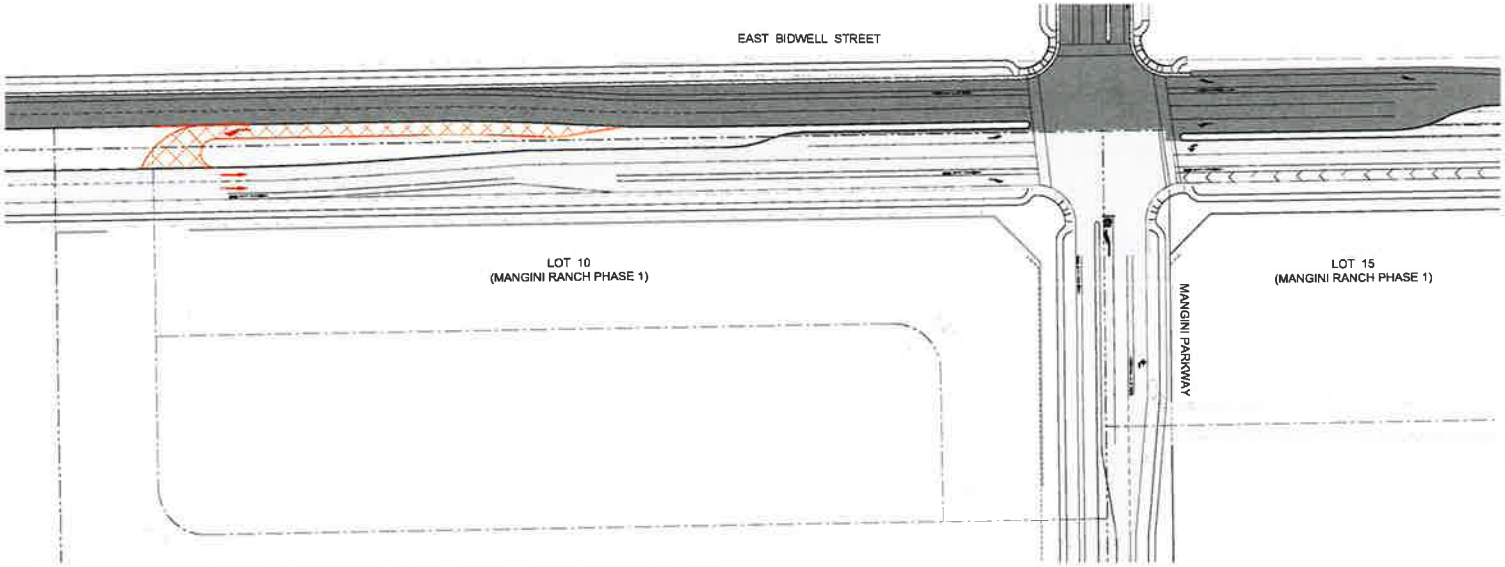
[+] Assumes that half of the southbound entering traffic turns left at the Mangini Parkway signalized intersection and half continues south to use the southbound median left-turn.

Based on our coordination with the City and project team, and review of the prior studies and related project documentation, we offer the following recommendations for Lot 10:

- Right-turn entering volumes from the arterial frontage (East Bidwell Street) are relatively low (fewer than 10 peak-hour trips). Accordingly, based on direction from the City, a right-turn auxiliary lane is not required at this location.
- To the extent possible, the southbound median left-turn pocket for Lot 10 should be constructed to maximize the amount of deceleration distance. Maximizing deceleration will help to ensure safe operations by allowing these slowing vehicles to exit the #1, high-speed southbound East Bidwell Street through lane. Although queue storage is anticipated to be minimal, deceleration distance of 315-feet should be provided, representing an assumed entry speed of 40-mph which includes a 10-mph speed reduction from the adjacent through lane[6].
- General comments:
  - Adequate corner sight-distance should be provided at all project driveway intersections.
  - Physical medians and related signing should be provided at the Lot 10 East Bidwell Street driveway to physically restrict outbound left-turns.
  - As you are aware, the outbound right-turn from Lot 10 to Mangini Parkway should be physically restricted until such a time that Westwood Drive is constructed Savannah Parkway (Mangini Ranch Phase 2).

[5] Consistent with the methodology documented in *Regency at Folsom Ranch Transportation Impact Study*, T. Kear Transportation Planning & Management, Inc., November 20, 2019.
[6] Section 405.2(d), Caltrans' *Highway Design Manual*, Caltrans, March 20, 2020.

LOT 10 IMPROVEMENTS WITH EXISTING CONDITIONS



LOT 10 IMPROVEMENTS WITH PROPOSED TOLL BROTHERS IMPROVEMENTS

LEGEND

- EXISTING PAVEMENT
- PAVEMENT BY TOLL BROTHERS
- PROPOSED PAVEMENT BY MANGINI VILLAGE 10
- PROPOSED STRIPING BY MANGINI VILLAGE 10
- EXISTING STRIPING

NOTE:
SIGNAL MODIFICATION FOR INTERIM OPERATIONS WILL BE ADDRESSED TO THE SATISFACTION OF THE CITY ENGINEER.

0 25 50 100
SCALE: 1"=50'

Roadway Configuration at Lot 10

Mangini Parkway & East Bidwell Street Improvements

City of Folsom

BLACKKAY & SOMPS

California
April 2020

PRELIMINARY - Subject to Revision

Attachment 14
Environmental Noise Analysis
Dated August 15, 2019

Environmental Noise Assessment

Mangini Ranch Phase 1, Lots 10 & 15 Residential Development

Folsom, California

BAC Job # 2019-138

Prepared For:

Mangini Improvement Company, Inc.

Attn: Mr. Rick Jordan
4370 Town Center Blvd., Ste. 100
El Dorado Hills, CA 95762

Prepared By:

Bollard Acoustical Consultants, Inc.

Jonathan Lopez,
Senior Consultant

August 15, 2019

BOLLARD
Acoustical Consultants

Introduction

The proposed Mangini Ranch Development (project) site is located within the Folsom South of U.S. Highway 50 Specific Plan. The specific component of the overall Mangini Ranch development analyzed in this study is the proposed development of single-family residential lots in Phase 1, Lots 10 and 15. The proposed lots are located at the northeast and southeast quadrants of the East Bidwell Street and Mangini Parkway intersection, as indicated on Figure 1. The proposed site plans are shown on Figures 2 and 3.

East Bidwell Road and Mangini Parkway traffic are considered to be potentially significant noise sources which may affect the design of the residential project. As a result, Bollard Acoustical Consultants, Inc. (BAC) was retained by the project applicant to prepare this acoustical analysis. Specifically, this analysis was prepared to determine whether East Bidwell Road or Mangini Parkway traffic noise would cause noise levels at the project site to exceed acceptable limits as described in the Noise Element of the City of Folsom General Plan. In addition, this analysis was prepared to evaluate compliance with the Folsom South of U.S. Highway 50 Specific Plan EIR Noise Mitigation Measures.

Noise Fundamentals and Terminology

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard, and thus are called sound. 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 allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness. Appendix A contains definitions of Acoustical Terminology. Figure 4 shows common noise levels associated with various sources.

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 weighing the frequency response of a sound level meter by means of the standardized A-weighing network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels in decibels.

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 noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}) over a given time period (usually one hour). The L_{eq} is the foundation of the Day-Night Average Level noise descriptor, L_{dn}, and shows very good correlation with community response to noise.

Legend

Project Border (Approximate)

Short-Term Noise Monitoring Location

N

Scale (feet)

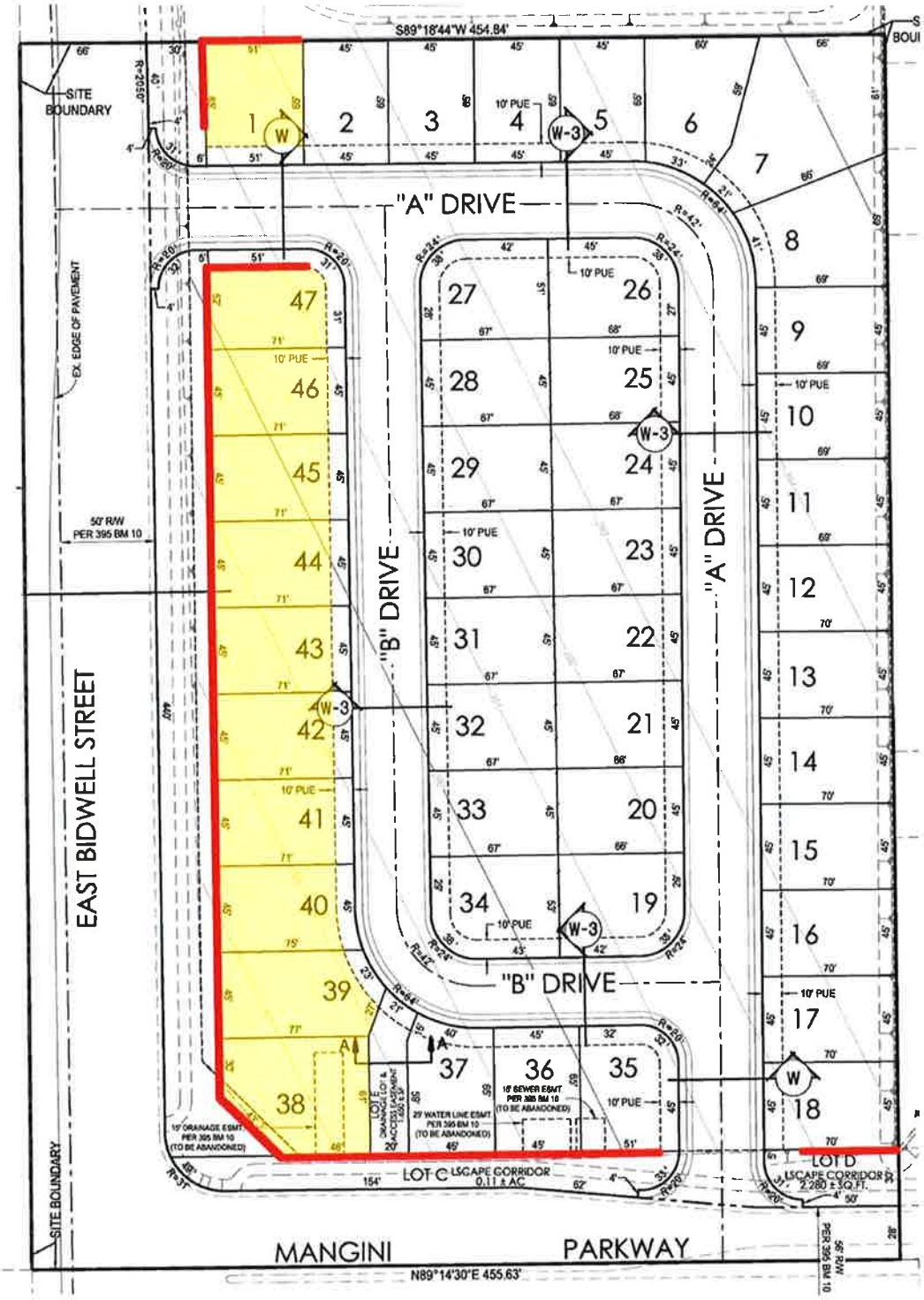
0 100 200

Mangini Ranch Phase 1 Lots 10 & 15
Folsom, California

Project Area

Figure 1

BOLLARD
Acoustical Consultants



Legend

- Proposed 6-Foot Tall Noise Barrier
- Recommended Upper-Floor STC 32 Window Assemblies

N

Scale (feet)

