

**PLANNING COMMISSION AGENDA**  
**July 1, 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](mailto: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](mailto: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:** Jennifer Lane, Andrew Grant, Vice Chair Eileen Reynolds, Daniel West, Kevin Duewel, Barbara Leary, 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 June 17, 2020 will be presented for approval.

## **PUBLIC HEARING**

1. **PN 19-388, Rockcross Subdivision Small-Lot Vesting Tentative Subdivision Map, Residential Design Review, and Minor Administrative Modification and Determination that the Project is Exempt from CEQA**

A Public Hearing to consider a request from East Carpenter Improvement Company, LLC for approval of a Small-Lot Vesting Tentative Subdivision Map, Residential Design Review, and Minor Administrative Modification for development of a 118-unit single-family residential subdivision on a 14.2-acre site located at the northeast corner of East Bidwell Street and Savannah 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: East Carpenter Improvement Company, LLC)**

2. **PN 19-396, College Point Business Center Sign Criteria Planned Development Permit Modification and Determination that the Project is Exempt from CEQA**

A Public Hearing to consider a request from Weidner CA for approval of the College Point Business Center Sign Criteria Planned Development Permit Modification located at 2600 E. Bidwell Street. The zoning classification for the site is SP 95-1, and the General Plan land-use designation is IND. The project is exempt from the California Environmental Quality Act in accordance with Section 15301 of the CEQA Guidelines. **(Project Planner: Josh Kinkade/Applicant: Weidner CA)**

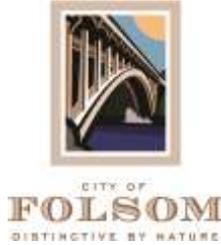
## **PLANNING COMMISSION / PLANNING MANAGER REPORT**

The next Planning Commission meeting is scheduled for **July 15, 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, 2<sup>nd</sup> 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](mailto: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**  
**June 17, 2020**  
**CITY COUNCIL CHAMBERS**  
**6:30 P.M.**  
**50 Natoma Street**  
**Folsom, CA 95630**

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

**ABSENT:** Grant absent for Item No. 1

**CITIZEN COMMUNICATION:** None

**MINUTES:** The minutes of June 3, 2020 were approved as submitted.

**NEW BUSINESS**

**1. PN 20-060, White Rock Springs Ranch Villages 8 and 9 Residential Design Review**

A Public Meeting to consider a request from JMC Homes for approval of Residential Design Review for 86 single-family residential homes situated within Villages 8 and 9 of the previously approved White Rock Springs Ranch Subdivision project. The Specific Plan classification for the site is SP-SF, while the General Plan Land Use designation is SF. The City, as lead agency, previously determined that the White Rock Springs Ranch 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 15162. **(Project Planner: Principal Planner, Steve Banks / Applicant: JMC Homes)**

COMMISSIONER DUEWEL MOVED TO APPROVE A RESIDENTIAL DESIGN REVIEW APPLICATION FOR 86 SINGLE-FAMILY RESIDENTIAL UNITS AS ILLUSTRATED ON ATTACHMENTS 7 THROUGH 12 FOR THE WHITE ROCK SPRINGS RANCH VILLAGES 8 AND 9 PROJECT (PN 20-060) SUBJECT TO THE FOLLOWING FINDINGS: GENERAL FINDINGS A & B, CEQA FINDING C-G, DESIGN REVIEW FINDINGS H-J, & CONDITIONS OF APPROVAL NOS. 1-14.

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

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

**PUBLIC HEARING**

**2. PN 20-024, Mangini Ranch Village 7 Planned Development Permit Modification and Residential Design Review**

A Public Hearing to consider a request from Signature Homes for approval of a Planned Development Permit Modification and Residential Design Review for 68 single-family residential homes situated within Village 7 of the previously approved Mangini Ranch Phase 2 Subdivision project. The Specific Plan classification for the site is SP-MLD-PD, while the General Plan Land Use designation is 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 15162. **(Project Planner: Principal Planner, Steve Banks / Applicant: Signature Homes)**

COMMISSIONER DUEWEL MOVED TO APPROVE A PLANNED DEVELOPMENT PERMIT MODIFICATION TO REDUCE ONE OF THE REQUIRED SIDE YARD SETBACKS FROM 5 FEET TO 4 FEET **for one Master Plan (Plan 2)**, AND TO REDUCE THE REQUIRED GARAGE SETBACK FROM 20 FEET TO 19 FEET AND 20 FEET TO 18 FEET FOR TWO MASTER PLANS RESPECTIVELY. IN ADDITION, CONDUCT A PUBLIC HEARING AND UPON CONCLUSION RECOMMEND APPROVAL OF A RESIDENTIAL DESIGN REVIEW APPLICATION FOR 68 SINGLE-FAMILY RESIDENTIAL UNITS AS ILLUSTRATED ON ATTACHMENTS 5 THROUGH 11 FOR THE MANGINI RANCH VILLAGE 7 PROJECT (PN 20-024) SUBJECT TO THE FOLLOWING FINDINGS: GENERAL FINDINGS A & B, CEQA FINDINGS C-G, PLANNED DEVELOPMENT PERMIT FINDINGS H-O, DESIGN REVIEW FINDINGS P-R AND CONDITIONS OF APPROVAL NOS. 1-14.

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

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

MOTION FAILED.

COMMISSIONER REYNOLDS MOVED TO APPROVE A PLANNED DEVELOPMENT PERMIT MODIFICATION TO REDUCE ONE OF THE REQUIRED SIDE YARD SETBACKS FROM 5 FEET TO 4 FEET, AND TO REDUCE THE REQUIRED GARAGE SETBACK FROM 20 FEET TO 19 FEET AND 20 FEET TO 18 FEET FOR TWO MASTER PLANS RESPECTIVELY. IN ADDITION, RECOMMEND APPROVAL OF A RESIDENTIAL DESIGN REVIEW APPLICATION FOR 68 SINGLE-FAMILY RESIDENTIAL UNITS AS ILLUSTRATED ON ATTACHMENTS 5 THROUGH 11 FOR THE MANGINI RANCH VILLAGE 7 PROJECT (PN 20-024) SUBJECT TO THE FOLLOWING FINDINGS: GENERAL FINDINGS A & B, CEQA FINDINGS C-G, PLANNED DEVELOPMENT PERMIT FINDINGS H-O, DESIGN REVIEW FINDINGS P-R AND CONDITIONS OF APPROVAL NOS. 1-14.

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

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

**PLANNING COMMISSION / PLANNING MANAGER REPORT**

None

RESPECTFULLY SUBMITTED,

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Kelly Mullett, ADMINISTRATIVE ASSISTANT

**APPROVED:**

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Justin Raithel, CHAIR



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**AGENDA ITEM NO. 1**  
**Type: Public Hearing**  
Date: July 1, 2020

## **Planning Commission Staff Report**

50 Natoma Street, Council Chambers  
Folsom, CA 95630

**Project:** Rockcross Subdivision

**File #:** PN-19-388

**Requests:** Small-Lot Vesting Tentative Subdivision Map  
Design Review  
Minor Administrative Modification

**Location:** The proposed Rockcross Subdivision project is located in the Mangini West sub-area of the Folsom Plan Area Specific Plan at the northeast corner of the intersection of East Bidwell Street and Savannah Parkway

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

### **Property Owner**

Name: East Carpenter Improvement Co., LLC  
Address: 4370 Town Center Blvd, Suite 100, El Dorado Hills, CA 95762

### **Applicant**

Name: East Carpenter Improvement Co., LLC  
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-R) and conditions of approval (Conditions 1-53) attached to this report:

- Small-Lot Vesting Tentative Subdivision Map
- Design Review
- 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 14.2-acre project site into 118 residential lots.
- **Design Review** of architecture and designs for the proposed homes.



- **A Minor Administrative Modification** to transfer 35 allocated dwelling units from the Rockcross Subdivision project to three 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
- Design Review
- Minor Administrative Modification (Shift of Dwelling Units to Other Parcels)

Attachment 3 - Analysis

- Small-Lot Vesting Tentative Subdivision Map
- Design Review
- 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 February 18, 2020

Attachment 7 - Preliminary Grading, Drainage, and Utility Plan, dated February 18, 2020

Attachment 8 - Conceptual Front Yard Landscaping, dated March 18, 2020

Attachment 9 - Wall and Fence Exhibit, dated February, 2020

Attachment 10 - Residential Schematic Design, dated June 17, 2020

Attachment 11 - Exterior Color/Materials Specification, dated February 19, 2020

Attachment 12 - CEQA Exemption and Streamlining Analysis for the Rockcross Subdivision Project

Attachment 13 - Access and Circulation Analysis, dated May 12, 2020

Attachment 14 - Environmental Noise Analysis, dated April 24, 2020



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**AGENDA ITEM NO. 1**  
**Type: Public Hearing**  
Date: July 1, 2020

Attachment 15 - Site Photographs

Attachment 16 - Rockcross Subdivision Booklet (Separate Bound Document) including the following, except where superseded by separate documents or illustrations listed above:

- Illustrative Site Plan (Booklet page 15)
- Residential Architecture (Booklet page 16)
- Conceptual Landscape Design (Booklet page 20)
- Elevations and Floor Plans (Booklet page A1 to A38)

Attachment 17 - Applicant's Inclusionary Housing Letter, June 4, 2020

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,

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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 “Smart Growth” and Transit Oriented Development principles.

The FPASP, approved in 2011, is a development plan for over 3,500 acres of previously undeveloped land located south of 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 1,630 acres; 310 acres designated for commercial and industrial use; +/-130 acres designated for public/quasi-public uses, elementary/middle school/high schools, and community/neighborhood parks; and +/-1,110 acres for open-space areas.

Since FPASP adoption in 2011, the City Council has approved eight amendments to the Specific Plan with land use and density refinements (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:

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

Based on the approved changes, the projected population of the FPASP has increased from 24,362 (based on approved development in 2010) to 27,965 (as approved to date).

In addition to the amendments listed in Appendix 18, a number of Minor Administrative Modifications have been approved. 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 do not affect the ultimate population of the FPASP area.

The Rockcross 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

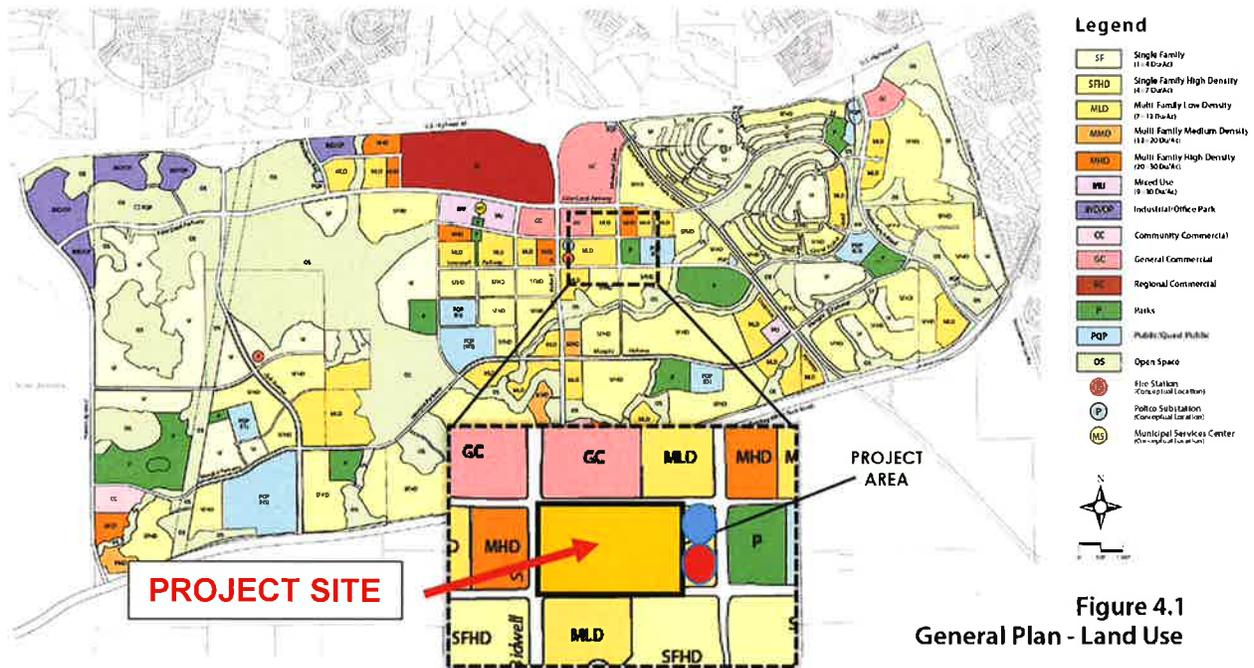


Figure 4.1  
 General Plan - Land Use

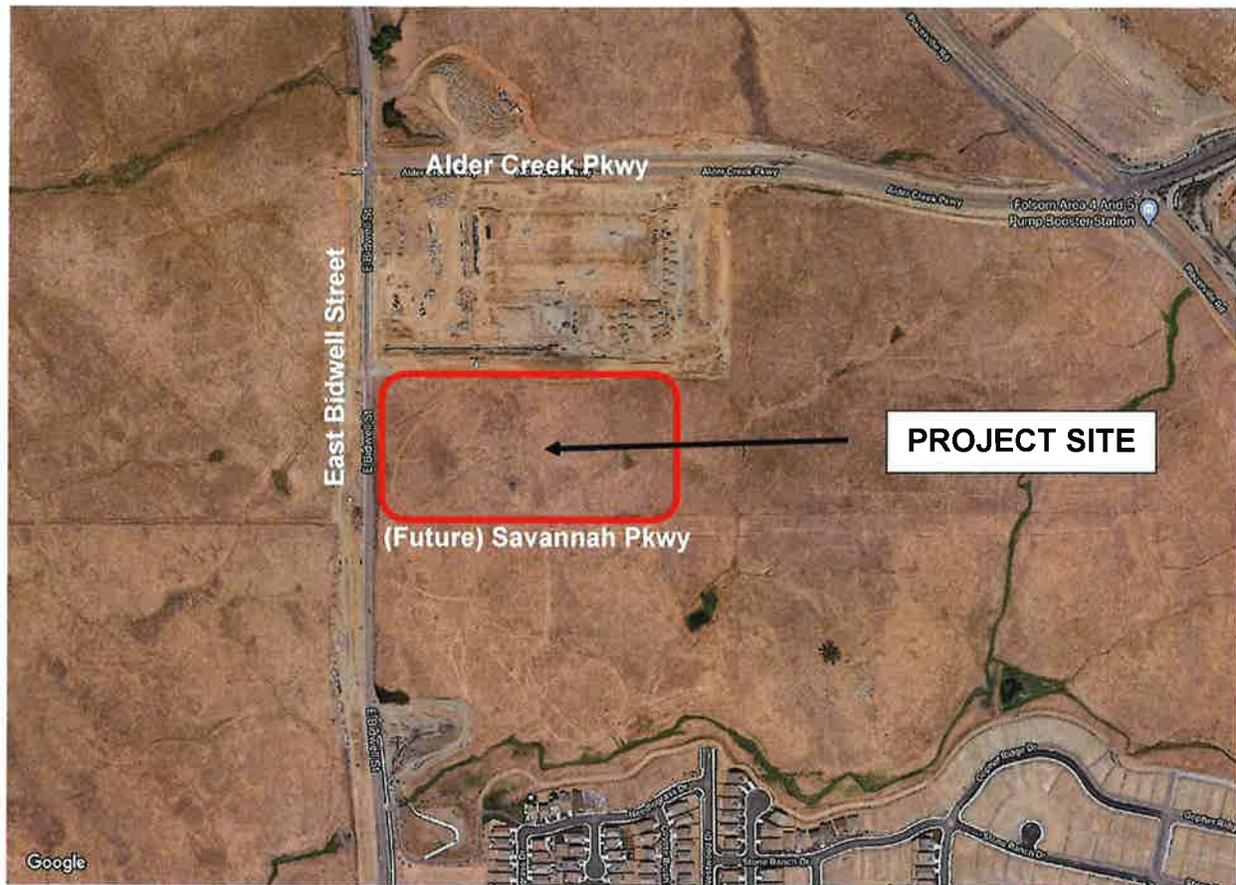
**B. Physical Setting**

The project site is vacant and has been mass graded as part of the development of Mangini Ranch Phase 2 Subdivision.

Figure 2, on the following page, shows an aerial photo of the Rockcross project site. The balance of the Mangini Ranch Phase 2 Subdivision project, currently under various stages of development, is visible to the south, east, and northeast of the Rockcross Subdivision site.

As shown on the aerial photograph, pre-existing vegetation (native/non-native grasses) on the site was removed as part of the mass grading associated with the Mangini Ranch Phase 2 Subdivision project, which was conducted in accordance with mitigation measures in the FPASP EIR/EIS and monitored by the City. No oaks trees are located on the project site.

FIGURE 2: AERIAL PHOTO (2020)



## **ATTACHMENT 2 PROJECT DESCRIPTION**

### **APPLICANT'S PROPOSAL**

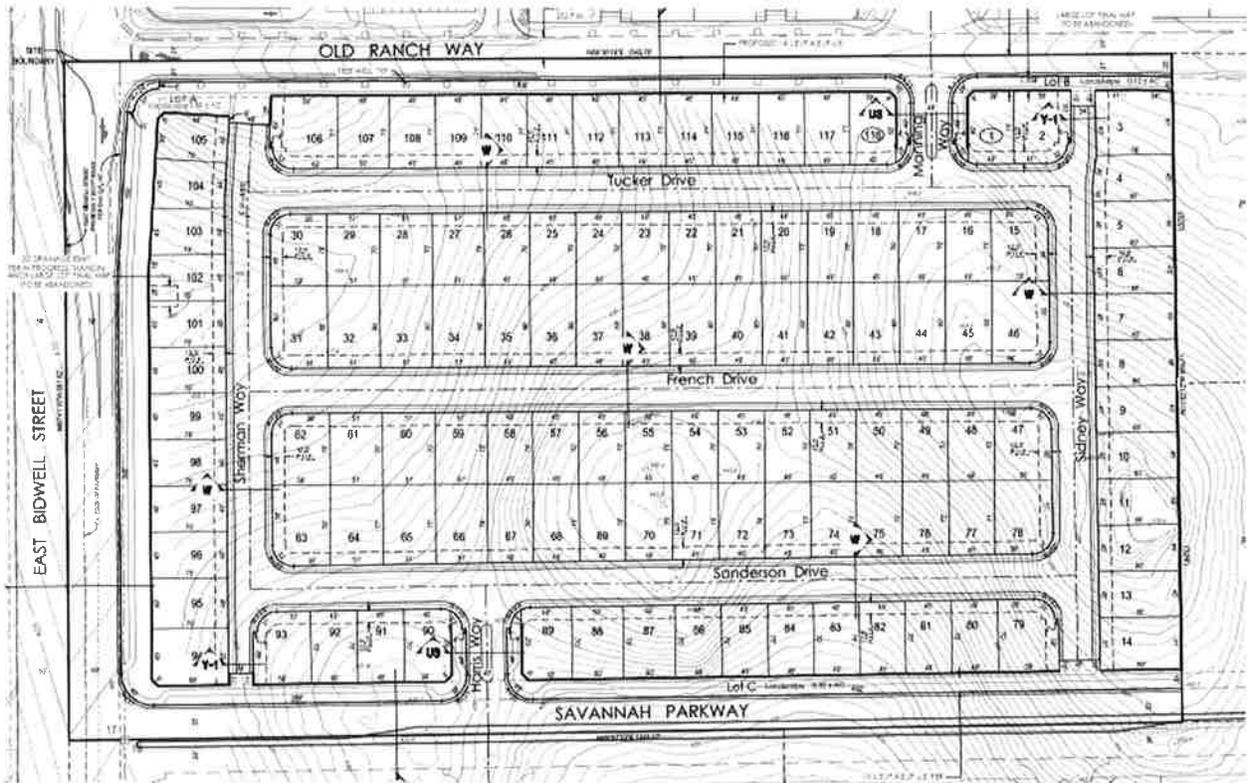
The applicant is requesting approval of several related actions to allow the development of 118 single family homes on a 14.2-acre project site. This Attachment examines the following requested approvals:

- A. Small-Lot Vesting Tentative Subdivision Map (Creation of 118 Residential Lots)
- B. Design Review (Architectural Review of Master Plans)
- C. Minor Administrative Modification (Transfer of 35 Dwelling Units)

#### **A. Small-Lot Vesting Tentative Subdivision Map**

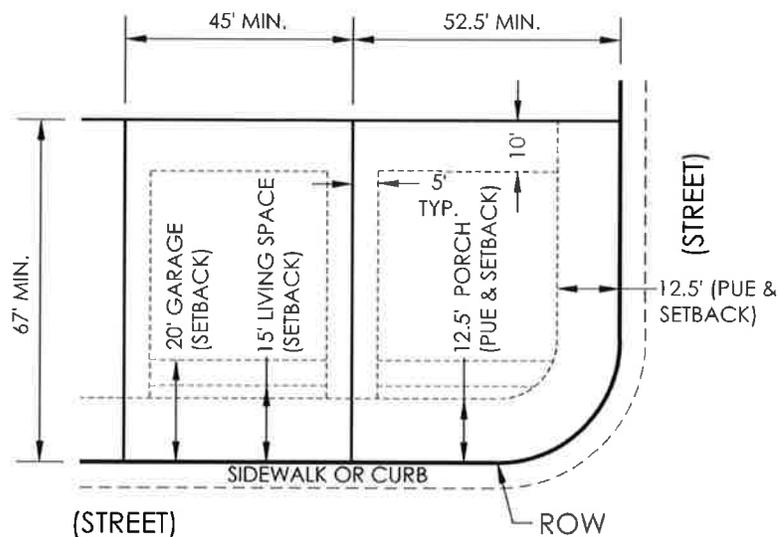
The first component of the applicant's proposal is a Small-Lot Vesting Tentative Subdivision Map to create 118 single-family residential lots and three landscape lots. The proposed subdivision layout is shown in Figure 3 on the following page. (A more detailed version of the subdivision map is included as Attachment 6 to this staff report.)

FIGURE 3: PROPOSED SUBDIVISION LAYOUT



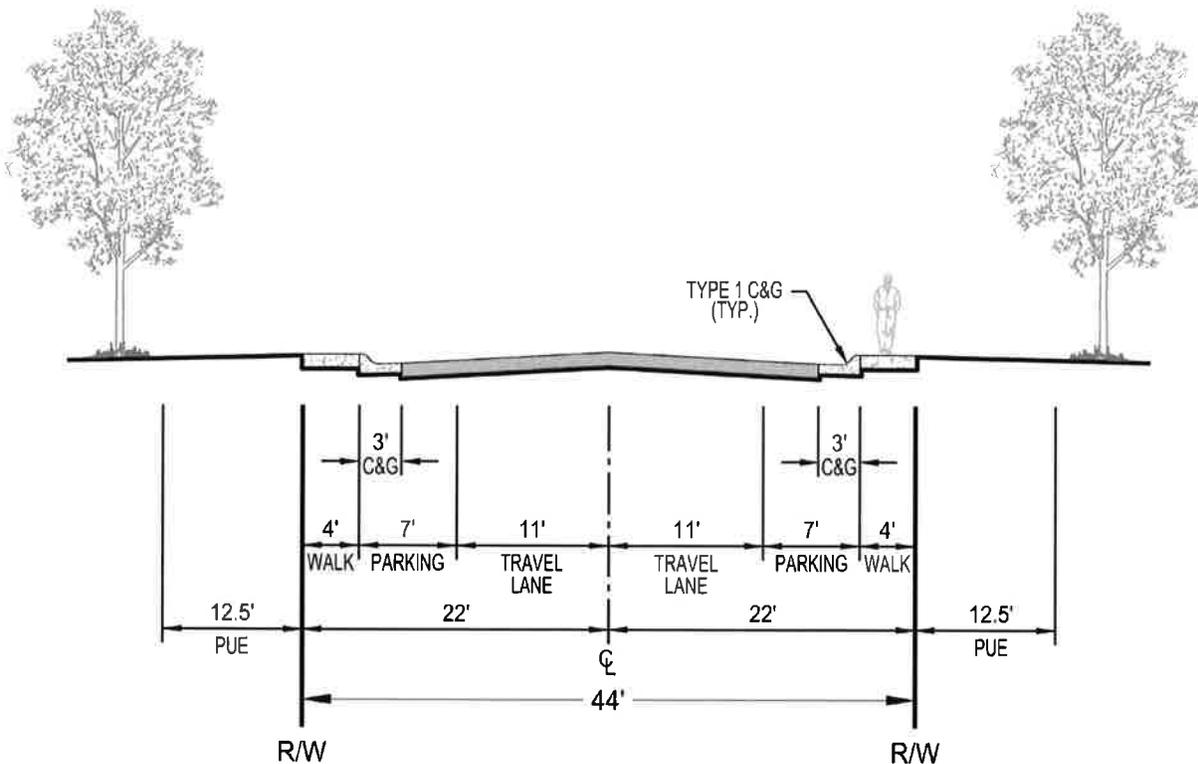
The proposed subdivision features interior lots with sizes that generally range from 3,420 square feet (45'x76') to 3,570 square feet (51'x70'). Corner lots as proposed generally range from 3,850 square feet (55'x70') to 4,720 square feet (59'x80'). All of the lots are consistent with the development standards for the MLD land use district of the FPASP. In addition, all of the lots will have a standard 12.5-foot-wide public utility easement in the front yard (and street side yard for corner lots). Proposed minimum lot sizes and dimensions are shown in Figure 4 on the following page.

FIGURE 4: PROPOSED MINIMUM LOT DIMENSIONS



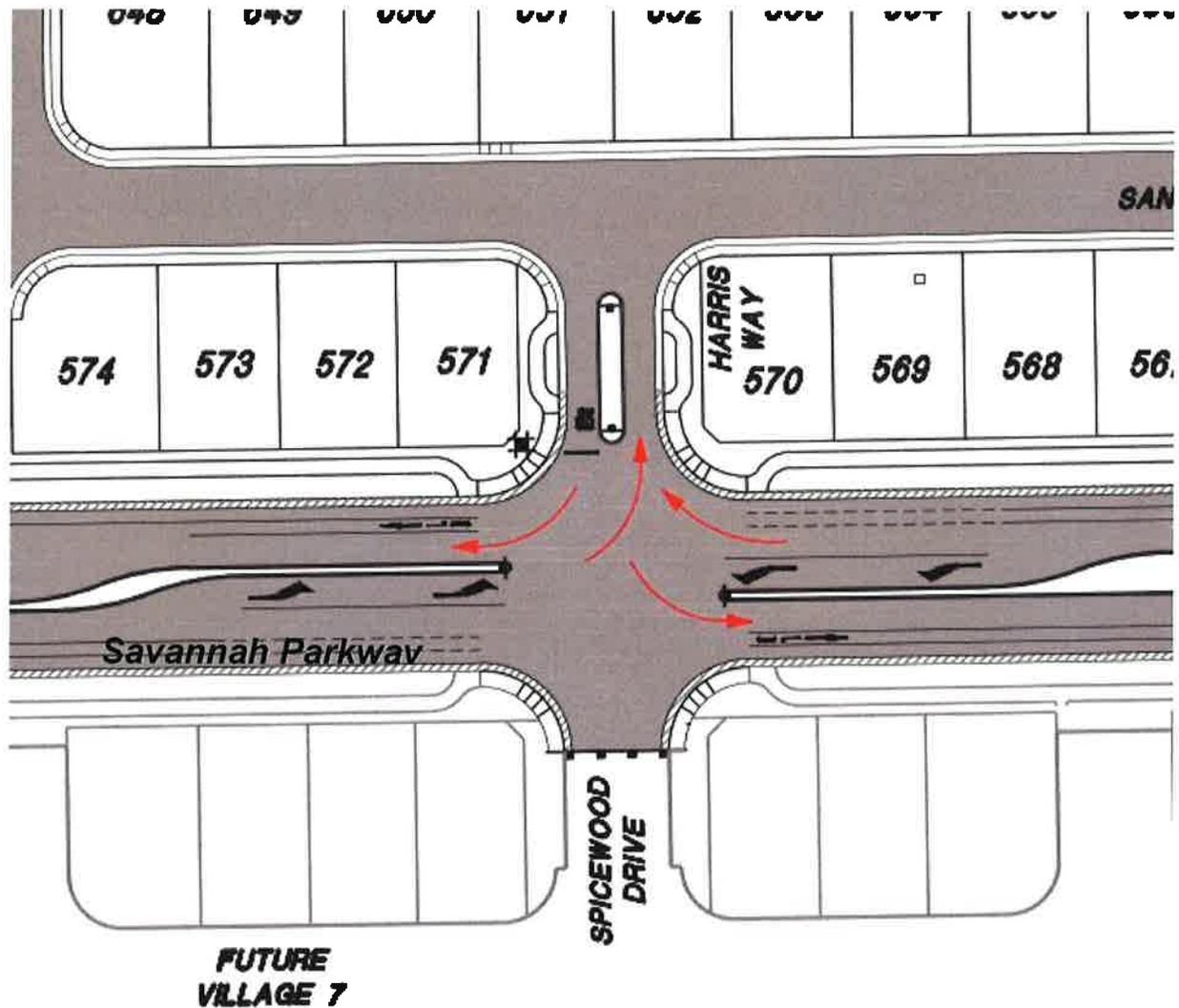
The subdivision uses standard public street right-of-way dimensions, including an internal roadway system with sidewalks on both sides of the street, as shown in Figure 5 below.

FIGURE 5: INTERNAL ROADWAY CROSS SECTION



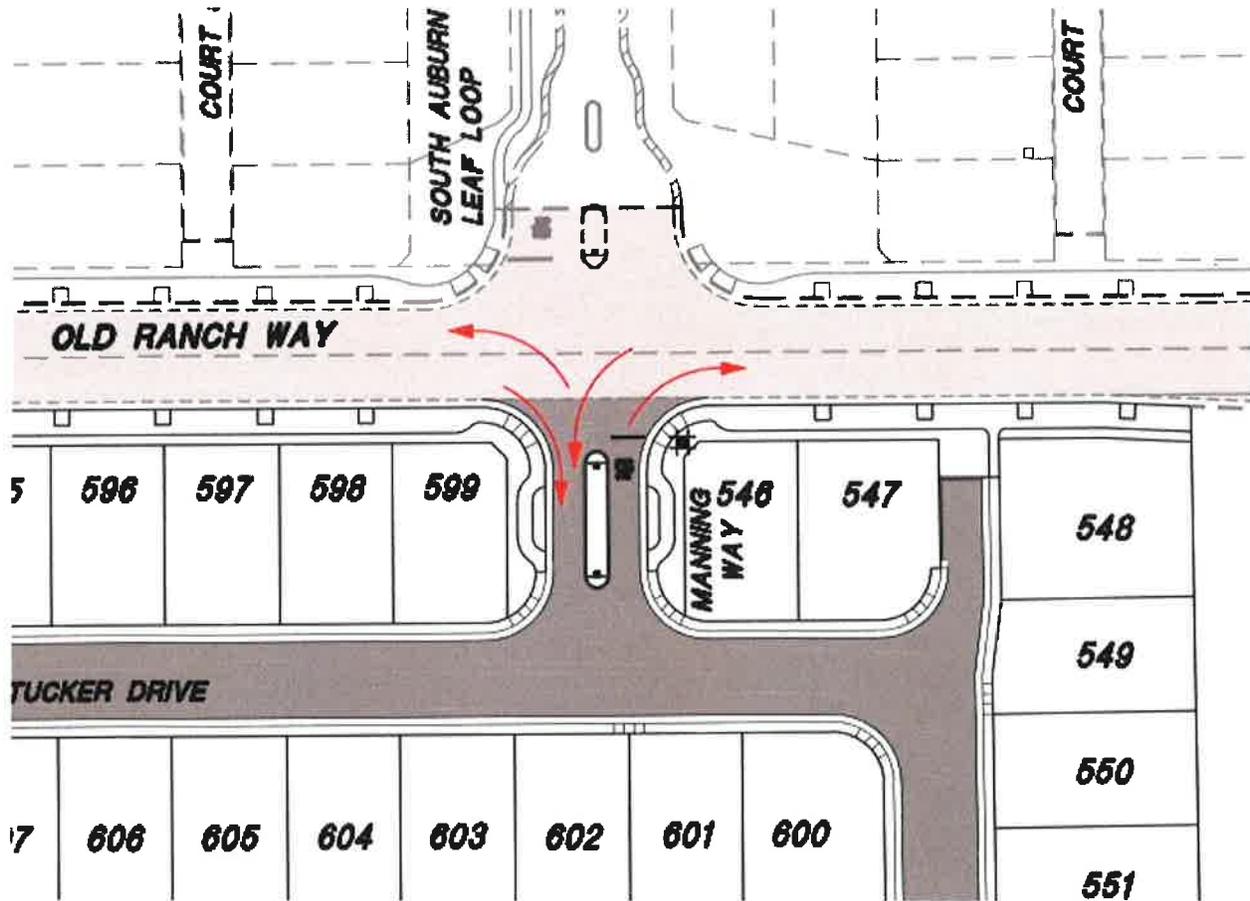
Typical residential street entries into the subdivision are provided from Savannah Parkway and Old Ranch Way. No direct access to East Bidwell Street is provided. These street entries correspond with street entries into the subdivisions to the north and south of the project site. As shown on Figure 6 below, the street entrance on Savannah Parkway will allow full turning movements, while also allowing direct access from the project site to the Mangini Ranch Village 7 Subdivision directly to the south.

FIGURE 6: SAVANNAH PARKWAY ENTRY



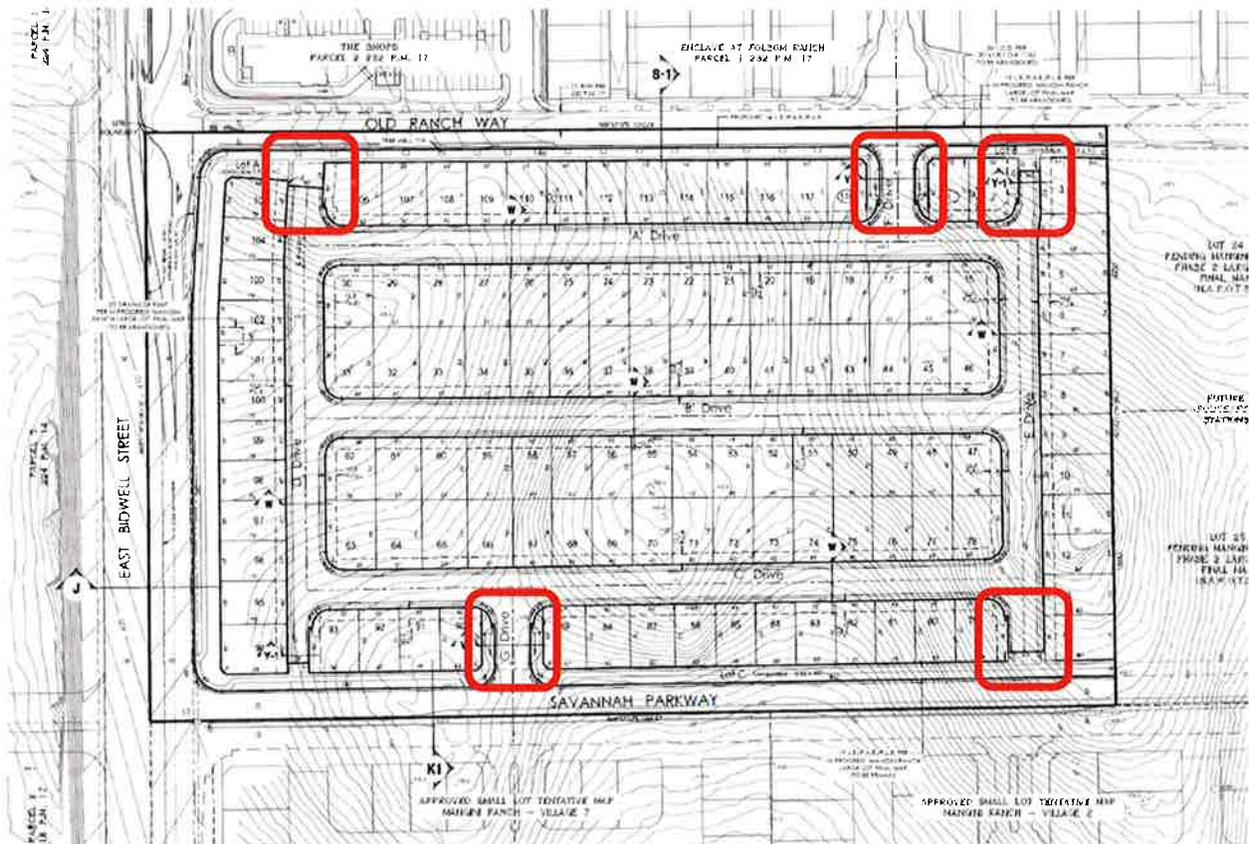
As shown on Figure 7 below, the street entrance on Old Ranch Way will allow full turning movements, while also allowing direct access from the project site to the Enclave Subdivision directly to the north.

FIGURE 7: OLD RANCH WAY ENTRY



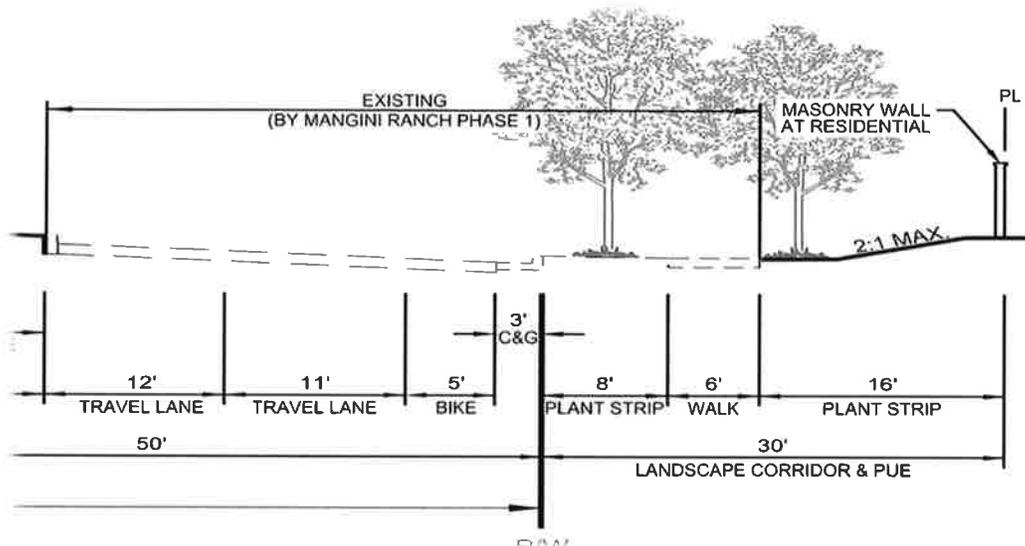
Pedestrian access into and out of the subdivision will be provided at the two project entrances and also at pedestrian-only access points located in the northwest, northeast, and southeast corners of the project site as shown in the figure below in Figure 8. Site grading constraints due not permit pedestrian access at the southwest corner of the project site.

FIGURE 8: PEDESTRIAN ACCESS



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 seven-foot-tall soundwall for the homes adjacent to this roadway, as shown in Figure 9 on the following page.

FIGURE 9: EAST BIDWELL STREET-TO-REAR YARD CROSS SECTION



## B. Design Review

The proposed project includes the construction of 118 single family homes with four different master plans, three architectural styles, and nine color schemes. All of the homes are proposed in a two-story configuration. The largest homes (Plan 4) will include a downstairs bedroom/office. In Plans 1-3, all bedrooms are on the second floor only.

Three architectural styles are proposed:

- Spanish Colonial
- Craftsman
- American Traditional

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 says the following about the proposed architecture:

*The three aesthetics will work collectively to create a diverse, yet unified character for the community. The three styles are interspersed throughout the plans, displaying a variety of massing, wall plane and roof configurations to establish an inviting and organic street scene. Altogether, Rockcross at Folsom Ranch's architecture will enhance the overall experience of the community through the beauty of elevation styles, details, and color palette.*

*Unique Exterior Architectural Elements – Materials have been incorporated into the front and rear exteriors that offer unique flair to the homes which in turn make this community unique:*

- *The use of arched entry ways and garage door soffits on the Spanish Colonial elevation.*
- *The use of stone veneer on the Craftsman elevation.*
- *The use of brick veneer on the American Traditional elevation.*
- *The use of board and batten combined with tapered columns on the Craftsman elevation.*
- *The use of lap siding and double porch columns on the American traditional elevation.*
- *Roof Lines – The roofs also provide visual interest to the homes utilizing hips, gables or a combination of both.*

The applicant's submittal describes the architectural styles as follows:

- *Spanish Colonial – This style is native to California with its large expanses of un-interrupted walls punctuated with judicious window placement. Often shown with head and sill trim and “clay” pipe detailing in the gables. Roof forms are a low pitch combination of hip and gable forms.*
- *Craftsman – This style home is a simple informal, efficient, and the exteriors emphasize the use of natural materials. The Craftsman style primarily exhibits horizontal floor plans, covered porches, and low-slung roof forms. True to the nature of the design, exteriors are often painted in colors found naturally in the surrounding environment. Craftsman homes are characterized by exposed or expressive structural elements like battered columns and corbels at the eaves.*
- *American Traditional - While the Traditional style is not indicative of any specific regional style or time period, it is meant as an overarching theme made up of traditional details. A deep colored base wainscot anchors the elevation. Multi-pane windows and gable end roofs round out the style.*

Illustrations of the proposed architectural styles applied to the proposed residential designs are shown on the following pages.

FIGURE 10: PLAN 1 ELEVATIONS



SPANISH COLONIAL ELEVATION



CRAFTSMAN ELEVATION



AMERICAN TRADITIONAL ELEVATION

FIGURE 11: PLAN 2 ELEVATIONS



SPANISH COLONIAL ELEVATION



CRAFTSMAN ELEVATION



AMERICAN TRADITIONAL ELEVATION

FIGURE 12: PLAN 3 ELEVATIONS



SPANISH COLONIAL ELEVATION



CRAFTSMAN ELEVATION



AMERICAN TRADITIONAL ELEVATION

**FIGURE 13: PLAN 4 ELEVATIONS**



Typical floorplans for each unit type are shown on the following pages. As noted earlier, only Plan 4 includes a downstairs bedroom. Responding to a variety of lifestyle preferences, some of the other plans offer an option to convert a second-floor bedroom into an open office.