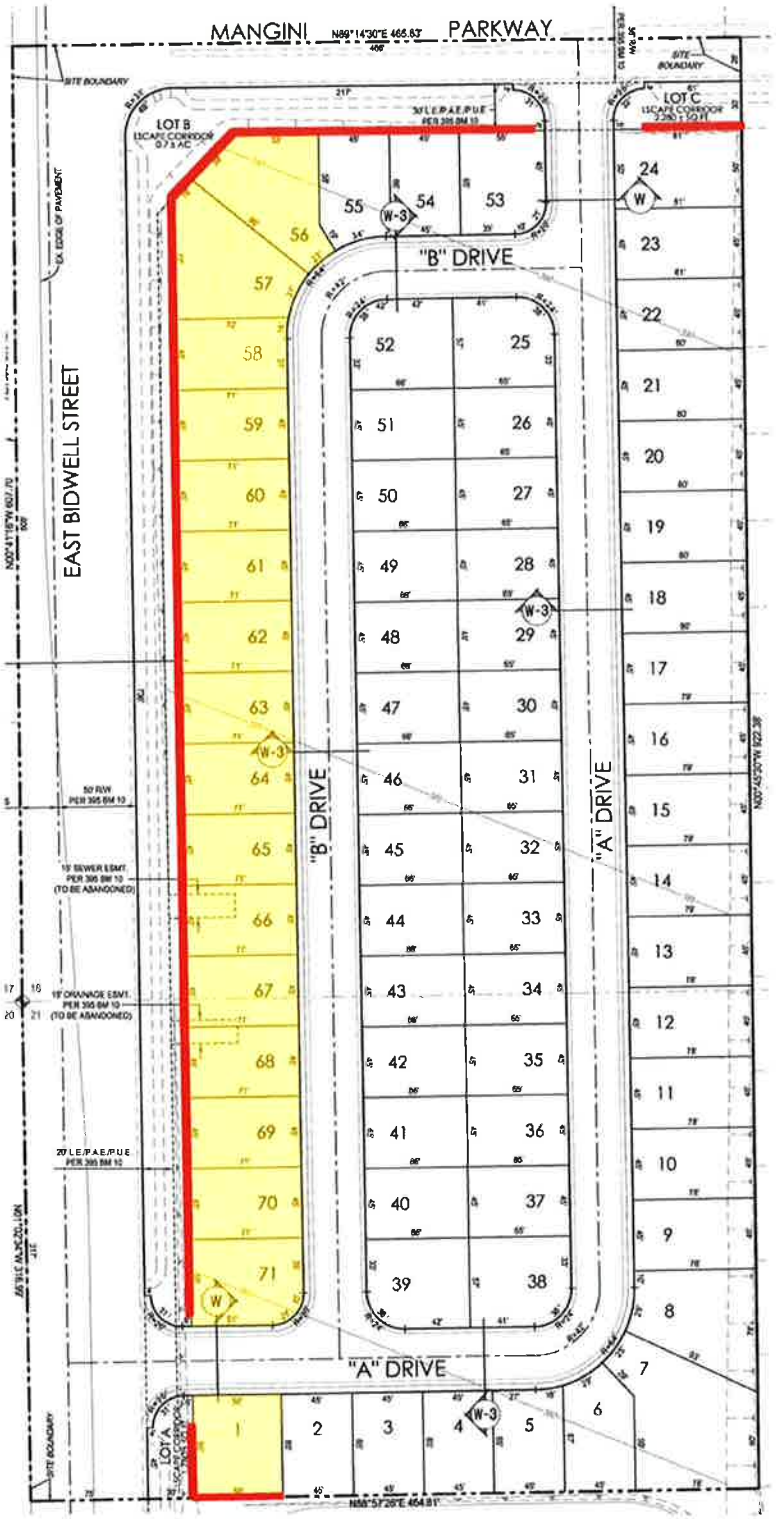
0 40 80

Mangini Ranch Phase 1 Lots 10 & 15
Folsom, California

Lot 15 Site Plan

Figure 2

BOLLARD Acoustical Consultants



Legend

- Proposed 6-Foot Tall Noise Barrier
- Recommended Upper-Floor STC 32 Window Assemblies

N

Scale (feet)

0 50 100

Mangini Ranch Phase 1 Lots 10 & 15
Folsom, California

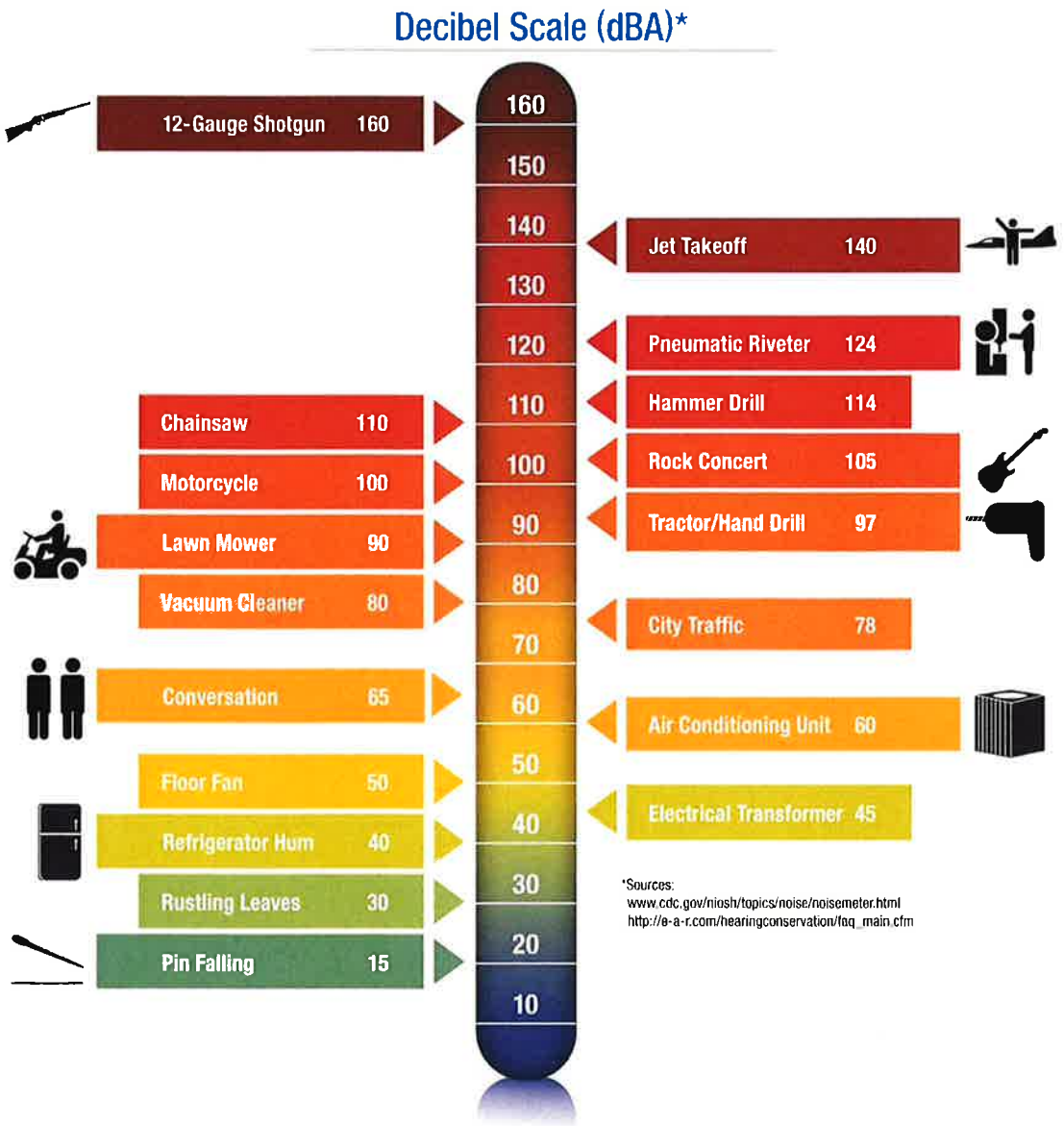
Lot 10 Site Plan

Figure 3

BOLLARD Acoustical Consultants

The Day-Night Average Level (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. L_{dn}-based noise standards are commonly used to assess noise impacts associated with traffic, railroad and aircraft noise sources.

Figure 4
Typical A-Weighted Sound Levels of Common Noise Sources



Criteria for Acceptable Noise Exposure

City of Folsom General Plan - Transportation Noise Sources

The City of Folsom General Plan Noise Element establishes an exterior noise level standard of 60 dB L_{dn} at outdoor activity areas of residential land uses exposed to transportation noise sources (i.e., traffic). The intent of this standard is to provide an acceptable exterior noise environment for outdoor activities. For single-family residential uses, such as the proposed project, these limits are normally applied at backyard areas.

The City of Folsom utilizes an interior noise level standard of 45 dB L_{dn} or less within noise-sensitive project dwellings. The intent of this interior noise limit is to provide a suitable environment for indoor communication and sleep.

City of Folsom General Plan - Non-Transportation Noise Sources

The City of Folsom Municipal Code establishes acceptable noise level criteria for non-transportation noise sources (e.g., parks, schools, commercial activities). Table 1 (Table 8.42.040 of the Municipal Code) provides the City's noise level performance criteria which will be applicable to non-transportation noise sources once specific plans for the future school, park, and commercial uses have been developed. The Table 1 standards are provided in terms of hourly levels and include adjustments for the time of day the noise occurs, the duration of intrusive sound, and the characteristics of the noise (e.g., impulsive, tonal, speech or music, etc.).

Table 1
Exterior Hourly Noise Level Performance Standards for Stationary Noise Sources
City of Folsom Municipal Code

Cumulative Minutes/Hour of Noise Generation (L_n)[1]	Exterior Noise Level Standard (dB)[2,3]	
	Daytime (7 am – 10 pm)	Nighttime (10 pm – 7 am)
30 (L_{50})	50	45
15 (L_{25})	55	50
5 (L_8)	60	55
1 (L_2)	65	60
0 (L_{max})	70	65

Notes:

[1] L_n means the percentage of time the noise level is exceeded during an hour. L_{50} means the level exceeded 50% of the hour, L_{25} is the level exceeded 25% of the hour, etc.

[2] 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.

[3] 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.

Folsom South of U.S. Highway 50 Specific Plan Noise Mitigation Measures

The noise mitigation measures shown below have been incorporated into the Folsom South of U.S. Highway 50 Specific Plan in order to mitigate identified environmental impacts. The noise-related mitigation measures which are applicable to the development of single-family residential land uses within the Mangini Ranch development are reproduced below. Following each mitigation measure is a brief discussion as to the applicability of the mitigation measure to the Mangini Ranch Residential Development.

MM 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 to 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.

Mitigation Measure 3A.11-1 will be implemented during project construction.

MM 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 groundborne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency.

Mitigation Measure 3A.11-3 will be implemented during project construction.

MM 3A.11-4 Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-Site and On-Site Roadways.

To meet applicable noise standards as set forth in the appropriate General Plan or Code (e.g., City of Folsom, County of Sacramento, and County of El Dorado) and to reduce increases in traffic-generated noise levels at noise-sensitive uses, the project applicant(s) of all project phases shall implement the following:

- Obtain the services of a consultant (such as a licensed engineer or licensed architect) to develop noise-attenuation measures for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms) that will produce a minimum composite Sound Transmission Class (STC) rating for buildings of 30 or greater, individually computed for the walls and the floor/ceiling construction of buildings, for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms).

- Prior to submittal of tentative subdivision maps and improvement plans, the project applicant(s) shall conduct a site-specific acoustical analysis to determine predicted roadway noise impacts attributable to the project, taking into account site-specific conditions (e.g., site design, location of structures, building characteristics). The acoustical analysis shall evaluate stationary- and mobile-source noise attributable to the proposed use or uses and impacts on nearby noise-sensitive land uses, in accordance with adopted City noise standards. Feasible measures shall be identified to reduce project-related noise impacts. These measures may include, but are not limited to, the following:

  - limiting noise-generating operational activities associated with proposed commercial land uses, including truck deliveries;
  - constructing exterior sound walls;
  - constructing barrier walls and/or berms with vegetation;
  - using "quiet pavement" (e.g., rubberized asphalt) construction methods on local roadways; and,
  - using increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; exterior wall insulation).

Pursuant to this mitigation measure, this report includes an analysis of traffic noise impacts at proposed single-family residential lots within the Mangini Ranch development resulting from traffic on East Bidwell Street and Mangini Parkway. As determined by this analysis, which is presented later in this report, future traffic noise levels generated by traffic on East Bidwell Street and Mangini Parkway are predicted to exceed the City of Folsom exterior noise standards at the nearest proposed residential lots the roadway. As a result, this analysis prescribes specific noise control measures as required to achieve satisfaction with the City's exterior and interior noise level standards applicable to new residential developments.

MM 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.

When specific plans are developed for new stationary noise sources within the Mangini Ranch development indicating the locations and grading of proposed noise generating uses such as school and park playgrounds/playing fields, commercial loading docks, etc., a project-specific noise analysis will be required as outlined above to ensure compliance with City of Folsom noise standards. Because no such specific plans are available at this time, this study focuses on the evaluation of traffic noise impacts upon the proposed single-family residential lots within the Mangini Ranch development.

Evaluation of Future Traffic Noise Levels at Proposed Single-Family Residences within Mangini Ranch

Traffic Noise Prediction Methodology

The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to predict future traffic noise levels at the project site. The model is based upon the CALVENO noise emission 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, and is considered to be accurate within 1.5 dB in most situations.

Traffic Noise Prediction Model Calibration

The FHWA Model provides reasonably accurate traffic noise predictions under "ideal" roadway conditions. Ideal conditions are generally considered to be long straight roadway segments with uniform vehicle speeds, a flat roadway surface, good pavement conditions, a statistically large volume of traffic, and an unimpeded view of the roadway from the receiver location. Bollard Acoustical Consultants, Inc. conducted a calibration of the FHWA Model through site-specific traffic noise level measurements and concurrent traffic counts to determine if offsets were warranted for either East Bidwell Street or Mangini Parkway traffic noise.

East Bidwell Street

The calibration process was performed at the project site on the afternoon of July 22, 2019. The short-term traffic noise level measurement location for East Bidwell Street is shown on Figure 1 and is denoted as site ST-1. The detailed results of the calibration process are provided in Appendix B. Photographs of the short-term noise level measurement site are provided in Appendix C. The FHWA Model was found to reasonably predict traffic noise levels at the measurement site (within 1.6 dB). As a result, no calibration adjustment was applied to the FHWA Model for the prediction of future East Bidwell Street traffic noise levels at the project site.

Mangini Parkway

The FHWA Model requires a statistically large volume of traffic in order to conduct the calibration process. During BAC's site visit on the afternoon of July 22, 2019, fewer than 30 vehicles were observed on the roadway. Due to the observed low traffic volume, the calibration procedure was unable to be completed for Mangini Parkway. Therefore, no calibration offset was applied to the FHWA Model for the prediction of future Mangini Parkway traffic noise levels at the project site.

Predicted Future Exterior Traffic Noise Levels

The FHWA Model was used with future traffic data contained in the Folsom South of Highway 50 Specific Plan EIR to predict future traffic noise levels at the proposed residential backyards and building facades located closest to East Bidwell Street and Mangini Parkway. Because residences are proposed adjacent to two segments of East Bidwell Street with significantly differing traffic volumes, these segments were evaluated separately. According to the project site plans and grading plans (dated March 18, 2019), the project is proposing 6-foot noise barriers along East Bidwell Street and Mangini Parkway. For the barriers along East Bidwell Street, the barriers will sit atop a 4-foot berm, effectively creating a 10-foot tall noise barrier relative to the proposed pad elevations. A cross section of East Bidwell Street illustrating the relationship between the roadway, barrier, and pad elevations is provided as Appendix D. For the barriers along Mangini Parkway, it was assumed that the roadway, the base of barrier, and pad all share similar elevations.

The predicted worst-case, future traffic noise levels at the lots proposed nearest to the project roadways are summarized below in Table 2. Detailed listings of the FHWA Model inputs and predicted future traffic noise levels at the project site are provided in Appendix E. Barrier insertion loss calculations are provided in Appendix F.

Table 2
Predicted Future Traffic Noise Levels[1]
Mangini Ranch Phase 1 Lots 10 & 15 – City of Folsom, California

Lot Description	Distance From Roadway Centerline (feet)[2]	Predicted Exterior Traffic Noise Level, L_{dn} (dB)	
		w/o Barrier	w/ Proposed Barrier
Lots adjacent to East Bidwell Street (North of Mangini Parkway)	90	68	57
Lots adjacent to East Bidwell Street (South of Mangini Parkway)	90	67	56
Lots adjacent to Mangini Parkway	65	65	59

Notes:

[1] A complete listing of FHWA Model inputs and results are provided in Appendix E.

[2] Distances scaled from the centerline of the roadways to the nearest lots.

Analysis

Outdoor Activity Areas (Backyards)

The Table 2 data indicate that with the inclusion of the proposed noise barriers, future traffic noise levels within the outdoor activity areas nearest to East Bidwell Street and Mangini Parkway are predicted to be less than the 60 dB L_{dn} exterior noise level standard applied by City of Folsom to the outdoor activity areas of new residential developments. As a result, additional consideration of noise mitigation measures would not be warranted.

Interior Areas

Standard residential construction (wood or stucco siding, Sound Transmission Class (STC) 27 windows, door weather-stripping, exterior wall insulation, composition plywood roof) typically results in a minimum exterior-to-interior noise level reduction (NLR) of 25 dB with windows closed, and approximately 15 dB with windows open. Therefore, provided exterior noise levels at the building facades nearest to the project roadways do not exceed 70 dB L_{dn}, no further consideration of interior noise mitigation measures would be warranted.

Lots Nearest to East Bidwell Street

After construction of the proposed barriers along East Bidwell Street, the exterior noise environment at the residences proposed closest to the roadway is predicted to be approximately 56-57 dB L_{dn} or less at first-floor facades. After consideration of the 25 dB NLR provided by standard residential building construction, future East Bidwell Street traffic noise levels are predicted to be 31-32 dB L_{dn} within the nearest first-floor living spaces. Therefore, standard construction practices would be adequate for the first-floor facades nearest to East Bidwell Street.

Due to reduced ground absorption of sound at elevated positions, second-floor traffic noise levels are predicted to be approximately 3 dB higher than first-floor levels. In addition, second-floor facades would not be shielded by the proposed noise barriers. As a result, second-floor traffic noise exposure of the residences proposed adjacent to East Bidwell Street would be approximately 70-71 dB L_{dn}. To achieve compliance with the City's 45 dB L_{dn} interior noise level requirement within second-floor rooms, a building facade noise level reduction of 25-26 dB would be required of the second-floor exterior wall construction. To provide a margin a safety for upper-floor living spaces, further consideration of noise mitigation would be warranted. For lots located nearest to East Bidwell Street, the north-, west-, and south-facing upper-floor building facades should maintain minimum window assembly STC ratings of 32. Figure 2 illustrates the lots requiring improved building construction.

Lots Nearest to Mangini Parkway

At the proposed building facades nearest to Mangini Parkway, future traffic noise levels are predicted to be 59 dB and 68 dB L_{dn} at first-floor and upper-floor facades, respectively. After consideration of the 25 dB NLR provided by standard residential building construction, future

Mangini Parkway traffic noise levels are predicted to be 34 dB and 43 dB L_{dn} within the nearest first-floor and upper-floor living spaces, respectively. The predicted interior traffic noise levels would be in compliance with the City's 45 dB L_{dn} for residential developments. As a result, no further consideration of noise mitigation would be warranted for the residences nearest to Mangini Parkway.

Noise Generated During Project Construction

During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. Activities involved in construction would generate maximum noise levels, as indicated in Table 3, ranging from 70 to 90 dB at a distance of 50 feet. This noise increase would be of short duration, and would likely occur primarily during daytime hours.

It should be noted that there are no existing residences or other noise-sensitive land uses in the immediate project vicinity, so construction noise impacts at offsite locations are predicted to be insignificant. As residences are constructed within the project development, noise from ongoing construction-related activities will be audible at completed residences, but is not expected to be significant provided construction activities are limited to daytime hours.

It is possible that a portable aggregate crushing plant may be utilized during project site grading but it is likely the on-site crushing will be completed prior to any new residences being occupied. Nonetheless, if a portable crushing plant is utilized during project construction, and if that plant remains in operation as new residences become occupied, then it may be necessary to implement practical noise mitigation measures to ensure the City's noise standards are satisfied at the occupied residences. Such measures would include the use of setbacks, limitations on hours of crushing, and construction of temporary barriers around the crushing plant. Additional analysis would be required to identify more specific details pertaining to mitigation.

Table 3
Typical Construction Equipment Noise

Equipment Description	Maximum Noise Level at 50 feet, dBA
Auger drill rig	85
Backhoe	80
Bar bender	80
Boring jack power unit	80
Chain saw	85
Compactor (ground)	80
Compressor (air)	80
Concrete batch plant	83
Concrete mixer truck	85
Concrete pump truck	82
Concrete saw	90
Crane (mobile or stationary)	85
Dozer	85
Dump truck	84
Excavator	85
Flatbed truck	84
Front end loader	80
Generator (25 kilovoltamperes [kVA] or less)	70
Generator (more than 25 kVA)	82
Grader	85
Hydra break ram	90
Jackhammer	85
Mounted impact hammer (hoe ram)	90
Paver	85
Pickup truck	55
Pneumatic tools	85
Pumps	77
Rock drill	85
Scraper	85
Soil mix drill rig	80
Tractor	84
Vacuum street sweeper	80
Vibratory concrete mixer	80
Welder/Torch	73

Source: Federal Highway Administration (2006)

Conclusions

The Mangini Ranch Phase 1 Lot 10 and 15 Residential Development project site will be exposed to future traffic noise levels that are satisfactory relative to the City of Folsom 60 dB L_{dn} exterior noise level standard. This assessment takes into consideration the significant screening of traffic noise that will be provided by the proposed noise barriers along East Bidwell Street and Mangini Parkway. However, the following specific noise mitigation measures are recommended to achieve compliance with the City's interior noise level standard of 45 dB L_{dn}:

- For the first-row of homes located along East Bidwell Street, the north-, west-, and south-facing upper-floor building facades should maintain minimum window assembly STC ratings of 32. Figure 2 illustrates the facades requiring improved STC rated windows.
- Mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria.

These conclusions are based on the traffic assumptions cited in Appendix E, on the project site plans and grading plans (dated March 18, 2019), and on noise reduction data for standard residential dwellings. Deviations from the Appendix E data, or the project site/grading plans, could cause future traffic noise levels to differ from those predicted in this analysis. In addition, Bollard Acoustical Consultants, Inc. is not responsible for degradation in acoustic performance of the residential construction due to poor construction practices, failure to comply with applicable building code requirements, or for failure to adhere to the minimum building practices cited in this report.

This concludes BAC's traffic noise assessment for the proposed Mangini Ranch Phase 1 Lots 10 and 15 Residential Development. Please contact BAC at (916) 663-0500 or JonL@bacnoise.com with any questions regarding this assessment.

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.
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 a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
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.
Loudness	A subjective term for the sensation of the magnitude of sound.
Masking	The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.
Noise	Unwanted sound.
Peak Noise	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the Maximum level, which is the highest RMS level.
RT_{60}	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	A rating, in decibels, of a discrete event, such as an aircraft flyover or train passby, that compresses the total sound energy of the event into a 1-s time period.
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.

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Appendix B

FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) Calibration Worksheet

Project Information:

Job Number: 2019-138
Project Name: Mangini Ranch Phase 1 Lots 10 & 15
Roadway Tested: East Bidwell Street
Test Location: ST-1
Test Date: July 22, 2019

Weather Conditions:

Temperature (Fahrenheit): 97
Relative Humidity: 21%
Wind Speed and Direction: WNW 7mph
Cloud Cover: Clear

Sound Level Meter:

Sound Level Meter: LDL Model 820 (BAC #6)
Calibrator: LDL Model CAL200
Meter Calibrated: Immediately before
Meter Settings: A-weighted, slow response

Microphone:

Microphone Location: On project site
Distance to Centerline (feet): 65
Microphone Height: 5 feet above ground
Intervening Ground (Hard or Soft): **Soft**
Elevation Relative to Road (feet): 5

Roadway Condition:

Pavement Type Asphalt
Pavement Condition: Good
Number of Lanes: 2
Posted Maximum Speed (mph): 45

Test Parameters:

Test Time: 11:55 AM
Test Duration (minutes): 15
Observed Number Automobiles: 126
Observed Number Medium Trucks: 8
Observed Number Heavy Trucks: 9
Observed Average Speed (mph): 45

Model Calibration:

Measured Average Level (L_{eq}): 67.6
Level Predicted by FHWA Model: 66.0
Difference: -1.6 dB

Conclusions: Modeled versus measured traffic noise levels within 2 dB, indicating close agreement. No calibration offset warranted for the prediction of future East Bidwell Street traffic noise levels at the project site.

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Legend

A Facing west

B Facing south

Note: Short-term monitoring completed on the afternoon of July 22, 2019. 38°37'45.47"N, 121° 6'49.26"W

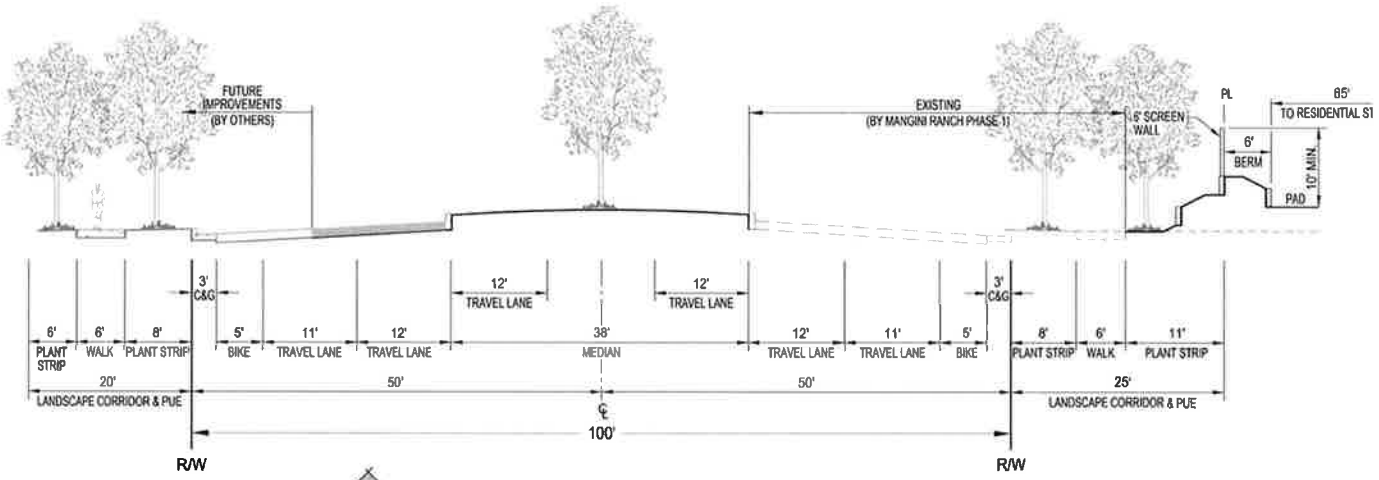
Mangini Ranch Phase 1 Lots 10 & 15
Folsom, California

Photographs of Traffic Noise Survey Location

Appendix C

BOLLARD Acoustical Consultants

Appendix D



J

100' RIGHT-OF-WAY

East Bidwell Street

N.T.S.

Appendix E-1

FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2019-138
Project Name: Mangini Ranch Phase 1 Lots 10 & 15
Roadway Name: East Bidwell Street - North of Mangini Parkway

Traffic Data:

Year:	Future
Average Daily Traffic Volume:	29,300
Percent Daytime Traffic:	83
Percent Nighttime Traffic:	17
Percent Medium Trucks (2 axle):	2
Percent Heavy Trucks (3+ axle):	1
Assumed Vehicle Speed (mph):	45
Intervening Ground Type (hard/soft):	**Soft**

Traffic Noise Levels:

				----------L_{dn}, dB----------			
Location	**Description**	**Distance**	**Offset (dB)**	**Autos**	**Medium Trucks**	**Heavy Trucks**	**Total**
1	Lots nearest to East Bidwell Street	90	0	67	59	60	68

Traffic Noise Contours (No Calibration Offset):

L_{dn} Contour, dB	Distance from Centerline, (ft)
75	33
70	70
65	152
60	327

Notes: 1. Distances scaled from the future centerline of East Bidwell Street to nearest lots.