FIGURE 14: PLAN 1 FLOORPLAN

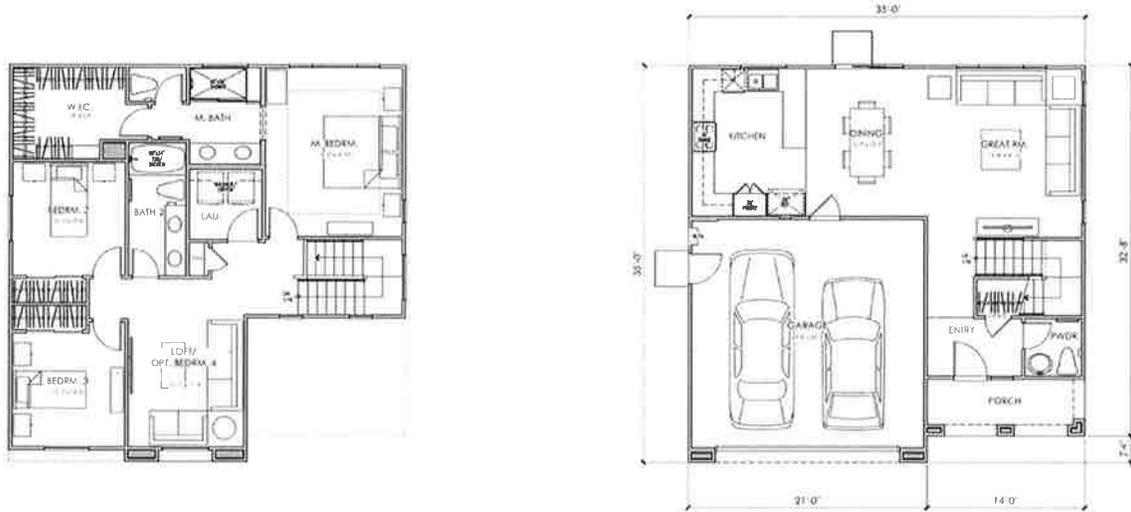


FIGURE 15: PLAN 2 FLOORPLAN

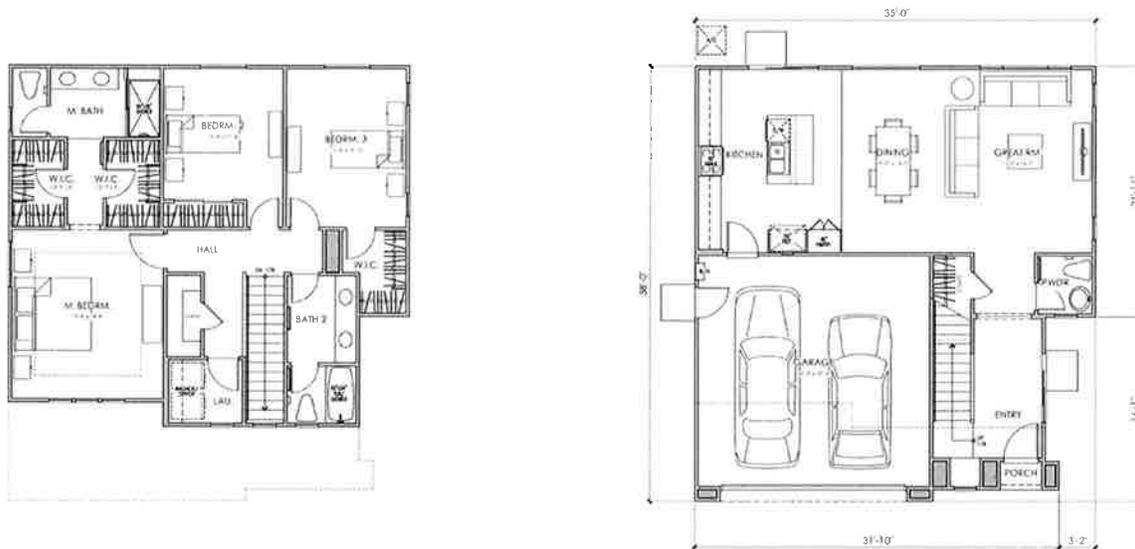


FIGURE 16: PLAN 3 FLOORPLAN

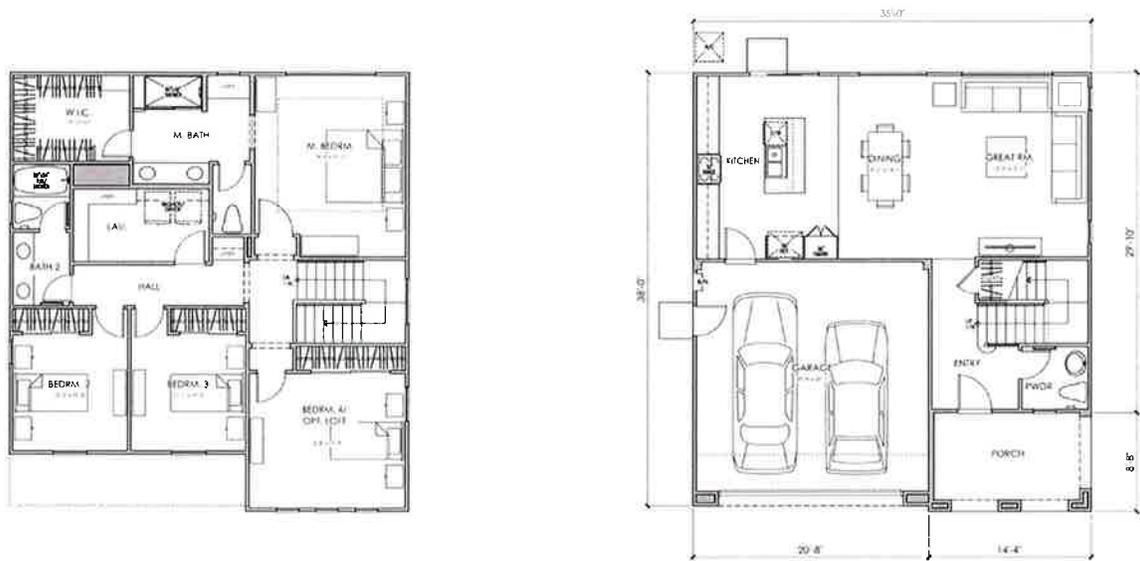


FIGURE 17: PLAN 4 FLOORPLAN



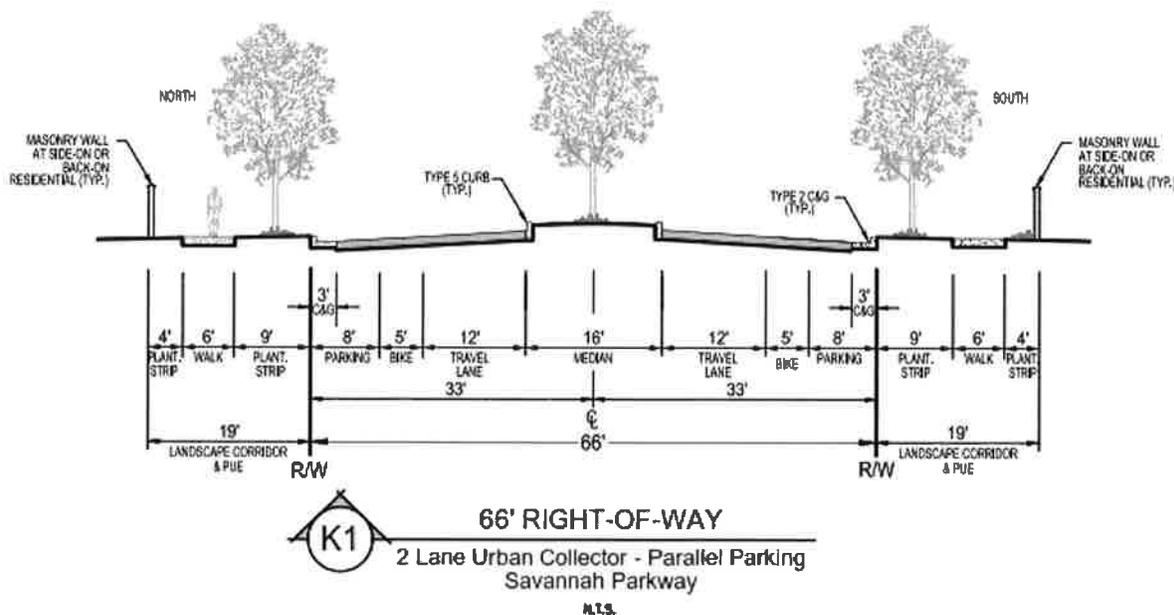
Downstairs bedroom highlighted

Landscape Buffers and Proposed Landscaping

There is currently a designated 30-foot-wide landscape corridor located along the east side of East Bidwell Street as shown on the Small-Lot Vesting Tentative Subdivision Map (Attachment 6). The 30-foot-wide landscape buffer was established as part of the Mangini Ranch Phase 2 Subdivision project and is shown on the recorded Mangini Ranch Phase 2 Subdivision Parcel Map.

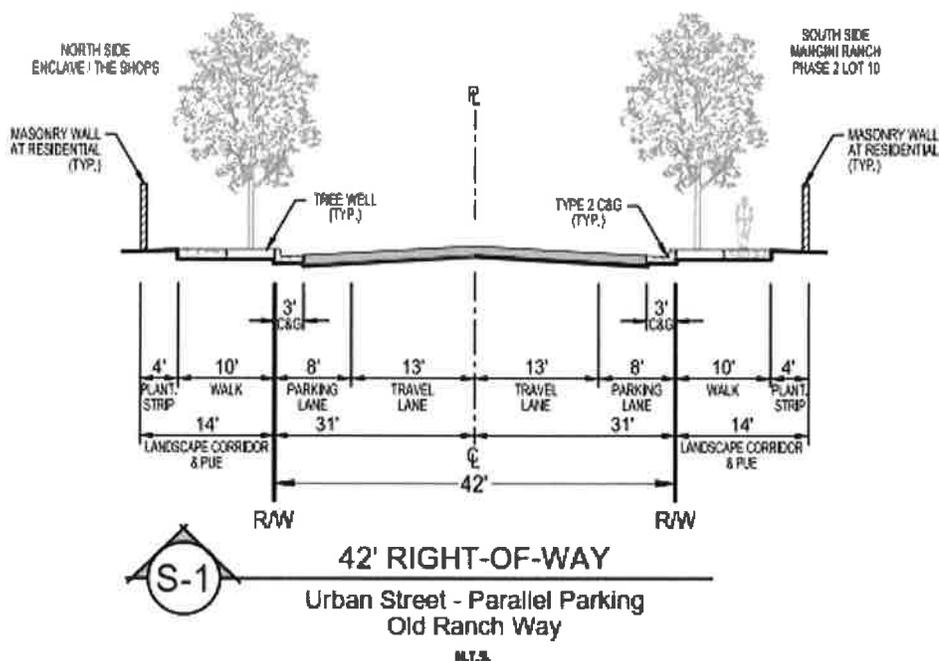
There is currently a designated 15-foot-wide landscape corridor located along the north side of Savannah Parkway. The applicant is proposing to provide an additional four feet of landscaping along Savannah Parkway to provide an additional landscape buffer between the six-foot-wide sidewalk and the six-foot-tall soundwall that will be located along the rear property line of residential lots within the subdivision. Accordingly, the existing 15-foot-wide landscape easement located along the Savannah Parkway frontage is being widened to 19 feet as shown on the Small-Lot Vesting Tentative Subdivision Map. A cross-section of Savannah Parkway is shown in Figure 18 below illustrating the location of landscaping, sidewalk, and soundwall.

FIGURE 18: SAVANNAH PARKWAY CROSS SECTION



There is currently a designated 10-foot-wide landscape corridor located along the south side of Old Ranch Way that is designed to include a 10-foot-wide sidewalk interspersed with tree wells to accommodate tree plantings and ornamental tree grates. The applicant is proposing to provide an additional four feet of landscaping along Old Ranch Way to provide an additional landscape buffer between the ten-foot-wide sidewalk and the six-foot-tall soundwall that will be located along the rear property line of residential lots within the subdivision. Accordingly, the existing 10-foot-wide landscape easement located along the Old Ranch Way frontage is being widened to 14 feet as shown on the Small-Lot Vesting Tentative Subdivision Map. A cross-section of Old Ranch Way is shown in Figure 19 below illustrating the location of landscaping, sidewalk, and soundwall.

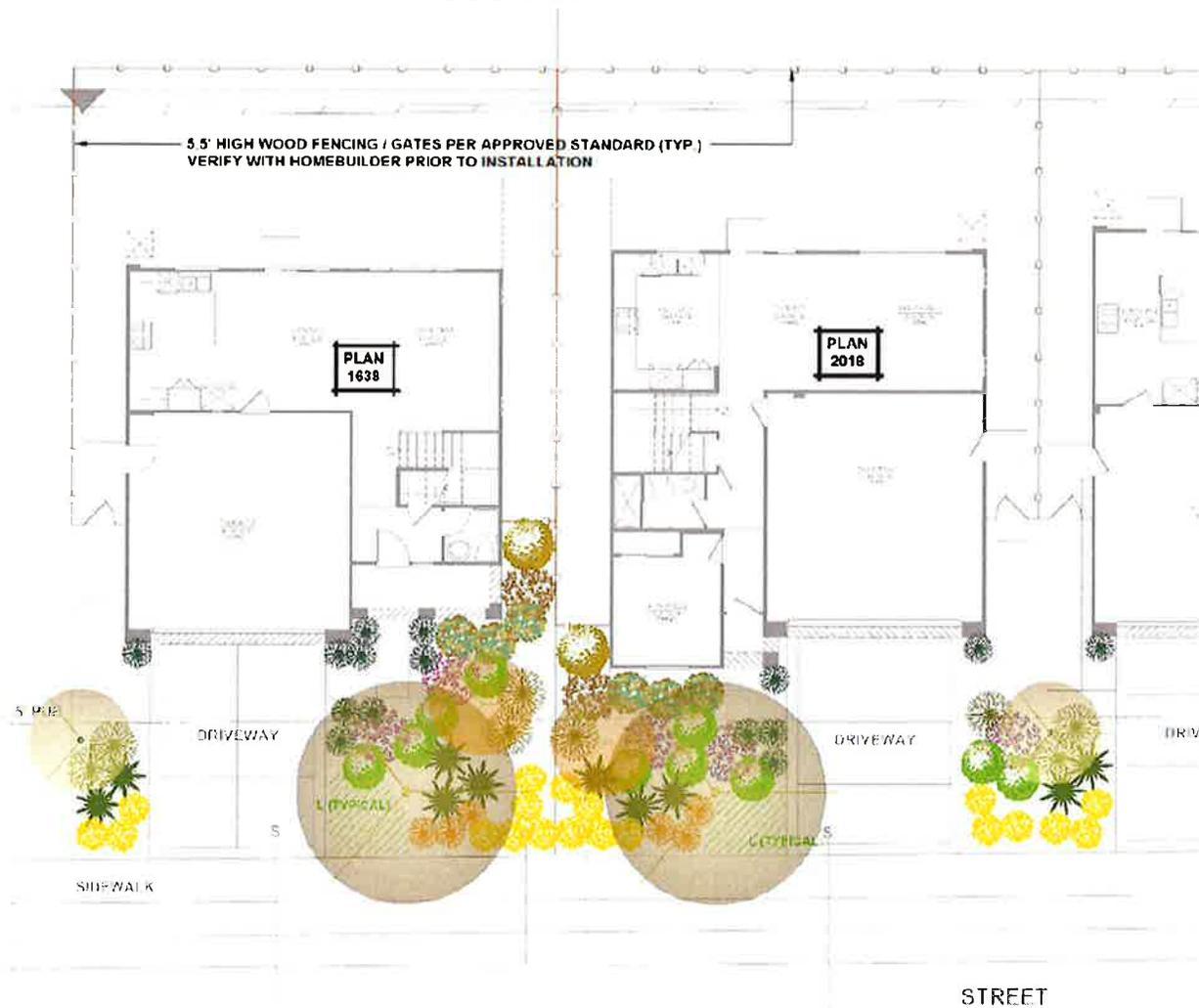
FIGURE 19: OLD RANCH WAY CROSS SECTION



Landscaping installed along three of the project's perimeters (East Bidwell Street, Savannah Parkway, and Old Ranch Way) as described above will be required to be installed per City standards to match already installed landscaping along street corridors within the Folsom Plan Area. The eastern boundary of the subdivision, which is adjacent to future fire and police station sites, will include a six-foot tall masonry and landscaping will be provided by homeowners in the rear yards of the individual homes.

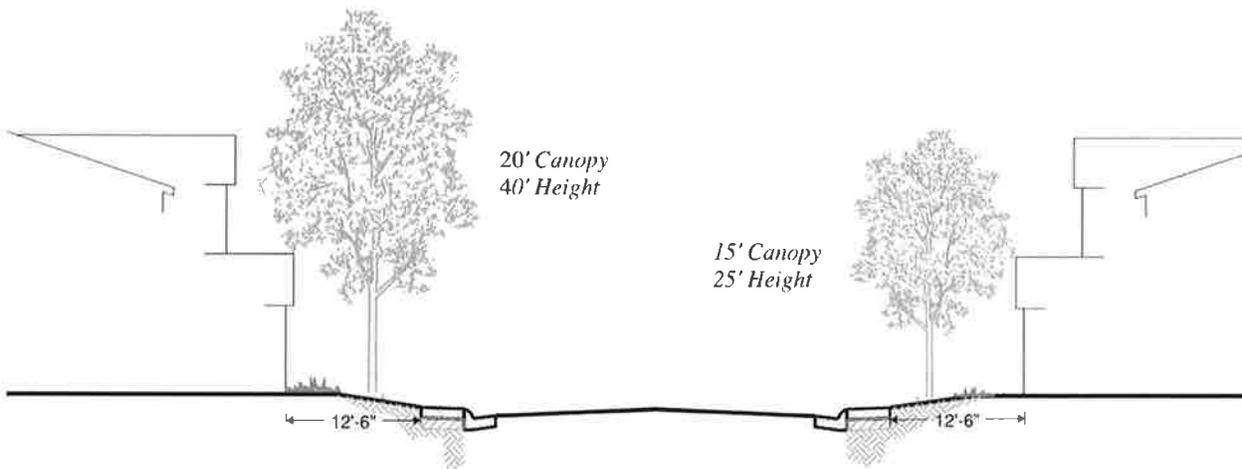
The applicant is proposing to install new landscaping in the front yards and street side yards of the new homes within the subdivision. Homeowners will be responsible for landscaping the rear yards of the individual homes. Front yard landscaping has been designed by the applicant to complement the proposed architecture and to work within the front yard areas available. Front and rear yard landscaping will be maintained by the individual homeowners. An illustration of proposed front yard landscaping is shown in Figure 20 on the following page:

FIGURE 20: FRONT YARD LANDSCAPING



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 on the following page). The proposed tree list is included in the applicant's submittal booklet, attached to this staff report (Attachment 16).

FIGURE 21: TREES IN FRONT YARD AREAS



Selected trees for the front yard areas include:

- *Acer buergerianum* "Trident Maple"
- *Koelreuteria paniculata* "Goldenrain Tree"
- *Chionanthus retusus* "Chinese Fringe Tree"
- *Magnolia grandiflora* "Company Southern Magnolia"
- *Pyrus kawakamii* "Evergreen Flowering Pear"
- *Prunus caroliniana* "Dwarf Carolina Cherry Laurel"

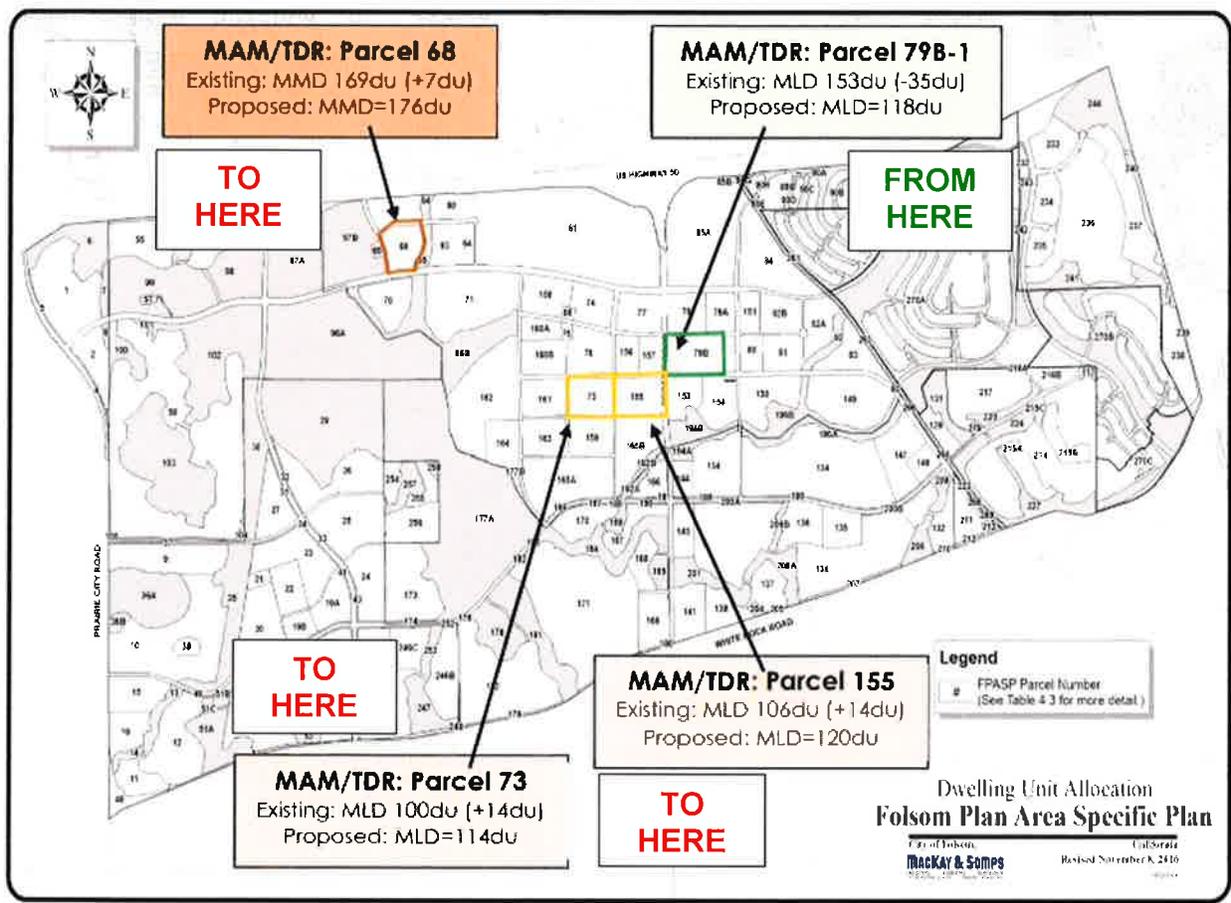
All of these trees have either a relatively small canopy size (e.g., the Trident Maple) or have a tall, vertical form (e.g., the yew pine) that will fit in the proposed front yard areas. Due to their size, these species are more commonly used as "accent" trees in a palette that includes larger "canopy" trees when enough space is available.

### C. Minor Administrative Modification

The parcel (Parcel 79B) on which the Rockcross Subdivision project is located is designated by the FPASP for the development of 153 residential units on formerly 17.2-acres. The Mangini Ranch Phase 2 Tentative Map, and recorded Final Map, set aside 3 acres of lands on the east side of the subject parcel for future police and fire stations, as per the Folsom Plan Area Specific Plan, which has reduced the residential area of the subject parcel to 14.2-acres while the allocated dwelling units remained unchanged. Largely due to the reduction in land area, the proposed site plan achieves 118 residential units on the subject parcel, and a Minor Administrative Modification is proposed to reallocate the 35 unallocated residential units to three other sites (Parcels 68, 73, and 155) within the Folsom Plan Area. These other three sites or parcels have not been mapped, and no development applications are currently on file with the City.

Parcel 68 is designated MMD and Parcels 73 and 155 are designated MLD by the FPASP (Rockcross Subdivision parcel is designated MLD). The increase in the number of units allocated to these sites (7 units added to Parcel 68, 14 units added to Parcel 73, and 14 units added to Parcel 155) would not require a change in the land use designation for any of the three sites as each parcel has available capacity to accept additional units. The Rockcross Subdivision site and the proposed locations (all of which are under the same ownership group/East Carpenter Improvement Company., LLC) for the reallocated residential units are shown in Figure 22 below.

FIGURE 22: PROPOSED REALLOCATION OF 35 DWELLING UNITS



### **ATTACHMENT 3 ANALYSIS**

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

- A. Small-Lot Vesting Tentative Subdivision Map to subdivide the 14.2-acre project site into 118 residential lots.
- B. Design Review (Architectural Review of Master Plans)
- 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 118 single family residential lots, three landscape lots, and seven internal public streets (French Drive, Harris Way, Manning Way, Sanderson Drive, Sherman Way, Sidney Way, and Tucker Drive). The proposed project will be required to dedicate public right-of-way for the internal public streets. The project is not required to dedicate any additional public right-of-way along East Bidwell Street, Savannah Parkway, or Old Ranch Way as the right-of-way for these three roadways has previously been dedicated. As shown on the Subdivision Map, the applicant is also proposing to expand an existing landscape easements located along the Savannah Parkway frontage (15 feet to 19 feet), and the Old Ranch Way frontage (10 feet to 14 feet) to accommodate additional landscaping.

As mentioned previously, all roadways within the subdivision are proposed to be public streets. As a result, staff has included a condition (Condition No. 42) 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.

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.

The proposed street names (French Drive, Harris Way, Manning Way, Sanderson Drive, Sherman Way, Sidney Way, and Tucker Drive) for the subdivision were selected from the Historic Street Name List and from the approved Mangini Ranch Phase 1 Subdivision Street Name List. Street names were not selected from the Mangini Ranch Phase 2 Subdivision Street Name List as all of those street names had been utilized. City staff reviewed the proposed street names in coordination the postal service, the Police Department, and the Fire Department, and determined that the names are acceptable.

As noted earlier within this staff report, the proposed project conforms to all development standards established by the FPASP for the MLD land use category including minimum lot size, maximum lot coverage, and setbacks as shown in the table below. No deviations from these standards are proposed by the applicant.

FIGURE 23: SP-MLD Development Standards Table

<b>SP-MLD Single Family High Density Development Standards Table</b>		
<b>Development Standard</b>	<b>Requirement</b>	<b>Proposed Project</b>
Front Porch Setback	12.5 Feet	12.5 Feet
Front Primary Structure Setback	15 Feet	15 Feet
Front Garage Setback	20 Feet	20 Feet
Side Yard Setbacks	5 Feet/5 Feet	5 Feet/5 Feet
Rear Yard Setback	10 Feet	10 Feet
Maximum Lot Coverage	50%	50%

**B. Design Review (Architectural Review of Master Plans)**

The following are discussed below:

- Proposed Residential Designs
- Proposed Landscaping

These are discussed below.

Proposed 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, and amended in 2018. 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.)

As mentioned above, the Design Guidelines provide specific direction regarding “edge conditions” within a subdivision. Edge conditions refer to the rear and side building elevations of a home that are visible from open spaces and major roadways. The Design Guidelines require that specific homes within a subdivision that meet the definition of an “edge condition” lot are required to incorporate enhanced architectural details on the rear and side building elevations, similar to the enhanced architectural details provided on the front building elevation of the home. The exhibit below shows the individual lots within the Rockcross Subdivision that are considered “edge condition” lots.

FIGURE 24: EDGE CONDITION (ENHANCED) LOT EXHIBIT



**ENHANCEMENT LEGEND:**

REAR ENHANCEMENT ————

SIDE ENHANCEMENT ————

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 Rockcross subdivision. As described in the applicant's proposal, the proposed project features three architectural styles:

- Spanish Colonial
- Craftsman
- American Traditional

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 do include many unique building and design elements and 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 four two-story master plans in three architectural styles with nine color and material options. The applicant shall submit building plans that comply with this approval and the attached building elevations dated June 17, 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 schemes 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.

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. 51).

#### **D. 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 Rockcross 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 Rockcross Subdivision project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS (Condition Nos 53-25 to 53-79).

On December 1, 2017, Kimley Horn completed a Traffic Impact Analysis (included in the attachments to the CEQA Exemption Analysis, included as Attachment 12 to this staff report) for the Mangini Ranch Phase 2 Subdivision project (proposed project is located within Village 10 of the Mangini Ranch Phase 2 Subdivision) to determine whether additional impacts would occur that were not previously identified and addressed by the

## 2011 FPASP EIR/EIS.

The Kimley Horn Traffic Impact Analysis analyzed traffic operations at twenty-one street intersections, three arterial roadway segments, and eight freeway on/off-ramp segments. The Analysis identified five deficient study intersections (East Bidwell Street/Iron Point Road, East Bidwell Street/White Rock Road, White Rock Road/Placerville Road, East Bidwell Street/Alder Creek Parkway, and East Bidwell/Street/Savannah Parkway). To address these deficiencies, the Analysis included a number of recommendations (included as Conditions of Approval for the Mangini Ranch Phase 2 Subdivision project) to reduce the identified impacts to a less than significant level.

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 south side of Old Ranch Way (Manning Way) and a new driveway on north side of Savannah Parkway (Harris Way). Internal circulation is facilitated by seven public streets (French Drive, Harris Way, Manning Way, Sanderson Drive, Sherman Way, Sidney Way, and Tucker Drive). that provide circulation throughout the project site.

On May 12, 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 a condition that assumes that the Enclave Subdivision (north of project site) project roadway improvements have been constructed and that the Mangini Ranch Village 7 project (south of project site) roadway improvements have not been constructed, while Scenario 2 is a condition that assumes Enclave Subdivision project and Mangini Ranch Village 7 roadway improvements have all been constructed. As it relates to the proposed project, the Enclave Subdivision includes improvements to East Bidwell Street and Old Ranch Way, while Mangini Ranch Village 7 includes improvements to East Bidwell Street and a portion of Savannah Parkway.

With respect to project access, the Analysis determined that the Old Ranch Way and Savannah Way project driveways will accommodate all turning movements into and out of the project site. In terms of access at the intersection of Old Ranch Way and East Bidwell Street, the Analysis determined that this intersection should be limited to right-turns in, right-turns out, and left-turns in. With respect to access at the intersection of Savannah Parkway and East Bidwell Street, the Analysis determined that this intersection should allow full turning movements. Figure 25 on the following page illustrates access for the proposed subdivision.

FIGURE 25: ACCESS AND CIRCULATION EXHIBIT



The following are recommendations from the Supplemental Access and Circulation Analysis which have been included as a condition (Condition Nos. 49-50) of approval for the Rockcross Subdivision project.

Condition No. 49:

Scenario 1 (Enclave Subdivision Improvements Completed/Mangini Ranch Village 7 Subdivision Improvements Not Completed)

- The owner/applicant shall construct a southbound median left turn pocket on East Bidwell Street with a minimum storage length of 315 feet (255-foot deceleration lane plus 60-foot taper) to provide left turn access to Savannah Parkway.

- The owner/applicant shall construct Savannah Parkway from East Bidwell Street to the eastern boundary of the Rockcross Subdivision and provide a temporary U-Turn at the eastbound intersection of Savannah Parkway and Shale Rock Way (Mangini Ranch Village 2) until such time that the segment of Savannah Parkway between Shale Rock Way and Westwood Drive is completed and Westwood Drive is completed between Savannah Parkway and Alder Creek Parkway.

Scenario 2 (Enclave/Mangini Ranch Village 7 Subdivision Improvements Completed)

- The owner/applicant shall construct the eastern extension of Savannah Parkway from the Mangini Ranch Village 7 Subdivision boundary to the eastern boundary of the Rockcross Subdivision (including the Shale Rock Way intersection).

Condition No. 50:

Until such time that a traffic signal is required (issuance of 496<sup>th</sup> building permit within Mangini Ranch Phase 2 Subdivision project) at the East Bidwell Street/Savannah Parkway intersection, the owner/applicant shall construct a southbound median acceleration lane to assist in facilitating a two-stage outbound left-turn lane from Savannah Parkway onto southbound East Bidwell Street. The length of this lane, which is understood to be a temporary improvement that is repurposed with the ultimate East Bidwell Street corridor improvements, should total approximately 250 feet.

**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 118 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 April 24, 2020 to determine whether East Bidwell Road/Savannah Parkway/Old Ranch Way traffic-related noise and future fire/police station-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 noise analysis projected noise levels adjacent to these roadways (based on future traffic levels) and adjacent to the future fire/police station sites (based on operational characteristics) and determined what types of measures would be needed to ensure that noise levels at homes adjacent to the roadways and fire/police station sites would not exceed City standards, which are:

- 60 dB L<sub>dn</sub><sup>1</sup> for outdoor activity areas (such as rear yards)
- 45 dB L<sub>dn</sub> for interior areas in dwellings

The noise analysis concluded that, *without mitigation*, noise levels along East Bidwell Street would reach 68 dB L<sub>dn</sub> in the rear yards of homes, and 64 dB L<sub>dn</sub> in the rear yards of homes along Savannah Parkway and Old Ranch Way. These levels exceed the City's standard for outdoor activity areas.

However, the noise analysis also concluded that the installation of a 7-foot-high masonry wall along the East Bidwell Street frontage and a 6-foot-high masonry wall along the Savannah Parkway and Old Ranch Way frontages would reduce rear yard noise levels to 60 dB L<sub>dn</sub> on East Bidwell Street and <60 dB L<sub>dn</sub> on Savannah Parkway and Old Ranch Way, which would comply with the City's outdoor noise level standard. It is important to note that the noise analysis assumed that the rear yard elevations of homes adjacent to East Bidwell Street would be a minimum of three feet above the elevation of East Bidwell Street. As shown on the preliminary grading plan (Attachment 7), the rear yard elevations of homes adjacent to East Bidwell Street range from 3 to 9 feet above the elevation of East Bidwell Street.

The properties directly to the east of the project site are designated for future fire and police stations. Noise from fire and police station operations are exempt from the provisions of the City of Folsom noise standards as that noise (i.e. sirens, vehicles responding to calls, etc.) falls under the category of emergency operations. Nonetheless, the operation of those future facilities could result in periodic periods of elevated noise levels. To minimize potential noise impacts generated by the future fire/police station site, the applicant is proposing to install a six-foot-high masonry wall along the rear of all residential lots on the eastern property boundary.

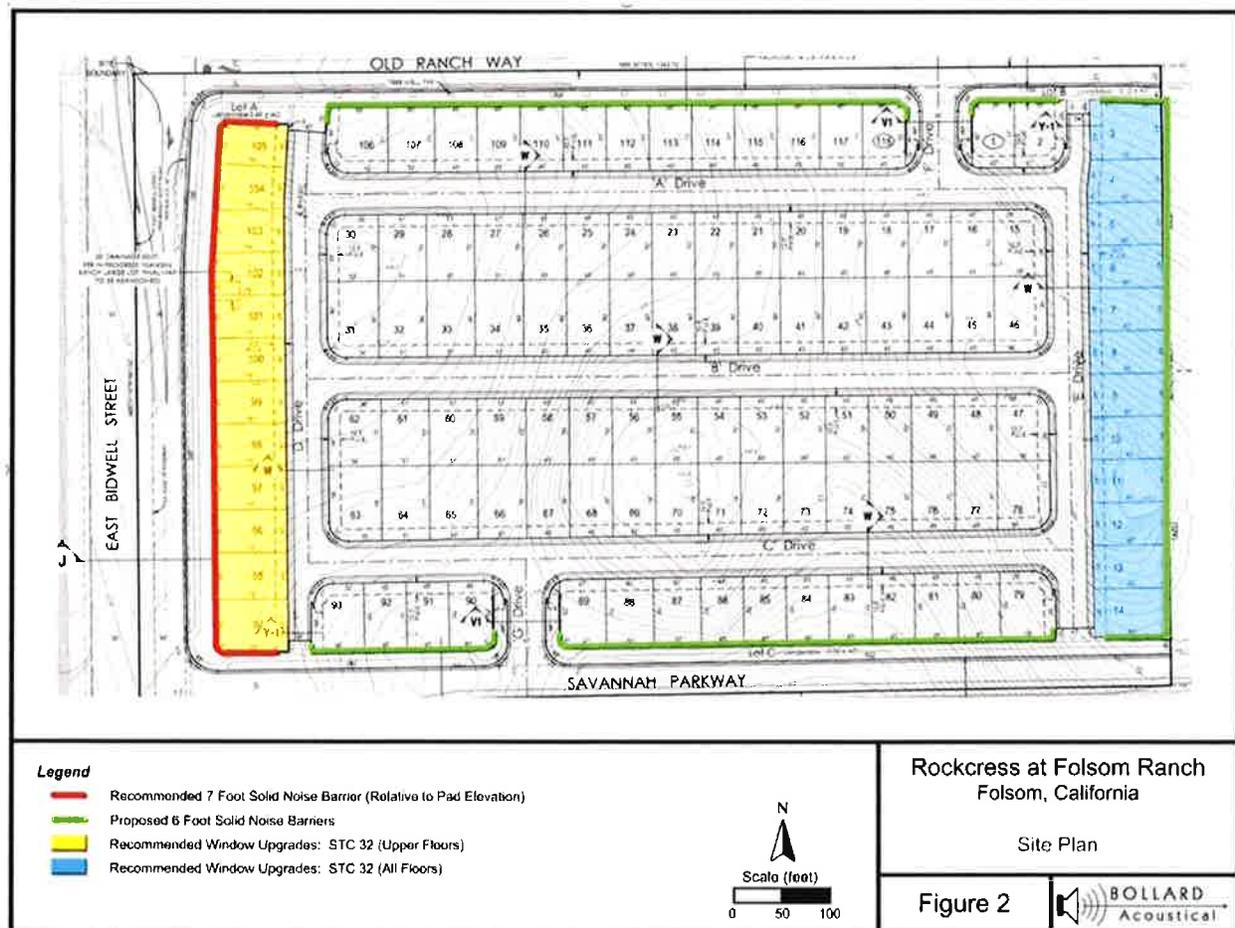
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<sup>1</sup> dB L<sub>dn</sub> is average noise level over a 24-hour day, measured in decibels (dB). The average includes a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours.

### Interior Noise Levels

The noise analysis concluded, based on projected noise adjacent to the nearby 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. The noise analysis also recommended that standard residential construction (including STC 32 window assemblies) be utilized on the first and second floor of units adjacent to fire/police station sites to reduce interior noise levels. In addition, the noise analysis recommended that a disclosure statement be provided to all prospective residents within the Rockcross Subdivision notifying them that future fire/police stations are planned to be development adjacent to the project site, and that operations of these facilities could periodically result in elevated noise levels. A map of the noise analysis recommendations is shown in Figure 26 below.

FIGURE 26: RECOMMENDED NOISE WALL/WINDOW ASSEMBLY LOCATIONS



## **F. Walls/Fencing**

The applicant is proposing a combination of masonry walls and wood fencing for the Rockcross Subdivision project:

- Along the East Bidwell Street frontage, a seven-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. Along the Savannah Parkway and Old Ranch Way 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).
- Along the eastern property boundary, a six-foot-high masonry wall will be constructed to provide a physical separation between the subdivision and future fire and police station sites, to minimize potential noise impacts, and to provide an attractive appearance for the subdivision.
- 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.

The recommended conditions of approval (Condition No. 19) 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 Rockcross Subdivision project. Condition No. 40 is included to reflect these requirements.

## **H. Frontage Improvements**

Although some of the physical improvements (underground utilities, travel lanes, raised medians, curbs, gutters, and street lights) to East Bidwell Street adjacent to the project site have already been constructed, a sidewalk, landscaping, and a seven-foot-high masonry soundwall are still required to be constructed and installed. The East Bidwell

Street sidewalk and landscaping improvements referenced above will be constructed by others as part of the Mangini Ranch Phase 2 Subdivision project. The owner/applicant will be required to install the seven-foot-tall masonry wall along the subdivision boundary on the East Bidwell Street frontage.

Existing improvements to Old Ranch Way include underground utilities, travel lanes, curbs, and gutters. The owner/applicant will be required to install all landscaping and the sidewalk along the project's frontage adjacent to Old Ranch Way and a six-foot-high masonry soundwall.

Improvements to Savannah Parkway (underground utilities, travel lanes, curbs, and gutters) from East Bidwell Street to the eastern boundary of the Mangini Ranch Village 7 Subdivision are currently under construction. The owner/applicant will be required to install all landscaping and the sidewalk along the project's frontage adjacent to Savannah Parkway as well as a six-foot-high masonry soundwall. The recommended conditions of approval require the applicant to submit detailed plans for all landscaping and walls prior to construction to ensure compliance with the Folsom Ranch Central District Design Guidelines.

## **I. Minor Administrative Modification**

As described earlier within this report, the parcel (Parcel 79B) on which the Rockcross Subdivision project is located is designated by the FPASP for the development of 153 residential units. Based on the fact that the applicant is proposing to construct 118 residential units on the subject parcel, a Minor Administrative Modification is being requested to relocate the 35 unallocated residential units to three other parcels (Parcels 68, 73 and 155) 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]

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 35 residential units from the Rockcross Subdivision site to three 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 Rockcross Subdivision project is designated MLD and is proposed to be developed at 8.3 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 Rockcross Subdivision project proposes a traditional single family neighborhood with a grid system of local streets provided with sidewalks on both sides of the street. Biking and walking will be accommodated within the project, and will be connect via external sidewalks and Class II and Class III bicycle lanes with nearby neighborhoods, parks, schools, and open space trails with Class I bicycle trails.

#### 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 Rockcross 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. 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 built 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.

#### **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 Rockcross Subdivision project has been designed with multiple modes of transportation options (vehicles, bicycle, walking, access to transit) and internal street organized in a grid pattern consistent with the approved FPASP circulation plan.

## **ENVIRONMENTAL REVIEW**

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

*(c) Residential Projects Implementing Specific Plans.*

*(1) Eligibility. Where a public agency has prepared an EIR on a specific plan after January 1, 1980, a residential project undertaken pursuant to and in conformity to that specific plan is exempt from CEQA if the project meets the requirements of this section. Residential projects covered by this section include but are not limited to land subdivisions, zoning changes, and residential planned unit developments. [CEQA Guidelines section 15182]*

The applicant has prepared an analysis (included as Attachment 12 to this staff report), which determined that the Rockcross 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 performance) 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 118 single-family residential lots and three lettered landscape lots,
- Approve Design Review of the applicant's master plan residential designs, and

- Approve a Minor Administrative Modification to reallocate 35 single family units to three other parcels in the FPASP area

These approvals are subject to the proposed findings below (Findings A-R) and the recommended conditions of approval (Conditions 1-53) attached to this report.

### **GENERAL FINDINGS**

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS GENERALLY CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN AS AMENDED, 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 ROCKCRESS 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 ROCKCRESS 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 ROCKCRESS 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 15182 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 (AS AMENDED), THE FOLSOM PLAN AREA SPECIFIC PLAN (AS AMENDED), 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 INJURY 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).

### **DESIGN REVIEW FINDINGS**

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

- Q. THE PROJECT IS IN CONFORMANCE WITH THE FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES.
  
- R. 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**

<b>CONDITIONS OF APPROVAL FOR THE ROCKCRESS SUBDIVISION (PN 19-388)            NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY            SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP, DESIGN REVIEW, AND MINOR ADMINISTRATIVE MODIFICATION</b>				
<b>Condition No.</b>	<b>Mitigation Measure</b>	<b>Condition of Approval</b>	<b>When Required</b>	<b>Responsible Department</b>
1.		<p><b><i>Final Development Plans</i></b>            The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> <li>1. Small-Lot Vesting Tentative Subdivision Map, dated February 18, 2020</li> <li>2. Preliminary Grading, Drainage, and Utility Plan, dated February 18, 2020</li> <li>3. Conceptual Front Yard Landscaping, dated March 18, 2020</li> <li>4. Wall and Fence Exhibit, dated February, 2020</li> <li>5. Residential Schematic Design, dated June 17, 2020</li> <li>6. Access and Circulation Analysis, dated May 12, 2020</li> <li>7. Environmental Noise Analysis, dated April 24, 2020</li> <li>8. Applicant's Inclusionary Housing Letter, June 4, 2020</li> </ol> <p>The Small-Lot Vesting Tentative Subdivision Map, Design Review, and Inclusionary Housing Plan are approved for the development of a 118-unit single-family residential subdivision (Rockcross Subdivision). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p>	G, I, M, B	CD (P)(E)
2.		<p><b><i>Plan Submittal</i></b>            All civil engineering, improvement, and landscape and irrigation plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	G, I	CD (P)(E)

3.	<p><b>Validity</b>          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.</p>	M	CD (P)
4.	<p><b>FMC Compliance</b>          The Small-Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD (E)
5.	<p><b>Development Rights</b>          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, soundwalls, and other improvements.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
6.	<p><b>Public Right of Way Dedication</b>          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 Rockcross Subdivision project as shown on the Small-Lot Vesting Tentative Subdivision Map (Lots 1-118).</p>	M	CD (E)(P)
7.	<p><b>Street Names</b>          The street names identified below shall be used for the Final Small-Lot Map(s): French Drive, Harris Way, Manning Way, Sanderson Drive, Sherman Way, Sidney Way, and Tucker Drive.</p>	M	CD (E)(P)

8.		<p><b><i>Indemnity for City</i></b>                  The owner/applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> <li>• The City bears its own attorney’s fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith</li> </ul> <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The owner/applicant’s obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
9.		<p><b><i>Small-Lot Vesting Tentative Subdivision Map</i></b>                  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).</p>	OG	CD
10.		<p><b><i>ARDA and Amendments</i></b>                  The owner/applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the owner/applicant of the project.</p>	M	CD (E)

11.	✓	<p><b>Mitigation Monitoring</b>          The owner/applicant shall participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Folsom Plan Area Specific Plan FEIR/EIS have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).</p>	OG	CD (P)
12.		<p>The owner/applicant acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(9)), effective January 1, 2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. The Landowner is not currently contemplating any residential rental projects within the Subject Property; however, in the event the City amends its Inclusionary Housing Ordinance with respect to rental housing pursuant to Section 65850(9), Landowner (or successor in interest) agrees that the Subject Property shall be subject to said City Ordinance, as amended, should any residential rental project be proposed within the Subject Property.</p>	OG	CD (P)
<b>POLICE/SECURITY REQUIREMENT</b>				
13.		<p>The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered:</p> <ul style="list-style-type: none"> <li>• A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas.</li> <li>• Security measures for the safety of all construction equipment and unit appliances.</li> <li>• Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.</li> </ul>	G, I, B	PD

<b>DEVELOPMENT COSTS AND FEE REQUIREMENTS</b>				
14.		<p><b><i>Taxes and Fees</i></b>            The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and Amendments No. 1 and No. 2 to the Amended and Restated Tier 1 Development Agreement.</p>	M	CD (P)(E)
15.		<p><b><i>Assessments</i></b>            If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	M	CD (E)
16.		<p><b><i>FPASP Development Impact Fees</i></b>            The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.</p> <p>Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (July 1, 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.</p>	B	CD (P), PW, PK

17.		<p><b><i>Legal Counsel</i></b>          The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	OG	CD (P)(E)
18.		<p><b><i>Consultant Services</i></b>          If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the City shall provide notice to the owner/applicant of the outside consultant selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or beginning inspection, whichever is applicable.</p>	G, I, M, B	CD (P)(E)

<b>GRADING PERMIT REQUIREMENTS</b>				
19.		<p><b><i>Walls/Fences</i></b>            The final location, design, height, materials, and colors of the walls and fences shall consistent with the submitted Wall and Fence Exhibit, dated February, 2020 subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines.</p>	G, I, B	CD (P)(E), FD
20.		<p><b><i>Mine Shaft Remediation</i></b>            The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans.</p>	G	CD (E)
21.		<p><b><i>Prepare Traffic Control Plan.</i></b>            Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared by the owner/applicant. The Traffic Control Plan prepared by the owner/applicant shall, at minimum, include the following measures:</p> <ul style="list-style-type: none"> <li>• Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage.</li> <li>• Maintaining alternate one-way traffic flow past the lay down area and site access when feasible.</li> <li>• Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. on weekdays).</li> <li>• A minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. This shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone.</li> <li>• A phone number and 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.</li> </ul>	G	CD (E)

22.		<b><i>State and Federal Permits</i></b> The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.	G, I	CD (P)(E)
23.		<b><i>Landslide /Slope Failure</i></b> 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
<b>IMPROVEMENT PLAN REQUIREMENTS</b>				
24.		<b><i>Improvement Plans</i></b> 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)
25.		<b><i>Standard Construction Specifications and Details</i></b> Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <i>Standard Construction Specifications and Details</i> and the <i>Design and Procedures Manual and Improvement Standards</i> .	I	CD (P)(E)
26.		<b><i>Water and Sewer Infrastructure</i></b> 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;  <ul style="list-style-type: none"> <li>• The owner/applicant shall provide public sewer and water main easements</li> <li>• 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.</li> <li>• In no case shall a City-maintained public water or public sewer line be placed on private residential property.</li> </ul>	I	CD (E)

27.		<p><b>Lighting Plan</b>          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:</p> <ul style="list-style-type: none"> <li>• Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties;</li> <li>• 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;</li> <li>• For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash;</li> <li>• 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</li> <li>• 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.</li> </ul>	I	CD (P)
28.		<p><b>Utility Coordination</b>          The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&amp;E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of the final map.</p>	M	CD (P)(E)
29.		<p><b>Replacing Hazardous Facilities</b>          The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.</p>	I, OG	CD (E)

30.		<p><b><i>Future Utility Lines</i></b>          All future utility lines lower than 69 KV that are to be built within the project shall be placed underground within and along the perimeter of the project at the developer's cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.</p>	M	CD (E)
31.		<p><b><i>Water Meter Fixed Network System</i></b>          The owner owner/applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed network system for any City-owned and maintained water meter within the project.</p>	I	CD (E), EWR
32.		<p><b><i>Class II Bike Lanes</i></b>          All Class II bike lanes (East Bidwell Street and Savannah Parkway) 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.</p>	I	CD (E)(P)

33.		<p><b>Noise Barriers and Window Assemblies</b>          Based on the Environmental Noise Assessment (the “2020 Noise Assessment”) prepared by Bollard Acoustical Consultants on April 24, 2020, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> <li>• 7-foot-tall solid noise barriers shall be constructed along all residential property boundaries adjacent to East Bidwell Street and 6-foot-tall noise barriers shall be constructed along all residential property boundaries adjacent to Old Ranch Way, Savannah Parkway, and the eastern property boundary with the future fire/police stations prior to occupancy of any residences adjacent to these streets or boundaries. The 6-foot-tall and 7-foot-tall noise barriers shall be constructed to the required height relative to the rear yard elevations.</li> <li>• Suitable materials for the traffic noise barriers include masonry and precast concrete panels. Other materials may be acceptable but shall be reviewed by an acoustical consultant and approved by the Community Development Department prior to use.</li> <li>• 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.</li> <li>• Second-floor building facades shall maintain minimum window assembly STC ratings of 32 for all homes with rear yards adjacent to East Bidwell Street.</li> <li>• First and second-floor building facades shall maintain minimum window assembly STC ratings of 32 for all homes with rear yards adjacent to the future Fire and Police stations along the eastern project boundary.</li> </ul>	I, O	CD (E)(P)
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34.		<p><b><i>Master Plan Updates</i></b></p> <p>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 <u><i>Standard Construction Specifications and Details</i></u>, and the <u><i>Design and Procedures Manual and Improvement Standards</i></u>.</p> <p>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	G, I	CD(E), EWR, PW
35.		<p><b><i>Best Management Practices</i></b></p> <p>The storm drain improvement plans shall provide for “Best Management Practices” that meet the requirements of the water quality standards of the City’s National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</p> <p>In addition to compliance with City ordinances, the owner/applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, “Hydrology and Water Quality.”</p>	G, I	CD (E)
36.		<p><b><i>Litter Control</i></b></p> <p>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).</p>	OG	CD (E)

**FIRE DEPT REQUIREMENTS**

37.	<p><b><i>All-Weather Access and Fire Hydrants</i></b>          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.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• All public streets shall meet City of Folsom Street Standards.</li> <li>• 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).</li> <li>• All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material storage or vertical construction is allowed. All-weather access is defined as 6” of compacted AB from May 1 to September 30 and 2”AC over 6” AB from October 1 to April 30</li> <li>• The 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.</li> </ul>	G, I, M, B	CD (P), FD
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**LANDSCAPE/TREE PRESERVATION REQUIREMENTS**

38.	<p><b><i>Landscaping Plans</i></b>          Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans shall comply with all State and local rules, regulations, Governor’s declarations and restrictions pertaining to water conservation and outdoor landscaping.</p> <p>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 Rockcross Subdivision project.</p>	B	CD (P)(E)
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**MAP REQUIREMENTS**

39.		<p><b><i>Subdivision Improvement Agreement</i></b>          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.</p>	M	CD (E)
40.		<p><b><i>The Final Inclusionary Housing Plan</i></b>          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 Rockcross Subdivision project.</p>	M	CD (P)(E)

41.		<p><b><i>Department of Real Estate Public Report</i></b>                  The owner/applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and/or the CC&amp;R's the following items:</p> <ol style="list-style-type: none"> <li>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.</li> <li>2) Future Fire and Police stations are located adjacent to the project site and may include facilities and equipment that generate noise and light impacts during various times, including but not limited to evening and nighttime hours.</li> <li>3) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic.</li> <li>4) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited.</li> <li>5) The project site is located close to the Mather Airport flight path and overflight noise may be present at various times.</li> <li>6) 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.</li> </ol>	M	CD (P, PK)
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42.		<p><b>Public Utility Easements</b>          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.</p>	M	CD (E)
43.		<p><b>Backbone Infrastructure</b>          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.</p>	M	CD (E)
44.		<p><b>New Permanent Benchmarks</b>          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.</p>	M	CD (E)
45.		<p><b>Centralized Mail Delivery Units</b>          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.</p>	M	CD (E)

46.		<p><b>Recorded Final Map</b>          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.</p>	B	CD (E)
47.		<p><b>Recorded Final Map</b>          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.</p>	B	CD (P), FCUSD
48.		<p><b>Credit Reimbursement Agreement</b>          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.</p>	M	CD (E)
<b>TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS</b>				
49.		<p>The following conditions of approval are related to roadway and traffic related improvements for the Rockcross Subdivision project under two (2) separate scenarios:</p> <ul style="list-style-type: none"> <li>A. The Enclave Subdivision project (PN 16-025) <u>has</u> constructed roadway improvements, while the Mangini Ranch Phase 2 Subdivision Village 7 project (PN 17-308) has not constructed roadway improvements.</li> <li>B. The Enclave Subdivision project (PN 16-025) <u>has</u> constructed roadway improvements and the Mangini Ranch Phase 2 Subdivision Village 7 project (PN 17-308) <u>has</u> constructed road improvements.</li> </ul> <p>See Attachment 12 (KH Memo and Exhibits) to this staff report for reference for the following improvements under each scenario:</p>	B	CD (E), PW, FD

<p>49. Cont</p>		<p><u>Scenario 1 (Enclave Subdivision Improvements Completed Mangini Ranch Village 7 Subdivision Improvements Not Completed)</u></p> <ul style="list-style-type: none"> <li>• The owner/applicant shall construct a southbound median left turn pocket on East Bidwell Street with a minimum storage length of 315 feet (255-foot deceleration lane plus 60-foot taper) to provide left turn access to Savannah Parkway.</li> <li>• The owner/applicant shall construct Savannah Parkway from East Bidwell Street to the eastern boundary of the Rockcross Subdivision and provide a temporary U-Turn at the eastbound intersection of Savannah Parkway and Shale Rock Way (Mangini Ranch Village 2) until such time that the segment of Savannah Parkway between Shale Rock Way and Westwood Drive is completed and Westwood Drive is completed between Savannah Parkway and Alder Creek Parkway.</li> </ul> <p><u>Scenario 2 (Enclave/Mangini Ranch Village 7 Subdivision Improvements Completed)</u></p> <ul style="list-style-type: none"> <li>• The owner/applicant shall construct the eastern extension of Savannah Parkway from the Mangini Ranch Village 7 Subdivision boundary to the eastern boundary of the Rockcross Subdivision (including the Shale Rock Way intersection).</li> </ul>	<p>B</p>	<p>CD (E), PW, FD</p>
<p>50.</p>		<p>Until such time that a traffic signal is required (issuance of 496<sup>th</sup> building permit within Mangini Ranch Phase 2 Subdivision project) at the East Bidwell Street/Savannah Parkway intersection, the owner/applicant shall construct a southbound median acceleration lane to assist in facilitating a two-stage outbound left-turn lane from Savannah Parkway onto southbound East Bidwell Street. The length of this lane, which is understood to be a temporary improvement that is repurposed with the ultimate East Bidwell Street corridor improvements, should total approximately 250 feet.</p>	<p>B</p>	<p>CD (E), PW, FD</p>

**ARCHITECTURE/SITE DESIGN REQUIREMENTS**

51.		<p>The Rockcross Subdivision project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> <li>1. This approval is for one product line with four two-story master plans in three architectural styles with 9 color and material options. The applicant shall submit building plans that comply with this approval and the attached building elevations dated June 17, 2020.</li> <li>2. The design, materials, and colors of the single-family residential units shall be consistent with the approved building elevations, materials samples, and color schemes to the satisfaction of the Community Development Department.</li> <li>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.</li> <li>4. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings.</li> <li>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.</li> <li>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.</li> </ol>	B	CD (P) (B)
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52.		<p><b><i>Trash/Recycling Containers and Air Conditioner Screening</i></b>          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.</p>	OG	CD (P) (E)
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**MITIGATION MEASURES**

53.	✓	<b>Rockcross Subdivision Mitigation Monitoring Reporting Program (MMRP).</b> The conditions of approval below (numbered 53-1 to 53-89) 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).		
<b>Condition No.</b>	<b>Mitigation Number (Source)</b>	<b>Mitigation Measures</b>	<b>Timing</b>	<b>Responsible Agency</b>
<b>AESTHETICS</b>				
53-1	3A.1-4 (FPASP EIR/EIS)	<b>Screen Construction Staging Areas.</b> 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.
53-2	3A.1-5 (FPASP EIR/EIS)	<b>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</b> To reduce impacts associated with light and glare, the City shall:	Before approval of building permits.	City of Folsom Community Development Department

		<ul style="list-style-type: none"> <li>▶ 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.</li>   <li>▶ 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:       <ul style="list-style-type: none"> <li>▶ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.</li> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ 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.</li> </ul> </li> </ul>		
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		<ul style="list-style-type: none"> <li>▶ Lighting of off-site facilities within the City of Folsom shall be consistent with the City’s General Plan standards.</li> <li>▶ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards.</li> </ul> <p>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.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>		
<b>AIR QUALITY</b>				
53-3	3A.2-1a (FPASP EIR/EIS)	<p><b><i>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</i></b></p> <p>To reduce short-term construction emissions, the project applicant(s) for any particular discretionary development application shall require their contractors to implement SMAQMD’s list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p>	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

	<p><b><i>Basic Construction Emission Control Practices</i></b></p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</li> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ 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.</li> </ul> <p><b><i>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</i></b></p> <ul style="list-style-type: none"> <li>▶ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.</li> <li>▶ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.</li> </ul>		
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	<ul style="list-style-type: none"> <li>▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.</li> </ul> <p><b><i>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</i></b></p> <ul style="list-style-type: none"> <li>▶ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.</li> <li>▶ 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.</li> <li>▶ 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.</li> </ul> <p><b><i>Enhanced Exhaust Control Practices</i></b></p> <ul style="list-style-type: none"> <li>▶ 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</li> </ul>		
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		<p>each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall ensure that emissions from all off-road diesel powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of noncompliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.</p> <p>► If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits.</p>		
53-4	3A.2-1b (FPASP EIR/EIS)	<p><b><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements.</i></b></p> <p>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</p>	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

		<p>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.</p>	<p>construction for all project phases.</p>	<p>applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.</p>
<p>53-5</p>	<p>3A.2-1c (FPASP EIR/EIS)</p>	<p>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</p>	<p>Before the approval of all grading plans by the City.</p>	<p>City of Folsom Community Development Department</p>

		<p>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.</p>		
53-6	3A.2-2 (FPASP EIR/EIS)	<p><b><i>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</i></b></p> <p>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.</p>	<p>Before issuance of subdivision maps or improvement plans.</p>	<p>City of Folsom Community Development Department</p>
53-7	3A.2-4a (FPASP EIR/EIS)	<p><b><i>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</i></b></p> <p>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</p>	<p>Before the approval of all grading plans by the City and throughout project construction, where</p>	<p>City of Folsom Community Development Department</p>

		<p>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.</p> <p>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.</p> <p>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.</p>	applicable, for all project phases.	
53-8	3A.2-6 (FPASP EIR/EIS)	<p><b><i>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.</i></b></p> <p>The project applicant(s) for any particular discretionary development application shall implement the following measure:</p> <ul style="list-style-type: none"> <li>▶ 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.</li> </ul>	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
<b>BIOLOGICAL RESOURCES</b>				
53-9	3A.3-1a (FPASP EIR/EIS)	<p><b><i>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.</i></b></p> <p>To minimize indirect effects on water quality and wetland hydrology, the project applicant(s) for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these</p>	Before approval of improvement and drainage plans, and on an ongoing basis throughout and after project construction, as	City of Folsom Public Works Department

	<p>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.”</p> <p>The project applicant(s) for any particular discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</p>	<p>required for all project phases.</p>	
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		<p>In addition to compliance with City ordinances, the project applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>Each project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The project applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</p> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such</p>		
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		that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met.		
53-10	3A.3-2a (FPASP EIR/EIS)	<p><b><i>Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests.</i></b></p> <p>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.</p> <p>If active nests are found, impacts on nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in consultation with DFG that reducing the buffer would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities.</p> <p>The City shall consult with DFG. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrow owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no</p>	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.

		<p>construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG’s guidelines are determined to be met.</p>		
<b>GEOLOGY AND SOILS</b>				
53-11	3A.7-1a (FPASP EIR/EIS)	<p>Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any project development phase, the project applicant(s) of each project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical engineering report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> <li>▶ Site preparation;</li> <li>▶ Soil bearing capacity;</li> <li>▶ Appropriate sources and types of fill;</li> <li>▶ Potential need for soil amendments;</li> <li>▶ Road, pavement, and parking areas;</li> <li>▶ Structural foundations, including retaining-wall design;</li> <li>▶ Grading practices;</li> <li>▶ Soil corrosion of concrete and steel;</li> <li>▶ Erosion/winterization;</li> <li>▶ Seismic ground shaking;</li> <li>▶ Liquefaction; and</li> <li>▶ Expansive/unstable soils.</li> </ul>	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department

		<p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant(s) of each project phase. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new project development shall be in accordance with the CBC. The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.</p>		
53-12	3A.7-1b (FPASP EIR/EIS)	<p><b><i>Monitor Earthwork during Earthmoving Activities.</i></b></p> <p>All earthwork shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s) of each project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department
53-13	3A.7-3 (FPASP EIR/EIS)	<p><b><i>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</i></b></p> <p>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</p>	Before the start of construction activities.	City of Folsom Community Development Department

		<p>state’s NPDES permit, and shall include the site-specific grading associated with development for all project phases.</p> <p>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, “Hydrology and Water Quality – Land”) would also help reduce erosion-related impacts.</p>		
53-14	3A.7-5 (FPASP EIR/EIS)	<p><b><i>Divert Seasonal Water Flows Away from Building Foundations.</i></b></p> <p>The project applicant(s) of all project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.</p>	Before and during earthmoving activities.	City of Folsom Community Development Department
53-15	3A.7-10 (FPASP EIR/EIS)	<p><b><i>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.</i></b></p>	During earthmoving activities in the	City of Folsom Community Development Department

		<p>To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the project applicant(s) of all project phases where construction would occur in the Ione and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ 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.</li> </ul> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>	<p>Ione and Mehrten Formations.</p>	
<b>GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE</b>				
<p>53-16</p>	<p>3A.4-1 (FPASP EIR/EIS)</p>	<p><b><i>Implement Additional Measures to Control Construction-Generated GHG Emissions.</i></b></p> <p>To further reduce construction-generated GHG emissions, the project applicant(s) any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time</p>	<p>Before approval of small-lot final maps and building permits for all discretionary development</p>	<p>City of Folsom Community Development Department</p>

	<p>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.</p> <p>SMAQMD’s recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none"> <li>▶ Improve fuel efficiency from construction equipment:       <ul style="list-style-type: none"> <li>▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);</li> <li>▪ perform equipment maintenance (inspections, detect failures early, corrections);</li> <li>▪ train equipment operators in proper use of equipment;</li> </ul> </li> </ul>	<p>project, including all on- and off-site elements and implementation throughout project construction.</p>	
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	<ul style="list-style-type: none"> <li>▪ use the proper size of equipment for the job; and</li> <li>▪ use equipment with new technologies (repowered engines, electric drive trains).           <ul style="list-style-type: none"> <li>▶ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.</li> <li>▶ 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).</li> <li>▶ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.</li> <li>▶ 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.</li> <li>▶ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight).</li> <li>▶ 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).</li> <li>▶ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option.</li> <li>▶ Produce concrete on-site if determined to be less emissive than transporting ready mix.</li> <li>▶ 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).</li> <li>▶ 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.</li> </ul> </li> </ul>		
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		In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.		
53-17	3A.8-2 (FPASP EIR/EIS)	<p><b><i>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.</i></b></p> <p>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.</p> <p>The project applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances:</p> <ul style="list-style-type: none"> <li>▶ 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 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</li> </ul>	Before and during earth moving activities	City of Folsom Community Development Department

		<p>procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility.</p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ Obtain an assessment conducted by PG&amp;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.</li> <li>▶ 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).</li> </ul>		
<b>HYDROLOGY AND WATER QUALITY</b>				
53-18	3A.9-1 (FPASP EIR/EIS)	<p><b><i>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</i></b></p> <p>Prior to the issuance of grading permits, the project applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the SWRCB’s NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under</p>	Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits	City of Folsom Community Development Department

	<p>the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify:</p> <ul style="list-style-type: none"> <li>▶ 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</li> <li>▶ The implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities;</li> <li>▶ 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;</li> <li>▶ 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;</li> <li>▶ 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</li> <li>▶ The appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.</li> <li>▶ 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.</li> <li>▶ 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</li> </ul>	<p>for all on-site project phases and off-site elements and implementation throughout project construction.</p>	
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		<p>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.</p> <ul style="list-style-type: none"> <li>▶ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration.</li> <li>▶ 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.</li> </ul> <p>A copy of the approved SWPPP shall be maintained and available at all times on the construction site.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>		
53-19	3A.9-2 (FPASP EIR/EIS)	<p><b><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></b></p> <p>Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be appropriately conveyed through the SPA, and that project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts. The plans shall include, but not be limited to, the following items:</p>	Before approval of grading plans and building permits of all project phases.	City of Folsom Public Works Department

	<ul style="list-style-type: none"> <li>▶ 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;</li> <li>▶ 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;</li> <li>▶ A description of the proposed maintenance program for the on-site drainage system;</li> <li>▶ Project-specific standards for installing drainage systems;</li> <li>▶ City and El Dorado County flood control design requirements and measures designed to comply with them;</li> <li>▶ 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:           <ul style="list-style-type: none"> <li>• Use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater);</li> <li>• Enlarged detention basins to minimize flow changes and changes to flow duration characteristics;</li> <li>• Bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian</li> </ul> </li> </ul>		
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		<p>habitat and maintenance of natural hydrologic and channel to floodplain interactions;</p> <ul style="list-style-type: none"> <li>• Minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and</li> <li>• 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.</li> </ul> <p>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department).</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County.</p>		
53-20	3A.9-3 (FPASP EIR/EIS)	<p><b><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i></b>                  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</p>	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

	<p>and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.</p> <ul style="list-style-type: none"> <li>▶ A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features.</li> <li>▶ 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).</li> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to:             <ul style="list-style-type: none"> <li>• Surface swales;</li> <li>• Replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement);</li> <li>• Impervious surfaces disconnection; and</li> <li>• Trees planted to intercept stormwater.</li> </ul> </li> </ul> <p>New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in “Stormwater Quality Design Manual</p>		
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		<p>for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4” (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.</p>		
<b>NOISE AND VIBRATION</b>				
53-21	3A.11-1 (FPASP EIR/EIS)	<p><b><i>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</i></b></p> <p>To reduce impacts associated with noise generated during project related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:</p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses.</li> <li>▶ All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine</li> </ul>	Before and during construction activities on the SPA and within El Dorado Hills.	City of Folsom Community Development Department

	<p>shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.</p> <ul style="list-style-type: none"><li>▶ All motorized construction equipment shall be shut down when not in use to prevent idling.</li><li>▶ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete offsite instead of on-site).</li><li>▶ 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.</li><li>▶ 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.</li><li>▶ 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).</li><li>▶ 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.</li></ul>		
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		<p>► The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the project applicant(s) of the applicable project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom’s jurisdictional boundaries.</p>		
<b>PUBLIC SERVICES</b>				
53-22	3A.14-1 (FPASP EIR/EIS)	<p><b><i>Prepare and Implement a Construction Traffic Control Plan.</i></b></p> <p>The project applicant(s) of all project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all project plans or permits, for all project phases where implementation may cause impacts on traffic.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).</p>	Before the approval of all relevant plans and/or permits and during construction of all project phases.	City of Folsom Public Works Department
53-23	3A.14-2 (FPASP EIR/EIS)	<p><b><i>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.</i></b></p>	Before issuance of building permits and issuance of occupancy permits or final inspections	City of Folsom Fire Department, City of Folsom Community Development Department

	<p>To reduce impacts related to the provision of new fire services, the project applicant(s) of all project phases shall do the following, as described below.</p> <p>1. Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards.</p> <p>Improvement plans showing the incorporation automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 (“Vehicular Access Requirements”). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.</p> <p>2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.</p> <p>In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>3. Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines</p>	<p>for all project phases.</p>	
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		<p>and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.</p> <p>4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</p> <p>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.</p>		
53-24	3A.14-3 (FPASP EIR/EIS)	<p><b><i>Incorporate Fire Flow Requirements into Project Designs.</i></b></p> <p>The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.</p>	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
<b>TRAFFIC AND TRANSPORTATION</b>				
53-25	3A.15-1a (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).</i></b></p> <p>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</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be	City of Folsom Public Works Department

		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).	implemented and when fair share funding should be paid.	
53-26	3A.15-1b (FPASP EIR/EIS)	<b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2).</i></b> 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
53-27	3A.15-1c (FPASP EIR/EIS)	<b><i>The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).</i></b> 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 improvement should be implemented.	City of Folsom Public Works Department
53-28	3A.15-1e (FPASP EIR/EIS)	<b><i>Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).</i></b> 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

53-29	3A.15-1f (FPASP EIR/EIS)	<p><b><i>Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).</i></b></p> <p>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.</p>	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
53-30	3A.15-1h (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).</i></b></p> <p>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).</p>	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
53-31	3A.15-1i (FPASP EIR/EIS)	<p><b><i>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).</i></b></p> <p>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</p>	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	Sacramento County Public Works Department

		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 agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).	funded, it's construction is expected to be complete before the first phase of the Proposed Project or alternative is built.	
53-32	3A.15-1j (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).</i></b>  To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.	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	Sacramento County Public Works Department

			the impacts to Hazel Avenue between Madison Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).	
53-33	3A.15-11 (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).</i></b></p> <p>To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes must be striped. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection (El Dorado County Intersection 3).</p>	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
53-34	3A.15-10 (FPASP EIR/EIS)	<p><b><i>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</i></b></p> <p>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</p>	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

		Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.		
53-35	3A.15-1p (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).</i></b></p> <p>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 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.</p> <p>Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).</p>	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 the City of Rancho Cordova Department of Public Works
53-36	3A.15-1q (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></b></p> <p>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).</p>	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	Caltrans

			Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR.	
53-37	3A.15-1r (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</i></b></p> <p>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.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</p>	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
53-38	3A.15-1s (FPASP EIR/EIS)	<p><b><i>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).</i></b></p> <p>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).</p>	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

53-39	3A.15-1u (FPASP EIR/EIS)	<p><b><i>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).</i></b></p> <p>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 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).</p>	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
53-40	3A.15-1v (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</i></b></p> <p>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).</p>	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
53-41	3A.15-1w (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</i></b></p> <p>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</p>	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

		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).	which project phase the improvement should be built.	
53-42	3A.15-1x (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).</i></b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge 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
53-43	3A.15-1y (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).</i></b> 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
53-44	3A.15-1z (FPASP EIR/EIS)	<b><i>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).</i></b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans should be implemented to	Before project build out. A phasing analysis should be performed prior to approval of the first	City of Folsom Public Works Department

		<p>eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”.</p> <p>The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).</p>	<p>subdivision map to determine during which project phase the improvement should be built.</p>	
53-45	3A.15-1aa (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9).</i></b></p> <p>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).</p>	<p>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.</p>	City of Folsom Public Works Department
53-46	3A.15-1dd (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).</i></b></p> <p>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).</p>	<p>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.</p>	City of Folsom Public Works Department

53-47	3A.15-1ee (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).</i></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on ramp should start the westbound auxiliary lane that ends at the Prairie City Road off ramp. The slip on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment 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).</p>	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
53-48	3A.15-1ff (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</i></b></p> <p>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).</p>	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
53-49	3A.15-1gg (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).</i></b></p> <p>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</p>	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 and Sacramento County Department of Transportation

		impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).	improvement should be built.	
53-50	3A.15-1hh (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).</i></b> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge 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).	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
53-51	3A.15-1ii (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</i></b> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge 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
53-52	3A.15-2a (FPASP EIR/EIS)	<b><i>Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development and Develop and Provide Options for Alternative Transportation Modes.</i></b> 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.	Before approval of improvement plans for all project phases any particular discretionary development application that	City of Folsom Public Works Department

		<p>Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The project applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.</p>	<p>includes residential and commercial or mixed-use development. As a condition of project approval and/or as a condition of the development agreement for all project phases.</p>	
53-53	3A.15-2b (FPASP EIR/EIS)	<p><b><i>Participate in the City's Transportation System Management Fee Program.</i></b>          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.</p>	<p>Concurrent with construction for all project phases.</p>	<p>City of Folsom Public Works Department</p>
53-54	3A.15-2c (FPASP EIR/EIS)	<p><b><i>Participate with the 50 Corridor Transportation Management Association.</i></b>          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.</p>	<p>Concurrent with construction for all project phases.</p>	<p>City of Folsom Public Works Department</p>
53-55	3A.15-3 (FPASP EIR/EIS)	<p><b><i>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</i></b>          In accordance with Measure W, the 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.</p>	<p>As a condition of project approval and/or as a condition of the development agreement for all project phases.</p>	<p>City of Folsom Public Works Department</p>

53-56	3A.15-4a (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).</i></b></p> <p>To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach 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).</p>	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
53-57	3A.15-4b (FPASP EIR/EIS)	<p><b><i>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).</i></b></p> <p>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.</p>	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
53-58	3A.15-4c (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).</i></b></p> <p>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).</p>	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

			improvement should be built.	
53-59	3A.15-4d (FPASP EIR/EIS)	<p><b><i>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).</i></b></p> <p>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.</p>	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
53-60	3A.15-4e (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).</i></b></p> <p>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).</p>	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
53-61	3A.15-4f (FPASP EIR/EIS)	<p><b><i>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).</i></b></p> <p>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</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project	City of Folsom Public Works Department

		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 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).	phase the improvement should be built.	
53-62	3A.15-4g (FPASP EIR/EIS)	<b><i>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).</i></b> 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
53-63	3A.15-4i (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</i></b> 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	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.

		the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).		
53-64	3A.15-4j (FPASP EIR/EIS)	<p><b><i>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).</i></b></p> <p>To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. 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.</p>	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.
53-65	3A.15-4k (FPASP EIR/EIS)	<p><b><i>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).</i></b></p> <p>To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. 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.</p>	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.

<p>53-66</p>	<p>3A.15-4l (FPASP EIR/EIS)</p>	<p><b><i>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).</i></b></p> <p>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 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).</p>	<p>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.</p>	<p>Sacramento County Department of Transportation.</p>
<p>53-67</p>	<p>3A.15-4m (FPASP EIR/EIS)</p>	<p><b><i>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).</i></b></p> <p>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).</p>	<p>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.</p>	<p>Sacramento County Department of Transportation.</p>

53-68	3A.15-4n (FPASP EIR/EIS)	<p><b><i>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).</i></b></p> <p>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 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).</p>	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.
53-69	3A.15-4o (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</i></b></p> <p>To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane 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).</p>	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.
53-70	3A.15-4p (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</i></b></p> <p>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</p>	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.

		program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).	improvement should be built.	
53-71	3A.15-4q (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. 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).</p>	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.
53-72	3A.15-4r (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. 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).</p>	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.

53-73	3A.15-4s (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. 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).</p>	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.
53-74	3A.15-4t (FPASP EIR/EIS)	<p><b><i>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).</i></b></p> <p>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).</p>	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.

53-75	3A.15-4u (FPASP EIR/EIS)	<p><b><i>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).</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment 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).</p>	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.
53-76	3A.15-4v (FPASP EIR/EIS)	<p><b><i>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).</i></b></p> <p>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).</p>	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.
53-77	3A.15-4w (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</i></b></p>	Before project build out. A phasing analysis should be	Sacramento County Department of Transportation.

		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 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).	performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	
53-78	3A.15-4x (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).</i></b> To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip-on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment 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.
53-79	3A.15-4y (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</i></b> To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip-on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment 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	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.

		applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).		
<b>UTILITIES AND SERVICE SYSTEMS</b>				
53-80	3A.16-1 (FPASP EIR/EIS)	<p><b><i>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.</i></b></p> <p>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.</p>	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
53-81	3A.16-3 (FPASP EIR/EIS)	<p><b><i>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</i></b></p> <p>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.</p>	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
53-82	3A.18-1 (FPASP EIR/EIS)	<p><b><i>Submit Proof of Surface Water Supply Availability.</i></b></p> <p>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</p>	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

		<p>those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map.</p> <p>b. Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.</p>		
53-83	3A.18-2a (FPASP EIR/EIS)	<p><b><i>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</i></b></p> <p>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.</p>	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
53-84	3A.18-2b (FPASP EIR/EIS)	<p><b><i>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).</i></b></p> <p>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</p>	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

		determined by the City. Approval of the final project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.		
53-85	4.4-1 (Westland/ Eagle SPA)	<p><b><i>Conduct Environmental Awareness Training for Construction Employees.</i></b></p> <p>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.</p> <p>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.</p>	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
53-86	4.4-7 (Westland/ Eagle SPA)	<p><b><i>Preconstruction Nesting Bird Survey.</i></b></p> <p>The Project Applicant shall conduct a preconstruction nesting bird survey of all areas associated with construction activities on the project site within 14 days</p>	Before approval of grading or improvement plans or any ground	California Department of Fish and Game, and City of Folsom Community Development Department

		<p>prior to commencement of construction during the nesting season (1 February through 31 August).</p> <p>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 independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.</p>	<p>disturbing activities, including grubbing or clearing, for any project phase.</p>	
53-87	3A.5-1a (Westland/ Eagle SPA)	<p><b><i>Comply with the Programmatic Agreement.</i></b></p> <p>The PA for the project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.</p>	<p>During all construction phases</p>	<p>City of Folsom Community Development Department; U.S. Army Corp of Engineers;</p>
53-88	3A.5-2 (Westland/ Eagle SPA)	<p><b><i>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.</i></b></p> <p>To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) of all project phases shall do the following:</p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ 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</li> </ul>	<p>Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.</p>	<p>City of Folsom Community Development Department; U.S. Army Corp of Engineers</p>

		<p>archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring.</p> <ul style="list-style-type: none"> <li>▶ Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is 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.</li> </ul> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>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.</p> <p>The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.</p>		
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53-89	3A.5-3 (Westland/ Eagle SPA)	<p><b><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></b></p> <p>In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the 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</p>	During all ground disturbing activities, for any project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department

	<p>24 hours of making that determination (California Health and Safety Code Section 7050[c]).</p> <p>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 acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an Most Likely Descendant shall be followed. 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:</p> <ul style="list-style-type: none"> <li>▶ record the site with the NAHC or the appropriate Information Center,</li> <li>▶ use an open-space or conservation zoning designation or easement, or</li> <li>▶ record a reinternment document with the county.</li> </ul> <p>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</p>		
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		<p>mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>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.</p>		
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# **Attachment 5**

## **Vicinity Map**

# Vicinity Map

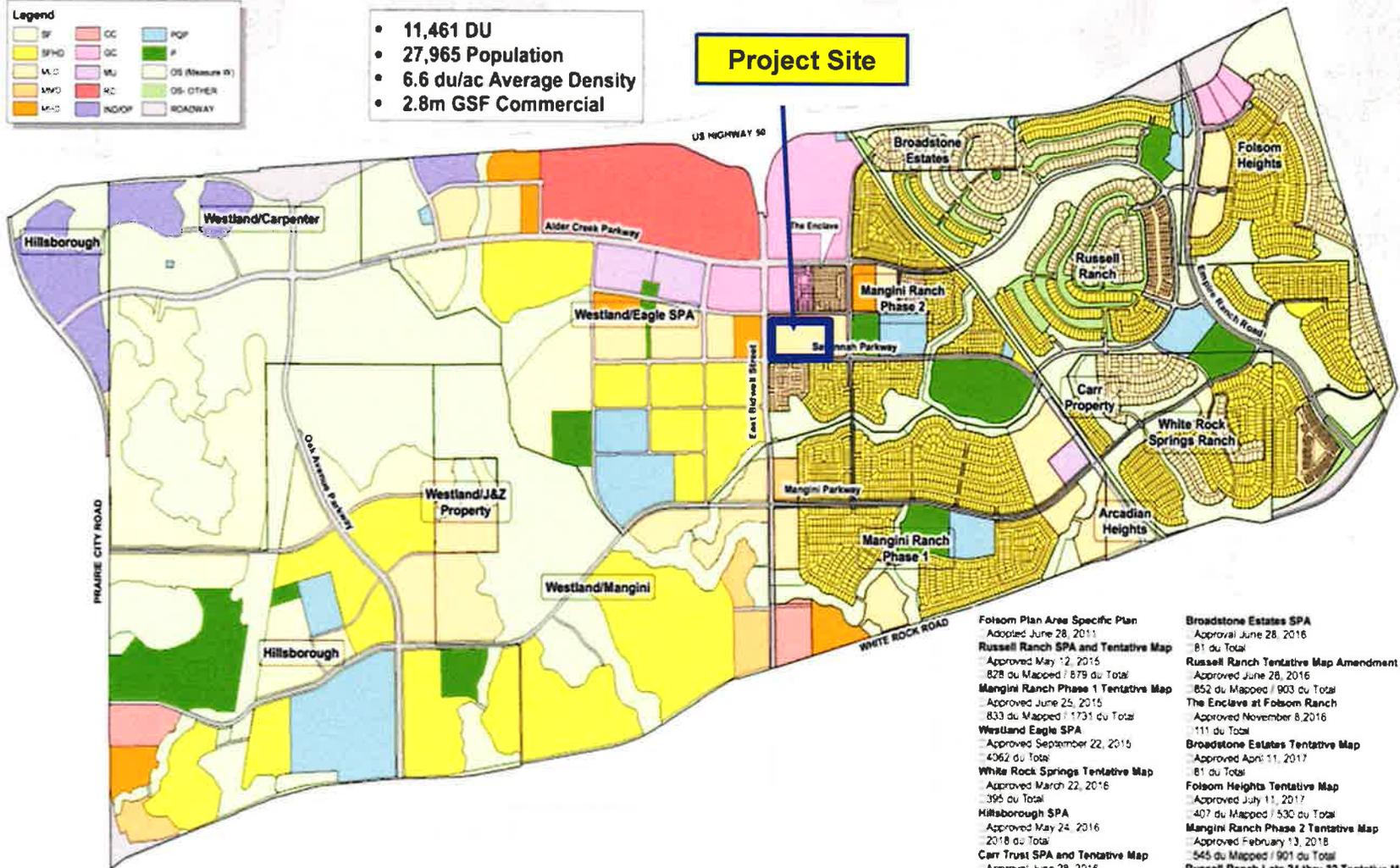


CITY OF  
**FOLSOM**

Legend		
SP	CC	POP
SPHD	GC	P
M.C.	MU	OS (Measure R)
MWD	RC	OS-OTHER
M.C.	IND/OP	ROADWAY

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

**Project Site**



- |   |  |
|---|--|
| <b>Folsom Plan Area Specific Plan</b><br>Adopted June 28, 2011  | <b>Broadstone Estates SPA</b><br>Approval June 28, 2016<br>81 du Total                                   |
| <b>Russell Ranch SPA and Tentative Map</b><br>Approved May 12, 2015<br>828 du Mapped / 879 du Total   | <b>Russell Ranch Tentative Map Amendment</b><br>Approved June 28, 2016<br>852 du Mapped / 903 du Total   |
| <b>Mangini Ranch Phase 1 Tentative Map</b><br>Approved June 25, 2015<br>833 du Mapped / 1731 du Total | <b>The Enclave at Folsom Ranch</b><br>Approved November 8, 2016<br>111 du Total                          |
| <b>Westland Eagle SPA</b><br>Approved September 22, 2015<br>4362 du Total                             | <b>Broadstone Estates Tentative Map</b><br>Approved April 11, 2017<br>81 du Total                        |
| <b>White Rock Springs Tentative Map</b><br>Approved March 22, 2016<br>395 du Total                    | <b>Folsom Heights Tentative Map</b><br>Approved July 11, 2017<br>407 du Mapped / 530 du Total            |
| <b>Hillsborough SPA</b><br>Approved May 24, 2016<br>2018 du Total                                     | <b>Mangini Ranch Phase 2 Tentative Map</b><br>Approved February 13, 2018<br>545 du Mapped / 901 du Total |
| <b>Carr Trust SPA and Tentative Map</b><br>Approval June 28, 2016<br>28 du Total                      | <b>Russell Ranch Lots 24 thru 32 Tentative Map</b><br>Approved March 13, 2018<br>389 du Total            |
| <b>Folsom Heights SPA</b><br>Approval June 28, 2016<br>407 du Mapped / 530 du Total                   |  |

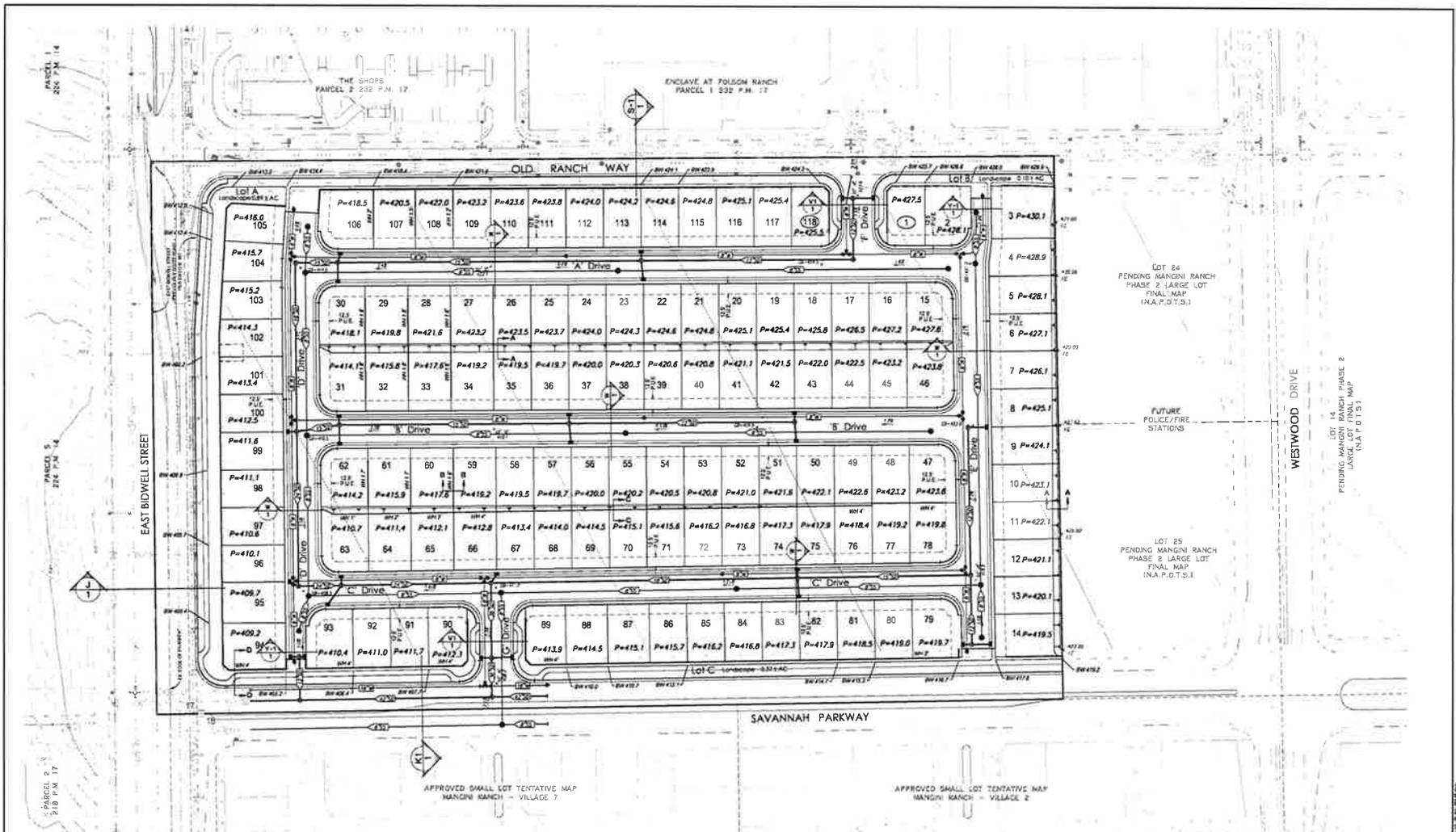
## **Attachment 6**

### **Small-Lot Vesting Tentative Subdivision Map Dated February 18, 2020**



## **Attachment 7**

### **Preliminary Grading, Drainage, and Utility Plan Dated, October 15, 2019**



APPROVED SMALL LOT TENTATIVE MAP  
MANGINI RANCH - VILLAGE 7

APPROVED SMALL LOT TENTATIVE MAP  
MANGINI RANCH - VILLAGE 2

LOT 24  
PENDING MANGINI RANCH  
PHASE 2 LARGE LOT  
FINAL MAP  
(N.A.P.O.T.S.)

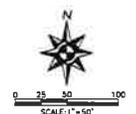
FUTURE  
POLICE/FIRE  
STATIONS

LOT 14  
PENDING MANGINI RANCH PHASE 2  
FINAL MAP  
(N.A.P.O.T.S.)

LOT 25  
PENDING MANGINI RANCH  
PHASE 3 LARGE LOT  
FINAL MAP  
(N.A.P.O.T.S.)

PROPOSED	DESCRIPTION	EXISTING
	SEWER LINE	
	SEWER MANHOLE	
	CANYON DRAIN LINE	
	STORM DRAIN MANHOLE	
	SHOP INLET	
	STORM DRAIN LINE	
	INLET	
	GAS LINE	
	WATER LINE	
	WATER LINE MANHOLE	
	SLOW OFF VALVE	
	BUTTERFLY VALVE	
	GATE VALVE	
	FIRE HYDRANT ASSEMBLY	
	AIR RELEASE VALVE	
	SIGN	
	STREET GRADE	
	CENTERLINE ELEVATION	
	SCREEN WALL	
	MASONRY RETAINING WALL	
	WOOD RETAINING WALL	

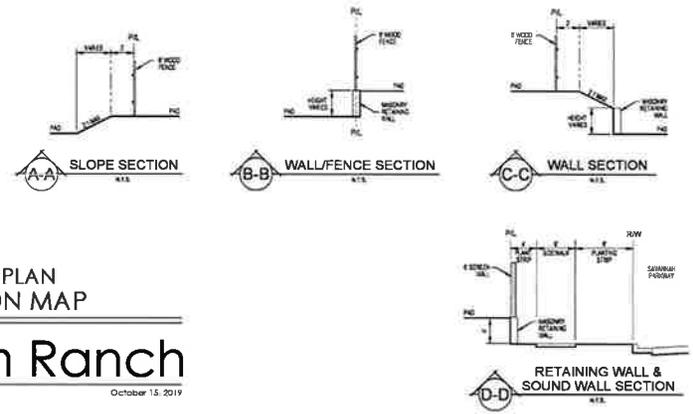
- DRAWING & SITE NOTES:
1. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE.
  2. THE PROPOSED UTILITIES AND INFRASTRUCTURE SHOWN ARE CONCEPTUAL ONLY AND ARE SUBJECT TO REVISION.
  3. UTILITIES MAY BE PLACED DEPENDING UPON THE DEVELOPMENT SEQUENCE OF THE PROJECT, SUBJECT TO THE REVIEW OF THE CITY OF FOLSOM.
  4. THE EXISTING GROUND CONTOURS SHOWN ON THIS SHEET REPRESENT THE EXISTING GRADE CONTOUR AND ARE FOR PLANNING LEVEL STUDIES ONLY.