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Appendix E-2

FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2019-138
Project Name: Mangini Ranch Phase 1 Lots 10 & 15
Roadway Name: East Bidwell Street - South of Mangini Parkway

Traffic Data:

Year:	Future
Average Daily Traffic Volume:	20,300
Percent Daytime Traffic:	83
Percent Nighttime Traffic:	17
Percent Medium Trucks (2 axle):	2
Percent Heavy Trucks (3+ axle):	1
Assumed Vehicle Speed (mph):	45
Intervening Ground Type (hard/soft):	**Soft**

Traffic Noise Levels:

				----------L_{dn}, dB----------			
Location	**Description**	**Distance**	**Offset (dB)**	**Autos**	**Medium Trucks**	**Heavy Trucks**	**Total**
1	Lots nearest to East Bidwell Street	90	0	66	57	58	67

Traffic Noise Contours (No Calibration Offset):

L_{dn} Contour, dB	Distance from Centerline, (ft)
75	26
70	55
65	119
60	256

Notes: 1. Distances scaled from the future centerline of East Bidwell Street to nearest lots.

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Appendix E-3

FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2019-138
Project Name: Mangini Ranch Phase 1 Lots 10 & 15
Roadway Name: Mangini Parkway - East of East Bidwell Street

Traffic Data:

Year:	Future
Average Daily Traffic Volume:	12,200
Percent Daytime Traffic:	83
Percent Nighttime Traffic:	17
Percent Medium Trucks (2 axle):	2
Percent Heavy Trucks (3+ axle):	1
Assumed Vehicle Speed (mph):	40
Intervening Ground Type (hard/soft):	**Soft**

Traffic Noise Levels:

				----------L_{dn}, dB----------			
Location	**Description**	**Distance**	**Offset (dB)**	**Autos**	**Medium Trucks**	**Heavy Trucks**	**Total**
1	Lots nearest to Mangini Parkway	65	0	64	56	58	65

Traffic Noise Contours (No Calibration Offset):

L_{dn} Contour, dB	Distance from Centerline, (ft)
75	15
70	32
65	70
60	151

Notes: 1. Distances scaled from the centerline of Mangini Parkway to nearest lots.

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Appendix F-1

FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information:

Job Number: 2019-138
Project Name: Mangini Ranch Phase 1 Lots 10 & 15
Roadway Name: East Bidwell Street - North of Mangini Parkway
Location(s): Lots nearest to East Bidwell Street

Noise Level Data:

Year: Future
Auto L_{dn}, dB: 67
Medium Truck L_{dn}, dB: 59
Heavy Truck L_{dn}, dB: 60

Site Geometry:

Receiver Description: Lots nearest to East Bidwell Street
Centerline to Barrier Distance (C_1): 80
Barrier to Receiver Distance (C_2): 10
Automobile Elevation: 0
Medium Truck Elevation: 2
Heavy Truck Elevation: 8
Pad/Ground Elevation at Receiver: 4
Receiver Elevation[1]: 9
Base of Barrier Elevation: 8
Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height[2] (ft)	L_{dn}, dB Autos	Medium Trucks	Heavy Trucks	Total	Barrier Breaks Line of Sight to... Autos?	Medium Trucks?	Heavy Trucks?
14	6	55	47	49	**57**	Yes	Yes	Yes
15	7	54	46	48	**56**	Yes	Yes	Yes
16	8	53	45	47	**55**	Yes	Yes	Yes
17	9	53	44	46	**54**	Yes	Yes	Yes
18	10	53	44	46	**54**	Yes	Yes	Yes
19	11	52	43	45	**53**	Yes	Yes	Yes
20	12	51	43	45	**53**	Yes	Yes	Yes
21	13	51	42	44	**52**	Yes	Yes	Yes
22	14	51	42	44	**52**	Yes	Yes	Yes

Notes: 1.Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s)

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Appendix F-2

FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information:

Job Number: 2019-138
Project Name: Mangini Ranch Phase 1 Lots 10 & 15
Roadway Name: East Bidwell Street - South of Mangini Parkway
Location(s): Lots nearest to East Bidwell Street

Noise Level Data:

Year: Future
Auto L_{dn}, dB: 66
Medium Truck L_{dn}, dB: 57
Heavy Truck L_{dn}, dB: 58

Site Geometry:

Receiver Description: Lots nearest to East Bidwell Street
Centerline to Barrier Distance (C_1): 80
Barrier to Receiver Distance (C_2): 10
Automobile Elevation: 0
Medium Truck Elevation: 2
Heavy Truck Elevation: 8
Pad/Ground Elevation at Receiver: 0
Receiver Elevation[1]: 5
Base of Barrier Elevation: 4
Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height[2] (ft)	L_{dn}, dB Autos	Medium Trucks	Heavy Trucks	Total	Barrier Breaks Line of Sight to... Autos?	Medium Trucks?	Heavy Trucks?
10	6	54	46	48	**56**	Yes	Yes	Yes
11	7	53	45	47	**54**	Yes	Yes	Yes
12	8	52	44	46	**54**	Yes	Yes	Yes
13	9	51	43	45	**53**	Yes	Yes	Yes
14	10	51	42	44	**52**	Yes	Yes	Yes
15	11	50	42	44	**52**	Yes	Yes	Yes
16	12	50	42	43	**51**	Yes	Yes	Yes
17	13	49	41	43	**51**	Yes	Yes	Yes
18	14	49	41	43	**50**	Yes	Yes	Yes

Notes: 1.Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s)

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Appendix F-3

FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information:

Job Number: 2019-138
Project Name: Mangini Ranch Phase 1 Lots 10 & 15
Roadway Name: Mangini Parkway - East of East Bidwell Street
Location(s): Lots nearest to Mangini Parkway

Noise Level Data:

Year: Future
Auto L_{dn}, dB: 64
Medium Truck L_{dn}, dB: 56
Heavy Truck L_{dn}, dB: 58

Site Geometry:

Receiver Description: Lots nearest to Mangini Parkway
Centerline to Barrier Distance (C_1): 55
Barrier to Receiver Distance (C_2): 10
Automobile Elevation: 0
Medium Truck Elevation: 2
Heavy Truck Elevation: 8
Pad/Ground Elevation at Receiver: 0
Receiver Elevation[1]: 5
Base of Barrier Elevation: 0
Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height[2] (ft)	L_{dn}, dB Autos	Medium Trucks	Heavy Trucks	Total	Barrier Breaks Line of Sight to... Autos?	Medium Trucks?	Heavy Trucks?
6	6	57	50	53	**59**	Yes	Yes	Yes
7	7	56	48	52	**58**	Yes	Yes	Yes
8	8	54	47	50	**56**	Yes	Yes	Yes
9	9	53	46	49	**55**	Yes	Yes	Yes
10	10	52	45	47	**54**	Yes	Yes	Yes
11	11	51	43	46	**53**	Yes	Yes	Yes
12	12	50	43	45	**52**	Yes	Yes	Yes
13	13	49	42	44	**51**	Yes	Yes	Yes
14	14	49	41	44	**51**	Yes	Yes	Yes

Notes: 1.Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s)

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Attachment 15
Site Photographs

Attachment 16
Creekstone Phase 1 Subdivision Booklet
(Separate Bound Document)

Attachment 17
Applicant's Inclusionary Housing Letter

MANGINI IMPROVEMENT COMPANY, INC.

February 15, 2019

Mr. Scott Johnson
Planning Manager
Community Development Department
City of Folsom
50 Natoma Street
Folsom, CA 95630

Re: Mangini Ranch – Phase 1 (Lot 10) Tentative Map Compliance with Chapter 17.104-Inclusionary Housing

Dear Mr. Johnson,

In accordance with Chapter 17.104 of the Folsom Municipal Code, Mangini Improvement Company, Inc. hereby elects to satisfy the Inclusionary Housing Ordinance requirements for the proposed Small Lot Tentative Map (Mangini Phase 1 – Lot 10) with the payment of the In-Lieu Fee as permitted in Section 17.104.060(G).

If you have any questions or comments, please feel free to contact me.

Sincerely,

Mangini Improvement Company, Inc.
a California corporation

By: _____
William B. Bunce, President

4370 TOWN CENTER DRIVE, SUITE 100 • EL DORADO HILLS, CA 95762 • (916) 939-6915

Attachment 18
Summary of Amendments to the Folsom Plan Area Specific Plan

Summary of Amendments to the
Folsom Plan Area Specific Plan, 2011-2016

The FPASP, approved in 2011, is a development plan for over 3,500 acres of previously undeveloped land located south of Highway 50, north of White Rock Road, east of Prairie City Road, and adjacent to the Sacramento County/El Dorado County line in the southeastern portion of the City.

The FPASP in its current form includes 11,461 residential units at various densities on approximately 1,622 acres; 320 acres designated for commercial and industrial use; +/- 275 acres designated for public/quasi-public uses, elementary/middle school/high schools, and community/neighborhood parks; and +/-1,109 acres for open-space areas.

Since FPASP adoption in 2011, the City Council has approved 7 amendments to the Specific Plan with land use and density refinements as summarized below.

- In August 2014, the Folsom City Council approved an amendment to the FPASP (Resolution No. 9420) relative to the alignment and design guidelines for the future Capital Southeast Connector (White Rock Road).

- On May 12, 2015, the Folsom City Council approved the Russell Ranch Specific Plan Amendment (Resolution No. 9566), the Final Environmental Impact Report (Resolution No. 9564) and a General Plan Amendment (Resolution No. 9566) for the Russell Ranch Project. The approved specific plan amendment (SPA) reduced the Plan Area residential area by approximately 17.8 acres and 264 dwelling units and reduced the commercial, office park/industrial and mixed-use area by approximately 59.5 acres and 0.65 million square feet of potential building area.

- On September 22, 2015, the Folsom City Council approved the Westland/Eagle Specific Plan Amendment, an Amendment to the Folsom General Plan (Resolution No. 9655) and an Addendum to the Final Environmental Impact Report/Environment Impact Statement (Resolution No. 9654) for the Westland/Eagle project. The approved SPA increased the residential dwelling unit count by 889 units and decreased the amount of commercial, office park/industrial and mixed-use area by approximately 82.5 acres and 1.4 million square feet of potential building area.

- On May 24, 2016, the Folsom City Council approved the Hillsborough Specific Plan Amendment (Resolution No. 9763), an Amendment to the Folsom General Plan (Resolution No. 9762), and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Resolution No. 9761) for the Hillsborough Project. The approved SPA includes 394 additional housing units with about 65 additional acres of residential uses, approximately 49 fewer acres of public/quasi-public uses, approximately 16 acres less open space, approximately 5 additional acres of park space, and approximately 4 fewer acres of community commercial land

uses.

- On June 28, 2016, the Folsom City Council approved the Carr Trust Specific Plan Amendment and General Plan Amendment (Resolution No. 9789) and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Resolution No. 9788) for the Carr Trust Project. The approved SPA decreased the residential dwelling unit count by 28 units by modifying the land use designation from medium low density residential to single-family high density residential.

- On June 28, 2016, the Folsom City Council approved the Folsom Heights Specific Plan Amendment and an Amendment to the Folsom General Plan (Resolution No. 9785) and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Resolution No. 9784) for the Folsom Heights Project. The approved SPA did not change the number of dwelling units; however, the residential density was decreased, and the amount of general commercial was reduced by 23 acres.

- On June 28, 2016, the Folsom City Council approved the Broadstone Estates Specific Plan Amendment and an Amendment to the Folsom General Plan (Resolution No. 9787) and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Resolution No. 9786) for the Broadstone Estates Project. The approved SPA eliminated the industrial office and general commercial land uses (10.5 acres and 13.3 acres, respectively), increased the single-family residential land use by approximately 21 acres and 71 additional dwelling units, and increased the open space area by 2.7 acres.

- On March 10, 2020, the Folsom City Council approved the Toll Brothers at Folsom Ranch Specific Plan Amendment and an Amendment to the Folsom General Plan (Resolution No. 10400) and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement for the Toll Brothers at Folsom Ranch project Project. The approved SPA changed the land use designations for several planning sub-areas of the Specific Plan, generally to reduce the total number of residential units which would be built within the proposed Toll Brothers project and eliminated medium density development; changed the locations of planned uses in the Toll Brothers project; and moved some planned residential development (single-family and multi family) and planned public parks to other parts of the FPASP. The proposed amendment also changed the alignments of several internal roadways and trails, and the location and arrangement of open space and park areas.

Attachment 19
Folsom Ranch Central District Design Guidelines

Exhibit A

FOLSOM RANCH, CENTRAL DISTRICT

DESIGN GUIDELINES

May | 2015

2

ARCHITECTURAL DESIGN GUIDELINES

ARCHITECTURAL GUIDING PRINCIPLES

The following residential guiding principles will guide the architecture to ensure quality development:

- Provide a varied and interesting streetscene.
- Focus of the home is the front elevation, not the garage.
- Provide a variety of garage placements.
- Provide detail on rear elevations where visible from the public streets.
- Choose appropriate massing and roof forms to define the architectural styles.
- Ensure that plans and styles provide a degree of individuality.
- Use architectural elements and details to reinforce individual architectural styles.