PRELIMINARY GRADING & UTILITY PLAN  
VESTING TENTATIVE SUBDIVISION MAP

# Rockcross at Folsom Ranch

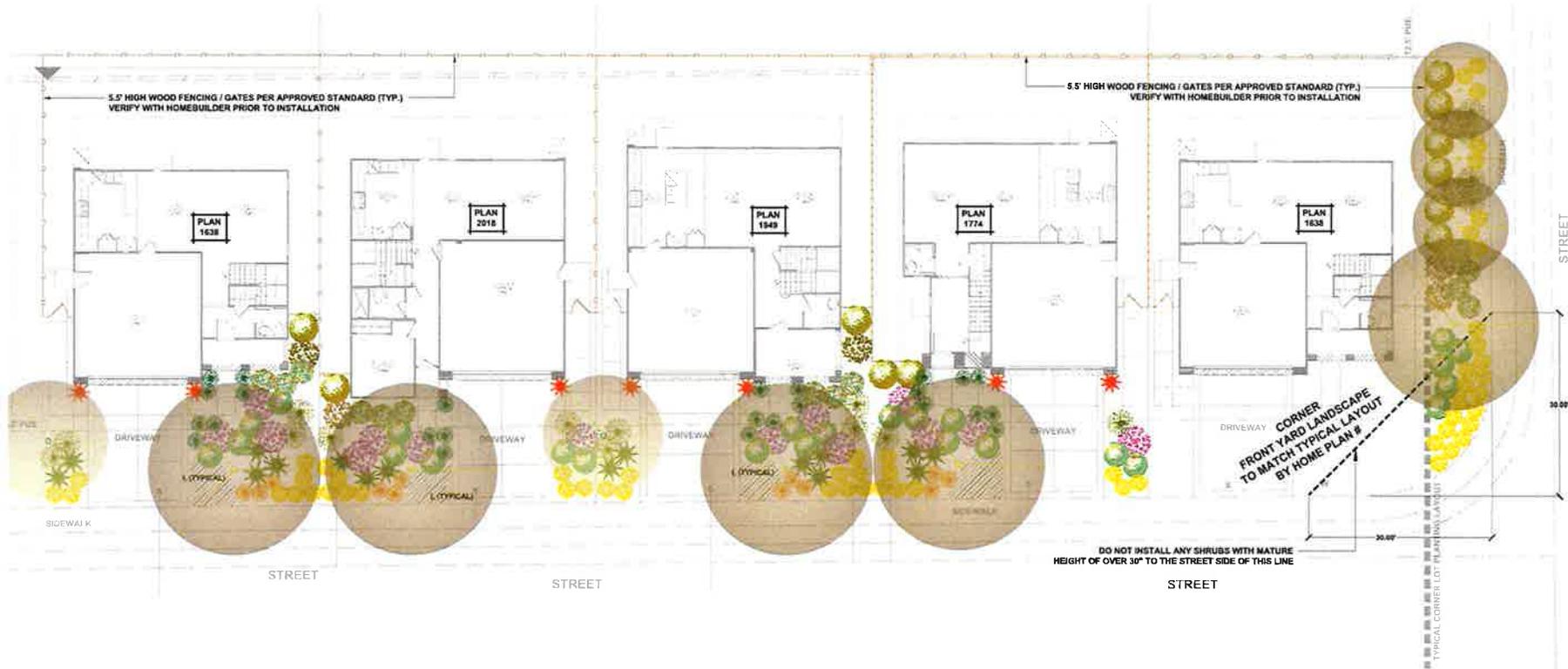
Folsom, California October 15, 2019



## **Attachment 8**

### **Conceptual Front Yard Landscaping Dated March 18, 2020**

**CONCEPTUAL PLANTING LAYOUTS  
SEE PLANT LISTS SHEET CL-1.2**



**MANGINI RANCH - PHASE 2 - LOT 10**

**LENNAR**  
1025 CREEKSIDE RIDGE DR. - #240 / ROSEVILLE, CA 95678

CITY OF FOLSOM, CALIFORNIA

CONCEPTUAL LANDSCAPE PLAN

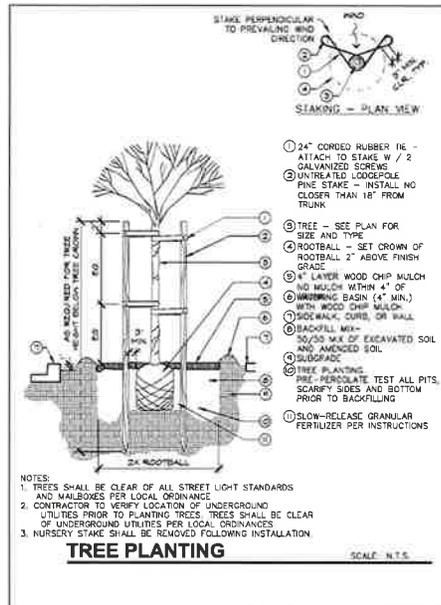
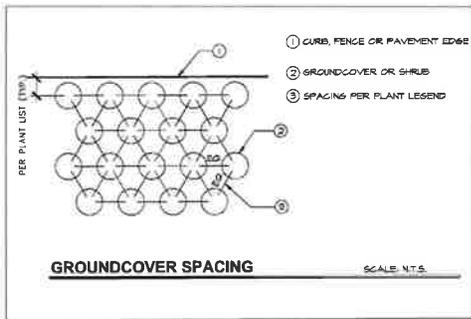
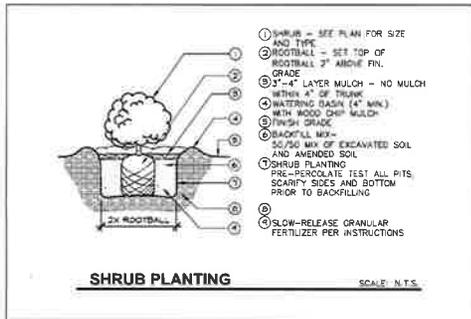
DATE: 3-18-2020

SHEET: **CL-1.1**



SCALE: 1/8" = 1'-0"

LANDSCAPE ARCHITECTURE • SITE DESIGN  
JULIE BOK BAI • CHERRYVILLE • CA • 95603  
424.432.7344 • www.earthlinklandscape.com **EarthLink** LANDSCAPE



**GENERAL PLANTING NOTES:**

- PLANT MATERIAL:** All plant material / container sizes shall comply with the applicable provisions set forth by the American Standard for Nursery Stock. American Association of Nurserymen and the California Specifications for Nursery Trees published by the Urban Tree Foundation. Landscape Architect reserves the right to reject any plant material not complying with above standards. When a discrepancy exists between quantities shown on plan and list, the quantities shown on the plan shall govern.
- SITE REVIEW:** The landscape contractor shall inspect the site and be familiar with all existing site conditions prior to submitting a bid. The landscape contractor shall review related drawings and shall ensure coordination with all applicable trades prior to submitting a bid.
- FINISH GRADING:** The contractor shall be responsible for final grading of 01 and surface drainage of all planting levels. No site work which must stand for more than 24 hours will be accepted.
- SOIL PREPARATION:** The contractor shall follow the recommendations of the soil management report included in these plans. For soils less than 18" organic matter in the top 6" inches of soil, compost at a rate of minimum 1 cubic yard per 1,000 square feet of permeable area shall be incorporated into the top 6" inches of soil or deeper within the TPO of proposed area, which shall receive a 4" layer of hardwood mulch.
- GROUNDCOVER:** Groundcover shall be planted at the spacing / quantities noted in the Plant List and associated Planting Details.
- PRE-EMERGENT:** Site-preventive herbicides shall be applied to all planting areas as per manufacturer's recommendations (Dimension, Ronstar, or equal). The landscape contractor shall assume responsibility for the use of chemical products, and as to supply the owner with a written record of the type of chemical used, rate applied, and rate of application.
- MAINTENANCE:** The landscape contractor shall maintain the project for a period of 90 days, or for a period agreed to with the owner. This period shall be determined prior to commencement of work. Regular watering, fertilizing, mounding, staking of stakes and any spraying for insects, etc. shall be performed. Leaves, where shown, shall be removed regularly and bagged as necessary to maintain vigorous growth and good color.
- PLANT GUARANTEE:** All plants and plantings shall be guaranteed to be in a healthy, growing condition until the end of the maintenance period.
- MULCH:** A minimum of 3" of organic mulch shall be applied to all soil surfaces of planting areas except turf areas, creeping rooting grasses or areas where application where mulch is contraindicated. Maintain a mulch-free zone of 4" from the crown of all trees shrubs and 1 gallon groundcovers.
- EROSION CONTROL:** All landscaped areas with a slope of 2:1 or greater shall have sowing netting installed per manufacturer's instructions.
- TREES:** Trees shall be 20'-0" clear of all light standards, 3' from City maintenance lines, 4' from utility installations (wires, gas, water lines, meter, etc.), 10' from fire hydrants, 10' from driveways, 10' from front of stop signs, and a minimum of 5'-0" from the edge of curbs and walks. Coordinate the planting with drainage and utility locations to avoid conflict. Where trees are planted closer than 5 feet to curbs or walls, including from entry walkway, a root barrier system shall be installed per approved detail.

**CONCEPTUAL PLANT LIST**

General design notes shall be the criterion of planting size of plant material to be used to maintain visual interest and a sense of formal coherence throughout the community. See additional notes below. See quantity and representative in each written below. Plant quantity shall be 1 plant per each 10 square feet of canopy area.

**SHRUB TREES:**  
 Small Tree plantings shall be specified on final landscape plans. Select tree types and material methods (rooting, etc.) shall be obtained from the Plant List. Final Plans shall select from the following for WATER USE IN PARENTHESIS:

Asiatic plum (MOD)	Tromax maple (MOD)
Redwinged blackbird (MOD)	Quercus (MOD)
Chionodoxa (MOD)	Crown of thorns (MOD)
Zinnia (MOD)	Compact weeping Japanese (MOD)

**TREES BETWEEN DRIVEWAYS:** ALL 15 GALLON SIZE  
 These shall be planted in a row between the driveways. One tree only shall be installed between 2 driveways as shown on the plan.  
 Final Plans shall select from the following list:

Magnolia grandiflora - Si Valley	Compact southern magnolia (MOD)
Prunella (MOD) - standard	European flowering pear (MOD)
Lagerströmia - Jun - Standard	Compact cherry (MOD)
Prunella (MOD) - Compact	Dwarf Cereus (MOD)

**SIDE YARD TREES:** ALL 15 GALLON SIZE  
 These shall be installed along the side yard of corner lots.  
 Final Plans shall select from the following list:

Flame tree (MOD)	Flame tree (MOD)
Flame tree (MOD)	Flame tree (MOD)

**FOUNDATION SHRUBS (SMALL):** ALL 5 GALLON SIZE  
 The shrub is to be used in a row along the foundation along the side of the house.  
 Final Plans shall select from the following list:

Viola (MOD)	Leucantheus (MOD)
-------------	-------------------

**FOUNDATION SHRUBS (MEDIUM):** ALL 5 GALLON SIZE  
 This shrub is to be used in a row along the foundation along the side of the house.  
 Final Plans shall select from the following list:

Heavenly blue (MOD)	Compact lemon (MOD)
---------------------	---------------------

**SCREENING SHRUBS:** ALL 5 GALLON SIZE  
 These shrubs are used as a screen along the side of the house and are spaced between 6' and 8' apart.  
 Final Plans shall select from the following list:

Leucantheus - Fair	Compact orange (MOD)
Quercus (MOD) - Standard	Flame tree (MOD)
Eucalyptus - Standard	Flame tree (MOD)
Berberis - Standard	Compact orange (MOD)

**LAYERING SHRUBS (LARGE):** ALL 5 GALLON SIZE  
 These shrubs are used as a screen along the side of the house and are spaced between 6' and 8' apart.  
 Final Plans shall select from the following list:

Flame tree (MOD)	Flame tree (MOD)
Flame tree (MOD)	Flame tree (MOD)

**LAYERING SHRUBS (SMALL):** ALL 5 GALLON SIZE  
 These shrubs are used as a screen along the side of the house and are spaced between 6' and 8' apart.  
 Final Plans shall select from the following list:

Flame tree (MOD)	Flame tree (MOD)
Flame tree (MOD)	Flame tree (MOD)

**ENTRY ACCEPT SHRUBS:** ALL 5 GALLON SIZE  
 These shrubs are used as a screen along the side of the house and are spaced between 6' and 8' apart.  
 Final Plans shall select from the following list:

Flame tree (MOD)	Flame tree (MOD)
Flame tree (MOD)	Flame tree (MOD)

**TRANSITION GROUNDCOVER:** ALL 1 GALLON SIZE  
 This low spreading groundcover is used along the base of the curb at the property lines in order to provide an entrance transition between lots.  
 Final Plans shall select from the following list:

Flame tree (MOD)	Flame tree (MOD)
------------------	------------------

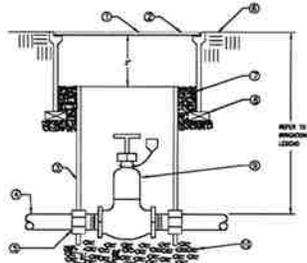
**GROUNDCOVER:** ALL 1 GALLON SIZE  
 This low spreading groundcover is used along the base of the curb at the property lines in order to provide an entrance transition between lots.  
 Final Plans shall select from the following list:

Flame tree (MOD)	Flame tree (MOD)
Flame tree (MOD)	Flame tree (MOD)

**COLUMNAR PLANT AT GARAGE:** ALL 5 GALLON SIZE  
 The plant is to be used to screen the side of the garage.  
 Final Plans shall select from the following list:

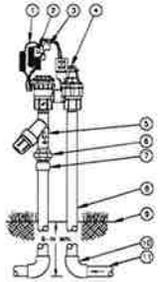
Flame tree (MOD)	Flame tree (MOD)
Flame tree (MOD)	Flame tree (MOD)





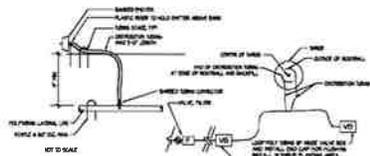
1. NONMETALIC GATE VALVE BODY LG WITH VALVE BODY (E.V.)
2. GATE VALVE BODY PLASTIC VALVE BODY WITH GATE VALVE LG. TOP CONNECTION 1/2"
3. 1/2" GATE VALVE OR EQUIVALENT AS PVC PIPE (GATED TO FIT OVER BRASS GATE VALVE)
4. PVC BRASS LINE
5. EQUIVALENT 40 PVC MALE ADAPTER - 2 TOTAL
6. TYPICAL GROUND - FLUSH WITH GROUND TOP IN GROUND (E.V.)
7. PVC GROUND, 4" DEEP (NO HOLE IN BRICK)
8. BRICK-3 TOTAL
9. BRICK VALVE
10. PVC GROUND, 4" DEEP (MINIMUM)

GATE VALVE  
N.T.S.



1. 3/8-INCH LAMIN LENGTH OF WIRE, EZZED
2. WATERPROOF CONNECTION BRASS BRID DS SERIES (1 OF 2)
3. TUB
4. 1/2-INCH SPONGE VALVE BRASS BRID 130-150F VALVE (INCLUDED IN SACK-100-PRF KIT)
5. PRESSURE REGULATING FILTER BRASS BRID 100-100-100 (INCLUDED IN SACK-100-PRF KIT)
6. PVC SCH 40 MALE ADAPTER
7. UV INJECTION RESISTANT PVC SCH 40 PVC (1 OF 2)
8. FRESH GRADE/TOP OF MOUND
9. PVC SCH 40 ELL (1 OF 2)
10. PVC SCH 40 LATERAL PIPE (1 OF 2)

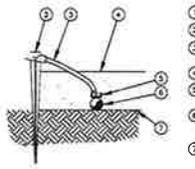
ASVF100 REMOTE CONTROL DRIP ZONE KIT



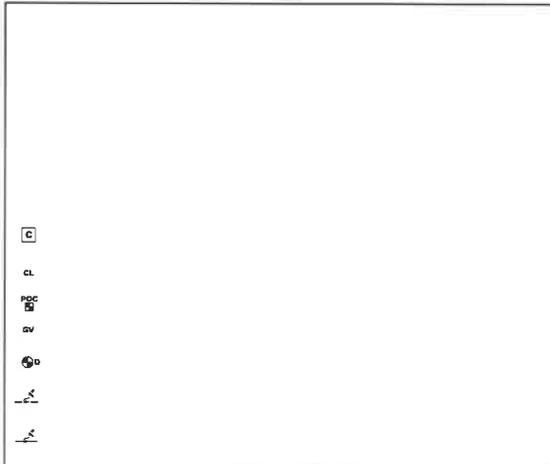
- NOTES:
1. PROVIDE A 1/4" DIA. HOLES IN ALL TUBES, TUBING AND SUBSTRATE
  2. ACTUAL LOCATION OF DITTER BOTTOM SHALL BE DETERMINED IN THE FIELD USING THE IRRIGATION DETAILS AND DITTER INSTALLATION AS A GUIDE
  3. DRIP SPACING SHALL BE 18" ON CENTER

EMISSION SCHEDULE			
PLANT TYPE	INCHES R/W	SPACING	SPACING
GRASS	18"	18"	18"
FLORAL	18"	18"	18"
SHRUBS	18"	18"	18"
TREES	18"	18"	18"

DRIP DETAILS



- NOTES:
1. USE BRASS BRID BERMAN TOOL, 20-100, TO INSERT DITTER DIRECTLY INTO 1/4" POLYETHYLENE TUBING
- PRESSURE COMPENSATING Emitter INTO 1/4" TUBING-STAKE



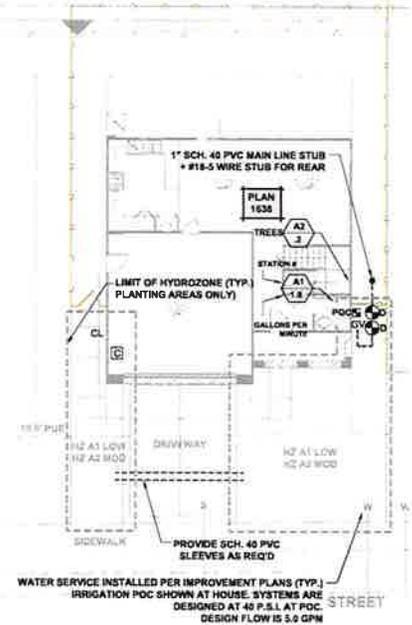
GENERAL IRRIGATION NOTES:

1. Irrigation systems are designed based on a static water pressure of 40 P.S.I. at the point of connection. Irrigation systems are designed as a minimum operating pressure of 20 P.S.I. at each valve. The design flow for this project is 3.0 GPM. Irrigation system shall be designed to meet the minimum operating pressure of 20 P.S.I. at each valve. The design flow for this project is 3.0 GPM. Irrigation system shall be designed to meet the minimum operating pressure of 20 P.S.I. at each valve. The design flow for this project is 3.0 GPM.
2. Water for this project is available, domestic water. See Civil Improvement plans for more information.
3. Prior to start of work, contractor shall verify and coordinate installation of 120V electrical supply to controller location with other trades as required.
4. Prior to final design acceptance by the City, a disclaimer 3rd party water audit must be performed and submitted to City. Approval for approval.
5. All main pressure lines under paving surfaces shall be placed in Schedule 40 PVC sleeves. Installer shall coordinate sleeve installation with project superintendent prior to installation of concrete network.
6. The system shown on irrigation plans is indicative only. Installable water meter adjustments during installation so as to ensure it fully operational and efficient system. All irrigation equipment shall be installed in shelter areas unless outside.
7. Where field conditions (obstructions, grade changes, etc.) exist that would cause substantial changes to irrigation layout, installer shall notify project superintendent and landscape architect immediately.
8. Pressure regulating devices are required if water pressure is below or exceeds the recommended pressure of the specified irrigation devices.
9. Check valves or air-release valves and required on all irrigation lines where low point discharge lines occur.
10. A diagram of the irrigation plan showing hydrozones shall be kept with the original contract for subsurface management purposes.
11. All control areas shall be multi-station and irrigation controller (Pro-1) additional control wire shall be kept as required.
12. 120V electrical power service to controller shall be coordinated with a licensed electrical contractor. Final location of irrigation controller shall be approved by project superintendent.
13. All irrigation parts and labor shall be guaranteed for a period of 1 year from date of final acceptance.

DRAINAGE NOTES:

1. Contractor shall completely familiarize themselves with the overall site drainage patterns as shown on the Civil Improvement Grading Plans and profiles by Mackay & Sonny Engineers, Inc.
2. Contractors shall confirm rough grading specifications and requirements prior to construction.
3. All finish grades shall slope at 2% minimum throughout.
4. Final grades shall be established at 2" below finished.
5. All areas that cannot be surfaced directly shall be sloped using 2" SCH-40 PVC lead drain from humps, mats, etc. Any areas remaining standing water for more than 2 hours shall be corrected.
6. Contractor shall coordinate with the installation under foundation with other trades as required.
7. All roof downspouts (not shown) shall properly be connected to underground drainage system. This includes all front, rear, and side yard roof downspouts.
8. Do not install any drainage lines or other equipment in any other landscape site.
9. Installer shall place catch basins and/or inlets in appropriate locations throughout each property as needed to minimize standing water (coordinate with homebuilder on site regarding final grading by others). See drainage water condition in row 45 above.
10. Installer shall be responsible for providing proper surface drainage throughout site, and in addition, for providing proper drainage for final grading, and/or drainage at house foundation (optional).

CONCEPTUAL IRRIGATION SCHEMATIC  
PLAN 1638 SHOWN FOR REFERENCE



MANGINI RANCH - PHASE 2 - LOT 10

**LENNAR**  
1025 CREEKSIDE RIDGE DR. - #240 / ROSEVILLE, CA 95678

CITY OF FOLSOM, CALIFORNIA

CONCEPTUAL IRRIGATION SCHEMATIC

DATE: 3-18-2020

SHEET: CL-2.1

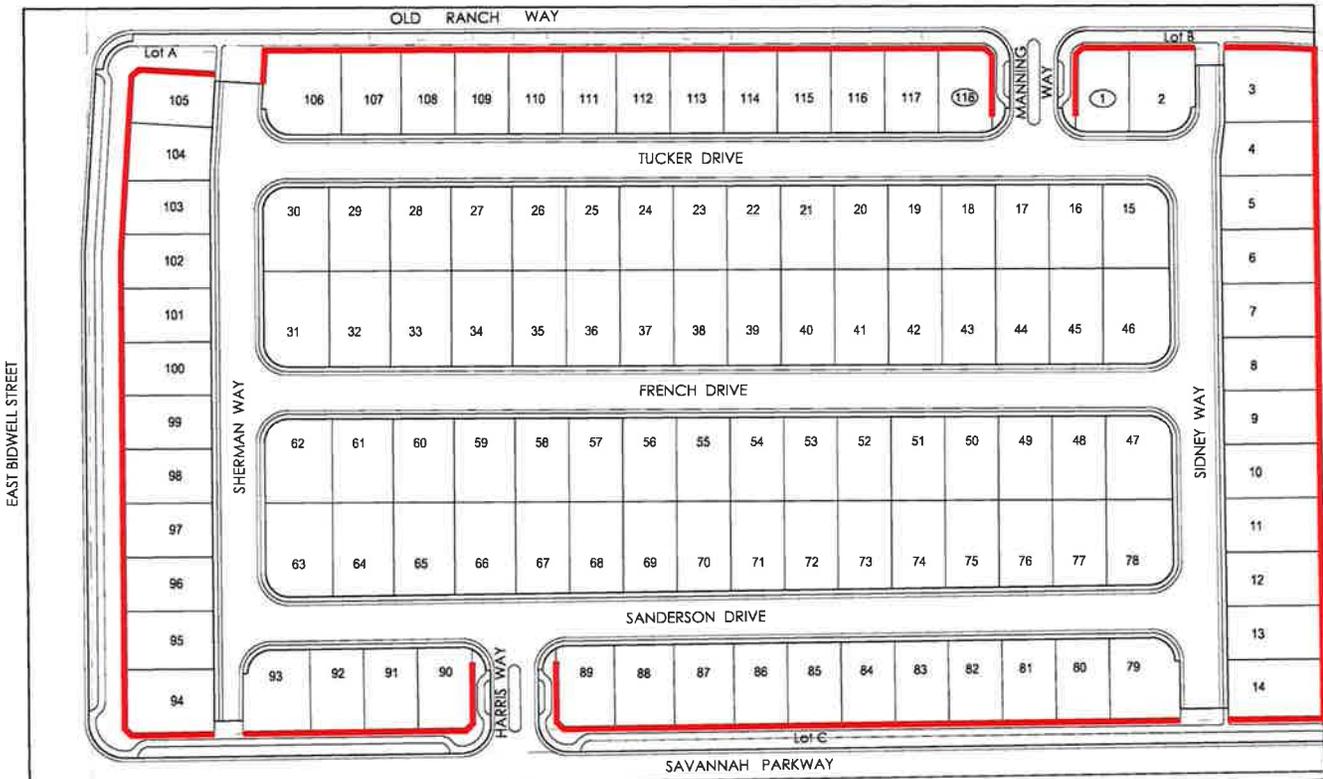


## **Attachment 9**

### **Wall and Fence Exhibit Dated February, 2020**

THE SUBDIVISION  
PARCEL 1 232 P.M. 17

ENCLAVE AT FOLSOM RANCH  
PARCEL 1 232 P.M. 17



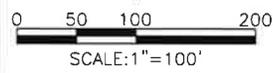
LOT 22  
MANGINI RANCH - PHASE 2  
412 BM 7

FUTURE  
POLICE/FIRE  
STATIONS

LOT 23  
MANGINI RANCH - PHASE 2  
412 BM 7

MANGINI RANCH - VILLAGE 7  
418 BM 5

APPROVED SMALL LOT TENTATIVE MAP  
MANGINI RANCH - VILLAGE 2



WALL & FENCE EXHIBIT  
**Rockcross at Folsom Ranch**

Folsom, California **Mackay & Somp** February, 2020  
ENGINEERS PLANNERS SURVEYORS

LEGEND  
 MASONRY WALL  
 ALL RESIDENTIAL LOTS HAVE  
 STANDARD WOOD FENCE

## **Attachment 10**

### **Residential Schematic Design Dated February 19, 2020**



# MANGINI RANCH

FOLSOM, CA

**LENNAR**

06.22.2020  
#19057

Kevin L. Crook  
**Architect**  
Inc

A-1 VILLAGE 10 - STREET SCENE  
 A-2 VILLAGE 10 - ARTICULATION PLAN

A-3 PLAN 1 (1628 "A") - FLOOR PLANS  
 A-4 PLAN 1 (1628) - FRONT ELEVATIONS  
 A-5 PLAN 1 (1628 "A") - SPANISH COLONIAL ELEVATIONS  
 A-6 PLAN 1 (1628 "A") - SPANISH COLONIAL ENHANCED ELEVATIONS  
 A-7 PLAN 1 (1628 "B") - CRAFTSMAN ELEVATIONS  
 A-8 PLAN 1 (1628 "B") - CRAFTSMAN ENHANCED ELEVATIONS  
 A-9 PLAN 1 (1628 "C") - AMERICAN TRADITIONAL ELEVATIONS  
 A-10 PLAN 1 (1628 "C") - AMERICAN TRADITIONAL ENHANCED ELEVATIONS

A-11 PLAN 2 (1828 "A") - FLOOR PLANS  
 A-12 PLAN 2 (1828) - FRONT ELEVATIONS  
 A-13 PLAN 2 (1828 "A") - SPANISH COLONIAL ELEVATIONS  
 A-14 PLAN 2 (1828 "A") - SPANISH COLONIAL ENHANCED ELEVATIONS  
 A-15 PLAN 2 (1828 "B") - CRAFTSMAN ELEVATIONS  
 A-16 PLAN 2 (1828 "B") - CRAFTSMAN ENHANCED ELEVATIONS  
 A-17 PLAN 2 (1828 "C") - AMERICAN TRADITIONAL ELEVATIONS  
 A-18 PLAN 2 (1828 "C") - AMERICAN TRADITIONAL ENHANCED ELEVATIONS

A-19 PLAN 3 (1945 "A") - FLOOR PLANS  
 A-20 PLAN 3 (1945) - FRONT ELEVATIONS  
 A-21 PLAN 3 (1945 "A") - SPANISH COLONIAL ELEVATIONS  
 A-22 PLAN 3 (1945 "A") - SPANISH COLONIAL ENHANCED ELEVATIONS  
 A-23 PLAN 3 (1945 "B") - CRAFTSMAN ELEVATIONS  
 A-24 PLAN 3 (1945 "B") - CRAFTSMAN ENHANCED ELEVATIONS  
 A-25 PLAN 3 (1945 "C") - AMERICAN TRADITIONAL ELEVATIONS  
 A-26 PLAN 3 (1945 "C") - AMERICAN TRADITIONAL ENHANCED ELEVATIONS

A-27 PLAN 4 (2018 "A") - FLOOR PLANS  
 A-28 PLAN 4 (2018) - FRONT ELEVATIONS  
 A-29 PLAN 4 (2018 "A") - SPANISH COLONIAL ELEVATIONS  
 A-30 PLAN 4 (2018 "A") - SPANISH COLONIAL ENHANCED ELEVATIONS  
 A-31 PLAN 4 (2018 "B") - CRAFTSMAN ELEVATIONS  
 A-32 PLAN 4 (2018 "B") - CRAFTSMAN ENHANCED ELEVATIONS  
 A-33 PLAN 4 (2018 "C") - AMERICAN TRADITIONAL ELEVATIONS  
 A-34 PLAN 4 (2018 "C") - AMERICAN TRADITIONAL ENHANCED ELEVATIONS

A-35 WRITTEN COLOR SCHEMES  
 A-36 COLOR BOARDS - SPANISH COLONIAL  
 A-37 COLOR BOARDS - CRAFTSMAN  
 A-38 COLOR BOARDS - AMERICAN TRADITIONAL

**DEVELOPER:**

**LENNAR**  
 1420 ROCKY RIDGE DRIVE, SUITE 320  
 ROSEVILLE, CA 95661

**CONTACT: RACHEL CORONA**  
 BUSINESS: (916) 746-8539  
 WWW.LENNAR.COM

**ARCHITECT:**

**KEVIN L. CROOK ARCHITECT, INC.**  
 1360 REYNOLDS AVE. SUITE 110  
 IRVINE, CA 92614

**CONTACT: BARRY PATTISON**  
 BUSINESS: (949) 660-1587  
 WWW.KLCARCH.COM



**MANGINI RANCH**

FOLSOM, CA

06.22.2020





PLAN 1 | SPANISH COLONIAL

PLAN 2 | CRAFTSMAN

PLAN 3 | AMERICAN TRADITIONAL

PLAN 4 | SPANISH COLONIAL

VILLAGE 10 | STREET SCENE

**MANGINI RANCH**

FOLSOM, CA

**LENNAR**

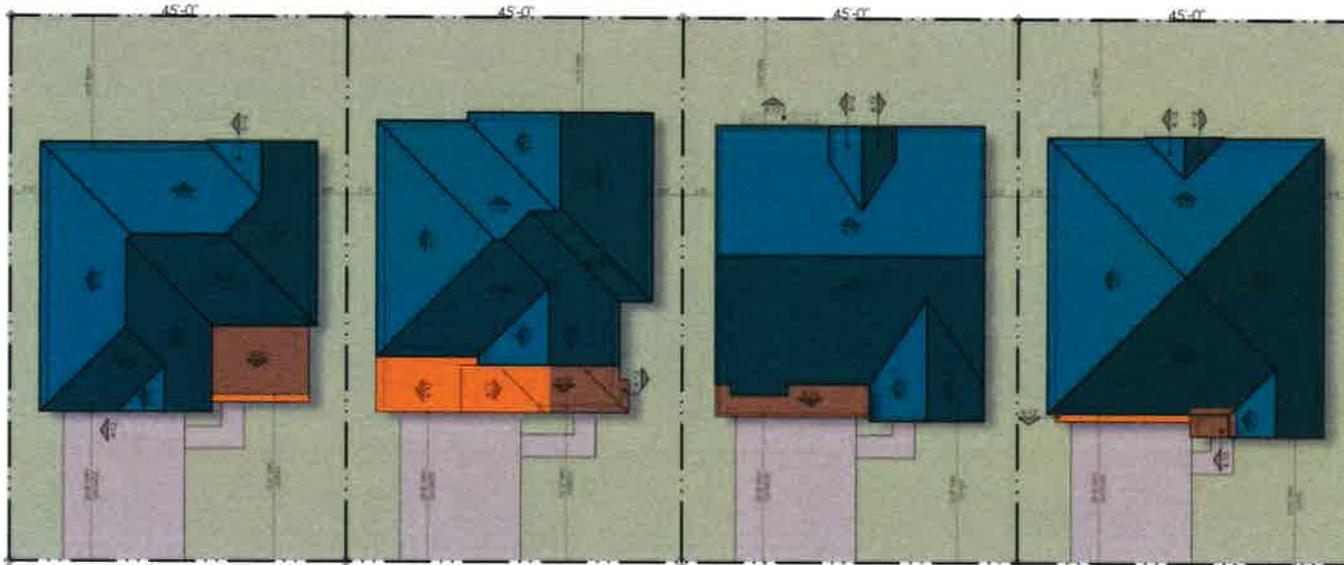
06.22.2020

A-1



Kevin L. Crook  
Architect  
Inc

#19007



PLAN 1 | SPANISH COLONIAL



PLAN 2 | CRAFTSMAN



PLAN 3 | AMERICAN TRADITIONAL



PLAN 4 | SPANISH COLONIAL

LEGEND

- FIRST FLOOR MASSING
- SECOND FLOOR MASSING
- COVERED FRONT PORCH (ONE STORY)
- DRIVEWAY / SIDEWALK

VILLAGE 10 | ARTICULATION PLAN

**MANGINI RANCH**

FOLSOM, CA

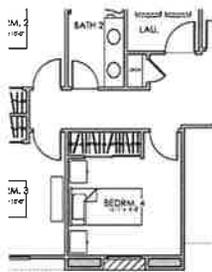
06.22.2020

A-2



Kevin L. Crook  
Architect  
Inc.





OPT. BEDRM. 4



SECOND FLOOR PLAN



FIRST FLOOR PLAN

PLAN 1 (1638 "A")  
3 BEDROOM, 2.5 BATH, LOFT, OPT. BEDRM. 4

PLAN 1 AREA TABULATION	
CONDITIONED SPACE	
FIRST FLOOR AREA	876 SQ. FT.
SECOND FLOOR AREA	862 SQ. FT.
TOTAL DWELLING	1,638 SQ. FT.
UNCONDITIONED SPACE	
GARAGE	424 SQ. FT.
PORCH	70 SQ. FT.



**MANGINI RANCH**  
FOLSOM, CA

06.22.2020  
A-3

Kevin L. Crook  
Architect  
Inc.



"A" SPANISH COLONIAL

COLOR SCHEME 1



"B" CRAFTSMAN

COLOR SCHEME 2



"C" AMERICAN TRADITIONAL

COLOR SCHEME 3

PLAN 1 (1,638)  
FRONT ELEVATIONS



**LENNAR**

**MANGINI RANCH**

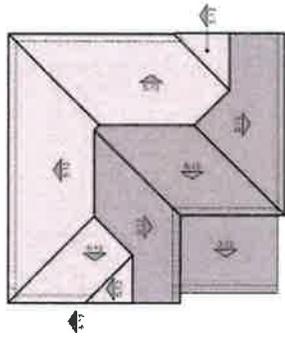
FOLSOM, CA

06.22.2020

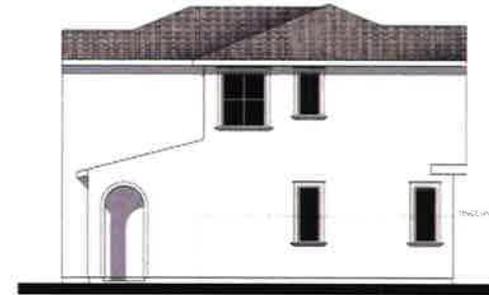
A-4

Kevin L. Crook  
Architect  
Inc

PLANNING, ARCHITECTURE



**ROOF PLAN**  
 CONCRETE LOW PROFILE TILE TYP. U.N.D.  
 5/8" TYP. U.N.D.  
 RAKE 5" TYP. U.N.D.  
 SCALE 1/8" = 1'-0"



RIGHT



REAR



LEFT

PLAN 1 (1,638 "A")  
 SPANISH COLONIAL ELEVATION

**MANGINI RANCH**

FOLSOM, CA

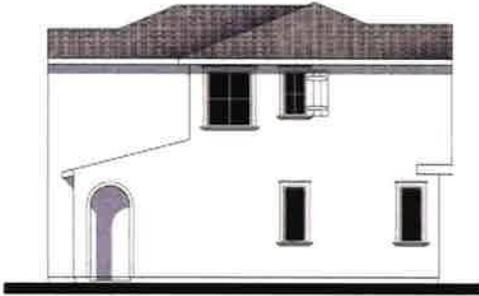
**LENNAR**

06.22.2020

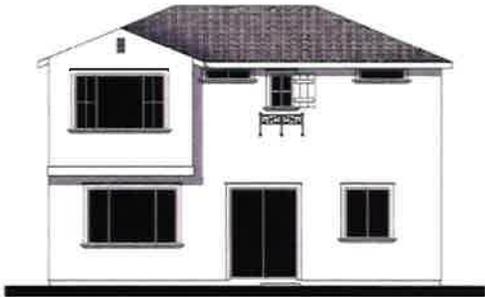
A-5



#10067 Kevin L. Crook  
 Architect  
 Inc.



RIGHT



REAR



LEFT

PLAN 1 (1,638 "A")  
SPANISH COLONIAL ENHANCED ELEVATION

**LENNAR**

**MANGINI RANCH**

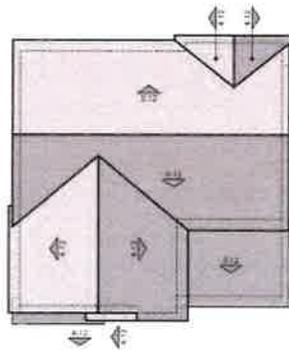
FOLSOM, CA

06.22.2020

A-6



Kevin L. Crook  
Architect  
Inc



**ROOF PLAN**  
 CONCRETE FLAT TILE TYP. U.N.O.  
 GABLE 6" TYP. U.N.O.  
 RAISE 6" TYP. U.N.O.  
 SCAFF 1/8" + 1/3"



RIGHT



REAR



LEFT

PLAN 1 (1,638 "B")  
 CRAFTSMAN ELEVATION

**MANGINI RANCH**  
 FOLSOM, CA

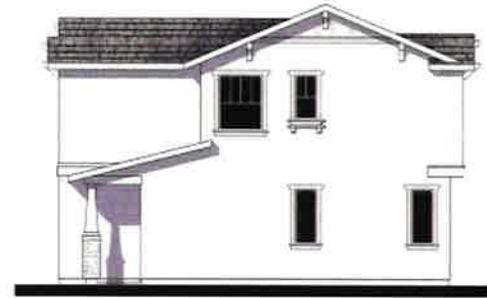
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06.22.2020

A-7



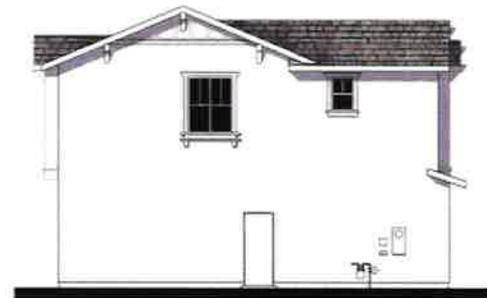
#19007 Kevin L. Crook  
 Architect  
 Inc.  
 77 LANSING AVE. FOLSOM, CA 95630



RIGHT



REAR



LEFT

PLAN 1 (1,638 "B")  
CRAFTSMAN ENHANCED ELEVATION

**MANGINI RANCH**  
FOLSOM, CA

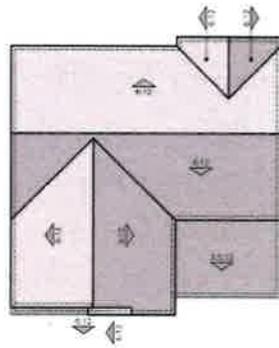
**LENNAR**

06.22.2020

A-8



Kevin L. Crook  
Architect  
Inc.



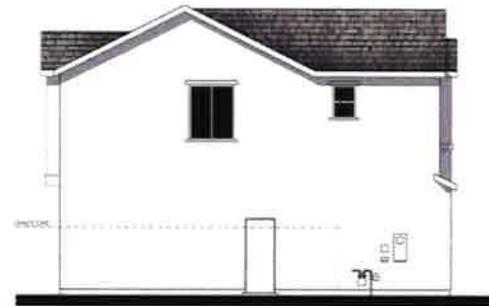
**ROOF PLAN**  
 CONCRETE FLAT TILE TYP. U.N.O.  
 EAVE 4" TYP. U.N.O.  
 RAISE 6" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



RIGHT



REAR



LEFT

PLAN 1 (1,638 "C")  
 AMERICAN TRADITIONAL ELEVATION

**MANGINI RANCH**

FOLSOM, CA

**LENNAR**

06.22.2020

A-9



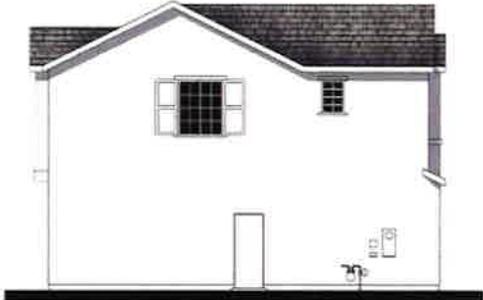
#19007 Kevin L. Crook  
 Architect  
 Inc.



RIGHT



REAR



LEFT

PLAN 1 (1,638 "C")  
AMERICAN TRADITIONAL ENHANCED ELEVATION

**LENNAR**

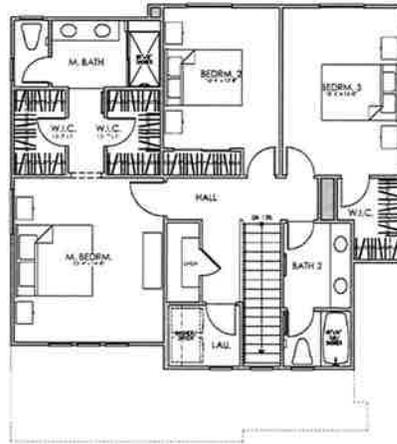
**MANGINI RANCH**

FOLSOM, CA

06.22.2020  
A-10



#19067 Kevin L. Crook  
Architect  
Inc.



SECOND FLOOR PLAN



FIRST FLOOR PLAN

PLAN 2 (1828 "A")  
3 BEDROOM, 2.5 BATH

PLAN 2 AREA TABULATION	
CONDITIONED SPACE	
FIRST FLOOR AREA	813 SQ. FT.
SECOND FLOOR AREA	1,015 SQ. FT.
TOTAL DWELLING	1,828 SQ. FT.
UNCONDITIONED SPACE	
GARAGE	418 SQ. FT.
PORCH "A"	14 SQ. FT.
PORCH "B"	28 SQ. FT.
PORCH "C"	28 SQ. FT.



**LENNAR**

**MANGINI RANCH**  
FOLSOM, CA

06.22.2020  
A-11

#18067 Kevin L. Crook  
Architect  
Inc.



"A" SPANISH COLONIAL

COLOR SCHEME 2



"B" CRAFTSMAN

COLOR SCHEME 1



"C" AMERICAN TRADITIONAL

COLOR SCHEME 1

PLAN 2 (1,828)  
FRONT ELEVATIONS



**LENNAR**

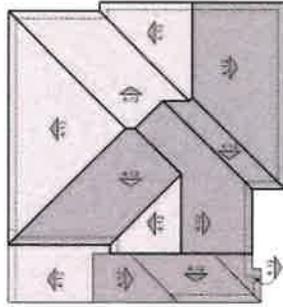
**MANGINI RANCH**

FOLSOM, CA

06.22.2020

A-12

#19087  
Kevin L. Crook  
Architect  
Inc



**ROOF PLAN**  
 CONCRETE LOW PROFILE TILE TYP. S.N.O.  
 RAFTERS TYP. U.N.O.  
 RAKE 6" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



RIGHT



REAR



LEFT

PLAN 2 (1,828 "A")  
 SPANISH COLONIAL ELEVATION

**MANGINI RANCH**

FOLSOM, CA

**LENNAR**

06.22.2020  
 A-13



#18087 Kevin L. Crook  
 Architect  
 Inc.  
 FOLSOM, CA 95630



RIGHT



REAR



LEFT

PLAN 2 (1,828 "A")  
SPANISH COLONIAL ENHANCED ELEVATION

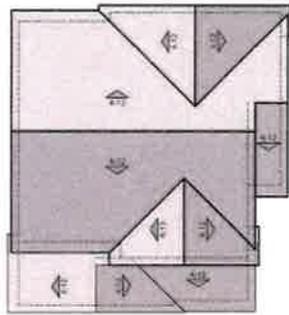
**MANGINI RANCH**  
FOLSOM, CA

**LENNAR**

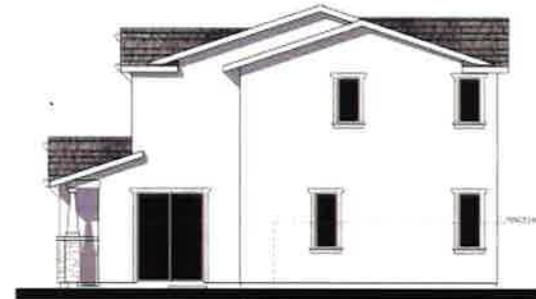
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A-14



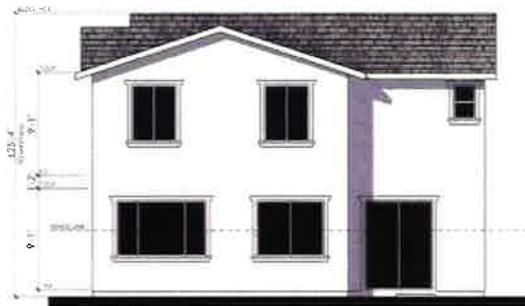
#19087 Kevin L. Crook  
Architect  
Inc



**ROOF PLAN**  
 CONCRETE TILE TYP. JUNG  
 EAVE 6" TYP. UNO  
 RAKE 6" TYP. UNO  
 SCALE 1/8" = 1'-0"



RIGHT



REAR



LEFT

PLAN 2 (1,828 "B")  
 CRAFTSMAN ELEVATION

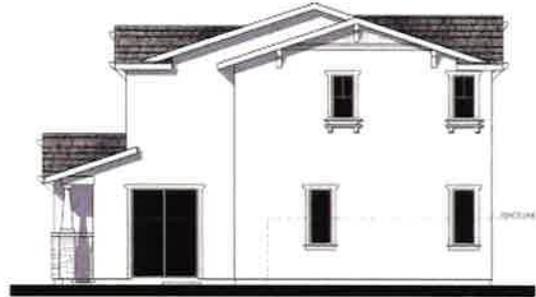
**MANGINI RANCH**  
 FOLSOM, CA

**LENNAR**

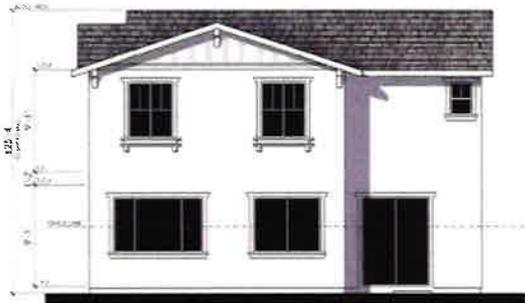
06.22.2020  
 A-15



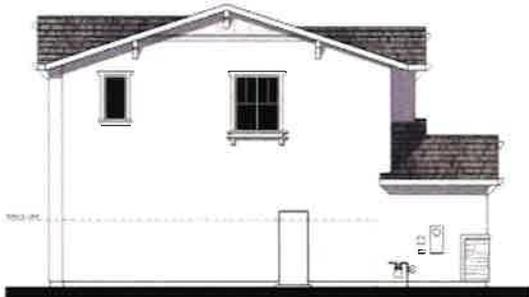
Kevin L. Crook  
 Architect  
 Inc.