GENERAL ARCHITECTURAL GUIDELINES

Edge Conditions

Rear elevations visible from open spaces and major roadways shall incorporate enhanced details used on the front elevation of the home. Rear elevations observable from open spaces and major roadways shall be visually aesthetically pleasing from surrounding viewpoints and adjacencies. Silhouettes and massing of homes along edges require design sensitivity. A row of homes with a single front or rear facing gable are prohibited. The following should be considered, and at least one element incorporated, in the design of the side and rear elevations along edge conditions:

- A balance of hip and gable roof forms;
- Single-story plan;
- Single-story elements on two-story homes;
- Offset massing or wall planes (on individual plans or between plans);
- Roof plane breaks (on individual plans or between plans);
- Detail elements on the front elevation shall be applied to the side and rear elevations along edge conditions.

Roof Forms

Rows of homes seen along major community roadways are perceived by their contrast against the skyline or background. The dominant impact is the shape of the building and roofline. To minimize the visual impact of repetitious flat planes, similar building silhouettes and similar ridge heights, discernibly different roof plans for each home plan shall be designed. Individual roof plans may be simple but, between different plans, should exhibit variety by using front to rear, side-to-side, gables, hipped roofs, and/or the introduction of single story elements.

The following roof design guidelines should also be considered:

- Provide a mix of gable and hip roofs along the streetscene.
- Design roofs for maximum solar exposure for the potential installation of solar features.
- Consider deep overhangs where appropriate to the style to provide additional shade and interior cooling.
- Offset roof planes, eave heights, and ridge lines.

Corner Buildings

Buildings located on corners often times function as neighborhood entries and highlight the architecture for the overall Folsom Ranch, Central District community. Buildings located on corners shall include one of the following:

- Front and side facade articulation using materials that wrap around the corner-side of the building;
- Awning on corner side;
- Home entry on corner side;
- Corner facing garage;
- A pop-out side hip, gable, or shed form roof;
- An added single-story element, such as a wrap-around porch or balcony;
- Recessed second- or third-story (up to 35' max.); or
- Balcony on corner side.

Front Elevations

Front elevations shall be detailed to achieve a variety along the street scene. Each front elevation shall incorporate a Feature Window treatment (see Feature Window requirements on page 2-6). In addition, each front elevation shall incorporate one or more of the following techniques:

- Provide enhanced style-appropriate details on the front elevation.
- Offset the second story from the first level for a portion of the second story.
- Vary the wall plane by providing projections of elements such as bay windows, porches, and similar architectural features.
- Create recessed alcoves and/or bump-out portions of the building.
- Incorporate second-story balconies.
- Create interesting entries that integrate features such as porches, courtyards, large recessed entry alcoves, or projecting covered entries with columns.
- Use a minimum of two building materials or colors on the front elevation.

Multi-family Entries

Entries for multi-family homes should create an initial impression, locate and frame the doorway, act as a link between public and private spaces, and further identify individual unit entries.

- Wherever possible, orient the front door and principal access towards the roadway, paseo, or common open space.
- Incorporate appropriate roof elements, columns, Feature Windows and/or architectural forms in the entry statement to emphasize the building character and the location of individual doorways.
- If due to building configuration the front entry location is not immediately apparent, direct and draw the observer to it with added elements such as signs, lighting, and landscape.

Feature Windows

All front and visible edge elevations shall incorporate one Feature Window treatment that articulates the elevation. Feature Window options include:

- A window of unique size or shape;
- Picture window;
- A bay window projecting a minimum of 24 inches, or a 12 inch pop-out surround;
- A window with a substantial surround matching or contrasting the primary color of the home;
- A window recess a minimum of 2 inches;
- Decorative iron window grilles;
- Decorative window shelves or sill treatments;
- Grouped or ganged windows with complete trim surrounds or unifying head and/or sill trim:
- A Juliet balcony with architectural style appropriate materials;
- Window shutters; or
- Trellis protruding a minimum of 12 inches from the wall plane of the window.

Windows

Windows on south-facing exposures should be designed, to the greatest extent possible, to maximize light and heat entering the home in the winter, and to minimize light and heat entering in the summer.

West-facing windows should be shaded where feasible to avoid prolonged sun exposure/ overheating of the homes.

For additional window requirements addressing Sound Attenuation requirements refer to the Mangini Ranch Residential Development Environmental Noise Assessment document prepared by Bollard Acoustical Consultants, Inc. on January 29, 2015.

Example of Feature Window

Example of Juliet Balcony

Garage Door Treatments

Appropriate treatment of garage doors will further enhance the building elevation and decrease the utilitarian appearance of the garage door. Various garage door patterns, windows, and/or color schemes should be applied as appropriate to individual architectural styles, where feasible.

- Garage doors shall be consistent with the architecture of the building to reduce the overall visual mass of the garage.
- Garage doors shall be recessed 8 inches from the wall plane.
- All garage doors shall be automatic section roll-up doors.
- When appropriate, single garage doors are encouraged.
- Carriage-style garage doors of upgraded design are encouraged.

Porte Cochere with garage at rear of house

Street Facing Garages

All street facing garages should vary the garage door appearance along the streetscene. Below are options for the door variety:

- Vary the garage door pattern, windows, and/or color as appropriate to individual architectural styles.
- Use an attached overhead trellis installed beneath the garage roof fascia and/or above garage door header trim.
- Span the driveway with a gated element or overhead trellis.
- Provide a porte cochere.
- Street facing garages on corner lots at neighborhood entries shall be located on the side of the house furthest away from the corner.

Alley Treatments

The use of alleys should be elevated from purely functional, simple garage access to an enjoyable space that residents experience and utilize daily. Design of alleys shall address the functional and aesthetic features of the space to create a positive experience for the residents. At least one of the following shall be implemented along the alley:

- Building size and shape shall have stepped massing (recessed or cantilevered, i.e., stepping back upper floors or protruding forward upper floors) of at least one foot.
- Window trim, color, and appropriate details from the front elevation.
- Rear privacy walls and pedestrian gates designed and located for ease of unit access.
- Enhanced garage door patterns or finishes; garage door shall complement the design intent of the home and neighborhood.
- Provide sufficient planting areas between garages to soften the vertical architectural planes at alleys.

Building Forms

Building form, detail, and placement greatly influences how a structure is perceived based on how light strikes and frames the building. The effect of sunlight is a strong design consideration, as shadow and shade can lend a sense of substance and depth to a building. The following elements and considerations can be used to facilitate the dynamic of light and depth perception of the building.

Architectural Projections

Projections can create shadow and provide strong visual focal points. This can be used to emphasize design features such as entries, major windows, or outdoor spaces. Projections are encouraged on residential building forms. Projections may include, but are not limited to:

- Awnings (wood, metal, cloth)
- Balconies
- Shutters
- Eave overhangs
- Projecting second- or third-story elements
- Window/door surrounds
- Tower elements
- Trellis elements
- Recessed windows
- Porch elements
- Bay windows or dormers
- Shed roof elements

Offset Massing Forms

Front and street-facing elevations may have offset masses or wall planes (vertically or horizontally) to help break up the overall mass of a building.

- Offset forms are effective in creating a transition:
  - Vertically between stories, or
  - Horizontally between spaces, such as recessed entries.
- Offset massing features are appropriate for changes in materials and colors.
- Offsets should be incorporated as a functional element or detail enhancement.
- Over-complicated streetscenes and elevations should be avoided.

- Streetscenes should provide a mix of simple massing elevation with offset massing elements to compose an aesthetic and understandable streetscape.

Floor Plan Plotting

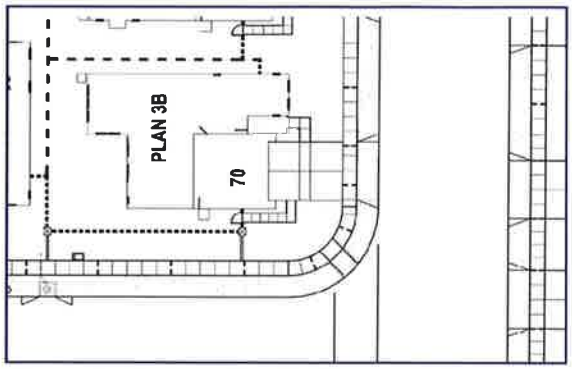
In each single-family detached neighborhood with a **minimum** of up to 80 homes, provide:

- Three floor plans.
- Four elevations for each floor plan using a minimum of **two** architectural styles. If only two styles are selected, elevations shall be significantly different in appearance.
- Four different color schemes for each floor plan.

In each single-family detached neighborhood with **more** than 80 homes, provide:

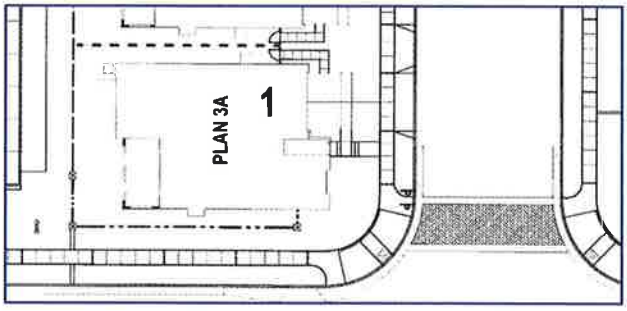
- Three floor plans.
- Four elevations for each floor plan using a minimum of **three** architectural styles. If only three styles per floor plan are selected, elevations shall be significantly different in appearance.
- Four different color schemes for each floor plan.

In each single-family detached neighborhood, street facing garages on corner lots at neighborhood entries shall be located on the side of the house furthest away from entry corner.



Example of undesirable Corner Lot Street Facing Garage Placement

Example of undesirable Corner Lot Street Facing Garage Placement



Example of preferred Corner Lot Plotting Garage Placement

Example of preferred Corner Lot Plotting Garage Placement

Style Plotting

To ensure that architectural variety occurs, similar elevations cannot be plotted adjacent to or immediately across the street from one another. No more than two of the same floor plan/ elevations shall be plotted next to each other or directly across the street from one another. (Refer to Section Four for Design Review process.) The following describes the minimum criteria for style plotting:

- For a home on a selected lot, the same floor plan and elevation is not permitted on the lot most directly across from it and the one lot on either side of it.
- Identical floor plans may be plotted on adjacent lots, provided a different elevation style is selected for each floor plan.
- Identical floor plans may be plotted on lots across the street from each other provided a different elevation style is selected for each floor plan.

Color Criteria

To ensure variety of color schemes, like color schemes cannot be plotted adjacent to or immediately across the street from one another. Color and material sample boards shall be submitted for review along with the Master Plot Plan. (Refer to Section Four.)

A color scheme for a home on a selected lot may not be repeated (even if on a different floor plan) on the three lots most directly across from it and on the single lot to each side of it.

Lower Height Elements

Lower height elements are important to streetscene variety, especially for larger buildings or masses, as they articulate massing to avoid monotonous single planes. These elements also provide a transition from the higher story vertical planes to the horizontal planes of sidewalk and street, and help to transition between public and private spaces. Lower height elements are encouraged to establish pedestrian scale and add variety to the streetscene. Lower height elements may include, but are not limited to:

- Porches
- Entry features
- Interior living spaces
- Courtyards
- Bay windows
- Trellises

Balconies

Balconies break up large wall planes, offset floors, create visual interest to the facade, provide outdoor living opportunities, and adds human scale to a building. Scaled second- or third-story balconies can have as much impact on stepped massing and building articulation as a front porch or lower height elements. Balcony elements:

- May be covered or open, recessed into or projecting from the building mass.
- Shall be an integral element of, and in scale with, the building mass, where appropriate.
- Are discouraged from being plotted side-by-side at the same massing level (i.e. mirrored second-story balconies).

Roof Considerations

Composition and balance of roof forms are as definitive of a streetscape as the street trees, active architecture, or architectural character.

- Rooflines and pitches, ridgelines and ridge heights should create a balanced form to the architecture and elevation.
- Direction of ridgelines and/or ridge heights should vary along a streetscene.
- Roof overhangs (eaves and rakes) may be used as projections to define design vocabulary and create light and shade patterns.
- Hip, gable, shed, and conical roof forms may be used separately or together on the same roof or streetscene composition.
- Roof form and pitch shall be appropriate to the massing and design vocabulary of the home.

Outdoor Living Spaces

Outdoor living spaces, including porches, balconies, and courtyards, activate the streetscene and promote interaction among neighbors. Outdoor living spaces can also create indoor/outdoor environments opening up the home to enhance indoor environmental quality. Wherever possible, outdoor living space is encouraged.

Materials

The selection and use of materials has an important impact on the character of each neighborhood and the community as a whole. Wood is a natural material reflective of many architectural styles; however, maintenance concerns, a design for long-term architectural quality and new high-quality manufactured alternative wood materials make the use of real wood elements less desirable. Where "wood" is referred to in these guidelines, it can also be interpreted as simulated wood trim with style-appropriate wood texture. Additionally, some styles can be appropriately expressed without the wood elements, in which case stucco-wrapped, high-density foam trim (with style-appropriate stucco finish) is acceptable. Precast elements can also be satisfied by high-density foam or other similar materials in a style-appropriate finish.

- Brick, wood, and stone cladding shall appear as structural materials, not as applied veneers.
- Material changes should occur at logical break points.
- Columns, tower elements, and pilasters should be wrapped in its entirety.
- Materials and colors should be varied to add texture and depth to the overall character of the neighborhood.
- The use of flashy or non-traditional materials or colors that will not integrate with the overall character of the community is prohibited.
- Material breaks at garage corners shall have a return dimension equal to or greater than the width of the materials on the garage plane elevation.
- Use durable roofing and siding materials to reduce the need for replacement.
- Use local, recycled and/or rapidly renewable materials to conserve resources and reduce energy consumption associated with the manufacturing and transport of the materials. (Refer to Section Four for Design Review process.)