RIGHT



REAR



LEFT

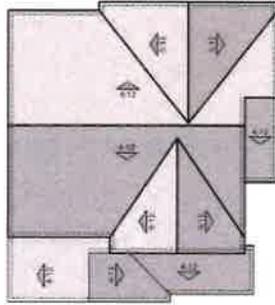
PLAN 2 (1,828 "B")  
CRAFTSMAN ENHANCED ELEVATION

**MANGINI RANCH**  
FOLSOM, CA

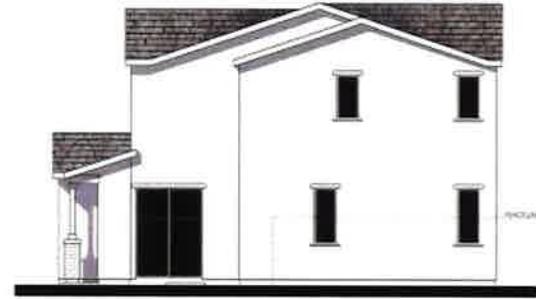
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06.22.2020  
A-16

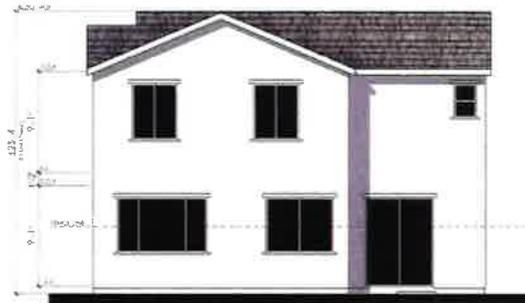
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#180057 Kevin L. Crook  
Architect  
Inc.  
www.kevinl.crook.com



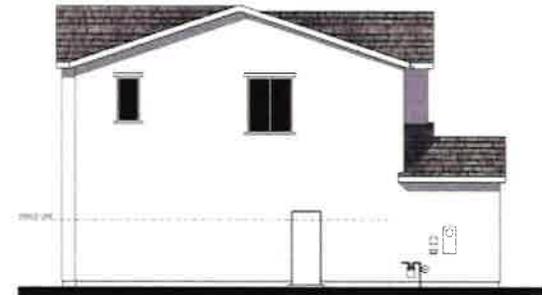
**ROOF PLAN**  
 CONCRETE FLAT T&E TYP. U.N.O.  
 SAVED TYP. U.N.O.  
 RAKE S TYP. U.N.O.  
 SCALE 1/8" = 1'-3"



RIGHT



REAR



LEFT

PLAN 2 (1,828 "C")  
 AMERICAN TRADITIONAL ELEVATION

**MANGINI RANCH**

FOLSOM, CA

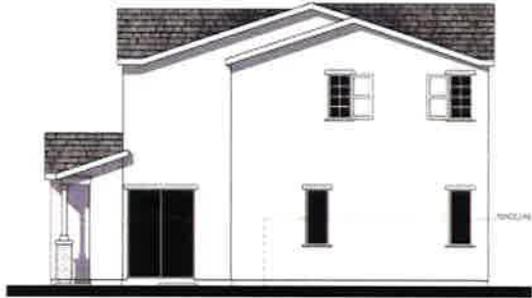
06.22.2020

A-17

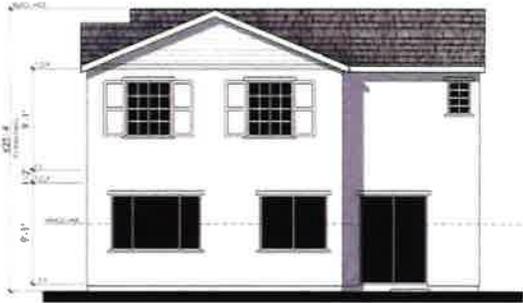


Kevin L. Crook  
 Architect  
 Inc.  
 #19087

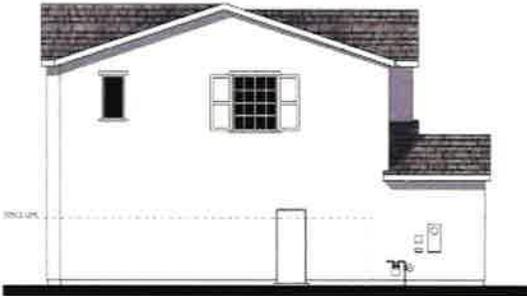
**LENNAR**



RIGHT



REAR



LEFT

PLAN 2 (1,828 "C")  
 AMERICAN TRADITIONAL ENHANCED ELEVATION

**LENNAR**

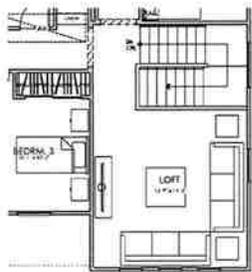
**MANGINI RANCH**

FOLSOM, CA

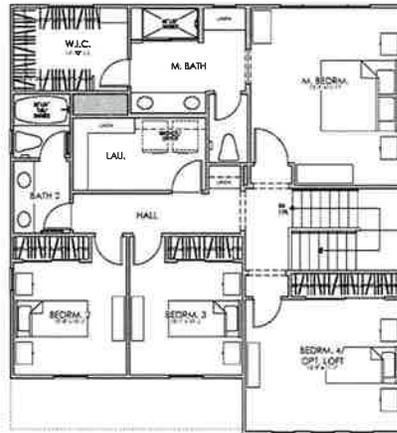
08.22.2020  
 A-18



#180037 Kevin L. Crook  
 Architect  
 Inc.



OPT. LOFT



SECOND FLOOR PLAN



FIRST FLOOR PLAN

**PLAN 3**  
**AREA TABULATION**

CONDITIONED SPACE	
FIRST FLOOR AREA	772 SQ. FT.
SECOND FLOOR AREA	1,173 SQ. FT.
<b>TOTAL DWELLING</b>	<b>1,945 SQ. FT.</b>
UNCONDITIONED SPACE	
GARAGE	422 SQ. FT.
PORCH "A", "B" & "C"	121 SQ. FT.

PLAN 3 (1945 "A")  
4 BEDROOM, 2.5 BATH, OPT. LOFT

**LENNAR**

**MANGINI RANCH**  
FOLSOM, CA

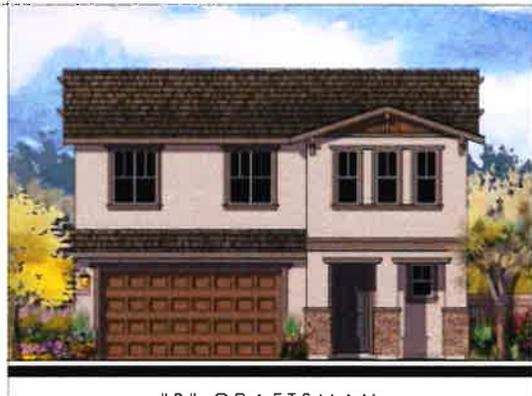
06.22.2020  
A-19

0 2 4 8 12  
#10007 Kevin L. Crook  
Architect  
Inc.



"A" SPANISH COLONIAL

COLOR SCHEME 3



"B" CRAFTSMAN

COLOR SCHEME 4



"C" AMERICAN TRADITIONAL

COLOR SCHEME 5

PLAN 3 (1,945)  
FRONT ELEVATIONS

**LENNAR**

**MANGINI RANCH**

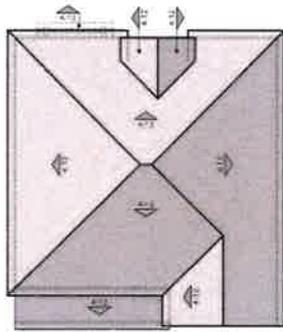
FOLSOM, CA

06.22.2020

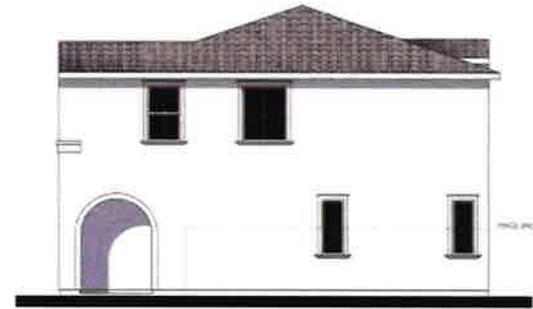
A-20



#19087  
Kevin L. Crook  
Architect  
Inc



**ROOF PLAN**  
 CONCRETE LOW PROFILE S TILE TYP. U.N.O.  
 EAVE 6" TYP. U.N.O.  
 RAKE 4" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



RIGHT



REAR



LEFT

PLAN 3 (1,945 "A")  
 SPANISH COLONIAL ELEVATION

**MANGINI RANCH**

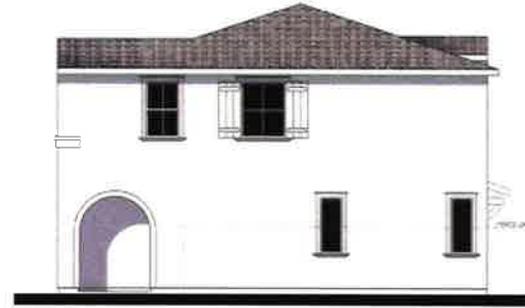
FOLSOM, CA



**LENNAR**

06.22.2020  
 A-21

#10067  
 Kevin L. Crook  
 Architect  
 Inc.



RIGHT



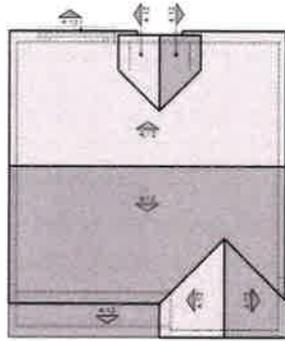
REAR



LEFT

PLAN 3 (1,945 "A")  
SPANISH COLONIAL ENHANCED ELEVATION

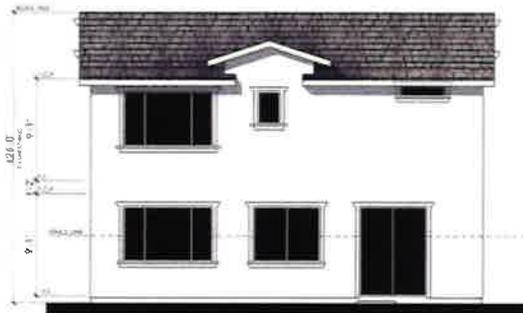
**LENNAR** **MANGINI RANCH** **FOLSOM, CA** **06.22.2020** **A-22** **Kevin L. Crook Architect Inc.**



**ROOF PLAN**  
 CONCRETE FLAT T&E TYP. U.N.C.  
 EAVE 6" TYP. U.N.C.  
 RAKE 6" TYP. U.N.C.  
 SCALF 1/8" - 1/3"



RIGHT



REAR



LEFT

PLAN 3 (1,945 "B")  
 CRAFTSMAN ELEVATION

**LENNAR**

**MANGINI RANCH**

FOLSOM, CA

06.22.2020

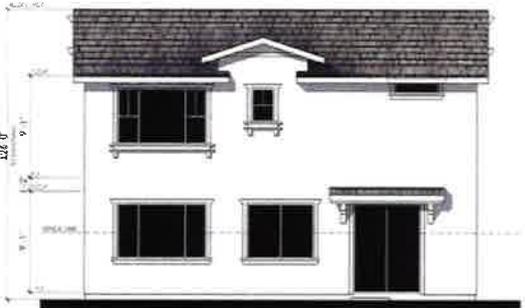
A-23



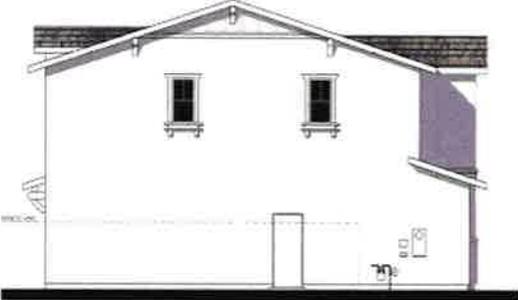
#19087 Kevin L. Crook  
 Architect  
 Inc.



RIGHT



REAR



LEFT

PLAN 3 (1,945 "B")  
CRAFTSMAN ENHANCED ELEVATION

**MANGINI RANCH**

FOLSOM, CA

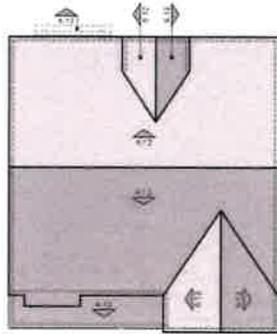


06.22.2020

A-24

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Architect  
Inc

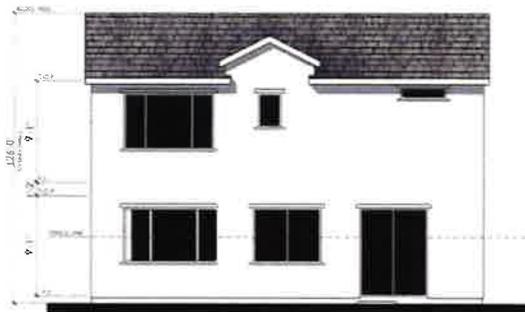
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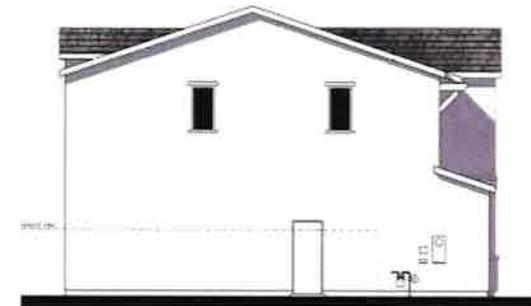
**ROOF PLAN**  
 CONCRETE SLAB 4" TYP. U.N.O.  
 RAFTER 2" TYP. U.N.O.  
 RAFTER 4" TYP. U.N.O.  
 SCALE: 1/8" = 1'-0"



RIGHT



REAR



LEFT

PLAN 3 (1,945 "C")  
 AMERICAN TRADITIONAL ELEVATION

**MANGINI RANCH**

FOLSOM, CA

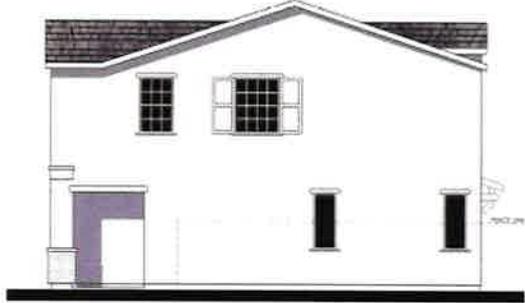
06.22.2020

A-25



Kevin L. Crook  
 Architect  
 Inc.

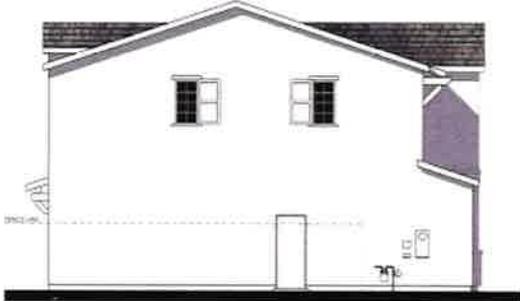
**LENNAR**



RIGHT



REAR



LEFT

PLAN 3 (1,945 "C")  
 AMERICAN TRADITIONAL ENHANCED ELEVATION

**LENNAR**

**MANGINI RANCH**

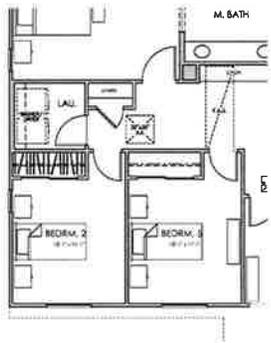
FOLSOM, CA

06.22.2020

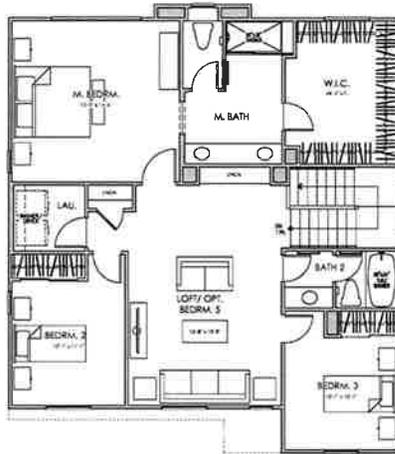
A-26



Kevin L. Crook  
 Architect  
 Inc



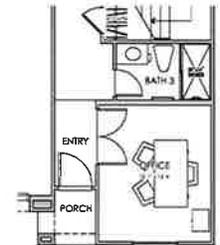
OPT. BEDRM. 5



SECOND FLOOR PLAN



FIRST FLOOR PLAN



OPT. OFFICE

PLAN 4 (2018 "A")  
3 BEDROOM, 2.5 BATH, LOFT, OPT. BEDRM. 4

PLAN 4 AREA TABULATION	
CONDITIONED SPACE	
FIRST FLOOR AREA	823 SQ. FT.
SECOND FLOOR AREA	1,195 SQ. FT.
TOTAL DWELLING	2,018 SQ. FT.
UNCONDITIONED SPACE	
GARAGE	441 SQ. FT.
PORCH "A"	21 SQ. FT.
PORCH "B"	23 SQ. FT.
PORCH "C"	25 SQ. FT.



**LENNAR**

**MANGINI RANCH**

FOLSOM, CA

06.22.2020

A-27

#10067 Kevin L. Crook  
Architect  
Inc.



"A" SPANISH COLONIAL

COLOR SCHEME 1



"B" CRAFTSMAN

COLOR SCHEME 4



"C" AMERICAN TRADITIONAL

COLOR SCHEME 7

PLAN 4 (2,018)  
FRONT ELEVATIONS



**LENNAR**

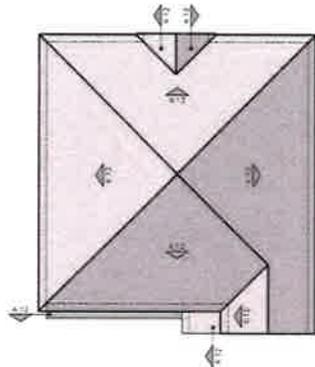
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FOLSOM, CA

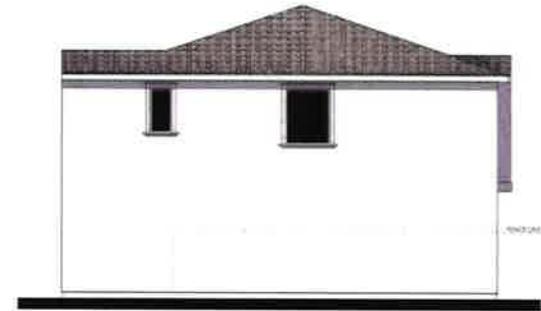
06.22.2020

A-28

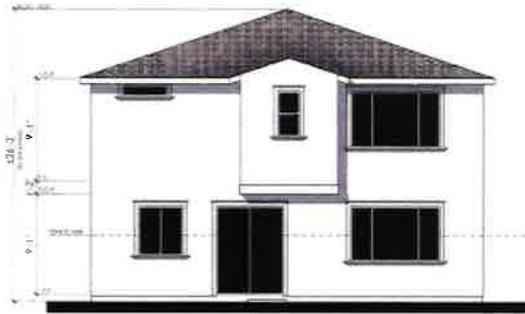
#19067 Kevin L. Crook  
Architect  
Inc.



**ROOF PLAN**  
 CONCRETE LOK PROFILE TILE TYP. U.N.O.  
 EAVE 6" TYP. U.N.O.  
 RAKE 6" TYP. U.N.O.  
 SCALF 1/8" - 1/3"



RIGHT



REAR



LEFT

PLAN 4 (2,018 "A")  
 SPANISH COLONIAL ELEVATION

**MANGINI RANCH**  
 FOLSOM, CA

**LENNAR**

06.22.2020  
 A-29

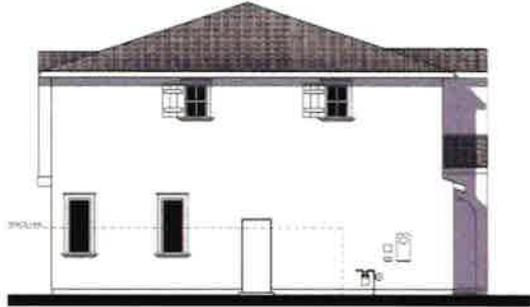
0 2 4 6 12  
 #19067 Kevin L. Crook  
 Architect  
 Inc.



RIGHT



REAR



LEFT

PLAN 4 (2,018 "A")  
SPANISH COLONIAL ENHANCED ELEVATION

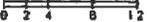
**LENNAR**

**MANGINI RANCH**

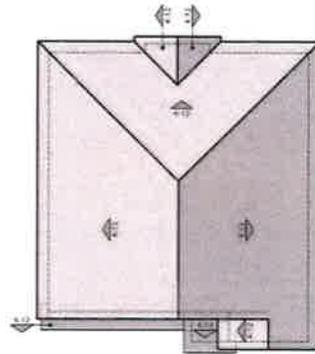
FOLSOM, CA

06.22.2020

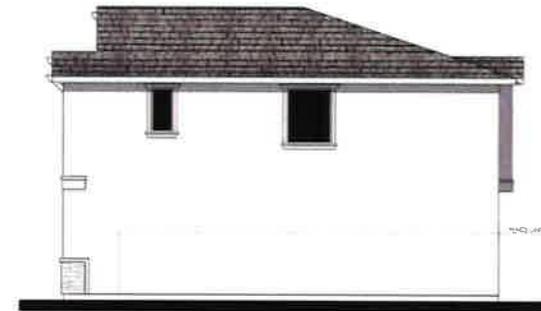
A-30



Kevin L. Crook  
Architect  
Inc



**ROOF PLAN**  
 CONCRETE FLAT 1&E TYP. U.N.O.  
 GABLE 4' TYP. U.N.O.  
 GABLE 2' TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



RIGHT



REAR



LEFT

PLAN 4 (2,018 "B")  
 CRAFTSMAN ELEVATION

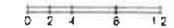
**LENNAR**

**MANGINI RANCH**

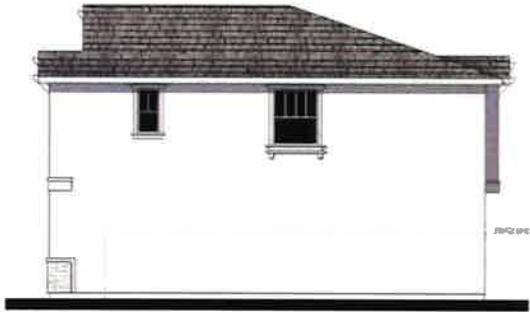
FOLSOM, CA

06.22.2020

A-31



Kevin L. Crook  
 Architect  
 Inc.



RIGHT



REAR



LEFT

PLAN 4 (2,018 "B")  
CRAFTSMAN ENHANCED ELEVATION

**MANGINI RANCH**

FOLSOM, CA

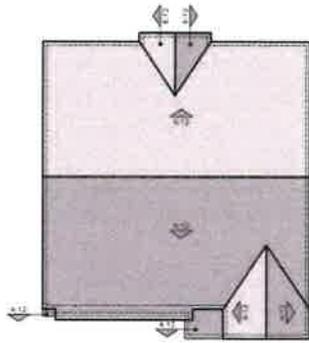


**LENNAR**

06.22.2020

A-32

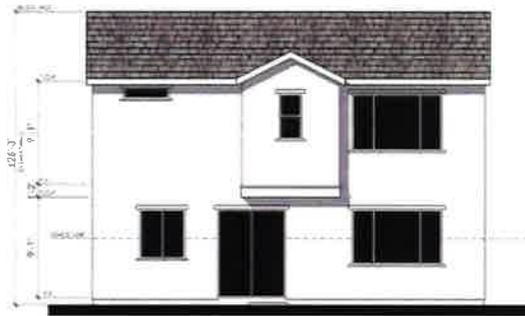
Kevin L. Crook  
Architect  
Inc



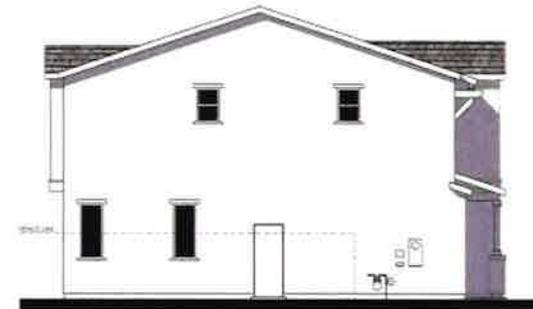
**ROOF PLAN**  
 CONCRETE FLAT TILE TYP. U.N.D.  
 GABLE A TYP. U.N.D.  
 RAKE G TYP. U.N.D.  
 SCALE 1/8" = 1'-0"



RIGHT



REAR



LEFT

PLAN 4 (2,018 "C")  
 AMERICAN TRADITIONAL ELEVATION

**MANGINI RANCH**  
 FOLSOM, CA

**LENNAR**

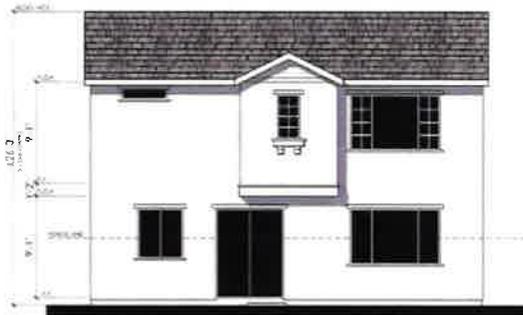
06.22.2020  
 A-33



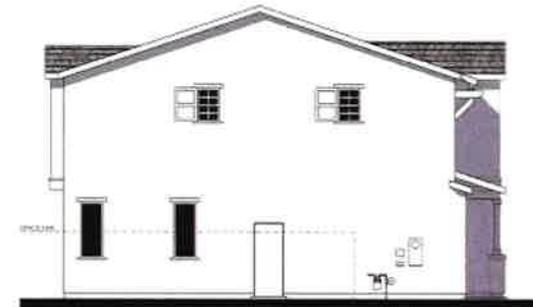
Kevin L. Crook  
 Architect  
 Inc.



RIGHT



REAR



LEFT

PLAN 4 (2,018 "C")  
 AMERICAN TRADITIONAL ENHANCED ELEVATION

**LENNAR**

**MANGINI RANCH**

FOLSOM, CA

06.22.2020

A-34



#19067 Kevin L. Crook  
 Architect  
 Inc.

## **Attachment 11**

### **Exterior Color/Materials Specification Dated February 19, 2020**

**ROCKCRESS**  
FOLSOM, CA

JOB # 19057  
CREATED 7/29/2019  
Revisions 8/26/2019

*A* ELEVATIONS			
SPANISH COLONIAL	SCHEME 1	SCHEME 2	SCHEME 3
STUCCO BODY	SW7562 ROMAN COLUMN	SW7835 AESTHETIC WHITE	SW8142 MACADAMIA
FASCIA / TRIM	SW9131 CORNWALL SLATE	SW7523 BURNISHED BRANDY	SW7034 STATUS BRONZE
GARAGE DOOR	SW0036 LIBRARY PEWTER	SW7523 BURNISHED BRANDY	SW6173 COCOON
FRONT DOOR	SW9131 CORNWALL SLATE	SW0047 STUDIO BLUE GREEN	SW6186 DRIED THYME
SHUTTERS	SW6207 RETREAT	SW0047 STUDIO BLUE GREEN	SW7034 STATUS BRONZE
CLAY PIPES	SW6061 TAN BARK	SW6061 TAN BARK	SW6061 TAN BARK
ROOF (LOW PROFILE "S") VILLA:	1VICS7330 VERONA CLAY	1VICS6464 CA MISSION BLEND	1VICS6330 SALERNO CLAY

*B* ELEVATIONS			
CRAFTSMAN	SCHEME 4	SCHEME 5	SCHEME 6
STUCCO BODY	SW9093 NEARLY BROWN	SW9171 FELTED WOOL	SW7036 ACCESSIBLE BEIGE
FASCIA / TRIM	SW7517 CHINA DOLL	SW7554 STEAMED MILK	SW0038 LIBRARY PEWTER
GARAGE DOOR / SIDING	SW7026 GRIFFIN	SW2822 DOWNING SAND	SW2806 ROCKWOOD BROWN
FRONT DOOR / SHUTTERS	SW7066 GRIZZLE GRAY	SW7066 IRON ORE	SW7061 NIGHT OWL
ROOF (SHAKE)	1FBCF3181 SMOKEY TOPAZ	1FBCF3753 KOCOMO BLEND	1FBCF1132 CHARCOAL BRWN BLD
STONE	DEL MARE BURNT OCHRE	DEL MARE BURNT OCHRE	DEL MARE PALERMO

*C* ELEVATIONS			
AMERICAN TRADITIONAL	SCHEME 7	SCHEME 8	SCHEME 9
STUCCO BODY	SW7638 JOGGING PATH	SW7517 CHINA DOLL	SW7689 ROW HOUSE TAN
FASCIA / TRIM / GARAGE DOOR	SW7566 WESTHIGHLAND WT	SW7566 WESTHIGHLAND WT	SW6371 VANILLIN
LAP SIDING	SW7743 MOUNTAIN ROAD	SW7502 DRY DOCK	SW9105 ALMOND ROCA
FRONT DOOR / SHUTTERS	SW6221 MOODY BLUE	SW7705 WHEAT PENNY	SW7740 MESSENGER BAG
ROOF (SLATE)	1FECY4072 SAHARA QUARTZ BLD	1FACS6031 LA TERRA BLEND	1FECY0300 BRONZE PEARL BLD
BRICK	TUNDRA ASHLAND	TUNDRA HARTFORD	TUNDRA RIVERBED

PAINT:	SHERWIN WILLIAMS
STONE:	CULTURED by BORAL
BRICK:	ELDORADO by BORAL
ROOF:	BORAL

ALL FLASHING, GUTTERS, DOWNSPOUTS ETC. TO BE PAINTED TO MATCH ADJACENT SURFACE.  
ALL PAINT BREAKS TO BE CUT AT INSIDE CORNERS.

**LENNAR**  
Kevin L. Crook  
Architect  
Inc  
PLANNING + ARCHITECTURE

WRITTEN COLOR SCHEMES

**LENNAR**

**MANGINI RANCH**  
FOLSOM, CA

06.22.2020  
A-35

#19057 Kevin L. Crook  
Architect  
Inc  
LENNAR.COM/CLIENTS/CA

**SPANISH COLONIAL**  
SCHEME #1

STUCCO BODY

ROOF

FASCIA / TRIM  
GARAGE DOOR  
FRONT DOOR  
SHUTTERS  
CLAY PIPES

**LENNAR**  
#19057  
JUNE 22, 2020

**ROCKCRESS**  
FOLSOM, CA

Kevin L. Crook  
**Architect**  
Inc.

**SPANISH COLONIAL**  
SCHEME #2

STUCCO BODY

ROOF

FASCIA / TRIM  
GARAGE DOOR  
FRONT DOOR  
SHUTTERS  
CLAY PIPES

**LENNAR**  
#19057  
JUNE 22, 2020

**ROCKCRESS**  
FOLSOM, CA

Kevin L. Crook  
**Architect**  
Inc.

**SPANISH COLONIAL**  
SCHEME #3

STUCCO BODY

ROOF

FASCIA / TRIM  
GARAGE DOOR  
FRONT DOOR  
SHUTTERS  
CLAY PIPES

**LENNAR**  
#19057  
JUNE 22, 2020

**ROCKCRESS**  
FOLSOM, CA

Kevin L. Crook  
**Architect**  
Inc.

COLORS MAY VARY DUE TO SCREEN AND PRINTER CALIBRATION.  
REFER TO PAINT CHIPS AND MATERIALS BOARDS FOR ACTUAL COLORS.

COLOR BOARDS - SPANISH COLONIAL

**LENNAR**

**MANGINI RANCH**  
FOLSOM, CA

06.22.2020  
A-36

Kevin L. Crook  
**Architect**  
Inc.

**CRAFTSMAN  
SCHEME #4**

STUCCO BODY

ROOF

FASCIA / TRIM

GARAGE DOOR / SIDING

FRONT DOOR / SHUTTERS

STONE

**LENNAR**  
#19057  
JUNE 22, 2020

**ROCKCRESS**  
FOLSOM, CA

Kevin L. Crook  
Architect  
Inc.

**CRAFTSMAN  
SCHEME #5**

STUCCO BODY

ROOF

FASCIA / TRIM

GARAGE DOOR / SIDING

FRONT DOOR / SHUTTERS

STONE

**LENNAR**  
#19057  
JUNE 22, 2020

**ROCKCRESS**  
FOLSOM, CA

Kevin L. Crook  
Architect  
Inc.

**CRAFTSMAN  
SCHEME #6**

STUCCO BODY

ROOF

FASCIA / TRIM

GARAGE DOOR / SIDING

FRONT DOOR / SHUTTERS

STONE

**LENNAR**  
#19057  
JUNE 22, 2020

**ROCKCRESS**  
FOLSOM, CA

Kevin L. Crook  
Architect  
Inc.

COLORS MAY VARY DUE TO SCREEN AND PRINTER CALIBRATION.  
REFER TO PAINT CHIPS AND MATERIALS BOARDS FOR ACTUAL COLORS.

COLOR BOARDS - CRAFTSMAN

**LENNAR**

**MANGINI RANCH**  
FOLSOM, CA

06.22.2020  
A-37

#19057 Kevin L. Crook  
Architect  
Inc.

AMERICAN TRADITIONAL  
SCHEME #7

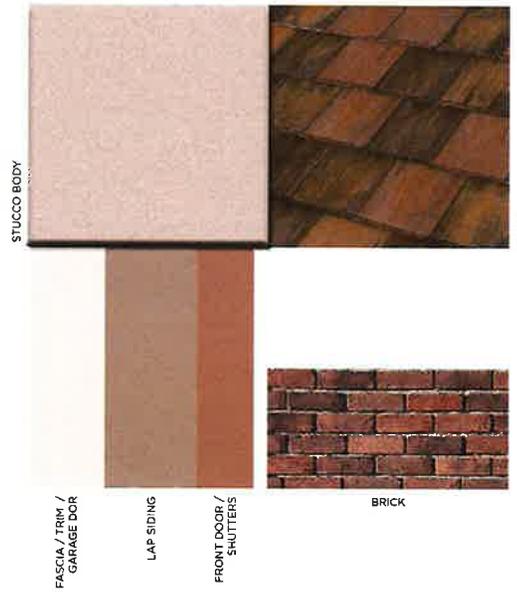


LENNAR  
#19057  
JUNE 22, 2020

ROCKCRESS  
FOLSOM, CA

Kevin L. Crook  
Architect  
Inc

AMERICAN TRADITIONAL  
SCHEME #8

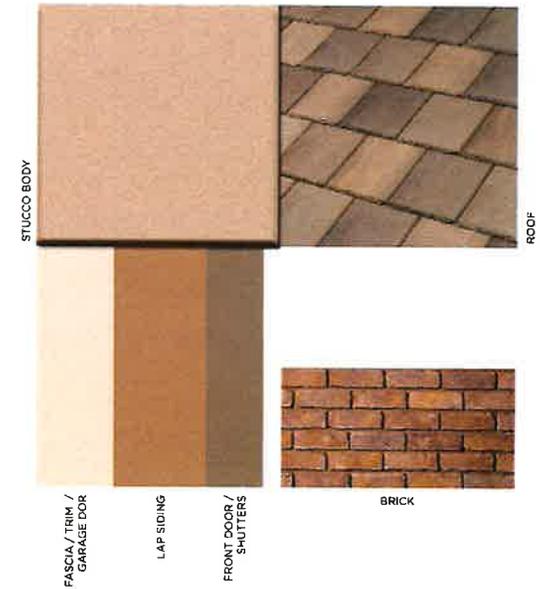


LENNAR  
#19057  
JUNE 22, 2020

ROCKCRESS  
FOLSOM, CA

Kevin L. Crook  
Architect  
Inc

AMERICAN TRADITIONAL  
SCHEME #9



LENNAR  
#19057  
JUNE 22, 2020

ROCKCRESS  
FOLSOM, CA

Kevin L. Crook  
Architect  
Inc

COLORS MAY VARY DUE TO SCREEN AND PRINTER CALIBRATION.  
REFER TO PAINT CHIPS AND MATERIALS BOARDS FOR ACTUAL COLORS.

COLOR BOARDS - AMERICAN TRADITIONAL

LENNAR

MANGINI RANCH  
FOLSOM, CA

06.22.2020  
A-38

#19057 Kevin L. Crook  
Architect  
Inc

## **Attachment 12**

# **CEQA Exemption and Streamlining Analysis For the Rockcross Subdivision Project**

CITY OF FOLSOM

**CEQA Exemption and Streamlining Analysis  
for Rockcross at Folsom Ranch (Mangini Ranch Phase 2 Lot 10)**

---

1. Application No: PN 19-388
2. Project Title: Rockcross at Folsom Ranch (Mangini Ranch Phase 2 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:  
16.30 acres located south of Old Ranch Way and east of East Bidwell Street  
APN: A portion of 072-3670-010 (16.30 acres, Carpenter East, LLC)
6. Project Applicant's/Sponsor's Name and Address:  
  
Carpenter East, LLC  
3907 Park Drive, Suite 235  
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 Rockcress at Folsom Ranch (Mangini Ranch Phase 2, 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 Rockcress at Folsom Ranch development is eligible for the exemption from review under the California Environmental Quality Act<sup>1</sup> (“CEQA”) provided in Government Code section 65457 and CEQA Guidelines<sup>2</sup> 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 substantial evidence and reasoning for determining the project’s consistency with the Folsom Plan Area Specific Plan (“FPASP”) and eligibility for the CEQA exemption.

## II. PROJECT DESCRIPTION

### A. PROJECT OVERVIEW

The Rockcress at Folsom Ranch project proposes the development of 118 single-family residential lots (lots 1–118) on 12.86 acres and three Backbone Landscape Corridor lots (lots A, B, & C) on 1.31 acres out of the total 16.30-acre project area.

The requested land use entitlements for the Rockcress at Folsom Ranch 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.

The holding capacity under existing plans and zoning for this parcel is 153 dwelling units. The 35 residential units not proposed to be built at this site (153 – 118 = 35) 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 Rockcross at Folsom Ranch 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).

---

<sup>1</sup> California Environmental Quality Act, Pub. Resources Code, § 21000 et seq. (hereafter “CEQA”).

<sup>2</sup> 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 16.30-acre portion of parcel APN 072-3670-010 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 2 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 Rockcross at Folsom Ranch 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 16.30 acres of the Project site is undeveloped, but was pad-graded as part of the Mangini Ranch Phase 2 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 16.30 acres of the parcel into 118 residential lots suited for single-family dwellings. The residential density achieved is 9.18 du/acre, which is within the range allowed for the MLD zone (range of 7-12 du/acre). The site plan

includes 1.31 acres of Backbone Landscape Corridor on Lots A, B, & C along East Bidwell Street, Old Ranch Way and Savannah Parkway. The site plan also includes 2.13 acres of Backbone Right-of-Way.

The vesting small lot tentative subdivision map proposes to create 118 residential lots on the parcel. The Rockcross at Folsom Ranch project site is designated for Multi-family Low Density (SP-MLD) land uses by the FPASP.

Rockcross at Folsom Ranch proposes to create 118 residential lots for detached single-family dwellings. The FPASP defines the MLD residential designation to include “**single family dwellings** (SF zero-lot-line and SF patio only), 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 Rockcross at Folsom Ranch 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

Rockcross at Folsom Ranch includes a street pattern, which includes a connection (‘F’ Drive) to Old Ranch Way at the north-east corner of the parcel (which aligns to the approved entry location for the Enclave at Folsom Ranch to the north) and a connection (‘G’ Drive) to Savannah Parkway at the south-west corner of the parcel (which aligns to the planned entry to Mangini Ranch Phase 2 Lot 7, shown as Village 7 on the approved Mangini Ranch phase 2 Small lot Tentative Map, to the south). An interior street grid includes three east to west “horizontal” streets (‘A,’ ‘B,’ and ‘C’ Drive) and two north to south “vertical” streets (‘D’ and ‘E’ Drive), as depicted on the site plan. Two entries are provided: (a) a north-eastern entry at ‘F’ Drive located off Old Ranch Way, and (b) a south-western entry at ‘G’ Drive located off Savannah Parkway.

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, City standard residential streets are proposed for this subdivision, with attached pedestrian sidewalks and parking located on both sides. In addition to these entry locations, pedestrian access is also provided at three additional locations: in the northwest, northeast and southeast corners of the site (additional pedestrian access cannot be provided in the southwest due to grading constraints).

Traffic signals are planned at the intersection of East Bidwell Street and Old Ranch Way.

Rockcross at Folsom Ranch 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 is consistent with roadway and transit master plans for the FPASP.

### **3. Water, Sewer, and Storm Drainage Infrastructure**

#### *Water infrastructure*

Rockcress at Folsom Ranch 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*

Rockcress at Folsom Ranch will be served by the sewer infrastructure within Old Ranch Way and Savannah Parkway.

#### *Storm drainage infrastructure*

Rockcress at Folsom Ranch will connect to the existing storm drain infrastructure within 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, 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 of the FPASP 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 or adopted 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 Rockcross at Folsom Ranch project have been analyzed and addressed in the CEQA analysis and other regulatory permits required for the Rockcross at Folsom Ranch project and/or the Backbone Infrastructure project.

### C. Introduction to CEQA Exemption and Streamlining Provisions

The City finds that the Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) development proposal is consistent with the Folsom Plan Area Specific Plan (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 Rockcross at Folsom Ranch 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 Rockcross at Folsom Ranch 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 Exhibit 4 [Noise Assessment].) These studies support the conclusion that the Rockcross at Folsom Ranch 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.<sup>1</sup>

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<sup>1</sup> In 2019, the Governor's Office of Planning and Research (OPR) updated the checklist in Appendix G of the CEQA Guidelines. Though the FPASP EIR/EIS and adopted addendums analyzed the potential impacts of the FPASP under the Appendix G checklist then in effect, this analysis includes a discussion of the revised checklist questions, where relevant to the environmental topics discussed below, in good faith to provide the most updated information to decision makers. (See Public Resources Code, §§ 21002.1(e), 210065; CEQA Guidelines §§ 15002(a)(1), 15003(c).) However, these areas do not constitute new information under CEQA, nor are they required to be included in this analysis. (See *Cleveland National Forest Foundation v. San Diego Assn. of Governments* (2017) 17 Cal.App.5th 413, 426 ["once in EIR is finally approved, a court generally cannot...compel an agency to perform further environmental review if new regulations or guidelines for evaluating the project's impacts are adopted in the future"]; *Citizens Against*

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

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*Airport Pollution v. City of San Jose* (2014) 227 Cal.App.4th 788, 808 [CEQA Guidelines enacted after an EIR is certified are not "new information within the meaning of [Public Resources Code] section 21166, subdivision (c)" and therefore do not trigger preparation of a subsequent EIR nor require consideration in an addendum.]

with a “no” in the checklist since the Rockcross at Folsom Ranch 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.
<b>1. Aesthetics. Would the Project:</b>	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. (previous) 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

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.
<b>1. Aesthetics. Would the Project:</b>	FPASP Draft EIR pp. 3A.1-1 to -34									
c. (revised) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	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 adversely affect day or nighttime views in the area?	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.
<b>1. Aesthetics. Would the Project:</b>	FPASP Draft EIR pp. 3A.1-1 to -34									
<p><b>Discussion:</b>  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.</p> <p>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 3A.1-4, MM 3A.1-5. (Westland Eagle Addendum, pp. 4.1-4.3.)</p> <p>See Exhibit 3 for discussion of the Rockcross at Folsom Ranch project's consistency with landscaping policies in the FPASP that may be relevant to aesthetic and visual impacts. (Exh. 3, p. 32.) 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.)</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• MM 3A.1-1</li> <li>• MM 3A.1-4</li> <li>• MM 3A.1-5</li> <li>• MM 3A.7-4</li> <li>• MM 3B.1-2a</li> <li>• MM 3B.1-2b</li> <li>• MM 3B.1-3a</li> <li>• MM 3B.1-3b</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Rockcross at Folsom Ranch 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).</p>										

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.
<b>2. Agriculture. Would the project:</b>	FPASF 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. (revised) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in	Not applicable. Criterion was not part of Appendix G when EIR/EIS was certified.	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.
<b>2. Agriculture. Would the project:</b>	FPASP Draft EIR pp. 3A.10-1 to -49									
Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?										
d. (revised) Result in the loss of forest land or conversion of forest land to non-forest use?	Not addressed. Criterion was not part of Appendix G when EIR/EIS was certified.	No	No	No	No	No	No	No	No	None required
e. e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	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.
<b>2. Agriculture. Would the project:</b>	FPASP Draft EIR pp. 3A.10-1 to -49									
<p><b>Discussion:</b></p> <p>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.</p> <p>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.)</p> <p>See Exhibit 3 for discussion of the Rockcross at Folsom Ranch project's consistency with open space policies in the FPASP that may be relevant to agriculture and forest resources impacts. (Exh. 3, pp. 3, 14-17.)</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• MM 3B.10-5</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Rockcross at Folsom Ranch 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).</p>										

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.
<b>3. Air Quality. Would the project:</b>	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.
<b>3. Air Quality. Would the project:</b>	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,
<b>3. Air Quality. Would the project:</b>	FPASP Draft EIR pp. 3A.2-1 to -63									
<p><b>Discussion:</b></p> <p>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<sub>10</sub> concentrations); long-term operation-related, regional emissions of criteria air pollutants and precursors (Impact 3A.2-2); exposure to TACs (Impact 3A.2-4); and exposure to odorous emissions from construction activity (Impact 3A.2-6, for construction diesel odors and for corporation yard odors); and exposure to odorous emissions from operation of the proposed corporation yard (Impact 3A.2-6). (FEIR, pp. 1-22 to 1-34; DEIR, p. 3A.2-63.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>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 3A.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.)</p> <p>See Exhibit 3 for discussion of the Rockcross at Folsom Ranch 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. 28-30, 33-36, 38-39.) The land use mix in the Rockcross at Folsom Ranch 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 Rockcross at Folsom Ranch development.</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• MM 3A.2-1a</li> <li>• MM 3A.2-1b</li> <li>• MM 3A.2-1c</li> <li>• MM 3A.2-1d</li> <li>• MM 3A.2-1e</li> <li>• MM 3A.2-1f</li> <li>• MM 3A.2-1g</li> <li>• MM 3A.2-1h</li> <li>• MM 3A.2-2</li> <li>• MM 3A.2-4a</li> <li>• MM 3A.2-4b</li> <li>• MM 3A.2-5</li> <li>• MM 3A.2-6</li> <li>• MM 3B.2-1a</li> </ul>										

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.
<b>3. Air Quality.</b> <b>Would the project:</b>	FPASP Draft EIR pp. 3A.2-1 to -63									
<ul style="list-style-type: none"> <li>• MM 3B.2-1b</li> <li>• MM 3B.2-1c</li> <li>• MM 3B.2-3a</li> <li>• MM 3B.2-3b</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Rockcress at Folsom Ranch 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).</p>										

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.
<b>4. Biological Resources. Would the project:</b>	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.
<b>4. Biological Resources. Would the project:</b>	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. (previous) 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

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.
<b>4. Biological Resources. Would the project:</b>	FPASP Draft EIR pp. 3A.3-1 to -94									
c. (revised) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	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 species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	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.
<b>4. Biological Resources. Would the project:</b>	FPASP Draft EIR pp. 3A.3-1 to -94									
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.
<b>4. Biological Resources. Would the project:</b>	FPASP Draft EIR pp. 3A.3-1 to -94									
<p><b>Discussion:</b></p> <p>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.)</p> <p>The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>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.)</p> <p>See Exhibit 3 for discussion of the Rockcross at Folsom Ranch project's consistency with wetlands and wildlife policies in the FPASP that may be relevant to biological resources impacts. (Exh. 3, pp. 19-22.)</p> <p>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 Rockcross at Folsom Ranch project because the City did not choose to participate in the HCP and the project site is outside of the boundaries of the proposed HCP plan area. (See South Sacramento HCP, available at <a href="https://www.southsachcp.com/sshccp-chapters—final.html">https://www.southsachcp.com/sshccp-chapters—final.html</a> (last visited June 13, 2019).)</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• MM 3A.3-1a</li> <li>• MM 3A.3-1b</li> <li>• MM 3A.3-2a</li> <li>• MM 3A.3-2b</li> <li>• MM 3A.3-2c</li> <li>• MM 3A.3-2d</li> <li>• MM 3A.3-2e</li> <li>• MM 3A.3-2f</li> <li>• MM 3A.3-2g</li> </ul>										

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.
<b>4. Biological Resources. Would the project:</b>	FPASP Draft EIR pp. 3A.3-1 to -94									
<ul style="list-style-type: none"> <li>• MM 3A.3-2h</li> <li>• MM 3A.3-3</li> <li>• MM 3A.3-4a</li> <li>• MM 3A.3-4b</li> <li>• MM 3A.3-5</li> <li>• MM 3B.3-1a</li> <li>• MM 3B.3-1b</li> <li>• MM 3B.3-1c</li> <li>• MM 3A.3-1a</li> <li>• MM 3B.3-2</li> <li>• MM 4.4-1</li> <li>• MM 4.4-2</li> <li>• MM 4.4-3</li> <li>• MM 4.4-4</li> <li>• MM 4.4-5</li> <li>• MM 4.4-6</li> <li>• MM 4.4-7</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Rockcross at Folsom Ranch 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).</p>										

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.
<b>5. Cultural Resources. Would the project</b>	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. (previous) 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. c. 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

Rockcross at Folsom Ranch  
CEQA Exemption and Streamlining Analysis

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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.
<b>5. Cultural Resources. Would the project:</b>	FPASP Draft EIR pp. 3A.5-1 to -25									
<p><b>Discussion:</b></p> <p>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.</p> <p>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 3A.5-1a, MM 3A.5-1b, MM 3A.5-2, MM 3A.5-3. (Westland Eagle Addendum, pp. 4.31-4.39.)</p> <p>See Exhibit 3 for discussion of the Rockcross at Folsom Ranch project's consistency with cultural resources policies in the FPASP that may be relevant to cultural resources impacts. (Exh. 3, p. 25.)</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• MM 3A.5-1a</li> <li>• MM 3A.5-1b</li> <li>• MM 3A.5-2</li> <li>• MM 3A.5-3</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Rockcross at Folsom Ranch 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).</p>										

6. ENERGY (New Appendix G Topic)

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,
<b>6. Energy. Would the project:</b>	FPASP Draft EIR pp. 3A.16-33 to -43									
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	pp. 3A.16-33 to -43	No	No	No	No	No	No	No	No	None required
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	pp. 3A.16-33 to -43	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. Energy. Would the project:	FPASP Draft EIR pp. 3A.16-33 to -43									
<p><b>Discussion:</b></p> <p>The FPASP EIR/EIS found that the impacts to electricity service, natural gas, telecommunications service, and cable television and communications service would be less than significant and no mitigation measures were required. The project would not result in substantial land use changes that would substantially change estimated demands for these services. 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). As described in Impact 3A.16-12, the FPASP would increase the consumption of energy. However, the FPASP would need to comply with Building Energy Efficiency Standards included in Title 24 of the California Code of Regulations and implement an Air Quality Management Plan. This impact (Impact 3A.16-12) was determined to be less than significant and no mitigation was required. The project would continue to comply with Title 24 requirements. The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>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 impacts to energy when compared to the FPASP project as analyzed in the 2011 EIR. (Westland Eagle Addendum, pp. 4.17-3.)</p> <p>See Exhibit 3 for discussion of the Rockcross at Folsom Ranch project's consistency with energy policies in the FPASP that may be relevant to energy impacts. (Exh. 3, p. 33-38.)</p> <p><b>Mitigation Measures:</b> None required</p> <p><b>Conclusion:</b></p> <p>Consistent with the conclusions in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Rockcross at Folsom Ranch would not have any new significant or substantially more severe energy impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

7. 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.
<b>6. Geology and Soils. Would the project:</b>	FPASP Draft EIR pp. 3A.7-1 to -40									
<del>a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving</del> Directly or indirectly cause 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	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.
<b>6. Geology and Soils. Would the project:</b>	FPASP Draft EIR pp. 3A.7-1 to -40									
known fault? Refer to Division of Mines and Geology Special Publication 42.										
2. Strong seismic ground shaking?										
3. Seismic-related ground failure, including liquefaction?										
4. Landslides?										
b. Result in substantial soil erosion or the loss of topsoil?	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

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.
<b>6. Geology and Soils. Would the project:</b>	FPASP Draft EIR pp. 3A.7-1 to -40									
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	pp. 3A.7-34 to -35	No	No	No	No	No	No	No	No	MM 3A.7-1a 3A.7-1b
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	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.
<b>6. Geology and Soils. Would the project:</b>	FPASP Draft EIR pp. 3A.7-1 to -40									
<p><b>Discussion:</b></p> <p>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.</p> <p>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.)</p> <p>See Exhibit 3 for discussion of the Rockcross at Folsom Ranch project's consistency with floodplain protection policies in the FPASP that may be relevant to geology and soils impacts. (Exh. 3, pp. 26-28.)</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• MM 3A.7-1a</li> <li>• MM 3A.7-1b</li> <li>• MM 3A.7-3</li> <li>• MM 3A.7-4</li> <li>• MM 3A.7-5</li> <li>• MM 3B.7-1a</li> <li>• MM 3B.7-1b</li> <li>• MM 3B.7-4</li> <li>• MM 3B.7-5</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Rockcross at Folsom Ranch 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).</p>										

8. 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.
<b>7. Greenhouse Gas Emissions. Would the project:</b>	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									
<p><b>Discussion:</b></p> <p>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.</p> <p>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.)</p> <p>See Exhibit 3 for discussion of the Rockcress at Folsom Ranch project's consistency with air quality, energy efficiency, and environmental quality policies in the FPASP that may be relevant GHG impacts. (Exh. 3, pp. 28-30, 33-36, 38-39.)</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• MM 3A.2-1a</li> <li>• MM 3A.2-1b</li> <li>• MM 3A.4-1</li> <li>• MM 3A.2-2</li> <li>• MM 3A.4-2a</li> <li>• MM 3A.4-2b</li> <li>• MM 3B.4-1a</li> <li>• MM 3B.4-1b</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Rockcress at Folsom Ranch 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).</p>										

9. 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.
<b>8. Hazards and Hazardous Materials. Would the project:</b>	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.
<b>8. Hazards and Hazardous Materials. Would the project:</b>	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.
<b>8. Hazards and Hazardous Materials. Would the project:</b>	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. (previous) 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. f. 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

Rockcross at Folsom Ranch  
CEQA Exemption and Streamlining Analysis

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.
<b>8. Hazards and Hazardous Materials. Would the project</b>	FPASP Draft EIR pp. 3A.8-1 to -36									
<del>h. g. 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?</del>	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.
<b>8. Hazards and Hazardous Materials. Would the project:</b>	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, Rockcross at Folsom Ranch would not have any new significant or substantially more severe hazards and 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).

10. 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.
<b>9. Hydrology and Water Quality. Would the Project:</b>	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. (previous) 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 been granted?	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.
<b>9. Hydrology and Water Quality. Would the Project:</b>	FPASP Draft EIR pp. 3A.9-1 to -51									
<b>b. (revised)</b> Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	pp. 3A.9-45 to -50	No	No	No	No	No	No	No	No	None required
<b>c. (previous)</b> 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

<p>c. (revised) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:</p> <ul style="list-style-type: none"> <li>i. result in substantial erosion or siltation on- or off-site;</li> <li>ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;</li> <li>iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or</li> <li>iv. impede or redirect flood flows?</li> </ul>	<p>pp. 3A.9-24 to -28, 3A.9-28 to -37 3A.9-37 to -42</p> <p>Also, see generally Backbone Infrastructure MND</p>	No	<p>MM 3A.9-1 MM 3A.9-2</p>							
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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.
<b>9. Hydrology and Water Quality. Would the Project:</b>	FPASP Draft EIR pp. 3A.9-1 to -51									
d. (previous) 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
e. (previous) 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

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.
<b>9. Hydrology and Water Quality. Would the Project:</b>	FPASP Draft EIR pp. 3A.9-1 to -51									
f. (previous) Otherwise substantially degrade water quality?	See generally pp. 3A.9-1 to -51	No	No	No	No	No	No	No	No	None required
g. (previous) Place housing within a 100-year 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. (previous) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	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.
<b>9. Hydrology and Water Quality. Would the Project:</b>	FPASP Draft EIR pp. 3A.9-1 to -51									
i. (previous) 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. (previous) Inundation by seiche, tsunami, or mudflow?	Not relevant	No	No	No	No	No	No	No	No	None required
d. (revised) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project	Not relevant	No	No	No	No	No	No	No	No	None required
e. (revised) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Not addressed. Criterion was not part of Appendix G when EIR/EIS was certified.	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.
<b>9. Hydrology and Water Quality.</b> <b>Would the Project:</b>	FPASP Draft EIR pp. 3A.9-1 to -51									
<p><b>Discussion:</b> 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.</p> <p>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.)</p> <p>See Exhibit 3 for discussion of the Rockcress at Folsom Ranch 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. 25-28.)</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• MM 3A.9-1</li> <li>• MM 3A.9-2</li> <li>• MM 3A.9-4</li> <li>• MM 3B.9-1a</li> <li>• MM 3B.9-1b</li> <li>• MM 3A.3-1a</li> <li>• MM 3A.3-1b</li> <li>• MM 3B.9-3a</li> <li>• MM 3B.9-3b</li> </ul> <p><b>Conclusion:</b> With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Rockcress at Folsom Ranch 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).</p>										

11. 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.
<b>10. Land Use and Planning. Would the project:</b>	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. (previous) 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 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.
<b>10. Land Use and Planning. Would the project:</b>	FPASP Draft EIR pp. 3A.10-1 to -49									
b. (revised) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	pp. 3A.10-34 to -41	No	No	No	No	No	No	No	No	None required
c. (previous) 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. (previous) 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	

Rockcross at Folsom Ranch  
CEQA Exemption and Streamlining Analysis

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.
<b>10. Land Use and Planning. Would the project:</b>	FPASP Draft EIR pp. 3A.10-1 to -49									
<p><b>Discussion:</b></p> <p>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.</p> <p>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.)</p> <p>See Exhibit 3 for discussion of the Rockcross at Folsom Ranch project's consistency with land use policies in the FPASP that may be relevant to land use impacts. (Exh. 3, pp. 1-6.) 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.</p> <p>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 Rockcross at Folsom Ranch Project because the City did not choose to participate in the HCP and the project site is outside of the boundaries of the proposed HCP plan area. (See South Sacramento HCP, available at <a href="https://www.southsachcp.com/sshchp-chapters--final.html">https://www.southsachcp.com/sshchp-chapters--final.html</a> (last visited June 13, 2019).) In any event, the Rockcross at Folsom Ranch project would not impede the implementation of the South Sacramento HCP.</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• MM 3B.10-5</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Rockcross at Folsom Ranch 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).</p>										

12. 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.
<b>11. Mineral Resources. Would the Project:</b>	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.
<b>11. Mineral Resources. Would the Project:</b>	FPASP Draft EIR pp. 3A.7-1 to -40									
<p><b>Discussion:</b></p> <p>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.</p> <p>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.)</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• None required</li> </ul> <p><b>Conclusion:</b></p> <p>Consistent with the conclusions in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Rockcross at Folsom Ranch 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).</p>										

13. 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.
<b>12. Noise. Would the project result in:</b>	FPASP Draft EIR pp. 3A.11-1 to -52									
a. (previous) 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
a. (revised) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	pp. 3A.11-50 to -51	No	No	No	No	No	No	No	No	MM 3A.11-4

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									
b. <del>Exposure of persons to or</del> 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. (previous) 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
d. (previous) 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

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									
e. (previous) 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
f. (previous) 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									
c. (revised) For a project located within the vicinity of a private airstrip or an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	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									
<p><b>Discussion:</b></p> <p>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.</p> <p>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.)</p> <p>See Exhibit 3 for discussion of the Rockcross at Folsom Ranch project's consistency with noise policies in the FPASP that may be relevant to noise impacts. (Exh. 3, p. 30.)</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• MM 3A.11-1</li> <li>• MM 3A.11-3</li> <li>• MM 3A.11-4</li> <li>• MM 3A.11-5</li> <li>• MM 3B.11-1a</li> <li>• MM 3B.11-1b</li> <li>• MM 3B.11-1c</li> <li>• MM 3B.11-1d</li> <li>• MM 3B.11-1e</li> <li>• MM 3B.11-3</li> <li>• MM 4.12-1</li> </ul> <p>The April 24, 2020 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 Rockcross at Folsom Ranch 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</p>										

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									
<p>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.</p> <p>The following Noise Study recommendations for how to implement the FPASP EIR's mitigation measures will be required as conditions of approval:</p> <ul style="list-style-type: none"> <li>• 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 of Exhibit 4 illustrates the facades requiring improved STC rated windows.</li> <li>• 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.</li> <li>• The proposed noise barrier along East Bidwell Street shall be constructed to a minimum height of 7 feet relative to backyard elevations at the locations shown on Figure 2 of Exhibit 4.</li> <li>• The proposed noise barriers along Savannah Parkway and Old Ranch Way shall be constructed to a height of 6 feet relative to backyard elevations.</li> <li>• The east-facing window assemblies of Lots 3-14 should provide a minimum STC rating of 32. Figure 2 of Exhibit 4 illustrates the facades requiring improved STC rated windows.</li> <li>• Disclosure statements should be provided to all prospective residents of this development notifying them of the plans for a future police/fire station at that location, and indicating that the operations of such facilities periodically result in elevated noise levels.</li> <li>• Future plans for the police/fire station should be analyzed once they become available to determine if a solid noise barrier would be required along the western boundary of those future uses. (Exh. 4, p. 14)</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Rockcress at Folsom Ranch 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).</p>										

14. 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.
<b>13. Population and Housing. Would the Project:</b>	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 <a href="#">people</a> or 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.
<b>13. Population and Housing. Would the Project:</b>	FPASP Draft EIR pp. 3A.13-1 to -16									
c. (previous) 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
<p><b>Discussion:</b></p> <p>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.</p> <p>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.)</p> <p>See Exhibit 3 for discussion of the Rockcross at Folsom Ranch project's consistency with housing policies in the FPASP that may be relevant to population and housing impacts. (Exh. 3, pp. 7-10.)</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• None required</li> </ul> <p><b>Conclusion:</b></p> <p>Consistent with the conclusions in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Rockcross at Folsom Ranch 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).</p>										

15. 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.
<b>14. Public Services.</b>	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.
<b>14. Public Services.</b>	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									
<p><b>Discussion:</b></p> <p>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.</p> <p>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.)</p> <p>See Exhibit 3 for discussion of the Rockcross at Folsom Ranch project's consistency with public services policies in the FPASP that may be relevant to public services impacts. (Exh. 3, pp. 39-40.)</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• MM 3A.14-1</li> <li>• MM 3A.14-2</li> <li>• MM 3A.14-3</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Rockcross at Folsom Ranch 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).</p>										

16. 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.
<b>15. Recreation.</b>	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									
<p><b>Discussion:</b></p> <p>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.</p> <p>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.)</p> <p>See Exhibit 3 for discussion of the Rockcress at Folsom Ranch project's consistency with parks and open space policies in the FPASP that may be relevant to recreation impacts. (Exh. 3, pp. 4-5, 14-19.)</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>MM 3B.12-1</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Rockcress at Folsom Ranch 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).</p>										

17. 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,
<b>16. Transportation/Traffic. Would the project:</b>	FPASP Draft EIR pp. 3A.15-1 to -157									
a. (previous) 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.
<b>16. Transportation/Traffic. Would the project:</b>	FPASP Draft EIR pp. 3A.15-1 to -157									
<b>a. (revised)</b> Conflict with a program plan, ordinance or policy establishing addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Not addressed. Criterion was not part of Appendix G when EIR/EIS was certified.	No	No	No	No	No	No	No	No	None required
<b>b. (previous)</b> Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
<b>b. (revised)</b> Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Not addressed. Criterion was not part of Appendix G when EIR/EIS was certified	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									
c. (previous) 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	None required
c. (revised) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No significant traffic hazards were identified in the EIR	No	No	No	No	No	No	No	No	None required

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.
<b>16. Transportation/Traffic. Would the project:</b>	FPASP Draft EIR pp. 3A.15-1 to -157									
d. (previous) 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. d. 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
f. (previous) Result in inadequate parking capacity?	Development will be required to follow City parking standards	No	No	No	No	No	No	No	No	None required
g. (previous) 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.
<b>16. Transportation/Traffic. Would the project:</b>	FPASP Draft EIR pp. 3A.15-1 to -157									
<p><b>Discussion:</b></p> <p>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.15-1aa, 3A.15-1dd, 3A.15-1ee, 3A.15-1ff, 3A.15-1gg, 3A.15-1hh, 3A.15-1ii, 3A.15-2, 3A.15-4b, 3A.15-4d, 3A.15-4i, 3A.15-4l, 3A.15-4m, 3A.15-4n, 3A.15-4o, 3A.15-4p, 3A.15-4r, 3A.15-4s, 3A.15-4t, 3A.15-4u, 3A.15-4v, 3A.15-4w, 3A.15-4x, 3A.15-4y. (FEIR, pp. 1-142 to 1-175.) 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.</p> <p>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.)</p> <p>See Exhibit 3 for discussion of the Rockcress at Folsom Ranch project's consistency with circulation policies in the FPASP that may be relevant to traffic and transportation impacts. (Exh. 3, pp. 10-14.)</p> <p>The December 1, 2017 Mangini Ranch Phase 2 Transportation Impact Study (MR2 TIS) by T.Kear (attached as Exhibit 5) included full buildout of the 153 MLD dwelling units allocated to the Project site as part of the existing plus planned and approved projects (EPPAP) analysis. (Exh. 5, p. 15.) The MR2 TIS determined that, while the large-lot, multi-family lots (including the Project site) were not included in the small-lot vesting tentative tract map or proposed for development at the time, their buildout was reasonably foreseeable, and assumed 100 percent buildout of the allocated multi-family lots within five years of the approval of Mangini Ranch Phase 2. (Exh. 5, pp. 1-5, 15.) The MR2 TIS projected 889 new trips from the 153 MLD units allocated to the Project site (Exh. 5, p. 31) analyzed the potential impacts of those trips as part of the EPPAP analysis (Exh. 5, pp. 41-50) and included recommendations for reducing those impacts (Exh. 5, pp. 72, 76, 81-82). As discussed above, the Project proposes 118 MLD units on site and the transfer of 35 units to other FPASP parcels. These impacts are not new or unique to the Project site, however, because they result from the cumulative traffic generated by all of the development in the EPPAP analysis. (See Exh. 5, pp. 15-16.) Additionally, as of December 28, 2018, "automobile delay, described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment" under CEQA." (<i>Citizens for Positive Growth &amp; Preservation v. City of Sacramento</i> (2019) 43 Cal.App.5th 609, 625-626.) Thus, Rockcress at Folsom Ranch would not have any new or substantially more severe significant transportation and traffic impacts.</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• MM 3A.14-1</li> <li>• MM 3A.15-1a through MM 3A.15-1c</li> <li>• MM 3A.15-1f</li> <li>• MM 3A.15-1i through MM 3A.15-1j</li> <li>• MM 3A.15-1l</li> <li>• MM 3A.15-1o through MM 3A.15-1s</li> </ul>										

Rockcress at Folsom Ranch  
CEQA Exemption and Streamlining Analysis

May, 2020

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.
<b>16. Transportation/Traffic. Would the project:</b>	FPASP Draft EIR pp. 3A.15-1 to -157									
<ul style="list-style-type: none"> <li>• MM 3A.15-1u through MM 3A.15-1z</li> <li>• MM 3A.15-1aa</li> <li>• MM 3A.15-1dd through MM 3A.15-1ii</li> <li>• MM 3A.15-2a through MM 3A.15-2b</li> <li>• MM 3A.15-3</li> <li>• MM 3A.15-4a through MM 3A.15-4d</li> <li>• MM 3A.15-4f through MM 3A.15-4g</li> <li>• MM 3A.15-4i through MM 3A.15-4y</li> <li>• MM 3B.15-1a</li> <li>• MM 3B.15-1b</li> <li>• MM 4.16-1</li> <li>• MM 4.16-2</li> </ul> <p><b>Conclusion:</b>  With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Rockcross at Folsom Ranch 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).</p>										

18. TRIBAL CULTURAL RESOURCES (New Appendix G Topic)

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.
<b>17. Tribal Cultural Resources. Would the Project:</b>	FPASP Draft EIR pp. 3A.5-1 to -25									
<p>a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <p>i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or</p>	Not addressed. Criterion was not part of Appendix G when EIR/EIS was certified	No	No	No	No	No	No	No	No	None required

Rockcross at Folsom Ranch  
CEQA Exemption and Streamlining Analysis

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. Tribal Cultural Resources. Would the project:	FPASP Draft EIR pp. 3A.5-1 to -25									
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision © of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision © of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.										

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.
<b>5. Tribal Cultural Resources. Would the project:</b>	FPASP Draft EIR pp. 3A.5-1 to -25									
<p><b>Discussion:</b></p> <p>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.</p> <p>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 3A.5-1a, MM 3A.5-1b, MM 3A.5-2, MM 3A.5-3. (Westland Eagle Addendum, pp. 4.31-4.39.)</p> <p>See Exhibit 3 for discussion of the Rockcross at Folsom Ranch project's consistency with cultural resources policies in the FPASP that may be relevant to tribal cultural resources impacts. (Exh. 3, p. 25.)</p> <p><b>Mitigation Measures:</b></p> <ul style="list-style-type: none"> <li>• MM 3A.5-1a</li> <li>• MM 3A.5-1b</li> <li>• MM 3A.5-2</li> <li>• MM 3A.5-3</li> </ul> <p><b>Conclusion:</b></p> <p>With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Rockcross at Folsom Ranch would not have any new significant or substantially more severe tribal 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).</p>										

19. 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.
<b>18. Utilities and Service Systems. Would the Project:</b>	FPASP Draft EIR pp. 3A.16-1 to -43									
a. (previous) 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
a. (revised) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?										

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.
<b>18. Utilities and Service Systems. Would the Project:</b>	FPASP Draft EIR pp. 3A.16-1 to -43									
b. (previous) 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?	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. (revised) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	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	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.
<b>17. Utilities and Service Systems. Would the Project:</b>	FPASP Draft EIR pp. 3A.16-1 to -43									
c. (previous) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	pp. 3A.9-28 to -43 Also see generally Backbone Infrastructure MND	No	No	No	No	No	No	No	No	None required
c. (revised) 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?	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

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.
<b>17. Utilities and Service Systems. Would the Project:</b>	FPASP Draft EIR pp. 3A.16-1 to -43									
d. (previous) 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	None required
d. (revised) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Not addressed. Criterion was not part of Appendix G when EIR/EIS was certified	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.
<b>17. Utilities and Service Systems. Would the Project</b>	FPASP Draft EIR pp. 3A.16-1 to -43									
e. (previous) 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
e. (revised) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Not addressed. Criterion was not part of Appendix G when EIR/EIS was certified	No	No	No	No	No	No	No	No	None required
f. (previous) 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

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.
<b>17. Utilities and Service Systems. Would the Project:</b>	FPASP Draft EIR pp. 3A.16-1 to -43									
g. (previous) 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

**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 Rockcross at Folsom Ranch 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. 33-37, 40-41.) 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.

**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:**  
With implementation of the above mitigation measures identified in the FPASP EIR, Water Addendum, and Westland Eagle Addendum, Rockcross at Folsom Ranch 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).

20. WILDFIRE (New Appendix G Topic)

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.
<b>19. Wildfire. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:</b>	See FPASP DEIR/DEIS pp. 3A.8-18 to -19. Project is not located in or near state responsibility areas or lands classified as VHFHSZ.									
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	Not addressed. Criterion was not part of Appendix G when EIR/EIS was certified, and not applicable	No	No	No	No	No	No	No	No	None required
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Not addressed. Criterion was not part of Appendix G when EIR/EIS was certified, and not applicable	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
<b>19. Wildfire. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:</b>	See FPASP DEIR/DEIS pp. 3A.8-18 to -19. Project is not located in or near state responsibility areas or lands classified as VHFHSZ.									
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Not addressed. Criterion was not part of Appendix G when EIR/EIS was certified, and not applicable	No	No	No	No	No	No	No	No	None required
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Not addressed. Criterion was not part of Appendix G when EIR/EIS was certified, and not applicable	No	No	No	No	No	No	No	No	None required

Rockcress at Folsom Ranch  
CEQA Exemption and Streamlining Analysis

May, 2020

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.
<b>19. Wildfire</b>										
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Not addressed. Criterion was not part of Appendix G when EIR/EIS was certified, and not applicable	No	No	No	No	No	No	No	No	None required
<p><b>Discussion:</b></p> <p>The FPASP EIR concluded that the Project would not 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. (FPASP DEIR/DEIS, pp. 3A.8-18 to -19.) The FPASP Project area, and thus the Rockcress at Folsom Ranch site, is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. (See, e.g., Backbone Infrastructure MND, pp. 124-125.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2015 Westland Eagle Addendum also includes a discussion of how project amendments would have the same wildfire impacts when compared to the FPASP project as analyzed in the 2011 EIR. (Westland Eagle Addendum, pp. 4.55.)</p> <p><b>Mitigation Measures:</b> None required</p> <p><b>Conclusion:</b></p> <p>As stated in the FPASP EIR Backbone Infrastructure MND, Water Addendum, and Westland Eagle Addendum, the FPASP Project area is not located in or near lands classified as VHFHSZ. Thus, Rockcress at Folsom Ranch would not have any new significant or substantially more severe wildfire impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

21. MANDATORY FINDINGS OF SIGNIFICANCE

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.
<b>18. Mandatory Findings of Significance.</b>										
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory?	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.
<b>18. Mandatory Findings of Significance.</b>										
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
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	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.
<b>18. Mandatory Findings of Significance.</b>										
<p><b>Discussion:</b></p> <p>The City finds that:</p> <p>(a) impacts on the environment under a wide range of topics, including extensive detail regarding on-site biological resources and their habitats, were analyzed and disclosed in the FPASP EIR;</p> <p>(b) cumulative impacts were analyzed for each impact topic throughout the FPASP EIR; and</p> <p>(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.).</p> <p><b>Mitigation Measures:</b></p> <p>See those listed in sections E.1 (Aesthetics) to E.17 (Utilities) above.</p>										

## F. Conclusion

As indicated above, the City finds that the Rockcress at Folsom Ranch 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: FPASP Policy Consistency Analysis (August 2019)

Exhibit 4: Noise Assessment by Bollard Acoustical Consultants (April 24, 2020)

Exhibit 5: Mangini Ranch Phase 2 Transportation Impact Study by T.Kear (December 1, 2017)

**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**



**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 0.021 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) – (6) 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:

<u>Wetlands/Waters</u>	<u>On-Site Waters (ac)</u>	<u>Off-Site Waters (ac)</u>	<u>Total Waters (ac)</u>
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	0.428	1.607
Intermittent Drainage	1.494	0.044	1.538
Ditch	0.356	0.007	0.363
Pond	0.852	0	0.852
<b>Total:</b>	<b>11.302</b>	<b>2.349</b>	<b>13.651</b>

**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 to 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:

<u>Wetlands/Waters</u>	<u>Impacted Amount (ac)</u>	<u>Required Credits</u>	<u>Credit Type</u>	<u>Bank</u>
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
<b>Total:</b>	<b>13.654</b>	<b>20.187</b>		

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 8, 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 packardii*), conservancy fairy shrimp (*Branchinecta conservatio*), Valley elderberry longhorn beetle (*Desmocarus 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 packardii*), 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 property 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 is 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:**



Lisa M. Gibson  
Senior Project Manager  
California South Branch

5/10/14

Date

**REVIEWED BY:**



Kathleen A. Dadey, PhD.  
Chief,  
California South Branch

20 May 14

Date

**REVIEWED BY:**



Lisa H. Clay  
Office of Counsel  
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**

Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>Section 4 - Land Use</b>			
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.

**Rockcross at Folsom Ranch (Mangini Ranch Phase 2, 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 include 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 35 MLD development units from FPASP Parcel 79b to FPASP Parcels 63 (+7du), 73 (+14du), and 155 (+14du) will not exceed the maximum density permitted within those land use categories, nor will the overall FPASP dwelling unit maximum be exceeded.
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.

**Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>4.9</b>	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 118 dwelling units. Therefore the policy does not apply to the project.
<b>Commercial Policies</b>			
<b>4.10</b>	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.
<b>4.11</b>	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.
<b>4.12</b>	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.
<b>4.13</b>	The Plan Area land use plan should include commercial, light industrial/office park and public/quasipublic land uses in order to create employment.	n/a	The Project does not propose any commercial development. Therefore the policy does not apply to the project.
<b>4.14</b>	The transfer of commercial intensity is permitted as provided in Section 13.3 - Administrative Procedures.	n/a	The Project does not propose any commercial development. Therefore the policy does not apply to the project.
<b>Open Space Policies</b>			

**Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
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.

**Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Parks Policies</i>			
<b>4.17</b>	Land shall be reserved for parks as shown in Figure 4.3 – Specific Plan Land Use Designations and Table 4.2 – Land Use Summary. On future tentative subdivision maps or planned development applications, park sites shall be within 1/8 of a mile of the locations shown in Figure 4.3 – Specific Plan Land Use Designations. Park sites adjacent to school sites should remain adjacent to schools to provide for joint use opportunities with the Folsom-Cordova Unified School District. Park sites adjacent to open space shall remain adjacent to open space to provide staging areas and access points to the open space for the public.	n/a	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.
<b>4.18</b>	Sufficient land shall be dedicated for parks to meet the City of Folsom requirement (General Plan Policy 35.8) of 5-acres of parks for every 1,000 residents.	Yes	The project does not reduce the land to be dedicated for parks.
<b>4.19</b>	Parks shall be located throughout the Plan Area and linked to residential neighborhoods via sidewalks, bike paths and trails, where appropriate. During the review of tentative maps or planned development applications, the city shall verify that parks are provided in the appropriate locations and that they are accessible to resident via sidewalks, bike paths and trails.	Yes	Adjacent parks will be accessible by all residents in the project via sidewalks.
<b>4.20</b>	Elementary school sites shall be co-located with parks to encourage joint-use of parks where feasible.	n/a	The project does not propose school or park uses. Therefore the policy does not apply to the project.

**Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

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

Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>Section 5 - Housing Strategies</b>			
<i>City of Folsom General Plan Housing Element Policies Incorporated in the FPASP</i>			
<b>H-1.1</b>	The city shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the city's regional share of housing.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes residential land uses that comply with the existing zoning and land use designation at the project site.
<b>H-1.2</b>	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.
<b>H-1.3</b>	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 9.18 units per acre, which is within the applicable range of 7-12 units per acre.
<b>H-1.4</b>	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.
<b>H-1.6</b>	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.

**Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>H-1.8</b>	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.
<b>H-3.1</b>	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.
<b>H-3.2</b>	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.
<b>H-3.3</b>	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.
<b>H-3.4</b>	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.
<b>H-3.5</b>	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.
<b>H-5.2</b>	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.

**Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>H-5.4</b>	The city shall encourage private efforts to remove physical barriers and improve accessibility for housing units and residential neighborhoods to meet the needs of person with disabilities.	n/a	This policy directs the City in its decision-making and planning processes. The Project complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neighborhoods.
<b>H-5.7</b>	The city shall continue to provide zoning to accommodate future need for facilities to serve city residents in need of emergency shelter.	n/a	This policy directs the City in its decision-making and planning processes.
<b>H-5.10</b>	The city shall encourage developers to include spaces in proposed buildings or sites on which child care facilities could be developed or leased by a child care operator.	n/a	This policy directs the City in its decision-making and planning processes. The Project does not propose non-residential uses.
<b>H-6.2</b>	The city shall assist in the enforcement of fair housing laws by providing information and referrals to organizations that can receive and investigate fair housing allegations, monitor compliance with fair housing laws, and refer possible violations to enforcing agencies.	n/a	This policy directs the City in its decision-making and planning processes.
<b>H-7.1</b>	The city shall continue to implement state energy-efficient standards to new residential development.	n/a	This policy directs the City in its decision-making and planning processes.
<b>H-7.2</b>	The city shall include energy conservation guidelines as part of the development standards for the specific plan area.	n/a	This policy directs the City in its decision-making and planning processes.
<b>H-7.3</b>	The city shall reduce residential cooling needs associated with the urban heat island effect.	n/a	This policy directs the City in its decision-making and planning processes.
<b>H-7.4</b>	The city shall promote an increase in the energy efficiency of new and existing housing beyond minimum state requirements.	n/a	This policy directs the City in its decision-making and planning processes.

Rockcross at Folsom Ranch (Mangini Ranch Phase 2, 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. East Bidwell Street is part of the FPASP transit corridor.
<b>Section 7 - Circulation</b>			
<i>Circulation Policies</i>			
7.1	The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the majority of the Plan Area in order to create neighborhoods that encourage walking, biking, public transit and other alternative modes of transportation.	Yes	Grid layout is provided connecting the future residents of the project to adjacent school, park, open space, and commercial uses. East Bidwell Street is 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 neighborhoods.
7.3	The Plan Area shall apply for permanent membership in the 50 Corridor TMA. Funding to be provided by a Community Facilities District or other non-revocable funding mechanism.	n/a	The Project does not effect the Plan Area's permanent membership in the 50 Corridor TMA.
7.4	Submit a General Plan Amendment to the city to modify General Plan Policy 17.17 regarding Traffic Level of Service 'C'. This level of service may not be achieved throughout the entire Plan Area at buildout.	n/a	The applicable Level of Service under the General Plan is 'D.' The streets are designed to meet traffic requirements and are consistent with the Specific Plan.
<i>Roadway Classification Policies</i>			

**Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>7.5</b>	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. East Bidwell Street is part of the FPASP transit corridor.
<b>7.6</b>	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, Old Ranch Way and Savannah Parkway have separated sidewalks from the street to enhance pedestrian design.
<b>7.7</b>	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.
<b>7.8</b>	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.
<b>Public Transit Policies</b>			
<b>7.8A</b>	<p>Concurrent with development of the SP-RC and SP-GC parcels located at the intersection of East Bidwell Street and Alder Creek Parkway, the following roadway improvements will be constructed:</p> <ul style="list-style-type: none"> <li>• Alder Creek Parkway from Prairie City Road to East Bidwell Street.</li> <li>• East Bidwell Street from White Rock Road to U.S. Highway 50.</li> <li>• Rowberry Road (including the over-crossing of U.S. Highway 50).</li> </ul> <p>The timing, extent of improvements and interim improvements shall be predicated on the extent and type of development proposed for the above referenced parcels</p>	n/a	The project is not located at the intersection of East Bidwell Street and Alder Creek Parkway. Therefore the policy does not apply to the project.

**Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>7.9</b>	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.
<b>7.10</b>	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.
<b>7.11</b>	Future transit bus stops and associated amenities shall be placed at key locations in the Plan Area according to the recommendation of the FPASP Transit Master Plan.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
<b>7.12</b>	Provide interim park-and-ride facilities for public transit use as shown in the FPASP Transit Master Plan.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
<b>7.13</b>	The City of Folsom shall participate with the El Dorado County Transportation Commission in an update of the "Folsom El Dorado Corridor Transit Strategy Final Report dated December 2005. The update shall include the Plan Area and Sacramento County.	n/a	This policy directs the City in its decision-making and planning processes. Therefore the policy does not apply to the project.
<b>7.14</b>	The City of Folsom shall participate with the Sacramento Area Council of Government in a revision of the City of Folsom Short-Range Transit Plan Update Final Report, dated September 2005. The update shall include the Plan Area.	n/a	This policy directs the City in its decision-making and planning processes. Therefore the policy does not apply to the project.
<b>7.15</b>	The Sacramento Regional Transit District (RT) "A Guide to Transit Oriented Development (TOD)" shall be used as a design guideline for subsequent project level approvals for all projects along the Plan Area transit corridor.	Yes	The guideline was used in the preparation of the Specific Plan. The project is consistent with the Specific Plan.

**Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Sidewalks, Trails and Bikeway Policies</i>			
<b>7.16</b>	A system of sidewalks, trails, and bikeways shall internally link all land uses and connect to all existing or planned external street and trail facilities contiguous with the Plan Area to provide safe routes of travel for pedestrians and bicyclists as depicted in Figure 7.32 and as indicated on the applicable roadway sections. Pedestrian and bicycle facilities shall be designed in accordance with City design standards, including the latest version of the Bikeway Master Plan, the FPASP and the FPASP Community Design Guidelines.	Yes	The project includes sidewalks that are consistent with the adopted Specific Plan and City standards.
<b>7.17</b>	Public accessibility to open space and scenic areas within the Plan Area shall be provided via roadway, sidewalks, trail and bikeway connections, where appropriate.	Yes	Access to nearby open space areas is provided via roadway and sidewalks.
<b>7.18</b>	Traffic calming measures and signage shall be used to enhance the safety of sidewalk, trail and bikeway crossings of arterial and collector streets.	Yes	East Bidwell Street, Old Ranch Way, and Savannah Parkway have separated sidewalks from the street to enhance pedestrian design.
<b>7.19</b>	Class I bike path and trail crossings of Alder Creek and intermittent drainages channels shall be minimized and located and designed to cause the least amount of disturbance to the creek environment.	n/a	Alder Creek is not located in this phase. Therefore the policy does not apply to the project.
<b>7.20</b>	Per state and federal programs, safe routes to schools shall be identified and signed.	Yes	The proposed project connects to the separated sidewalk along Old Ranch Way and Savannah Parkway, which serves as Safe Routes to School. Signage shall be identified in the improvements plans.

**Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>7.21</b>	All Plan Area land uses shall be located within approximately 1/2 mile of a Class I bike path or a Class II bike lane.	Yes	The project is adjacent to East Bidwell Street, Old Ranch Way, and Savannah Parkway, which will be developed with class II bike lanes as part of the planned Bicycle network.
<b>7.22</b>	Site design and building placement shall minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping and slopes between residential and non-residential land uses that unnecessarily impede bicycle or pedestrian circulation shall be minimized. Clearly marked shaded paths shall be provided through commercial and mixed use parking lots.	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.
<b>7.23</b>	Adequate short and long term bicycle parking shall be provided for all Plan Area land uses (except for single-family and single-family high density residential uses) as specified in Table A.14.	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.
<b>Section 8 - Open Space</b>			
<b>8.1</b>	Open Space areas shall be created throughout the entirety of the Plan Area.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
<b>8.2</b>	Create a preserve open space zone that will include all of the preserved wetlands and required buffers that are under the jurisdiction of the U.S. Army Corp of Engineers (USACE).	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
<b>8.3</b>	Create a passive open space zone that may contain limited recreation uses and facilities, storm water quality detention basins, water quality structures, wetland and tree mitigation areas and limited public utilities.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.

**Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>8.4</b>	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.
<b>8.5</b>	Open space areas shall incorporate sensitive Plan Area natural resources, including oak woodlands, Alder Creek and its tributaries, hillside areas, cultural resources, and tributaries of Carson, Buffalo and Coyote Creeks within the boundaries of the Plan Area.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.

**Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>8.6</b>	Open space improvements shall comply with City of Folsom General Plan Policy 27.1 and the Americans with Disabilities Act (ADA) standards.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
<b>8.7</b>	Natural parkways, thirty-feet (30') in width or larger, shall be considered part of the required thirty percent (30%) Plan Area natural open space provided the following minimum criteria is met: 8.7a: They include a paved path or trail. 8.7.b: They have the ability to be utilized for tree mitigation plantings or other appropriate mitigation measures and; 8.7.c: They are planted primarily with California central valley and foothills native plants as described in the most current edition of River-Friendly Landscape Guidelines.	n/a	No natural parkways are proposed in the project area. Therefore the policy does not apply to the project.
<b>8.8</b>	Locate Class I bicycle paths and paved and unpaved trails throughout the open space.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
<b>8.9</b>	Carefully site infrastructure, including roads, wastewater and water facilities, trailheads, equestrian trails and the like to minimize impact to the oak woodlands, Alder Creek and its tributaries, hillside areas, cultural resources and intermittent tributaries of Carson, Buffalo and Coyote Creeks within the boundaries of the Plan Area.	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.
<b>8.10</b>	Provide the opportunity for educational programs that highlight the value of the various natural features of the Plan Area.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
<b>8.11</b>	All open space improvements, including erosion control planting and landscaping, within the 200-year flood plain shall be designed to withstand inundation during a 200-year flood event.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
<b>8.12</b>	All open space improvements, including erosion control planting and landscaping adjacent to Alder Creek and its tributaries shall be consistent with Section 10.2.6 - Alder Creek & Floodplain Protection.	n/a	Alder Creek is not located in this phase. Therefore the policy does not apply to the project.

Rockcross at Folsom Ranch (Mangini Ranch Phase 2, 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.
<b>Section 9 - Parks</b>			
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.

**Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>9.6</b>	Parks shall be designed and landscaped to provide shade, easy maintenance, water efficiency, and to accommodate a variety of recreational uses. Park improvements will comply with Folsom Municipal Code Chapter 13.26 Water Conservation and all applicable mitigations measures set forth in the FPASP EIR/EIS.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
<b>9.7</b>	Park furniture and structures shall be selected based on durability, vandal resistance and long term maintenance, as approved by the City.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
<b>9.8</b>	Public art is encouraged in parks where appropriate and feasible in compliance with the City's Arts and Culture Master Plan.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
<b>9.9</b>	Easements and designated open space shall not be credited as parkland acreage. These areas may be used for park activities, but not to satisfy Quimby park land dedication requirements.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
<b>9.10</b>	Placement of stand alone cell towers or antennae in parks is strongly discouraged. Cell towers or antennae are permitted to be located on sports field lighting poles with a use permit.	n/a	Cell towers are not proposed with this application. Therefore the policy does not apply to the project.
<b>9.11</b>	All parks shall be sited and designed with special attention to safety and visibility. Park designs shall follow the use restrictions as outlined in the Folsom Municipal Code Chapter 9.68: Use of Park Facilities. The Parks and Recreation Commission shall review all park master development plans and make recommendations to the City Council for approval.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
<b>9.12</b>	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.
<b>9.13</b>	If the existing slope of a park site shown on Figure 9.1 exceeds five percent, the site shall be rough graded by owner/developer/builder dedicating the park land in accordance with grading plans approved by the City of Folsom Parks and Recreation Department. The cost to grade sites may be credited against park impact fees subject to city approval.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.

Rockcross at Folsom Ranch (Mangini Ranch Phase 2, 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.
<b>Section 10 - Resource Management &amp; Sustainable Design</b>			
<i>Wetland Policies</i>			
10.1	Delineated wetlands shall be preserved to the greatest extent possible within open space areas and corridors, or otherwise provided for in protected areas.	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.

**Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>10.3</b>	Water quality certification based on Section 401 of the Clean Water Act shall be obtained before issuance of the Section 404 permit.	Yes	A water quality certification was issued.
<b>10.4</b>	<p>Construction, maintenance, and monitoring of compensation wetlands shall be in accordance with requirements of the USACE, pursuant to the issuance of a Section 404 permit. Compensation wetlands may consist of one of the following:</p> <p>10.4a: Constructed wetlands within designated open space areas or corridors in the Plan Area;</p> <p>10.4b: Wetland credits purchased from a mitigation bank; and /or;</p> <p>10.4c: The purchase of land at an off-site location to preserve or construct mitigation wetlands.</p> <p>To ensure successful compensation wetlands, wetland feasibility studies shall be carried out in conjunction with request for permits from regulatory agencies prior to any construction.</p>	Yes	Wetland permit has been issued for the project.
<b>10.5</b>	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.
<b>10.6</b>	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.

**Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>10.7</b>	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.
<i>Wildlife Policies</i>			
<b>10.8</b>	Tricolored blackbird nesting colony habitat, if any, shall be protected as required by State and federal regulatory agencies.	Yes	The Project will comply with mitigation measures in the FPASP EIR and Westland/Eagle SPA Addendum, including conducting preconstruction surveys. See MMRP.
<b>10.9</b>	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.
<b>10.10</b>	An incidental take permit shall be obtained to avoid impacts on the Valley Elderberry Longhorn Beetle (VELB), unless delisting has occurred.	Yes	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.
<b>10.11</b>	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.

**Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>10.12</b>	The Sacramento-Yolo Mosquito and Vector Control District will provide year-round mosquito and vector control in accordance with state regulations and its Mosquito Management Plan.	n/a	This policy applies to the Sacramento-Yolo Mosquito and Vector Control District. Therefore the policy does not apply to the project.
<i>Oak Woodlands &amp; Isolated Oak Tree Policies</i>			
<b>10.13</b>	Preserve and protect in perpetuity approximately 399-acres of existing oak woodlands.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
<b>10.14</b>	The details of ownership, long term maintenance and monitoring of the preserved and mitigated oak woodlands and isolated oak tree canopy shall be specified in the FPASP Open Space Management Plan approved concurrently with the FPASP.	n/a	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.

Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks																								
<b>10.15</b>	<p>Oak trees included in residential and non-residential development parcel impacted oak woodlands are encouraged to be preserved wherever practical, provided preservation does not:</p> <p>a) Cause a reduction in the number of lots or a significant reduction in the size of residential lots.</p> <p>b) Require mass grading that eliminates level pads or requires specialized foundations.</p> <p>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.</p> <p>d) Require the preservation of any trees certified by an arborist to be dead or in poor or hazardous or non-correctable condition or trees the pose a safety risk to the public.</p> <p>e) Cost more to preserve the tree than to mitigate for its loss, based on the Isolated Oak Tree Mitigation requirements listed below.</p>	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.																								
<b>10.16</b>	<p>Isolated oak trees in residential and non-residential development parcels shall be rated according to the following national rating system developed by the American Society of Consulting Arborists (ASCA):</p> <table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="background-color: #d3d3d3; text-align: center;">TABLE 10.1 ASCA TREE RATING SYSTEM</th> </tr> <tr> <th style="text-align: center;">RATING</th> <th style="text-align: center;">RATING NO.</th> <th style="text-align: center;">RATING DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Excellent</td> <td style="text-align: center;">5</td> <td style="text-align: center;">No problem(s)</td> </tr> <tr> <td style="text-align: center;">Good</td> <td style="text-align: center;">4</td> <td style="text-align: center;">No apparent problem(s)</td> </tr> <tr> <td style="text-align: center;">Fair</td> <td style="text-align: center;">3</td> <td style="text-align: center;">Minor problem(s)</td> </tr> <tr> <td style="text-align: center;">Poor</td> <td style="text-align: center;">2</td> <td style="text-align: center;">Major problem(s)</td> </tr> <tr> <td style="text-align: center;">Hazardous or non-correctable</td> <td style="text-align: center;">1</td> <td style="text-align: center;">Extreme problem(s)</td> </tr> <tr> <td style="text-align: center;">Dead</td> <td style="text-align: center;">0</td> <td style="text-align: center;">Dead</td> </tr> </tbody> </table>	TABLE 10.1 ASCA TREE RATING SYSTEM			RATING	RATING NO.	RATING DESCRIPTION	Excellent	5	No problem(s)	Good	4	No apparent problem(s)	Fair	3	Minor problem(s)	Poor	2	Major problem(s)	Hazardous or non-correctable	1	Extreme problem(s)	Dead	0	Dead	n/a	The 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 10.1 ASCA TREE RATING SYSTEM																											
RATING	RATING NO.	RATING DESCRIPTION																									
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**Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>10.17</b>	As part of any small lot tentative subdivision map application submittal, prepare and submit a site map, a tree preservation program and arborist's report and both a canopy survey of oak trees in the development parcel as well as a survey of individual free standing oak trees. The surveys will show trees to be preserved and trees to be removed consistent with the requirements of FMC Chapter 12.16.	n/a	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.
<b>10.18</b>	For small lot tentative subdivision parcels that contain oak trees, a pre-application and conceptual project review is required to ensure that every reasonable and practical effort has been made by the applicant to preserve oak trees. At a minimum, the submittal shall consist of a completed application form, the site map, the tree preservation program, the arborist's report, an aerial photograph of the project site, the oak tree surveys, and a conceptual site plan and grading plan showing road and lot layouts and oak trees to be preserved or removed.	n/a	The proposed small lot tentative subdivision does not contain oak trees. Therefore the policy does not apply to the project.
<b>10.19</b>	Minor administrative modifications to the FPASP development standards, including but not limited to reduced parking requirements, reduced landscape requirement, reduced front and rear yard building setbacks, modified drainage requirements, increased building heights; and variations in lot area, width, depth and site coverage are permitted as part of the Design Review approval process in order to preserve additional oak trees within development parcels.	n/a	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.
<b>10.20</b>	When oak trees are proposed for preservation in a development parcel, ensure their protection during and after construction as outlined in FMC Chapter 12.16 – Tree Preservation. Once an individual residence or commercial building has received an occupancy permit, preserved trees on the property are subject to the requirements of FMC Chapter 12.16 – Tree Preservation.	n/a	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.

Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Cultural Resources Policies</i>			
<b>10.21</b>	<p>The following shall be prepared prior to extensive grading or excavation:</p> <p>10.21a: Existing archeological reports relevant to the Plan Area shall be reviewed by a qualified archaeologist.</p> <p>10.21b: Areas found to contain or likely to contain archaeological resources shall be</p> <p>10.21c: An Archaeological Resources Report shall be prepared, as appropriate.</p> <p>10.21d: Copies of all records shall be submitted to the appropriate information center in the California Historical Resource Information System (CHRIS).</p>	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).
<b>10.22</b>	Publicly accessible trails and facilities in open space areas shall be located so as to ensure the integrity and preservation of historical and cultural resources as specified in the FPASP Community Design Guidelines and the Open Space Management Plan.	n/a	The project does not propose open space uses. Therefore the policy does not apply to the project.
<b>10.23</b>	Views toward cultural resources from publicly accessible trails and facilities shall be protected, where appropriate.	n/a	The project does not propose publicly accessible trails or facilities. Therefore the policy does not apply to the project.
<b>10.24</b>	Interpretive displays near cultural resources shall be unobtrusive and compatible with the visual form of the resources.	n/a	There are no cultural resources that require displays on the project site. Therefore the policy does not apply to the project.
<i>Water Quality Policies</i>			
<b>10.25</b>	Natural drainage courses within the Plan Area along Alder, Carson, Coyote, and Buffalo Creeks and their tributaries shall be preserved as required by state and federal regulatory agencies and incorporated into the overall storm water drainage system.	Yes	The proposed project is consistent with the drainage master plan, including the preservation measures for the referenced drainage features and waterways.
<b>10.26</b>	Trails located within open space corridors and areas shall be designed to include soil erosion control measures to minimize sedimentation of nearby creeks and maintain the natural state of drainage courses.	n/a	The project does not propose trails. Therefore the policy does not apply to the project.

**Rockcress at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>10.27</b>	Public recreational facilities (e.g., picnic areas and trails) located within open space corridors or areas shall be subject to urban storm water best management practices, as defined in Section 10.3 – Sustainable Design.	n/a	The project does not propose open space uses. Therefore the policy does not apply to the project.
<b>10.28</b>	Best management practices shall be incorporated into construction practices to minimize the transfer of water borne particulates and pollutants into the storm water drainage system in conformance with FMC Chapters 8.70 – Stormwater Management & Discharge Control and 14.29 – Grading as well as current NPDES permit requirements and State Water Resources Control Board's Construction General Permit requirements.	Yes	The described BMPs will be incorporated in the notes section for the final improvement plans for the proposed project.
<b>10.29</b>	All mitigation specified in the FPASP EIR/EIS shall be implemented.	Yes	Mitigation Measures will be implemented.
<b>10.30</b>	Preference shall be given to biotechnical or non-structural alternatives, over alternatives involving revetments, bank regrading or installation of stream training structures.	Yes	Project will include measures in improvement plans.
<b><i>Alder Creek &amp; Floodplain Protection Policies</i></b>			
<b>10.31</b>	Alder Creek shall be preserved in its natural state, to the extent feasible, to maintain the riparian and wetland habitat adjacent to the creek.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
<b>10.32</b>	All improvements and maintenance activity, including creek bank stabilization, adjacent to Alder Creek shall comply with the Clean Water Act Section 404 permits and the Central Valley Flood Protection Act of 2008 (SB 5).	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
<b>10.33</b>	Bank stabilization and other erosion control measure shall have a natural appearance, wherever feasible. The use of biotechnical stabilization methods is required within Alder Creek where it is technically suitable can be used instead of mechanical stabilization.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.

**Rockcress at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

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

Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>10.39</b>	Class I bike paths and other paved and unpaved trails may be constructed near Alder Creek in the SP-OS2 passive open space zone consistent with the FPASP Community Design Guidelines.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
<b>10.40</b>	Public access points shall be located in areas where they have the least impact to the Alder Creek environment and designed to avoid sensitive plant wildlife habitat areas.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
<b>10.41</b>	Re-vegetation and new planting along Alder Creek shall use California central valley and foothills native plants as described in the most current edition of River-Friendly Landscape Guidelines.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
<b>10.42</b>	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.
<i>Air Quality Policies</i>			
<b>10.43</b>	An Operational Air Quality Mitigation Plan has been prepared and approved by the Sacramento Metropolitan Air Quality Management District based on the District's CEQA guidelines dated July 2004. As required by LAFCO Resolution 1195 (dated 6 June 2001) the plan achieves a 35% reduction in potential emissions than could occur without a mitigation program.	Yes	The proposed project will comply with all applicable air quality mitigation measures.
<b>10.44</b>	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.
<b>10.45</b>	Based on advisory recommendations included in Table 1-1 of the California Air Resources Board document entitled Air Quality and Land Use Handbook, avoid locating residential land uses within 500-feet of U.S. Highway 50.	Yes	Proposed residential land uses are more than 500-feet from U.S. Highway 50.

Rockcross at Folsom Ranch (Mangini Ranch Phase 2, 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.

Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Noise Policies</i>			
<b>10.48</b>	Residential developments must be designed and/or located to reduce outdoor noise levels generated by traffic to less than 60 dB.	Yes	The Project will comply with mitigation measures in the FPASP EIR and Westland/Eagle SPA Addendum, including noise reduction measures. See MMRP.
<b>10.49</b>	Noise from Aerojet propulsion system and routine component testing facilities affecting sensitive receptor areas shall be mitigated based on recommendations in the acoustical study.	n/a	The project will not be impacted by the Aerojet facilities. Therefore the policy does not apply to the project.
<b>10.50</b>	The Conditions, Covenants and Restrictions in the Department of Real Estate Public Report shall disclose that the Plan Area is within the Mather Airport flight path and that over flight noise may be present at various times.	Yes	Avigation easements have been recorded on the property and disclosures will be provided in CC&R's.
<b>10.51</b>	Landowner shall, prior to Tier 2 Development Agreement, record an easement over the property relating to noise caused by aircraft arriving or departing from Mather Airport.	Yes	Avigation easements have been recorded on the property.

Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Low Impact Development Policies</i>			
<b>10.52</b>	<p>Site specific development projects shall incorporate LID design strategies that include:</p> <p>10.52a: Minimizing and reducing the impervious surface of site development by reducing the paved area of roadways, sidewalks, driveways, parking areas, and roof tops;</p> <p>10.2b: Breaking up large areas of impervious surface area and directing stormwater flows away from these areas to stabilized vegetated areas;</p> <p>10.52c: Minimizing the impact of development on sensitive site features such as streams, floodplains, wetlands, woodlands, and significant on-site vegetation;</p> <p>10.52d: Maintaining natural drainage courses; and</p> <p>10.52e: Provide runoff storage dispersed uniformly throughout the site, using a variety of LID detention, retention, and runoff techniques that may include:</p> <ul style="list-style-type: none"> <li>· Bioretention facilities and swales (shallow vegetated depressions engineered to collect, store, and infiltrate runoff); and</li> </ul>	Yes	<p>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.</p>

**Rockcross at Folsom Ranch (Mangini Ranch Phase 2, 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).		
<i>Landscaping Policies</i>			
<b>10.53</b>	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.
<b>10.54</b>	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.
<b>10.55</b>	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.
<b>10.56</b>	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.
<i>Energy Efficiency Policies</i>			

Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>10.57</b>	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.
<b>10.58</b>	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.
<b>10.59</b>	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.
<b>10.60</b>	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.

**Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>10.61</b>	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.
<b>10.62</b>	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.
<b>10.63</b>	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.
<b>10.64</b>	Commercial and public buildings shall use energy efficient lighting with automatic controls to minimize energy use.	n/a	The project does not include commercial or public buildings. Therefore the policy does not apply to the project.
<b>10.65</b>	Energy Star certified equipment and appliances shall be installed, to include: 10.65a - Residential appliances; heating and cooling systems; and roofing; and 10.65b - Nonresidential appliances and office equipment; heating, cooling, and lighting control systems; and roofing	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.

**Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>10.66</b>	<p>Commercial, residential, and public projects shall be designed to allow for the possible installation of alternative energy technologies including active solar, wind, or other emerging technologies, and shall comply with the following standards: 10.66a - Installation of solar technology on buildings such as rooftop photovoltaic cell arrays shall be installed in accordance with the State Fire Marshal safety regulations and guidelines.</p> <p>10.66b - Standard rooftop mechanical equipment shall be located in such a manner so as not to preclude the installation of solar panels.</p> <p>10.66c - Alternative energy mechanical equipment and accessories installed on the roof of a building, they shall be integrated with roofing materials and/or blend with the structure's architectural form.</p>	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.
<b>10.67</b>	<p>Radiant solar heating or similar types of energy efficient technologies, shall be installed in all swimming pools.</p>	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.

**Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

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

**Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>10.71</b>	All office, commercial, and residential land uses shall be required to install water conservation devices that are generally accepted and used in the building industry at the time of development, including low-flow plumbing fixtures and low-water-use appliances.	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.
<b>10.72</b>	A backbone "purple pipe" non-potable water system shall be designed and installed where feasible and practical to supply non-potable water to park sites, landscape corridors, natural parkways and other public landscaped spaces within the Plan Area.	n/a	Purple pipe has been incorporated into the Specific Plan for major collector roadway landscaping and funding is provided in the PFFP. Purple pipe infrastructure is not the applicant's responsibility.
<b>10.73</b>	Water efficient irrigation systems, consistent with the requirements of the latest edition of the California Model Water Efficient Landscape Ordinance, or similar ordinance adopted by the City of Folsom, shall be mandatory for all public agency projects and all private development projects with a landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit, plan check or design review.	Yes	The project is designed to comply with the applicable Design Guidelines. Water efficient irrigation systems will be employed for use in project-area landscaping.

**Rockcress at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Material Conservation &amp; Resource Efficiency Policies</i>			
<b>10.74</b>	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.
<b>10.75</b>	Prepare a construction waste management plan for individual construction projects.	Yes	Prior to construction, a construction waste management plan will be prepared for individual construction projects within the proposed project.
<b>10.76</b>	A minimum of 50% of the non-hazardous construction waste generated at a construction site shall be recycled or salvaged for reuse.	Yes	The plan described in Section 10.75 will provide for a minimum of 50% of the non-hazardous construction waste generated at a construction site to be recycled or salvaged for reuse.
<b>10.77</b>	Topsoil displaced during grading and construction shall be stockpiled for reuse in the Plan Area.	Yes	Topsoil displaced during grading and construction of the proposed project shall be stockpiled for reuse in the Plan Area.
<i>Environmental Quality Policies</i>			
<b>10.78</b>	All HVAC and refrigeration equipment shall not contain chlorofluorocarbons (CFCs).	Yes	California outlawed the use of HFCs in 2018. The project is designed to comply with California law.

**Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>10.79</b>	All fire suppression systems and equipment shall not contain halons.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. Though Design review approval is not being sought at this time, the required features will be verified during the building plan check process.
<b>10.80</b>	Provide accessible screened areas that are identified for the depositing, storage and collection of non-hazardous materials for recycling for commercial, industrial/office park, mixed-use, public-use and multi-family residential projects.	Yes	Same remark as in Section 10.79.
<b>10.81</b>	Particleboard, medium density fiberboard (MDF) and hardwood plywood shall comply with low formaldehyde emission standards.	Yes	Same remark as in Section 10.79.
<b>10.82</b>	Limit the use of volatile organic compounds (VOC) in all construction materials.	Yes	same remark as in Section 10.79.
<b>Section 11 - Public Services and Facilities</b>			
<b>11.1</b>	Public schools will be constructed in the Plan Area in accordance with the City Charter and state law.	n/a	There are no public schools or public service facilities in the proposed project. Therefore the policy does not apply to the project.
<b>11.2</b>	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.
<b>11.3</b>	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.

Rockcross at Folsom Ranch (Mangini Ranch Phase 2, 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.
<b>Section 12 - Utilities</b>			
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.

**Rockcross at Folsom Ranch (Mangini Ranch Phase 2, 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.
<b>Section 13 - Implementation</b>			
<i>Financing Policies</i>			
13.1	The Plan Area shall fund its proportional share of regional backbone infrastructure costs and the full costs for primary and secondary backbone infrastructure.	Yes	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.

**Rockcross at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<b>13.4</b>	A Plan Area fee will be created to fund backbone infrastructure and a proportional cost allocation system will be established for each of the Plan Area property owners.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
<b>13.5</b>	City of Folsom impact and capital improvement fees shall be used to fund Plan Area backbone infrastructure and public facilities where allowed by law.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
<b>13.6</b>	One or more Community Facilities Districts shall be created in the Plan Area to help finance backbone infrastructure and public facilities costs and other eligible improvements and/or fees.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.

**Rockcress at Folsom Ranch (Mangini Ranch Phase 2, Lot 10) Small Lot Vesting Tentative Subdivision Map:  
Applicant's FPASP Policy Consistency Analysis**

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Phasing Policies</i>			
<b>13.7</b>	Submit a conceptual backbone infrastructure phasing plan for the appropriate development area with the first tentative map or building permit submittal. Updating of the conceptual backbone infrastructure phasing plan shall be a requirement of subsequent tentative map or building permit applications for each development area.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
<i>Maintenance Policies</i>			
<b>13.8</b>	Create one or more Landscaping and Lighting Districts in the Plan Area for the maintenance and operation of public improvements and facilities and open space.	Yes	A Community Facilities District will be formed to implement policy.

Exhibit 4  
Noise Assessment by Bollard Acoustical  
(See Attachment 14)

Exhibit 5  
Traffic Impact Analysis by Kimley-Horn  
Dated December 1, 2017

**Final Mangini Ranch Phase 2 Transportation Impact Study**

**Folsom, California**

Prepared for:

City of Folsom

Carpenter East, LLC

Folsom Real Estate South, LLC

Prepared By



**T. KEAR**

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September 5, 2017

Revised December 1, 2017

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## EXECUTIVE SUMMARY

This transportation impact study identifies impacts of the proposed Mangini Ranch Phase 2 (the project) on the motorized and unmotorized transportation systems in Folsom, California. This study has been prepared for the City of Folsom; Carpenter East, LLC; and Folsom Real Estate South, LLC. This introductory section provides a detailed project description followed by a discussion of the assumed absorption of other Folsom Plan Area Specific Plan (FPASP) land uses over the next five years, and anticipated changes in the road network.

### Project Description

The project includes 545 dwelling units (DUs), situated within the FPASP, and the Westland/Eagle Specific Plan Amendment (W/E SPA), for which tentative map approval is sought. There are an additional 356 multi-family DUs that are not part of the tentative map application, but are included in the site plan as part of a large lot tentative map. While not considered part of the project, construction of these units is foreseeable and they were included as part of the future land use assumptions without the project. Project access will be via Scott Road and portions of Alder Creek Parkway, Street "1", Savannah Parkway, and Westwood Drive. Note that Westwood Drive is not assumed to connect to, or through, Placerville Road; rather it terminates at the driveway access to "Village 6". The project, and affiliated large lot tentative map, affect 15 FPASP parcels located between Scott Road and existing Placerville Road, south of Alder Creek Road and north of the Alder Creek tributary. A preliminary site plan is provided as **Figure ES-1** below.

### Analysis Scope

The analysis considers the traffic operations at intersections in the FPASP and Folsom that could potentially be impacted by project traffic. Study intersections and segments are listed in **Table ES-1** through **Table ES-3**. This transportation impact study considers Existing Conditions with and without the Project, and Existing Plus Planned and Approved Projects (EPPAP) Conditions with and without the project. Cumulative traffic impacts were evaluated in the FPASP Environmental Impact Statement (EIR)<sup>1</sup> and W/E SPA amendment<sup>2</sup> per CEQA section 15182<sup>3</sup>

However, a cumulative analysis of the ultimate lane and geometry requirements at intersections internal and adjacent to the project was conducted to identify and document where additional right-of-way dedications may be necessary to accommodate right and left turn pockets and/or tapers in the future. This internal analysis is included as **Appendix D** of this report.

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<sup>1</sup> Public Draft EIR/EIS: Folsom South of U.S. 50 Specific Plan Project, June 2010, and CEQA Findings of Fact and Statement of Overriding Considerations, May 2011, SCH #2008092051.

<sup>2</sup> F Westland/Eagle Specific Plan Amendment: Addendum and Environmental Checklist, June 2015.

<sup>3</sup> 14 CCR 15182.

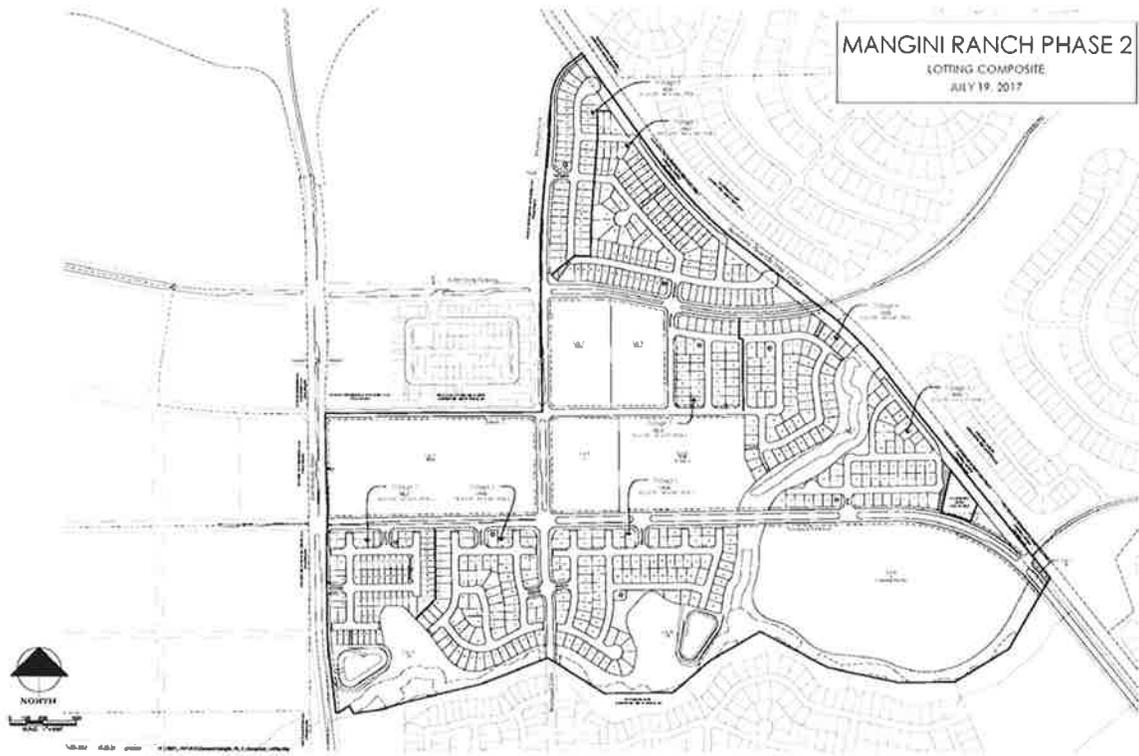


Figure ES-1. Preliminary Site Plan

**Table ES-1. Study Intersections**

Study Intersection	Existing 2016 Conditions	Existing 2016 with Project Conditions	EPPAP Conditions	EPPAP with Project Conditions
1. Broadstone Pkwy./East Bidwell St.	Signal	Signal	Signal	Signal
2. Oak Ave./Iron Point Rd.	Signal	Signal	Signal	Signal
3. Rowberry Dr./Iron Point Rd.	Signal	Signal	Signal	Signal
4. Broadstone Pkwy./Iron Point Rd.	Signal	Signal	Signal	Signal
5. East Bidwell St./Iron Point Rd. (Folsom)	Signal	Signal	Signal	Signal
6. Cavitt Dr./Iron Point Rd. (Folsom)	Signal	Signal	Signal	Signal
7. Serpa Way/Iron Point Rd. (Folsom)	Signal	Signal	Signal	Signal
8. East Bidwell St./Placerville Rd. (Folsom)	Signal	Signal	Signal	Signal
9. East Bidwell St./WB U.S. 50 ramps (Caltrans)	Signal	Signal	Signal	Signal
10. East Bidwell St./EB U.S. 50 ramps (Caltrans)	Signal	Signal	Signal	Signal
11. East Bidwell St./White Rock Rd. (Folsom)	AWSC	AWSC	AWSC	AWSC
12. White Rock Rd./Placerville Rd.	TWSC	TWSC	TWSC	TWSC
13. East Bidwell St./Alder Creek Pkwy.	-	AWSC	AWSC	AWSC
14. Westwood Dr./Alder Creek Pkwy.	-	AWSC	AWSC	AWSC
15. East Bidwell St./Street "1"	-	TWSC	TWSC	TWSC
16. Westwood Dr./Street "1"	-	TWSC	TWSC	TWSC
17. East Bidwell St./Savannah Pkwy	-	TWSC	TWSC	TWSC
18. Westwood Dr./Savannah Pkwy	-	AWSC	AWSC	AWSC
19. East Bidwell St./Mangini Pkwy	-	-	TWSC	TWSC
20. Westwood Dr./Mangini Pkwy	-	-	AWSC	AWSC
21. Placerville Rd./Mangini Pkwy	-	-	TWSC-	TWSC

**Table ES-2. Arterial Study Segments**

Segment	Location
1. East Bidwell St.	North of White Rock Rd.
2. White Rock Rd.	West of East Bidwell St.
3. White Rock Rd.	East of East Bidwell St.

**Table ES-3. US 50 Study Segments**

<b>Eastbound US 50 Existing and EPPAP Scenarios</b>	<b>Analysis Type</b>
1. EB East Bidwell St. slip off-ramp	Diverge
2. EB between East Bidwell St. ramps	Basic
3. EB East Bidwell St. loop on-ramp	Merge
4. EB East Bidwell St. slip on-ramp	Merge
<b>Westbound US 50 Existing and EPPAP Scenarios</b>	<b>Analysis Type</b>
5. WB East Bidwell slip off-ramp	Diverge
6. WB between E. Bidwell St. ramps	Basic
7. WB East Bidwell St. loop on-ramp	Merge
8. WB East Bidwell St. slip on-ramp II	Merge

### Findings

The 545 dwelling units in the Mangini Ranch Phase 2 project are anticipated to generate approximately 4,800 daily trips, 385 AM peak-hour trips, and 503 PM peak-hour trips. With the proposed recommendations, the project does not create any new significant impacts under Existing with Project Conditions.

All arterial and freeway study segments were found to operate at acceptable levels-of-service both with and without the project under all study scenarios.

Five deficient study intersections were identified under the Existing with Project Condition, and recommendations are provided to reduce those deficiencies to a **less-than-significant** level at four of those locations. The remaining location (Intersection 5 East Bidwell Street/Iron Point Road) is addressed through FPASP mitigation 3A.14-4d and W/E SPA mitigation 4.16.1, both of which require eight-lane roadways and were deemed infeasible with the adoption of a Statement of Overriding Considerations. **Table ES-4** summarizes improvements that should be incorporated into the conditions of approval.

**Table ES-4. Recommended Improvements**

Location	Description	Section 7.3 Recommendation
5. East Bidwell St./Iron Point Rd.	Pay Fees	4
11. East Bidwell St./White Rock Rd.	Signalize with free right turns	5
12. White Rock Rd./Placerville Rd.	Convert southbound approach into channelized right turn to westbound White Rock Road	6
13. East Bidwell St./Alder Creek Pkwy	Signalize and expand East Bidwell to a four-lane arterial north of Alder Creek Parkway.	7
17. East Bidwell St./Savannah Pkwy.	Signalize and add a westbound left turn pocket	8

Section 7 of this report detailed additional recommendations developed for the Existing Condition and EPPAP Condition without the project to address intersections that fail to maintain adequate level-of-service, prior to the addition of project traffic. Recommendations are also provided for intersections where deficiencies are worsened by the addition of project traffic and traffic from the other 2,031 homes that are assumed to be constructed in The Enclave, Mangini Ranch Phase 1, Russell Ranch, Broadstone Estates, Folsom Heights, White Rock Springs Ranch. The project should pay an appropriate share toward those improvements

Additionally, the project should be conditioned to abide by the transportation mitigations identified in the FPASP and W/E SPA. These include:

- Applicable FPASP mitigation: 3A.14.1, 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, 3A.15-2c, 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, and 3A.15-4y.
- Applicable W/E SPA mitigation: 4.16.1, and 4.16.2
- Additional FPASP mitigation listed in the W/E SPA that was not included in the FPASP CEQA Findings of Fact and Statement of Overriding Considerations: 3A.15-1e, 3A.15-1h, and 3A.15-4e.

These mitigations, discussed in Section 7 of this report, primarily require payment of applicable fees. With implementation of the identified mitigation, project impacts are **less-than-significant**.

**Figure ES-2** below identifies where the potentially significant project deficiencies identified and the associated improvements and recommendations associated with each.



Figure ES-2. Study Locations, Deficiencies, And Recommendations

### Recommended Conditions of Approval

Findings for each of the four study intersections are reported below, organized by the number of dwelling units that trigger the improvements to be conditioned. **Figure ES-4** provides an overview of the East Bidwell Street corridor lane configuration between the US 50 eastbound ramps and the southern edge of the tentative map.

#### Zero Dwelling Units

##### **Condition 1: East Bidwell Street/Savannah Parkway (Figure ES-4)**

Prior to issuance of the first occupancy permit, the Owner/Applicant shall be responsible for configuring the East Bidwell Street/Savannah Parkway intersection as follows:

- Southbound approach: one thru lane, and one left-turn lane with a 100' long left-turn pocket for the left-turn lane.
- Northbound approach: one shared thru-right turn lane.
- Westbound approach: one shared left-right turn lane, and a striped out 60' left turn pocket
- Control: Two-way-stop-control (TWSC), with full access.

Between "Street 1" and the southern boundary of the Tentative Map, East Bidwell Street shall be constructed as a two-lane arterial on the eastern "half segment" of its ultimate configuration. This two-lane segment shall have a striped 2' wide striped median south of "Street 1", consistent with the California Manual on Uniform Traffic Control Devices<sup>4</sup> (MUTCD) Figure 3A-107 (CA), or similar standard. The southbound left turn pocket shall be developed in accordance with the Highway Design Manual<sup>5</sup> (HDM) figure 405.2A, or similar standard. Savannah Parkway shall have a 12' raised median. Final improvement plans shall be approved by the City Engineer.

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<sup>4</sup> Caltrans (2014) California Manual on Uniform Traffic Control Devices – 2014 Edition (Revision 2), California Department of Transportation, April 7, 2017.

<sup>5</sup> Caltrans (2012) Highway Design Manual – Chapter 400, California Department of Transportation, May 7, 2012.

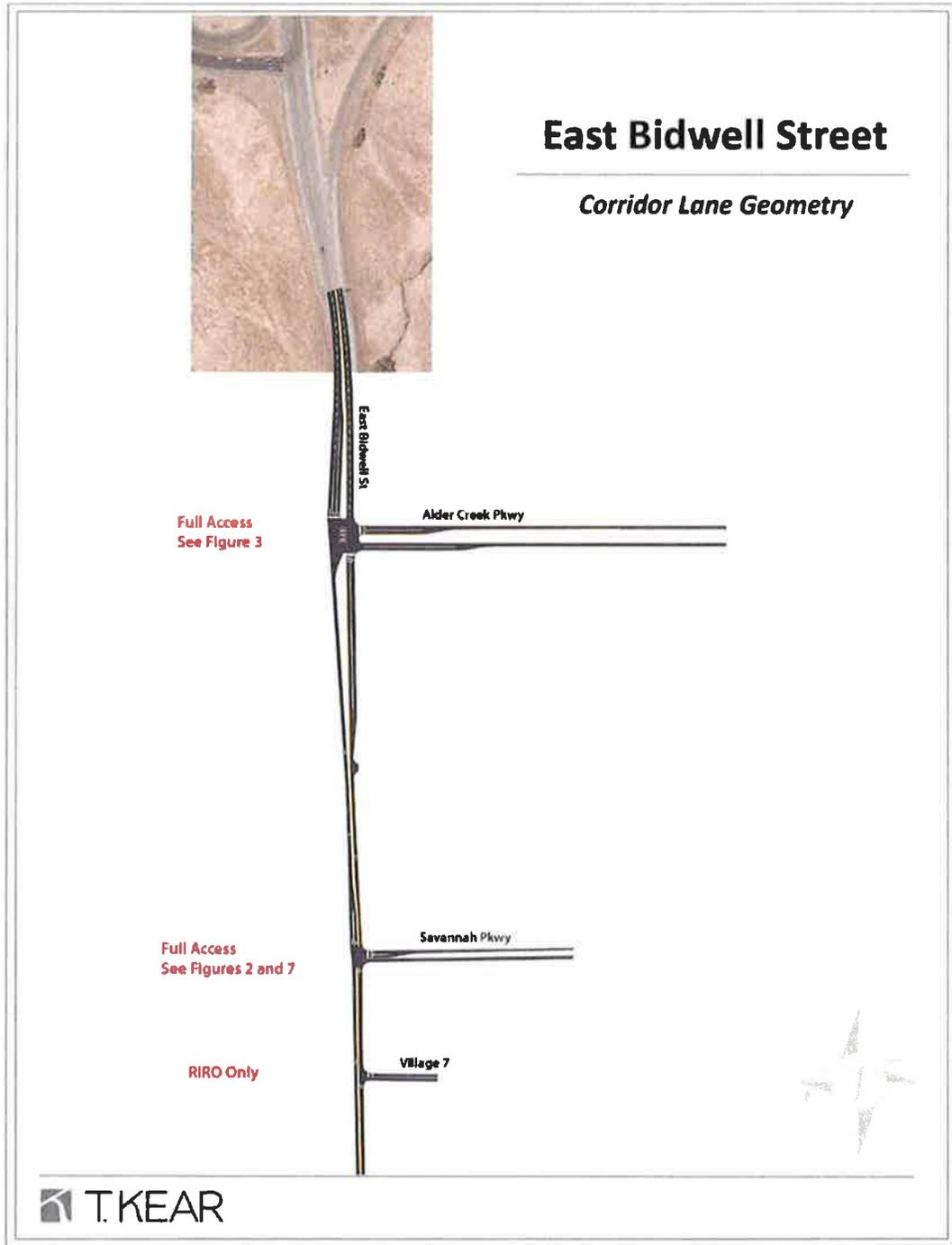


Figure ES-3. East Bidwell Street Corridor Lane Geometry

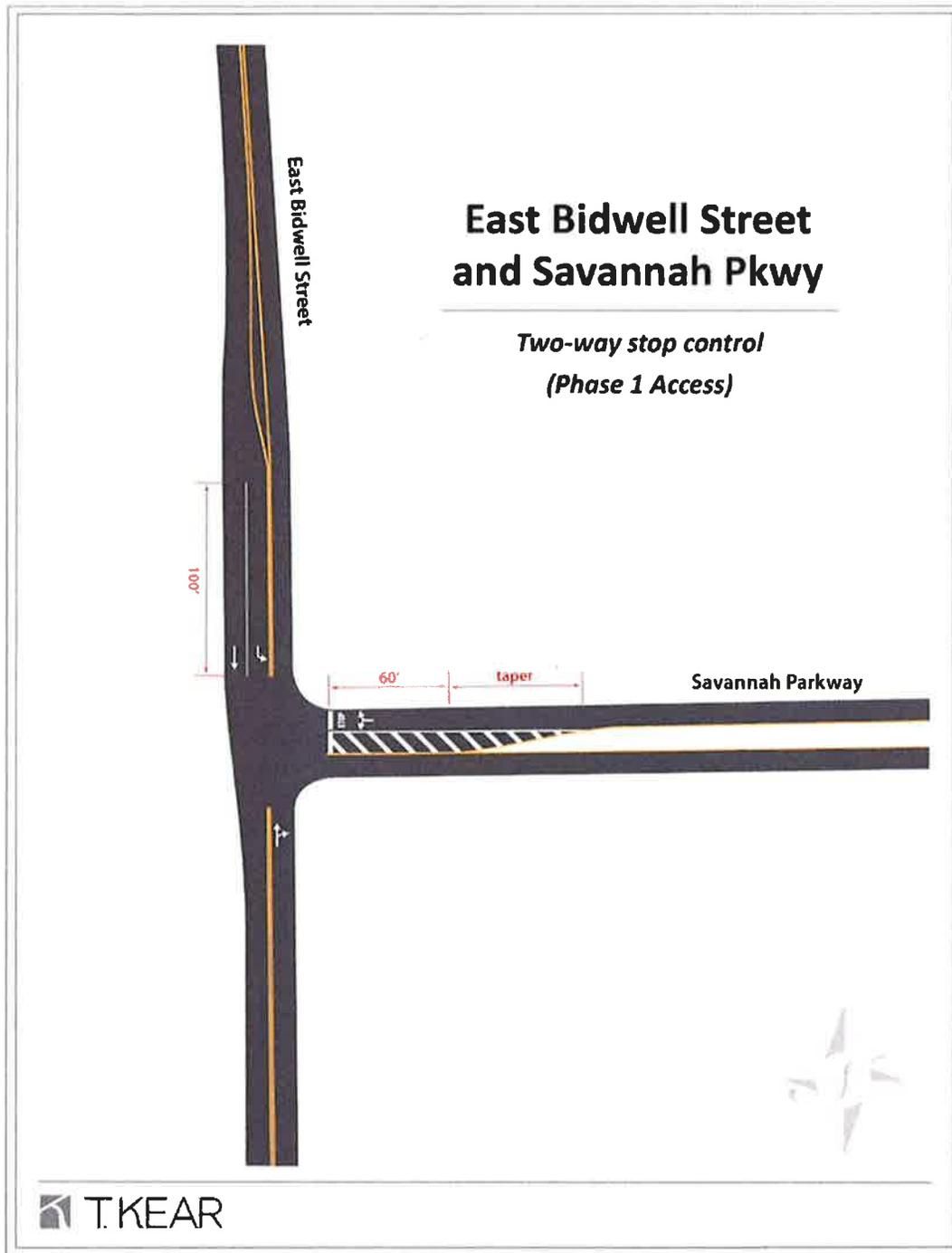


Figure ES-4. East Bidwell Street/Savannah Parkway TWSC

236 Dwelling Units

**Condition 2: East Bidwell Street/Alder Creek Parkway (Figure ES-5)**

Prior to the 236<sup>th</sup> occupancy permit, the owner Applicant shall be responsible for expanding and signaling the East Bidwell Street/Alder Creek Parkway intersection:

- Southbound approach: one thru lane, and two left-turn lanes, with a 300' long single-lane left turn pocket for one of the left turning lanes.
- Northbound approach: one thru lane and one shared thru-right lane with a 500' long right turn pocket for the shared thru-right lane.
- Westbound approach: one right-turn lane and one left-turn lane, with a 200' left-turn pocket for the left-turn lane.
- Eastbound departure: two receiving lanes shall be provided. the second receiving lane can be dropped after 300'
- Control: Signalize with a protected southbound left-turn, westbound split phasing, and westbound right-turn overlap. Prohibit U-turns.

East Bidwell Street shall be constructed as a four-lane divided arterial between Alder Creek Parkway and the US 50 interchange, with a 38' raised median at Alder Creek Parkway that tapers back to match the existing four-lane arterial segment at the eastbound US 50 slip onramp. East Bidwell Street shall be constructed as a two-lane divided arterial between Alder Creek Parkway and Street "1", with a 38' raised median at Alder Creek Parkway that tapers back to match the two-lane half segment described in Condition 1 above. Alder Creek Parkway between East Bidwell Street and Westwood Drive shall be constructed as a two-lane divided roadway with a 38' raised median. Final improvement plans shall be approved by the City Engineer.

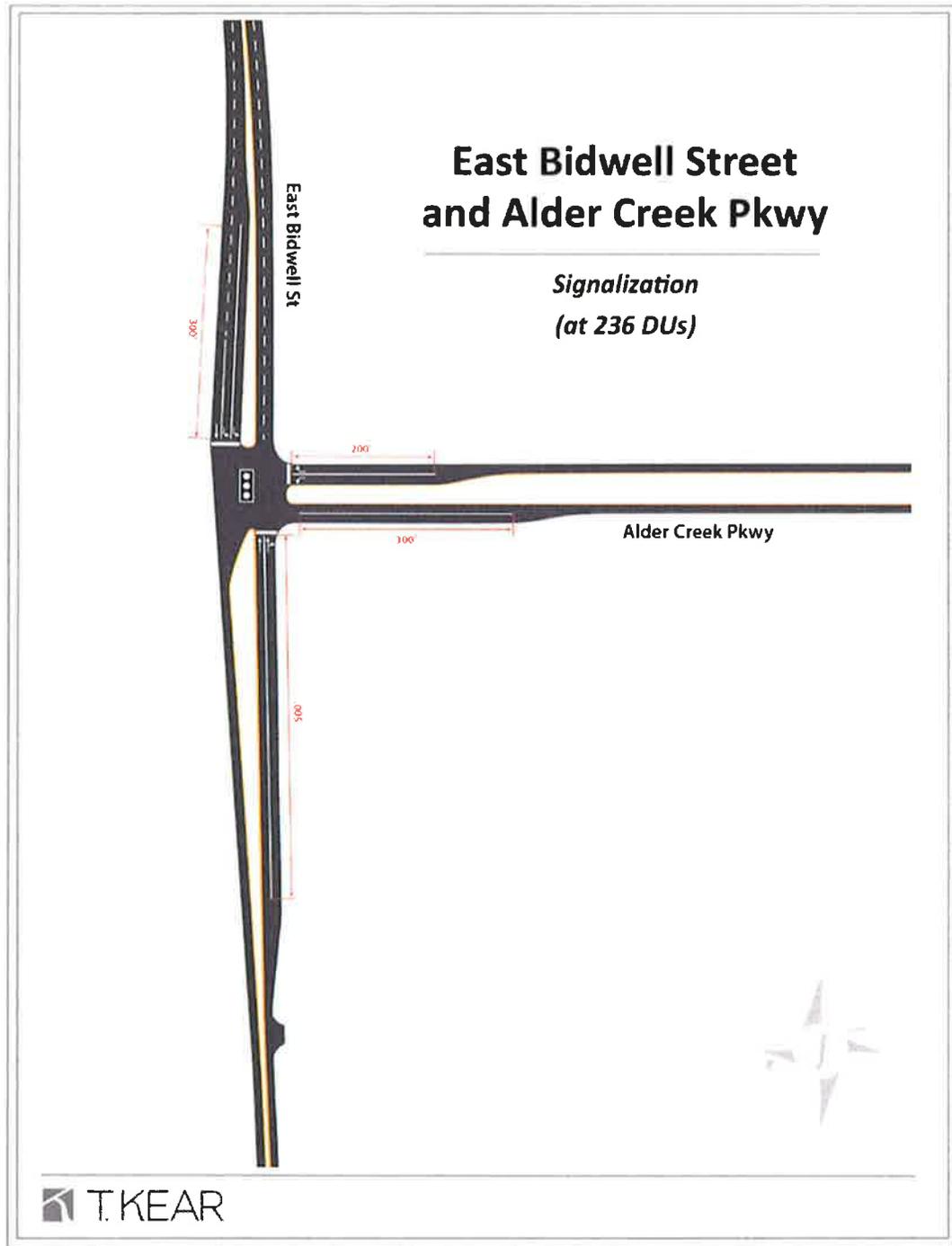


Figure ES-5. East Bidwell Street/Alder Creek Parkway

281 Dwelling Units

**Condition 3: East Bidwell St/White Rock Rd (Figure ES-6 and Figure ES-7)**

Prior to issuance of the 281<sup>st</sup> occupancy permit the Owner/Applicant shall be responsible for either (A) or (B) below:

- (A) If the proposed JPA project at this location is fully funded and construction is underway by the time the 281<sup>st</sup> occupancy permit is issued, the project shall pay its fair-share, consisting of the Sacramento County Transportation Development Fee, toward the JPA project.
- (B) Signalize the existing East Bidwell Street/White Rock Road intersection with Mangini Ranch Phase 1 improvements: If the JPA project to relocate and signalize the East Bidwell Street/White Rock Road intersection is not fully funded and under construction prior to issuances of the 281<sup>st</sup> occupancy permit, the Owner/Applicant shall be responsible to signalize the existing intersection with improvements described in condition 127 of the Mangini Ranch Phase 1 conditions of approval<sup>6</sup>. Mangini Ranch Phase 1 improvements at this location consist of *“Southbound on Scott Road construct a free southbound right turn lane consisting of 315 feet of deceleration length plus 50 feet storage length, excluding appropriate tapers and a 300 foot receiving /acceleration lane, excluding tapers along westbound White Rock Road. Westbound on White Rock Road, construct a free right-turn lane consisting of 315 feet of deceleration length plus 50 feet of storage length, excluding appropriate tapers, and a 300 foot receiving lane excluding appropriate tapers along northbound Scott Road.”* Final improvement plans shall be approved by the City Engineer.

The JPA currently has more than seven million dollars programmed toward relocation and signalization of the East Bidwell Street/White Rock Road intersection, is planning to begin acquiring right-of-way during the Winter of 2018, and will begin construction during the Summer of 2019.<sup>7</sup> The projected absorption Schedule for the Mangini Ranch Phase 2 project estimates that the 281 dwelling units will not be constructed until sometime in the second quarter of 2020<sup>8</sup>.

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<sup>6</sup> City of Folsom (2015) Resolution no 9588 – Exhibit A, City Council Meeting 06/23/2015, Agenda Item No 8a.

<sup>7</sup> Personal communication between Tom Kear and Miguel Ramirez, October 27, 2017.

<sup>8</sup> Personal communication between Tom Kear and Larry Ito, November 10, 2017.