Exterior Structures

Exterior structures, including but not limited to, porches, patio covers, and trellises shall reflect the character, color, and materials of the building to which they are related.

- Columns and posts should project a substantial and durable image.
- Stairs should be compatible in type and material to the deck and landing.
- Railings shall be appropriately scaled, consistent with the design vernacular of the building, and constructed of durable materials.
- Exposed gutters and downspouts shall be colored to complement or match the fascia material or surface to which they are attached.

Accessory Structures

Accessory structures should conform to the design standards, setbacks, and height requirements of the primary structure. If visible from the front or side lot line, the visible elevation should be considered a front elevation and should meet the design criteria of the applicable architectural style.

Lighting

Appropriate lighting is essential in creating a welcoming evening atmosphere for the Folsom Ranch, Central District community. As a forward-thinking community, The Folsom Ranch, Central District will institute dark sky recommendations to mitigate light pollution, cut energy waste, and protect wildlife. All lighting shall be aesthetically pleasing and non-obtrusive, and meet the dark sky recommendations.

- All exterior lighting shall be limited to the minimum necessary for public safety.
- All exterior lighting shall be shielded to conceal the light source, lamp, or bulb. Fixtures with frosted or heavy seeded glass are permitted.
- Each residence shall have an exterior porch light at its entry that complements the architectural style of the building.
- Where feasible, lighting should be on a photocell or timer.
- Low voltage lighting shall be used whenever possible.

Address Numbers

To ensure public safety and ease of identifying residences by the Fire and Police Departments, address numbers shall be lighted or reflective and easily visible from the street.

RESIDENTIAL ARCHITECTURAL STYLES

Folsom Ranch, Central District is envisioned as a sustainable, contemporary community where architectural massing, roof forms, detailing, walls, and landscape collaborate to reflect historic, regional, and climate-appropriate styles.

The design criteria established in this section encourages a minimum quality design and a level of style through the use of appropriate elements. Although the details are important elements that convey the style, the massing and roof forms are essential to establishing a recognizable style. The appropriate scale and proportion of architectural elements and the proper choice of details are all factors in achieving the architectural style.

ARCHITECTURAL THEME: CALIFORNIA HERITAGE

The styles selected for Folsom Ranch, Central District have been chosen from the traditional heritage of the California home styles, a majority of which have been influenced by the Spanish Mission and Mexican Rancho eras. Over the years, architectural styles in California became reinterpreted traditional styles that reflect the indoor-outdoor lifestyle choices available in the Mediterranean climate. These styles included the addition of western materials while retaining the decorative detailing of exposed wood work, wrought iron hardware, and shaped stucco of the original Spanish styles. Mixing of style attributes occurs in both directions, such as adapting Spanish detailing to colonial style form, or introducing colonial materials and details to the Hacienda form and function. The landscape and climate of California has also generated styles that acknowledge and blend with its unique setting. The Italian Villa is a prime example of a transplanted style developed in a climate zone similar to the climate found in California.

The following styles can be used within Folsom Ranch, Central District:

- Italian Villa
- Spanish Colonial
- Monterey
- Western Farmhouse
- European Cottage
- Craftsman
- Early California Ranch
- American Traditional

Additional architectural styles compatible with the intent of these guidelines may be added when it can be demonstrated to the Architectural Review Committee that they are regionally appropriate.

The following pages provide images and individual "style elements" that best illustrate and describe the key elements of each style. They are not all mandatory elements, nor are they a comprehensive list of possibilities. Photographs of historic and current interpretations of each style are provided to inspire and assist the designer in achieving strong, recognizable architectural style elevations. The degree of detailing and/or finish expressed in these guidelines should be relative to the size and type of building upon which they are applied.

These images are for concept and inspiration only and should not be exactly replicated.

ITALIAN VILLA

The Italian Villa was one of the most fashionable architectural styles in the United States in the 1860's. Appearing on architect-designed landmarks in larger cities, the style was based on formal and rigidly symmetrical palaces of the Italian Renaissance.

Although residential adaptations generated less formality, traditional classical elements, such as the symmetrical facade, squared tower entry forms, arched windows, and bracketed eaves, persisted as the enduring traits of this style. When cast iron became a popular building material, it became a part of the Italianate vocabulary, embellishing homes with a variety of designs for balconies, porches, railings, and fences.

Italian Villa Style Elements:

- Eave and exaggerated overhangs.
- Wall materials typically consist of stucco with stone and precast accents.
- Decorative brackets below eaves may be added accents.
- Barrel tile or "S" tile roof
- The entry may be detailed with a precast surround feature.
- Stucco or precast columns with ornate cap and base trim are typical.
- Wrought iron elements, arched windows or elements, and quoins are frequently used as details.

Example of Italian Villa Architecture

Example of Italian Villa Architecture

Example of Italian Villa Architecture

SPANISH COLONIAL

This style evolved in California and the southwest as an adaptation of Mission Revival infused with additional elements and details from Latin America. The style attained widespread popularity after its use in the Panama-California Exposition of 1915.

Key features of this style were adapted to the California lifestyle. Plans were informally organized around a courtyard with the front elevation very simply articulated and detailed. The charm of this style lies in the directness, adaptability, and contrasts of materials and textures.

Spanish Colonial Style Elements:

- Plan form is typically rectangular or "L"-shaped.
- Roofs are typically of shallower pitch with "S" or barrel tiles and typical overhangs.
- Roof forms are typically comprised of a main front-to-back gable with front-facing gables.
- Wall materials are typically stucco.
- Decorative "wood" beams or trim are typical.
- Segmented or full-arch elements are typical in conjunction with windows, entry, or the porch.
- Round or half-round tile profiles are typical at front-facing gable ends.
- Arcades are sometimes utilized.
- Windows may be recessed, have projecting head or sill trim, or be flanked by plank-style shutters.
- Decorative wrought-iron accents, grille work, post or balcony railing may be used.

Example of Spanish Colonial Architecture

Example of Spanish Colonial Architecture

Example of Spanish Colonial Architecture

MONTEREY

The Monterey style is a combination of the original Spanish Colonial adobe construction methods with the basic two-story New England colonial house. Prior to this innovation in Monterey, all Spanish colonial houses were of single story construction.

First built in Monterey by Thomas Larkin in 1835, this style introduced two story residential construction and shingle roofs to California. This Monterey style and its single story counterpart eventually had a major influence on the development of modern architecture in the 1930's.

The style was popularized by the used of simple building forms. Roofs featured gables or hips with broad overhangs, often with exposed rafter tails. Shutters, balconies, verandas, and porches are integral to the Monterey character. Traditionally, the first and second stories had distinctly different cladding material; respectively siding above with stucco and brick veneer base below.

The introduction of siding and manufactured materials to the home building scene allowed for the evolution of the Monterey home from strictly Spanish Adobe construction to a hybrid of local form and contemporary materials. Siding, steeper pitched flat tile roofing, and the cantilevered balcony elements on the Monterey house define this native California style.

Monterey Style Elements:

- Plan form is typically a simple two-story box.
- Roofs are typically shallow to moderately pitched with flat concrete tile or equal; "S" tile or barrel tile are also appropriate.
- Roof forms are typically a front-to-back gable with typical overhangs.
- Wall materials are typically comprised of stucco, brick, or siding.
- Materials may contrast between first and second floors.
- A prominent second-story cantilevered balcony is typically the main feature of the elevation; two-story balconies with simple posts are also appropriate.
- Simple Colonial corbels and beams typically detail roof overhangs and cantilevers.
- Balcony or porch is typically detailed by simple columns without cap or base trim.
- Front entry is typically traditionally pedimented by a surround, porch, or portico.
- Windows are typically accented with window head or sill trim of colonial-style and louvered shutters.
- Corbel and post sometimes lean toward more "rustic" details and sometimes toward more "Colonial" details.

Example of Monterey Architecture

Example of Monterey Architecture

WESTERN FARMHOUSE

The Farmhouse represents a practical and picturesque country house. Its beginnings are traced to both Colonial styles from New England and the Midwest. As the American frontier moved westward, the American Farmhouse style evolved according to the availability of materials and technological advancements, such as balloon framing.

Predominant features of the style are large wrapping front porches with a variety of wood columns and railings. Two story massing, dormers, and symmetrical elevations occur most often on the New England Farmhouse variations. The asymmetrical, casual cottage look, with a more decorated appearance, is typical of the Western American Farmhouse. Roof ornamentation is a characteristic detail consisting of cupolas, weather vanes, and dovecotes.

Western Farmhouse Style Elements:

- Plan form is typically simple.
- Roofs are typically of steeper pitch with flat concrete tiles or equal.
- Roof forms are typically a gable roof with front-facing gables and typical overhangs.
- Roof accents sometimes include standing-seam metal or shed forms at porches.
- Wall materials may include stucco, horizontal siding, and brick.
- A front porch typically shelters the main entry with simple posts.
- Windows are typically trimmed in simple colonial-style; built-up head and sill trim is typical.
- Shaped porch columns typically have knee braces.

Example of Western Farmhouse Architecture

Example of Western Farmhouse Architecture

Example of Western Farmhouse Architecture

EUROPEAN COTTAGE

The European Cottage is a style that evolved out of medieval Tudor and Normandy architecture. This evolving character that eventually resulted in the English and French "Cottage" became extremely popular when the addition of stone and brick veneer details was developed in the 1920's.

Although the cottage is looked upon as small and unpretentious, the style was quickly recognized as one of the most popular in America. Designs for the homes typically reflected the rural setting in which they evolved. Many established older neighborhoods across the United States contain homes with the charm and character of this unpretentious style.

Roof pitches for these homes are steeper than traditional homes, and are comprised of gables, hips, and half-hip forms. The primary material is stucco with heavy use of stone and brick at bases, chimneys, and entry elements. Some of the most recognizable features for this style are the accent details in gable ends, sculptured swooping walls at the front elevation, and tower or alcove elements at the entry.

European Cottage Style Elements:

- Rectangular plan form massing with some recessed second floor area is desirable.
- Main roof hip or gable with intersecting gable roofs is typical of this style.
- Steep roof pitches with swooping roof forms are encouraged.
- Roof appearance of flat concrete tile or equal is typical of the European Cottage style.
- Recessed entry alcoves are encouraged.
- Wall materials are typically comprised of stucco with brick and/or stone veneer.
- Bay windows, curved or round top accent windows, and vertical windows with mullions and simple 2x trim are utilized at front elevations and high visibility areas.
- Stone or brick accent details at the building base, entry, and chimney elements are typical.
- Horizontal siding accents and wrought iron or wood balconies and pot shelves are encouraged.

Example of European Cottage Architecture

Example of European Cottage Architecture

CRAFTSMAN

Influenced by the English Arts and Crafts movement of the late 19th century and stylized by California architects like Bernard Maybeck in Berkeley and the Greene brothers in Pasadena, the style focused on exterior elements with tasteful and artful attention. Originating in California, Craftsman architecture relied on the simple house tradition, combining hip and gable roof forms with wide, livable porches, and broad overhanging eaves. The style was quickly spread across the state and across the country by pattern books, mail-order catalogs, and popular magazines.

Extensive built-in elements define this style, treating details such as windows and porches as if they were furniture. The horizontal nature is emphasized by exposed rafter tails and knee braces below broad overhanging eaves constructed in rustic-textured building materials. The overall effect was the creation of a natural, warm, and livable home of artful and expressive character. Substantial, tapered porch columns with stone piers lend a Greene character, while simpler double posts on square brick piers and larger knee braces indicate a direct Craftsman reference to the style of California architect Bernard Maybeck, who was greatly influenced by the English Arts and Crafts Movement of the late 19th Century.

Example of Craftsman Architecture

Craftsman Style Elements:

- Plan form is typically a simple box.
- Roofs are typically of shallower pitch with flat concrete tiles (or equal) and exaggerated eaves.
- Roof forms are typically a side-to-side gable with cross gables.
- Roof pitch ranges from 3:12 to 5:12 typically with flat concrete tiles or equal.
- Wall materials may include stucco, horizontal siding, and stone.
- Siding accents at gable ends are typical.
- A front porch typically shelters the main entry.
- Exposed rafter tails are common under eaves.
- Porch column options are typical of the Craftsman style:
  - Battered tapered columns of stone, brick, or stucco
  - Battered columns resting on brick or stone piers (either or both elements are tapered)
  - Simpler porch supports of double square post resting on piers (brick, stone, or stucco); piers may be square or tapered.
- Windows are typically fully trimmed.
- Window accents commonly include dormers or ganged windows with continuous head or sill trim.

Example of Craftsman Architecture

EARLY CALIFORNIA RANCH

A building form rather than an architectural style, the Ranch is primarily a one-story rambling home with strong horizontal lines and connections between indoor and outdoor spaces. The "U"- or "L"-shaped open floor plan focused on windows, doors, and living activities on the porch or courtyard. The horizontal plan form is what defines the Ranch.

The applied materials, style, and character applied to the Ranch have been mixed, interpreted, adapted, and modernized based on function, location, era, and popularity.

This single-story family oriented home became the American dream with the development of tract homes in the post-World War II era. Simple and affordable to build, the elevation of the Ranch was done in a variety of styles. Spanish styling with rusticated exposed wood beams, rafter tails under broad front porches, and elegantly simple recessed windows were just as appropriate on the Ranch as the clean lines of siding and floor to ceiling divided-light windows under broad overhanging laminate roofs.

Details and elements of the elevation of a Ranch should be chosen as a set identifying a cohesive style. Brick and stucco combinations with overly simple sill trim under wide windows with no other detailing suggests a Prairie feel, while all stucco, recessed windows, and exposed rusticated wood calls to mind a Hacienda ranch.

Example of California Ranch Architecture

California Ranch Style Elements:

- Plan form is typically one-story with strong horizontal design.
- Roofs are typically shallow pitched with "S" tile, barrel tile, or flat concrete tile.
- Roof forms are typically gable or hip with exaggerated overhangs.
- Wall materials are commonly comprised of stucco, siding, or brick.
- A porch, terrace, or courtyard is typically the prominent feature of the elevation.
- Exposed rafter tails are typical.
- Porch is commonly detailed by simple posts or beams with simple cap or base trim.
- Front entry is typically traditionally pedimented by a surround, porch, or portico.
- Windows are typically broad and accented with window head and sill trim, shutters, or are recessed.
- A strong indoor/outdoor relationship joined by sliding or French doors, or bay windows is common.

Example of California Ranch Architecture

AMERICAN TRADITIONAL

The American Traditional style is a combination of the early English and Dutch house found on the Atlantic coast. Their origins were sampled from the Adam style and other classical styles. Details from these original styles are loosely combined in many examples.

Current interpretations have maintained the simple elegance of the early prototypes, but added many refinements and new design details. This style relies on its asymmetrical form and colonial details to differentiate it from the strict colonial styles.

Highly detailed entries having decorative pediments extended and supported by semi-engaged columns typically. Detailed doors with sidelights and symmetrically designed front facades. Cornices with dentils are an important feature and help identify this style.

Example of American Traditional Architecture

Example of American Traditional Architecture

American Traditional Style Elements:

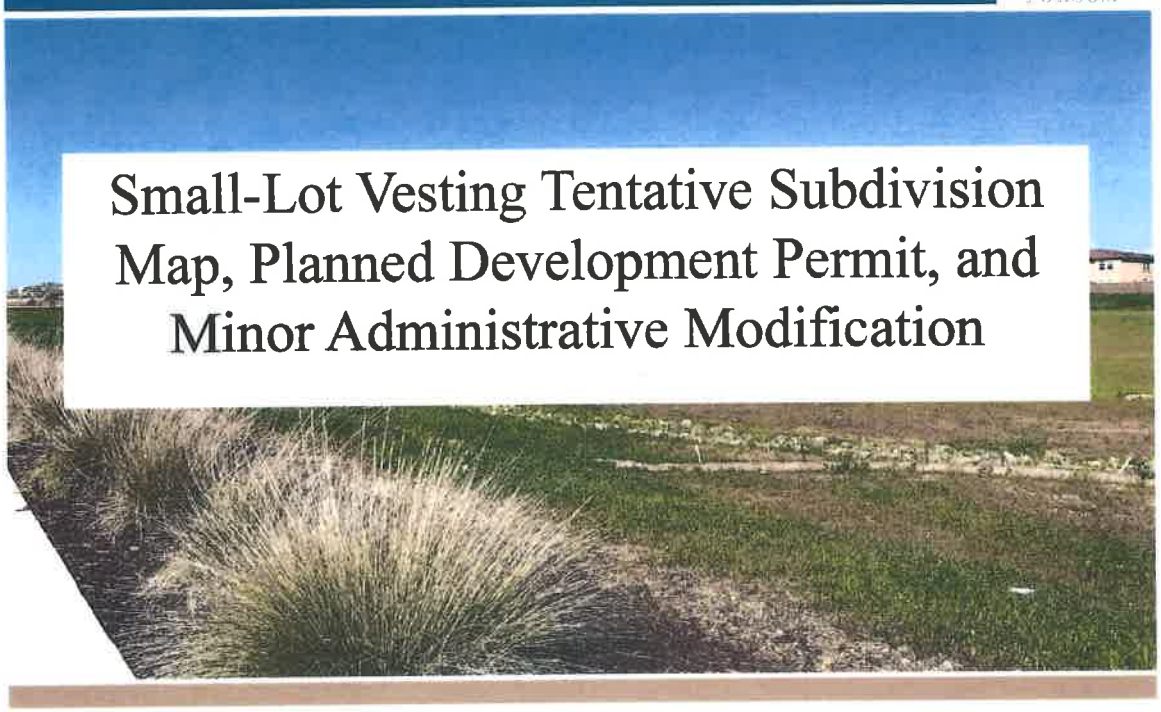
- Plan form is typically asymmetric "L"-shaped.
- Roofs are typically of moderate to steeper pitch with flat concrete tile (or equal) roof and exaggerated boxed eaves.
- Roof forms are typically hip or gable with dominant forward facing gables.
- Front facade is typically one solid material which may include stucco, brick, or horizontal siding.
- The front entry is typically sheltered within a front porch with traditionally detailed columns and railings.
- A curved or round-top accent window is commonly used on the front elevation.
- Windows are typically fully trimmed with flanking louvered shutters.
- Gable ends are typically detailed by full or partial cornice, sometimes emphasized with dentils or decorative molding.
- Decorative or pedimented head and sill trim on windows is typical.

Example of American Traditional Architecture

Attachment 20
Planning Commission PowerPoint Presentation

Creekstone Phase 1 Subdivision

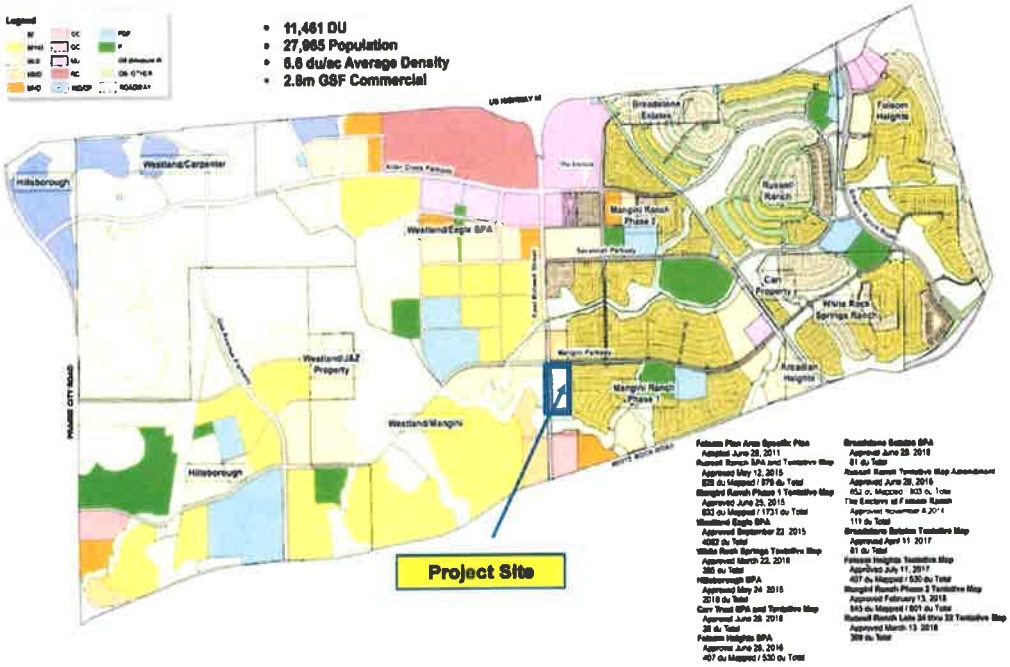
FOLSOM



Vicinity Map

FOLSOM

- 11,461 DU
- 27,985 Population
- 6.6 du/ac Average Density
- 2.8m GSF Commercial



Aerial View of Project Site

Key Project Details

FOLSOM

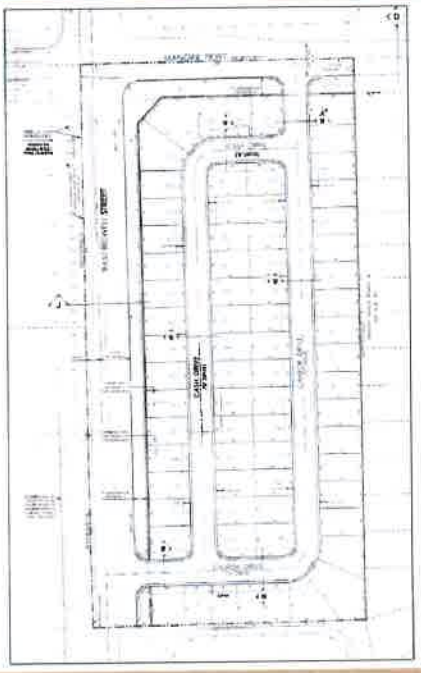
- Creekstone Phase 1 Subdivision
  - 71-Unit Single-Family Residential Subdivision
  - 9.88-Acre Site at SE Corner of East Bidwell Street and Mangini Parkway
  - Located within Mangini Ranch Phase 1 Subdivision
- Small-Lot Vesting Tentative Subdivision Map
  - Creation of 71 Single-Family Residential Lots and 3 Lettered Landscape Lots
  - Two Access Driveways (East Bidwell Street and Mangini Parkway)
  - Internal Public Streets
- Planned Development Permit Proposed Development Standards
  - Modification to Minimum Lot Sizes
  - Reduce Front Yard Setbacks for Primary Structures from 15 to 12.5 Feet
  - Reduce Garage Setbacks from 20 to 18 Feet
  - Reduce Side Yard Setbacks from 5 to 4 Feet

Key Project Details

- Planned Development Permit Proposed Architecture/Design
  - Two-Story Homes with Two-Car Attached Garage
  - 3 Master plans (1,896 to 2,300 S.F.)(3BR/2.5 to 4BR/3BA)
  - 3 Architectural Styles (Italian Villa, Spanish Colonial, Western Farmhouse)
- Minor Administrative Modification
  - Transfer 15 Dwelling Units from Project Site to Two Locations in Plan Area
- Inclusionary Housing Plan
  - Payment of In-Lieu Fee into Housing Trust Fund
  - Inclusionary Housing Agreement

Illustrative Site Plan Exhibit

Tentative Subdivision Map



Small-Lot Vesting Tentative Subdivision Map

- 71 Single-Family Residential Lots
- Lots Range from 2,925 to 6,327 S.F. in Size
- Interior Lots (2,925 SF Min, Lot Size)
- Corner Lots (3,300 SF Min Lot Size)
- All Public Streets within Subdivision
- Map Meets Subdivision Map Act Requirements

Planned Development Permit

- Proposed Development Standards
  - Reduce Minimum Lot Size for Interior Lots from 3,000 to 2,925 SF
  - Reduce Minimum Lot Size for Corner Lots from 3,500 to 3,000 SF
  - Reduce Front Yard Setback from 15 to 12.5 Feet
  - Reduce Garage Setback from 20 to 18 Feet
  - Reduce Side Yard Setbacks from 5 to 4 Feet

- Applicant's Justification
  - Allows Placement of Bedroom on First Floor of Residence
  - First Floor Bedroom Strongly Desired by Home Buyers
  - Forward Placement of Downstairs Bedroom Improves Front Building Elevation
  - Deviations from Development Standards Similar to Other Subdivisions in Folsom

Planned Development Permit

FOLSOM

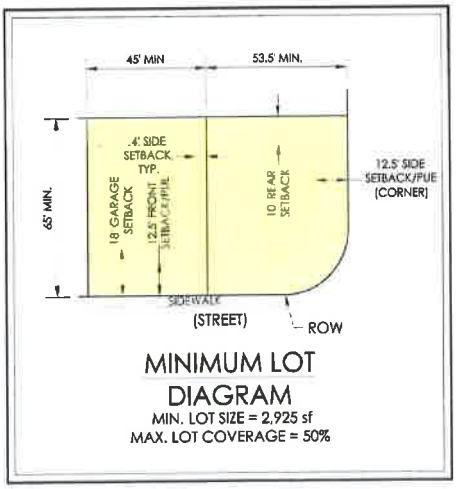
Lot Size Table

Lot #	Size (SF)	Lot #	Size (SF)	Lot #	Size (SF)
1	3,640	25 (C)	3,445	49	2,970
2	2,925	26	2,970	50	2,970
3	2,925	27	2,970	51	2,970
4	2,925	28	2,970	52 (C)	3,445
5	2,927	29	2,970	53 (C)	3,398
6	4,188	30	2,970	54	2,941
7	6,327	31	2,970	55	3,000
8	4,271	32	2,970	56	5,187
9	3,357	33	2,970	57	5,392
10	3,367	34	2,970	58	3,199
11	3,377	35	2,970	59	3,195
12	3,388	36	2,970	60	3,195
13	3,398	37	2,970	61	3,195
14	3,407	38 (C)	3,445	62	3,195
15	3,418	39 (C)	3,445	63	3,195
16	3,428	40	2,970	64	3,195
17	3,438	41	2,970	65	3,195
18	3,448	42	2,970	66	3,195
19	3,458	43	2,970	67	3,195
20	3,468	44	2,970	68	3,195
21	3,478	45	2,970	69	3,195
22	3,488	46	2,970	70	3,195
23	3,498	47	2,970	71 (C)	3,713
24	3,914	48	2,970		
(C)	Corner Lot				
	Interior lot smaller than 2,950 SF				
	Interior lot 2,951 to 3,000 SF				
	Corner lot smaller than 3,500 SF				

Planned Development Permit

FOLSOM

Proposed Minimum Lot Dimensions Exhibit



Planned Development Permit

Development Standards Table						
	Minimum Lot Size	Maximum Lot Coverage	Front Yard Setback	Front Garage Setback	Side Yard Setback	Rear Yard Setback
SP-MLD Standards	3,000 SF	50%	15 Feet	20 Feet	5 Feet	10 Feet
Proposed Creekstone Standards	2,925 SF	50%	12.5 Feet	18 Feet	4 Feet	10 Feet
Enclave Subdivision	2,800 SF	60%	12.5 Feet	20 Feet	4 Feet	8 Feet
Meadows Subdivision	2,925 SF	60%	7.5 Feet	7.5 Feet	3 Feet	5 Feet
Vizcaya Subdivision	2,504 SF	50%	10 Feet	10 Feet	3.5 Feet	10 Feet
Farmhouse Subdivision	2,850 SF	55%	8 Feet	8 Feet	4 Feet	5 Feet

Traffic/Access/Circulation

FOLSOM

- Traffic Impact Analysis 9-19
  - Six Study Intersections and Two Roadway Segments Analyzed
  - No New Impacts that were not Previously Identified in FPA EIR/EIS
  - Project Subject to 55 Traffic-Related Mitigation Measures from FPA EIR/EIS
- Supplemental Access and Circulation Analysis 4-20 (2 Scenarios)

  Interim Scenario (without Toll Brothers Project Improvements): East Bidwell Street Project
  - Driveway Allows Right-In, Right-Out, and Left-In Turning Movements and Mangini Parkway
  - Driveway Allow Right-In Turning Movements Only

  Ultimate Scenario (with Toll Brothers Project Improvements): East Bidwell Street Project
  - Driveway Allows Right-In, Right-Out, and Left-Out Turning Movements and Mangini Parkway
  - Driveway Allow Right-In and Right-Out Turning Movements

Traffic/Access/Circulation

FOLSOM

Supplemental Access and Circulation Analysis Recommendations:

Scenario 1 (Toll Brothers Improvements Completed)

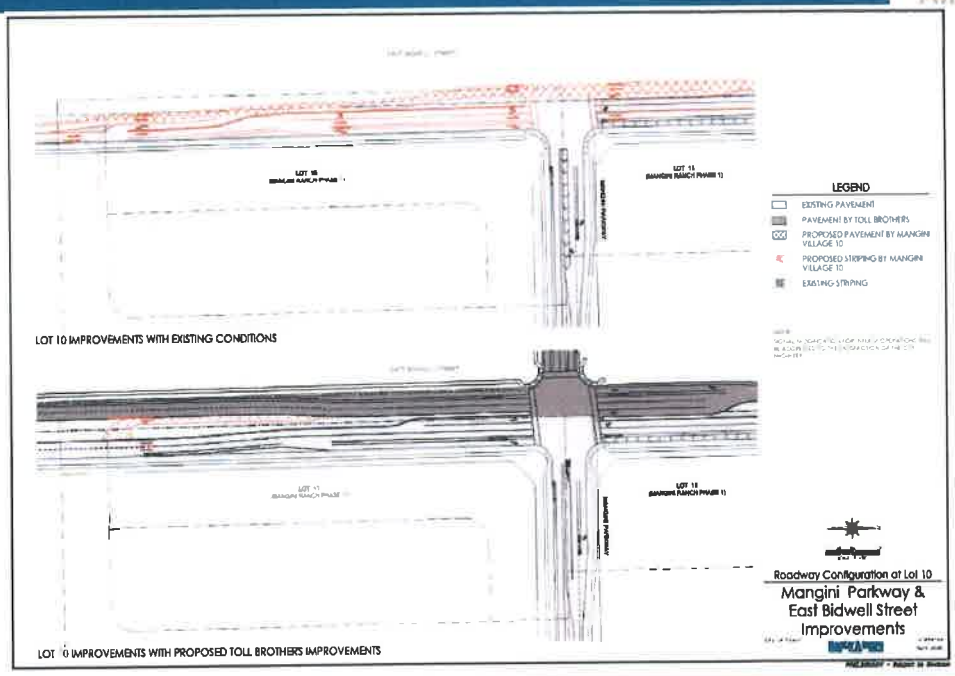
- Construct South-Bound Left-Turn Lane into East Bidwell Street Driveway (Cantor Drive)
- Install Median Improvements in East Bidwell Street to Prevent Left-Turn Out Movements on to East Bidwell Street from Cantor Drive
- Modify Traffic Signal and Striping at Intersection of East Bidwell Street/Mangini Parkway

Scenario 2 (Toll Brothers Improvements not Constructed)

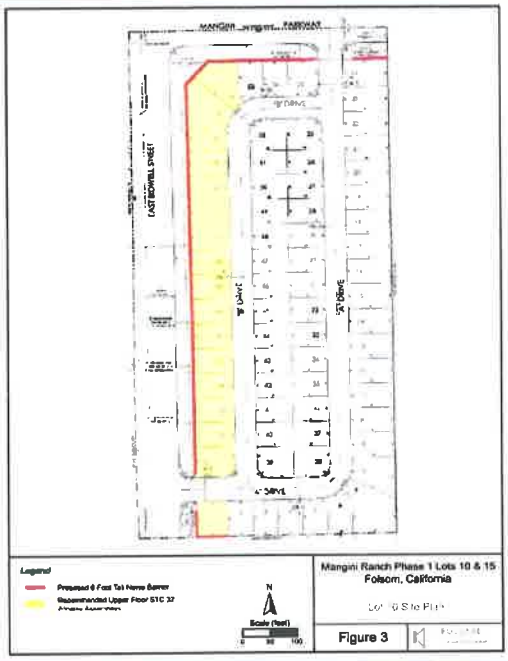
- Widen East Bidwell Street to Provide Additional Southbound Through-Lane Which Extends 64 Feet North of Mangini Parkway to Cantor Drive
- Widen East Bidwell Street to Provide Left-Turn and Storage into Cantor Drive
- Install Median Improvements in East Bidwell Street to Prevent Left-Turn Out Movements on to East Bidwell Street from Cantor Drive
- Modify Traffic Signal and Striping at Intersection of East Bidwell Street/Mangini Parkway
- Construct Interim Improvements on Mangini Parkway to Prevent Right-Turn Out Movements Until Westwood Drive is Constructed and Open

Traffic/Access/Circulation

FOLSOM



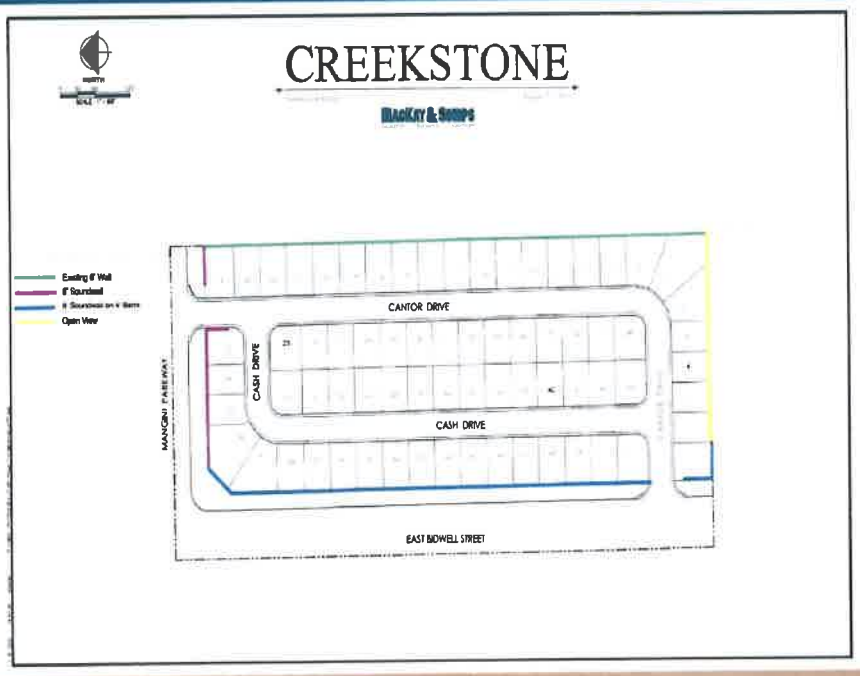
Noise Analysis



Noise Analysis
- Noise Impact Analysis
- Noise Mitigation Measures
- Noise Barriers
- Enhanced Construction Methods

Wall and Fencing Exhibit

FOLSOM



Architecture/Design

FOLSOM

- Proposed Architecture/Design
  - Two-Story Detached Homes with Attached Two-Car Garage
    - Three (3) Master plans (1,896 S.F. to 2,300 S.F.)(3BR/2.5 to 4BR/3BA)
    - Three (3) Architectural Styles
    - Twelve (12) Color and Materials Alternatives
- Proposed California-Themed Architectural Styles:
  - Italian Villa
  - Spanish Colonial
  - Western Farmhouse

Folsom Ranch Central District Design Guidelines

FOLSOM

- Provide a varied and interesting streetscene
- Focus of the home is the front elevation, not the garage
- Provide a variety of garage placements
- Provide detail on rear elevations where visible from the public streets
- Appropriate massing and roof forms to define the architectural styles
- Ensure that plans and styles provide a degree of individuality
- Use architectural elements and details to reinforce individual architectural styles
- Recessed second-story elements
- Architectural projections (recessed windows, eaves, shutters)

Streetscape Exhibit

FOLSOM

SPANISH COLONIAL | WESTERN FARMHOUSE | ITALIAN VILLA

Building Massing Exhibit

FOLSOM

PLAN 1AR SPANISH | PLAN 2BR FARMHOUSE | PLAN 3C ITALIAN

Master Plan 1

FOLSOM

Front Elevation - 1A - Spanish Colonial

Front Elevation - 1C - Italian Villa

Front Elevation - 1B - Western Farmhouse

Master Plan 2

FOLSOM

Front Elevation - 2A - Spanish Colonial

Front Elevation - 2C - Italian Villa

Front Elevation - 2B - Western Farmhouse

Master Plan 3

FOLSOM

Front Elevation - 3A - Spanish Colonial

Front Elevation - 3C - Italian Villa

Front Elevation - 3B - Western Farmhouse

Architectural Details

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Single story massing softens the street scene at street corners

The large porch at Creekstone Plan 1 is a welcoming addition to the street scene

Vertical and horizontal plane breaks at Plan 3 add variety to the street

Streetscape Perspectives

FOLSOM

Landscape Details

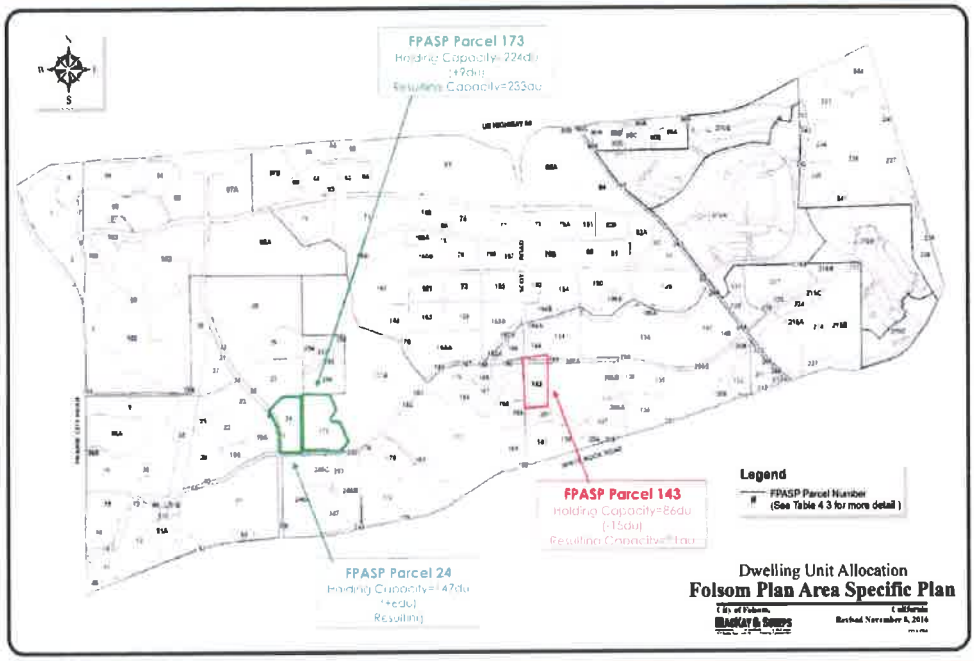
FOLSOM

Essential Landscape Design

A jewel! a true purposed architecture & a tropical xeriscape are including overall made characteristics and homework "nonfeminine". A centerpiece in the Case global Reef Landscaping exhibit known here. the space available to landscape does not compromise aesthetic Shrub and gives adjoin adjoinge an any decorating on the exception these adding more refined and aesthetic in the street scene. Great unit occurred here and the access bicycle/walk adjacent remaining driving distance and flower water the lot.

Minor Administrative Modification

FOLSOM



Environmental Review

FOLSOM

- CEQA Exemption and Streamlining Analysis Prepared for Proposed Project (Attachment 11)
- Concluded that Prior Environmental Documents (FPASP EIR/EIS, FPASP Water Addendum, Westland-Eagle Addendum) have Adequately Addressed Required Issues and No Further Environmental Review is Required (CEQA Guidelines Section 15183)
- Site Specific Impacts (Land Use and Planning, Noise, Transportation/Traffic) were Analyzed and Determined to be Less Than Significant and No New Impacts Identified

Site Photographs

FOLSOM

Site Photographs

FOLSOM

Site Photographs

FOLSOM

Staff Recommendation

FOLSOM