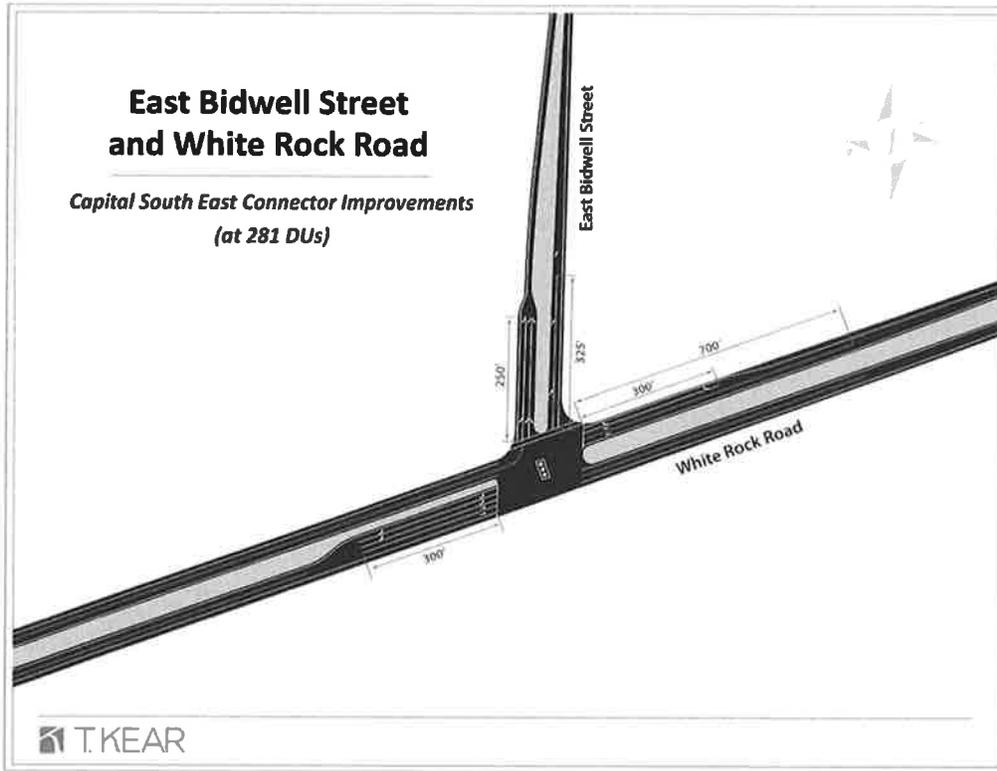


Figure ES-6. East Bidwell Street/Alder Creek Parkway (Item A: Planned Capital Southeast Connector Improvement)

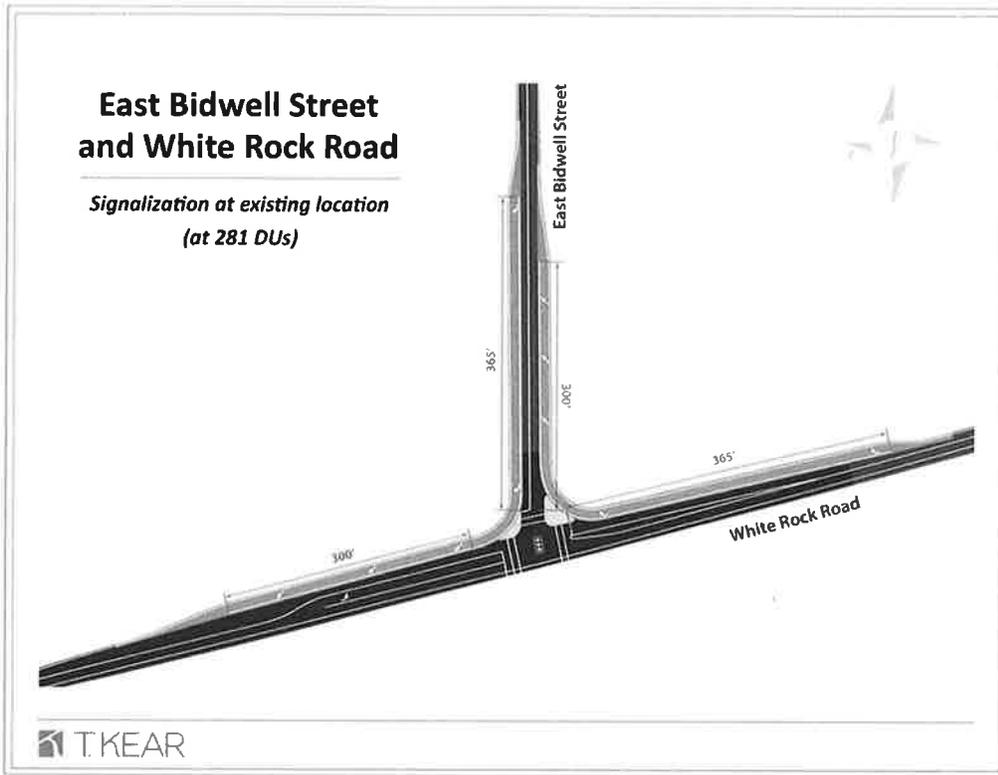


Figure ES-7. East Bidwell Street/Alder Creek Parkway (Item B: Signalize at Existing Location)

496 Dwelling Units

**Condition 4: White Rock Road/Old Placerville Road (Figure ES-8)**

Prior to the 496<sup>th</sup> occupancy permit the Owner/Applicant shall be responsible for prohibiting southbound left turns from Old Placerville Road to eastbound White Rock Road by construction of a raised median on Old Placerville Road to channelize all southbound traffic onto westbound White Rock Road. Final improvement plans shall be approved by the City Engineer.

**Condition 5: East Bidwell Street/Savannah Parkway (Figure ES-9)**

Prior to the 496<sup>th</sup> occupancy permit and concurrent with implementation of Condition 4 above, the Owner/Applicant shall signalize the East Bidwell Street/Savannah Parkway intersection as follows:

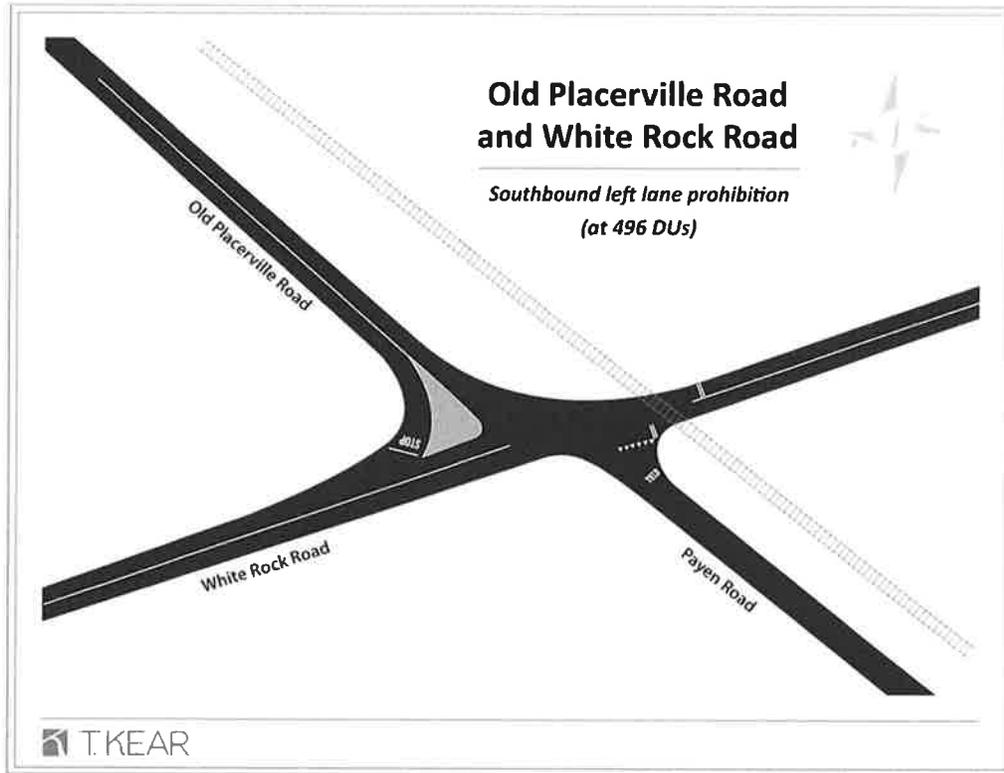
- Southbound approach: one thru lane, and one left-turn lane with a 100' long left-turn pocket for the left-turn lane.
- Northbound approach: one shared thru-right turn lane.
- Westbound approach: one right-turn lane, and one left-turn lane with a 60' left-turn pocket for the left-turn lane.
- Control: Signal control with split phasing.

Between "Street 1" and the southern boundary of the Tentative Map, East Bidwell Street shall be constructed as a two-lane arterial on the eastern "half segment" of its ultimate configuration. This two-lane segment shall have a striped 2' wide median south of "Street 1", consistent with the California Manual on Uniform Traffic Control Devices<sup>9</sup> (MUTCD) Figure 3A-107 (CA), or similar standard. The southbound left-turn pocket shall be developed in accordance with the Highway Design Manual<sup>10</sup> (HDM) figure 405.2A, or similar standard. Savannah Parkway shall have a 12' raised median. Final improvement plans shall be approved by the City Engineer.

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<sup>9</sup> Caltrans (2014) California Manual on Uniform Traffic Control Devices – 2014 Edition (Revision 2), California Department of Transportation, April 7, 2017.

<sup>10</sup> Caltrans (2012) Highway Design Manual – Chapter 400, California Department of Transportation, May 7, 2012.



FigureES-8. White Rock Road/Old Placerville road

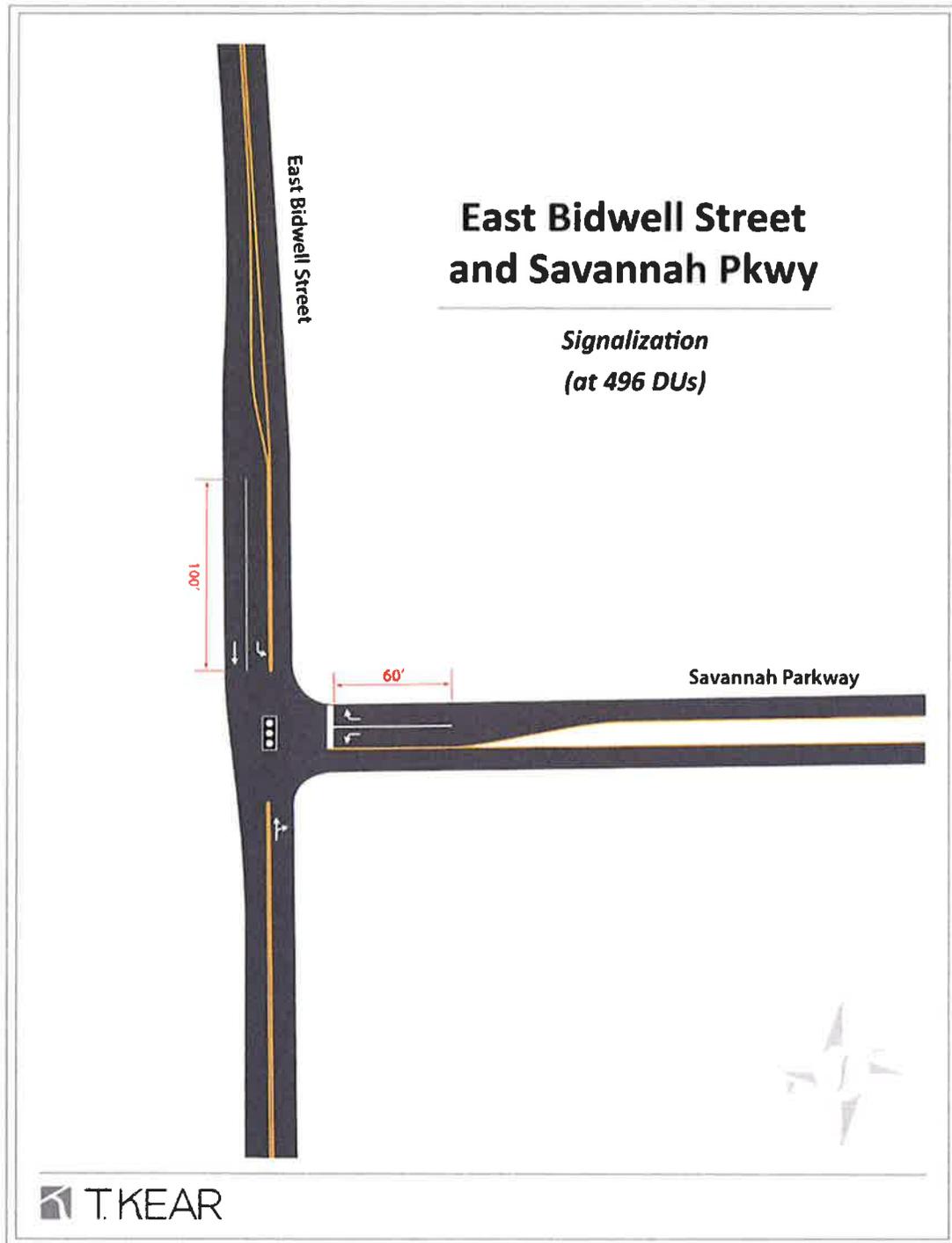


Figure ES-9. East Bidwell Street/Savannah Parkway (Signalized)

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## 1. INTRODUCTION

This transportation impact study identifies impacts of the proposed Mangini Ranch Phase 2 (the project), on the motorized and unmotorized transportation systems in Folsom, California. This study has been prepared for the City of Folsom; Carpenter East, LLC; and Folsom Real Estate South, LLC. This introductory section provides a detailed project description followed by a discussion of the assumed absorption of other Folsom Plan Area Specific Plan (FPASP) land uses over the next five years, and anticipated changes in the road network.

### 1.1 Project Description

**Figure 1** provides a project vicinity map. The project includes 545 dwelling units (DUs), situated within the FPASP, and the Westland/Eagle Specific Plan Amendment (W/E SPA), for which Tentative Map approval is sought. There are an additional 356 multi-family DUs that are not part of the tentative map application, but are included in the site plan as part of a large lot tentative map. While not considered part of the project, construction of these units is foreseeable and they were included as part of the future land use assumptions without the project. This report refers to those 356 multi-family DUs as Mangini Ranch Phase 3<sup>11</sup>, though that name is not official. Project access will be via Scott Road and portions of Alder Creek Parkway, Street "1", Savannah Parkway, and Westwood Drive.

The project, and affiliated large lot Tentative Map, affect 15 FPASP parcels located between Scott Road and existing Placerville Road, south of Alder Creek Road and north of the Alder Creek tributary. The project land use is summarized in **Table 1** and **Figure 2** below. The area is designated as single high density (4-7 du/ac), multi-family low density (7-12 du/ac), multi-family high density (20-30 du/ac), parks, open space, and public/quasi-public uses including an elementary school site, police department, and fire stations.

### 1.2 Absorption of Approved and Anticipated FPASP Projects

In this transportation impact study, absorption of approved and foreseeable projects within the Folsom Plan Area Specific Plan (FPASP) was estimated rather than assuming 100% of the planned and approved units would be built by the time that the project was constructed. Typically, when a Tentative Map is approved, there is a finite amount of time for the project to be built before the Tentative Map expires. It is reasonable to assume that the Tentative Map will be constructed within the five-year window considered for near-term land use changes by transportation impact studies. However, that assumption is not appropriate here, as there are more new homes approved than historic absorption rates suggest will be built and occupied over the next five years.

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<sup>11</sup> "Mangini Ranch Phase 3" consists of the multi-family zoned parcels included as a large lot tentative map within the Mangini Ranch Phase 2 site plan (FPASP parcel numbers 79B, 82B-2, and 151).

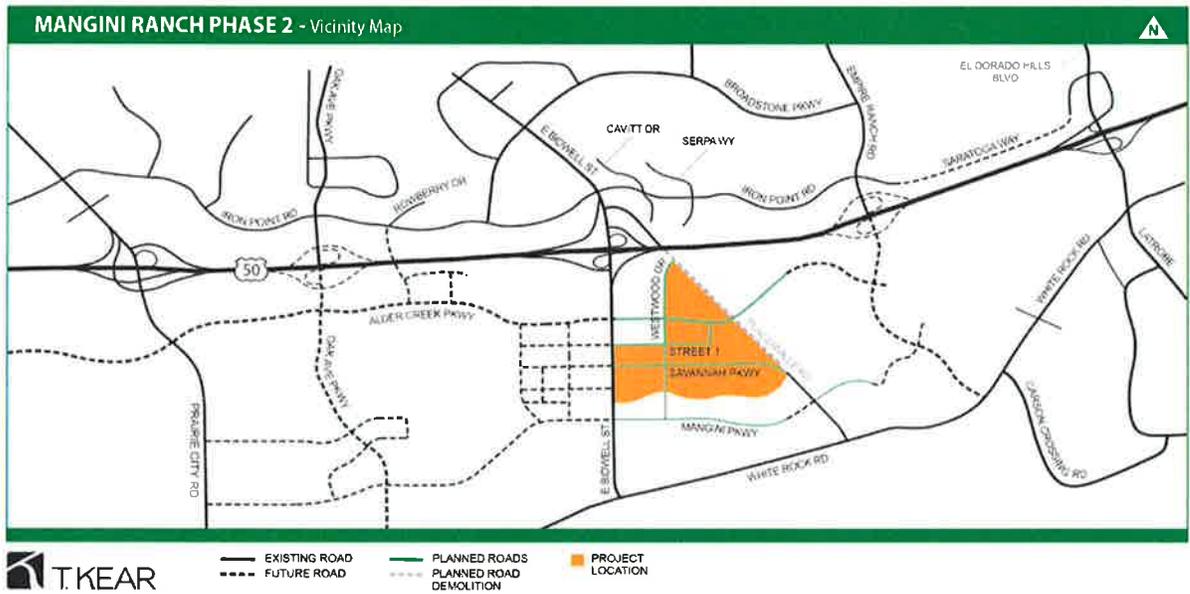


Figure 1. Mangini Ranch Phase 2 Vicinity Map

**Table 1. Tentative Map and Large Lot Tentative Map Land Use**

W/E SPA Parcel	FPASP Parcel	Mangini Ranch Phase 2 Village	FPASP and W/E SPA Land Use	Tentative Map DUs (this project)	Preliminary Estimate of Large Lot TM DUs
37	194B	Not Included	OS	-	0
38	154	2	SFHD	74	-
39	153	7	MLD	69	-
40	79B	"Lot A"	MLD	-	153
45	84	5	SFHD	108	-
45	84	6	SFHD	45	-
46	151	"Lot C"	MHD	-	145
47	82B (82B-1)	8	MLD	36	-
47	82B (82B-2)	"Lot B"	MLD	-	58
48	82A	4	SFHD	72	-
49	92	Not Included	OS	-	0
50	83	3	SFHD	53	-
51	81	Not Included	Elem. School	-	0
52	80	Not Included	Park	-	0
53	150	1	SFHD	88	-
54	196B	Not Included	OS	-	0
56	149	Not Included	Park	-	0
<b>Total DUs</b>				<b>545</b>	<b>356</b>

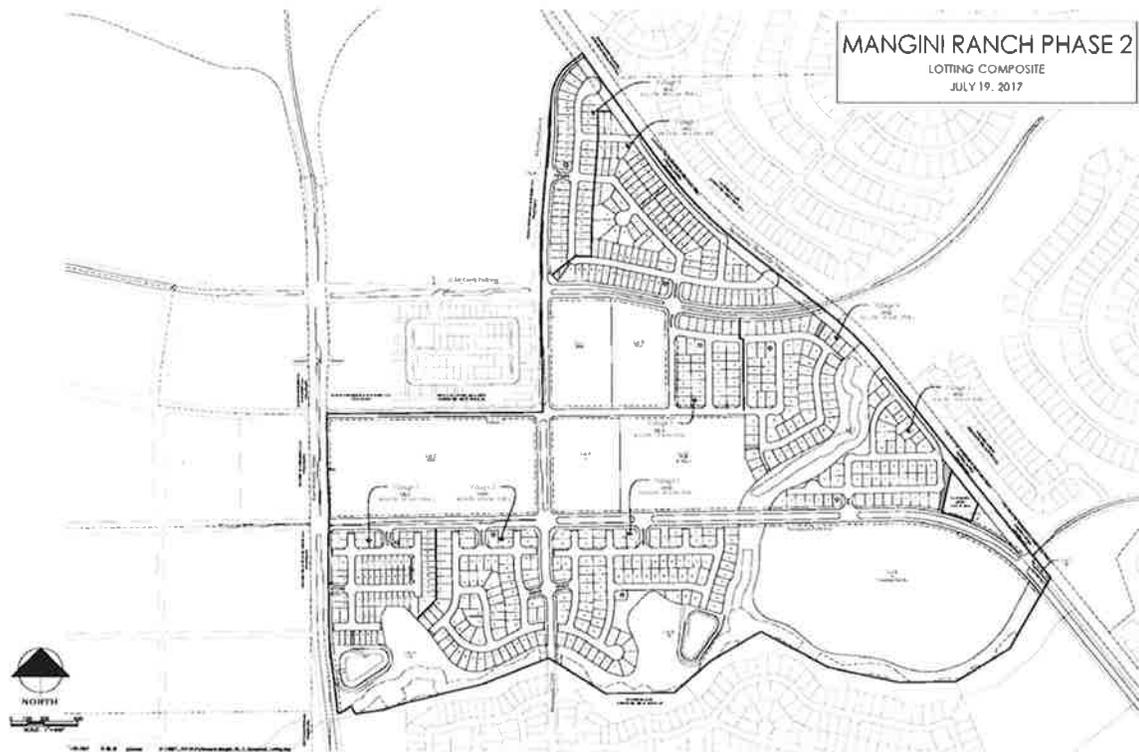


Figure 2. Preliminary Site Plan

Currently, there are 3,019 approved and anticipated dwelling units (DUs) within the FPASP:

- Russell Ranch, 875 approved DUs;
- Mangini Ranch Phase 1,800 approved DUs;
- Folsom Heights, 401 approved DUs;
- White Rock Springs Ranch, approved 395 DUs;
- Mangini Ranch Phase 3, 356 anticipated DUs;
- Broadstone Estates, 81 approved DUs; and
- The Enclave, 111 approved DUs.

The city of Folsom’s historic absorption rate for new housing is in the order of 500 DUs per year<sup>12</sup>, so absorption for each of these projects within five years was estimated such that the total number of dwelling units in 2023 within the FPASP would be slightly above 2,500. Note that additional Folsom dwelling units are anticipated to be constructed north of US 50. These absorption estimates strive to balance the need for conservatively high traffic forecasts that identify all potential project impacts, with the desire to not overbuild infrastructure and incur unnecessary maintenance costs. See Section 2.5 Study Scenarios: EPPAP Condition and EPPAP with Project Condition for specific assumptions.

### 1.3 Roadway Network Assumptions

New construction within the FPASP is anticipated to implement several of the planned roadways identified by the FPASP Specific Plan, and W/E SPA. Assumptions for each of the four study scenarios are listed below. The **Existing without Project Condition** analysis is based on the roadway system as it was in 2016 when the study was initiated and traffic counts were performed.

- 1) **Existing without Project Conditions** are based on the roadway network in 2016 at the time this study was initiated.
- 2) **Existing with Project Conditions** assume that several project area roadways are constructed, including: (1) Alder Creek Parkway from East Bidwell Street to the western edge of the Russell Ranch project, (2) Savannah Parkway from East Bidwell Street to Placerville Road, (3) Westwood Drive from Alder Creek Parkway to the Village 1 and Village 2 access, (4) a second portion of Westwood Drive between the access to Village 6 and Alder Creek Parkway, and (5) Street “1” east of East Bidwell Street. Note that Westwood Drive is not assumed to connect to, or through, Placerville Road; rather it terminates at the driveway access to “Village 6”. Alder Creek Parkway from East Bidwell Street to existing Old Placerville Road is already under construction as a two-lane arterial. The portion of existing Old Placerville Road between Savannah Parkway and Alder Creek Parkway is assumed to be abandoned with the project.

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<sup>12</sup> Personal communication with Larry Ito (Ardor Consulting) and Mark Rackovan (City of Folsom).

- 3) Existing Plus Planned and Approved Projects (EPPAP) without Project Conditions** starts with the same roadway as Existing with Project Conditions, then adds a handful of offsite improvements that are conditions of approval of the assumed EPPAP projects. It is assumed that The Enclave and the multi-family “Mangini Ranch Phase 3” are to be constructed along with portions of the other five approved FPASP projects: (1) Mangini Ranch Phase 1, (2) Russell Ranch, (3) White Rock Springs Ranch, (4) Broadstone Estates, and (5) Folsom Heights.
- 4) EPPAP with Project Conditions** are analyzed assuming the same roadway network as EPPAP without Project Conditions.

#### 1.4 Report Organization

The following sections are discussed after Introduction and Setting and Study Area: key roadways and intersections, the regulatory setting, and analysis scenarios. This is followed by a Methodology section detailing the analysis procedures. Two sections, one for each analysis year, then describe the transportation system with and without the project. The final section identifies project impacts, mitigations, and suggested conditions of approval.

## 2. SETTING AND STUDY AREA

The transportation impact study area generally consists of the region within one to two miles on either side of US 50 within the City of Folsom, located in eastern Sacramento County, California. It includes portions of the FPASP and W/E SPA on the south side of US 50; portions of East Bidwell Street and Iron Point Road to the north of US 50, and several segments of US 50. Key roadways within the study area, study intersections, and study segments are shown in **Figure 3**.

### 2.1 Project Area Roadways

**US 50** is an east-west highway that passes through Folsom, California as it connects the Sacramento region to Lake Tahoe and points beyond. Within the study area, US 50 west of East Bidwell Street, is a six-lane freeway with two regular flow lanes and one high-occupancy vehicle (HOV) lane in each direction. East of East Bidwell Street, US 50 has three westbound lanes (two mainline lanes, one HOV lane) and four eastbound lanes (three mainline lanes, one HOV lane). The speed limit on US 50 through Folsom is 65 miles per hour (mph).

**East Bidwell Street** runs through the City of Folsom from US 50 to Riley Street. East Bidwell Street becomes Scott Road south of US 50. Near the project area, East Bidwell Street is a six lane arterial roadway with turn pockets provided at intersections. The speed limit on East Bidwell Street north of US 50 is 45 mph. South of the US 50 westbound ramps East Bidwell Street has four lanes, and south of the US 50 eastbound ramps East Bidwell Street transitions into Scott Road.

**Scott Road/East Bidwell Street** is a two-lane north-south roadway running through the project site, and extends from the US 50/East Bidwell Street/Scott Road interchange south to White Rock Road. Scott Road is being renamed to East Bidwell Street. The separate discontinuous segment of Scott Road, which is located approximately 1.5 miles to the west and extends southward from White Rock Road into unincorporated Sacramento County, is not within the study area.

**Placerville Road** is a two-lane north-south road (at the eastern edge of the study area) that begins at East Bidwell Street just north of US 50, and continues beneath US 50 via an undercrossing. The roadway extends south to White Rock Road, where it transitions into Payen Road.

**White Rock Road** is a two-lane east-west road with a posted speed limit of 55 mph. White Rock Road continues east into El Dorado County where it transitions into Silva Valley Parkway, and west into the City of Rancho Cordova.

**Iron Point Road** is an east-west arterial roadway with a raised median that runs from Folsom Boulevard to the eastern city limit along the north side of US 50. Within the vicinity of the project, Iron Point Road has six lanes and posted speed limit of 45 mph.

**Broadstone Parkway** is an arterial roadway that runs from Iron Point Road to Empire Ranch Road on the north side of US 50. The roadway features four-to-six travel lanes, a raised median, and a posted speed limit of 45 mph.

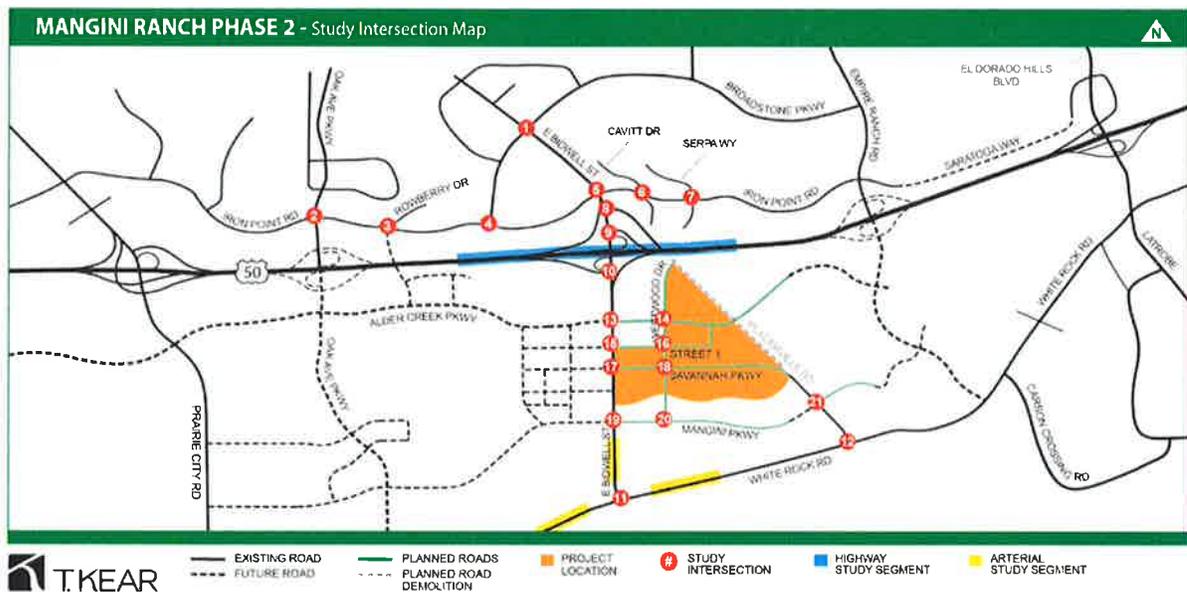


Figure 3. Project Area Roadways and Study Intersections

**Oak Avenue Parkway** is a north-south arterial that extends from Willow Creek Drive to Iron Point Road. It is a four-lane urban arterial road between Willow Creek Drive and Blue Ravine Road. It is a six-lane urban arterial road between Blue Ravine Road and Riley Street. It is a four-lane urban arterial road between Riley Street and Iron Point Road.

**Rowberry Drive** is a north-south two-lane local road that runs northward from the Kaiser Permanente Folsom Medical Offices into neighborhoods to the north of Iron Point Road.

**Cavitt Drive** is a north-south two-lane collector that runs northward from Costco to Folsom Lake College.

**Serpa Way** is a north-south two-lane local road that runs northward from Costco to Folsom Lake Broadstone Parkway.

## 2.2 Study Intersections and Segments

There are 21 study intersections, three arterial study segments, and eight study segments on US 50 (Table 2, Table 3, and Table 4, respectively).

**Table 2. Study Intersections and Control**

Study Intersection	Existing 2016 Conditions	Existing 2016 with Project Conditions	EPPAP Conditions	EPPAP with Project Conditions
1. Broadstone Pkwy./East Bidwell St.	Signal	Signal	Signal	Signal
2. Oak Ave./Iron Point Rd.	Signal	Signal	Signal	Signal
3. Rowberry Dr./Iron Point Rd.	Signal	Signal	Signal	Signal
4. Broadstone Pkwy./Iron Point Rd.	Signal	Signal	Signal	Signal
5. East Bidwell St./Iron Point Rd. (Folsom)	Signal	Signal	Signal	Signal
6. Cavitt Dr./Iron Point Rd. (Folsom)	Signal	Signal	Signal	Signal
7. Serpa Way/Iron Point Rd. (Folsom)	Signal	Signal	Signal	Signal
8. East Bidwell St./Placerville Rd. (Folsom)	Signal	Signal	Signal	Signal
9. East Bidwell St./WB U.S. 50 ramps (Caltrans)	Signal	Signal	Signal	Signal
10. East Bidwell St./EB U.S. 50 ramps (Caltrans)	Signal	Signal	Signal	Signal
11. East Bidwell St./White Rock Rd. (Folsom)	AWSC	AWSC	AWSC	AWSC
12. White Rock Rd./Placerville Rd.	TWSC	TWSC	TWSC	TWSC
13. East Bidwell St./Alder Creek Pkwy.	-	TWSC	TWSC	TWSC
14. Westwood Dr./Alder Creek Pkwy.	-	AWSC	AWSC	AWSC
15. East Bidwell St./Street "1"	-	TWSC	TWSC	TWSC
16. Westwood Dr./Street "1"	-	TWSC	TWSC	TWSC
17. East Bidwell St./Savannah Pkwy	-	TWSC	TWSC	TWSC
18. Westwood Dr./Savannah Pkwy	-	AWSC	AWSC	AWSC
19. East Bidwell St./Mangini Pkwy	-	-	Signal	Signal
20. Westwood Dr./Mangini Pkwy	-	-	AWSC	AWSC
21. Placerville Rd./Mangini Pkwy	-	-	TWSC-	TWSC

**Table 3. Arterial Study Segments**

Segment	Location
1. East Bidwell St.	North of White Rock Rd.
2. White Rock Rd.	West of East Bidwell St.
3. White Rock Rd.	East of East Bidwell St.

**Table 4. US 50 Study Segments**

Eastbound US 50 Existing and EPPAP Scenarios	Analysis Type
1. EB East Bidwell St. slip off-ramp	Diverge
2. EB between East Bidwell St. ramps	Basic
3. EB East Bidwell St. loop on-ramp	Merge
4. EB East Bidwell St. slip on-ramp	Merge
Westbound US 50 Existing and EPPAP Scenarios	Analysis Type
5. WB East Bidwell St. slip off-ramp	Diverge
6. WB between E. Bidwell St. ramps	Basic
7. WB East Bidwell St. loop on-ramp	Merge
8. WB East Bidwell St. slip on-ramp II	Merge

### 2.3 Transit

City of Folsom’s public transportation includes bus and dial-a-ride service provided by the City through “Folsom Stage Lines” and light rail service provided by Sacramento Regional Transit (RT). El Dorado County Transit (EDC Transit) also provides limited bus connections to El Dorado County.

#### Folsom Stage Lines and Dial-A-Ride

The Folsom Stage Line buses run Monday through Friday. There is no weekend service available. There are currently ten buses running on three routes. They are routes 10, 20 and 30. Routes 10 and 20 intersect at Folsom Lake College. There is no charge to transfer from one Folsom Stage Line route to the other.

- Route 10 - Serves Historic Folsom, E. Bidwell St., the Broadstone Market Place, Broadstone Plaza, Folsom Aquatics Center, Folsom Lake College, Intel, Kaiser Permanente, Folsom Premium Outlets, Mercy Hospital, Palladio Mall and Century Theatres. It connects to light rail and with the RT bus service Line 24. Service with a one-hour headway starts at 5:25 AM with the last pickup at 7:25 PM.
- Route 20 - Services Empire Ranch Road, East Natoma Street, Vista del Lago High School, Folsom Lake College and transfers to Route 10. There is one morning bus and two afternoon buses on Route 20.
- Route 30 - Services Folsom State Prison, City Hall, and Woodmere Dr. with four AM peak-period buses and five PM peak-period buses.

Dial-A-Ride is a curb-to-curb transportation service that operates within the Folsom city limits. It provides transportation to residents who have a physical, developmental, or mental disability. Senior citizens who are 55 years of age or older also qualify for this program.

Sacramento RT

RT light rail provides service via the Gold Line connecting the Historic Folsom, Glenn, and Iron Point light rail stations to downtown Sacramento and points in between. Service is provided from 5 AM to 7 PM on a 30-minute headway. There is also a connection to RT bus route 24 from Folsom Stage Lines route 10 at the Madison/Main stop. RT route 24 provides service to Sunrise Mall on a (roughly) hourly headway from 6 AM to 7 PM.

El Dorado County Transit

The EDC Transit route 50X (the 50 Express) operates every hour from 6 AM until 7 PM Monday through Friday, with service from Missouri Flat Transfer Center in El Dorado County to the Folsom Iron Point light rail station, Folsom Lake College, and back.

#### 2.4 Bicycle Facilities

The City of Folsom is one of the most bike friendly settings in California, with an existing comprehensive bikeway system that is extensive and connects to a vast number of historical and recreational attractions. Existing and planned bicycle facilities within the project area are described in the 2007 Folsom Bikeway Master Plan<sup>13</sup> and its 2011 appendix for the FPASP<sup>14</sup> which provide a framework for the design of a bikeway system that meets the California Street and Highway Code Section 890-894.2 - Bicycle Transportation Act and improves safety and convenience for all users.

Planning and design of the system takes into consideration a wide spectrum of needs, based on the various types of users and the critical destinations within Folsom and the FPASP. A convenient, safe, aesthetic, and highly interconnected bikeway system that seamlessly blends into Folsom's other transportation systems is emphasized.

Factors given major consideration during the planning and design of the FPASP bikeway system include:

- **Regional Connections:** The system links to both existing and proposed bikeways and trail systems for maximum external connectivity and the creation of long uninterrupted rides through Folsom and into the greater Sacramento region.
- **Destinations:** The system connects to valuable Plan Area destinations and provides bicycle parking consistent with the approved FPASP

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<sup>13</sup> Folsom (2007) Bikeway Master Plan,  
[www.folsom.ca.us/city\\_hall/depts/parks/parks\\_n\\_trails/trails/bikeway\\_master\\_plan.asp](http://www.folsom.ca.us/city_hall/depts/parks/parks_n_trails/trails/bikeway_master_plan.asp).

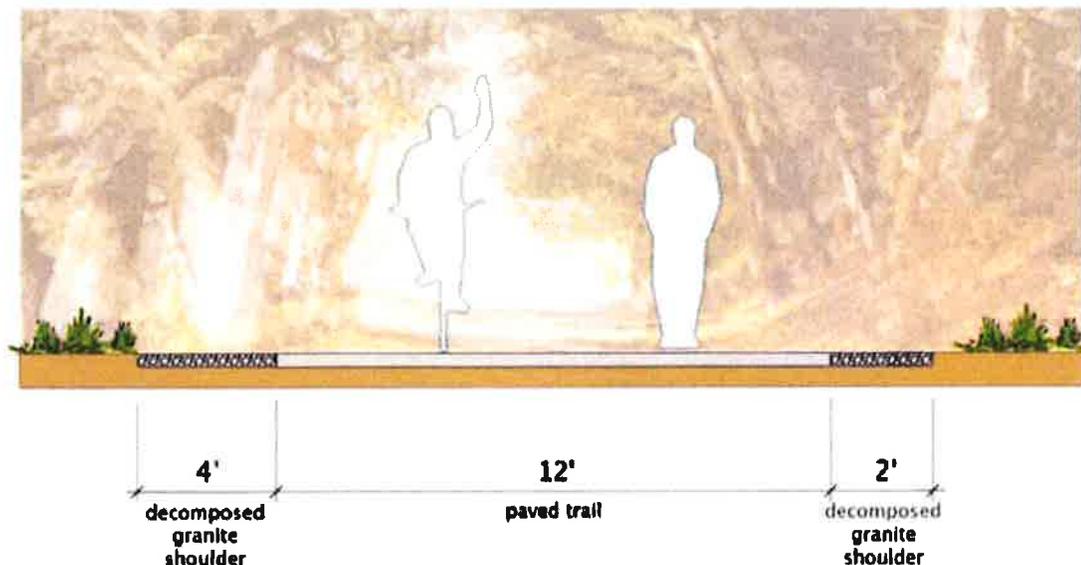
<sup>14</sup> Folsom (2011) Appendix to the City of Folsom Bikeway Master Plan to Incorporate the Folsom Plan Area Specific Plan

- **Bicyclists:** The system carefully considers the needs of all bicyclists, from beginner to advanced, and balances those needs in a comprehensive plan that provides something for everyone.
- **Aesthetics:** The system provides permeable linkages to expanses of rolling grasslands, oak groves, creeks and ponds, where a meandering trail system takes advantage of key viewsheds.
- **Topography:** The system works with the existing terrain, blending into the rolling landform to create a higher value experience not only for the rider, but also for those viewing the trail system from afar.
- **Site Resources:** The system avoids impacts to cultural and historic resources, considers oak grove locations and reduces creek crossings in order to lessen impacts to waterways.
- **Internal Access:** The system provides connections to residential, schools, parks, commercial, industrial/office, and open space, as well as several transit facilities.

Similar to the design of the vehicular circulation, the FPASP bikeway system follows an interconnected grid-like pattern. There are three types of bicycle facilities (Class 1, 2, 3) used in Folsom. It is emphasized that the designation of bikeways classes should not be construed as a hierarchy of bikeways; that one is better than the other. Each class of bikeway has its appropriate application.

The Class 1 system consists of a 12' wide paved surface with stabilized shoulders of decomposed granite on both sides (4' on one side and 2' on the other); see **Figure 4**.

**Figure 4. Class 1 Path**



The Class 1 system is separated from Plan Area streets and the majority can be found following creeks and weaving through oak groves within open space areas. These pathways are wide enough to comfortably accommodate both bicyclists and pedestrians. This system has three primary north/south routes; the powerline corridor, the Alder Creek corridor, and along the Sacramento Placerville Rail Road (SPRR). The Class 1 system includes east/west connections along Highway 50, between the residential neighborhoods west of the Town Center, and along the major tributaries to Alder Creek.

Class 2 lanes within the Plan Area consist of a minimum 5' wide striped lane. Moving across the site from east to west, the Class 2 system can be found in each of the major arterial streets; Empire Ranch Road, East Bidwell Street, Oak Avenue, and Prairie City Road. North/south Class 2 connections also occur in the realigned Placerville Road section (Savannah Parkway), Rowberry Drive, as well as the streets east and west of the Town Center. The Class 2 system provides east/west connections within Savannah Parkway, Easton Valley Parkway, Mangini Parkway, and the minor collectors between the two.

Class 3 routes will appear on many of the internal streets and are intended to provide additional linkages to the larger system. These will be designated on high demand roadways with important connections to the Class 1 and Class 2 systems. Class 3 routes will play an important role in the Town Center, which is anticipated to become an important destination for bicyclists. Class 3 routes in other portions of the FPASP will essentially fill any major gaps in the grid.

This bicycle system is summarized in **Figure 5** below.

## 2.5 Study Scenarios

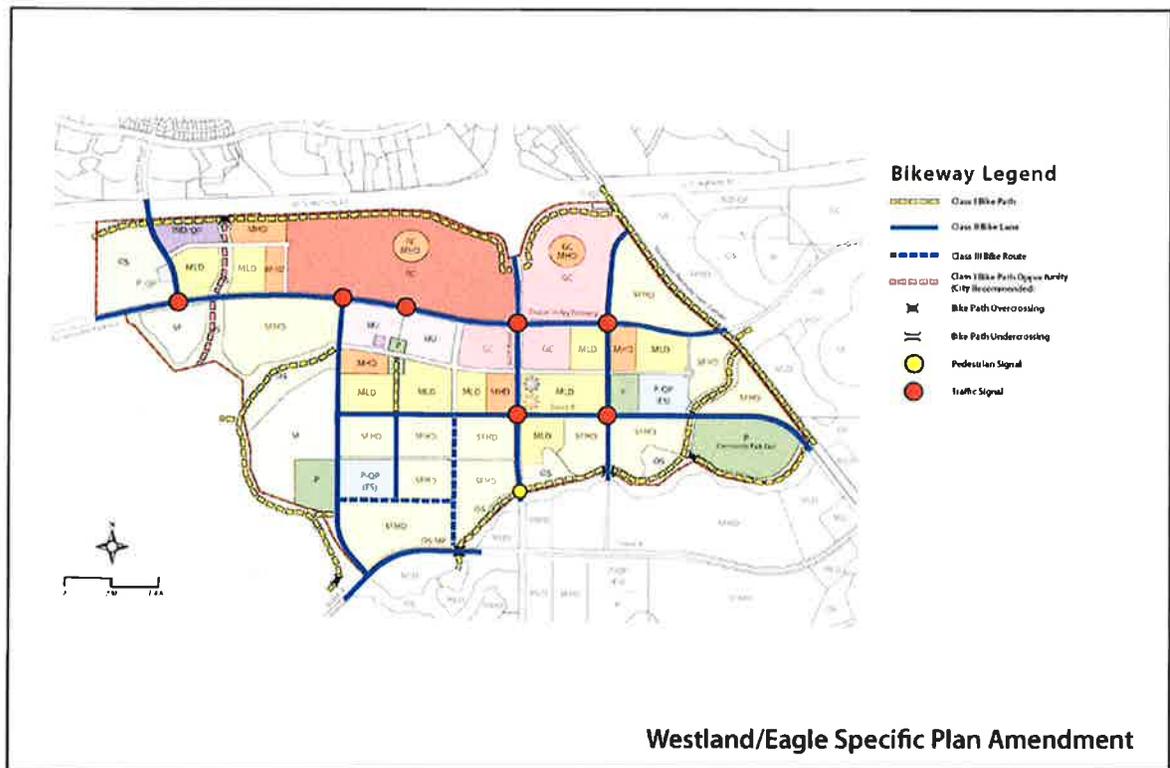
Four scenarios were identified for inclusion in this Transportation Impact Study through consultation with City of Folsom staff. The study determines the weekday AM peak-hour and PM peak-hour level-of-service at study intersections and on study segments under the following scenarios:

- Existing Condition;
- Existing with Project Condition;
- Existing plus Planned and Approved Projects (EPPAP) without Project Condition; and
- EPPAP with Project Condition.

Existing Condition and Existing with Project Condition

The California Environmental Quality Act (CEQA) requires an analysis of the existing condition, which reflects the traffic volumes and roadway geometry at the time the study began. This scenario will be analyzed both with and without project traffic to identify any project related traffic impacts. Not that implementation of the project includes abandonment of a portion of Placerville Road and construction of portions of Savannah Parkway and Westwood Drive, existing traffic will re-route across these project area roadways.

Figure 5. W/E SPA Planned Bicycle network



EPPAP Condition and EPPAP with Project Condition

EPPAP scenarios, with and without the project, analyze conditions with the addition of traffic from approved projects and reasonably foreseeable planned projects that affect study intersections and segments. These scenarios are intended to reflect anticipated traffic approximately five years into the future, when the project could reasonably be anticipated to be constructed. This “phasing analysis” is intended to assist the City of Folsom in phasing of improvements at study intersections which by be necessary to accommodate traffic from all approved and anticipated tentative maps over the next five years in the FPASP.

Projects considered include those within the FPASP discussed previously in *Section 1.2 Absorption of Approved and Anticipated FPASP Projects*, as well as projects north of US 50. **Table 5** details projects identified as contributing traffic to the study area. Note that these assumptions include 2,031 FPASP dwelling units without the project (or 2,576 FPASP dwelling units with the project). In total, there are 3,687 dwelling units considered without the project, and 4,232 dwelling units considered with the project. Relative to Folsom’s historic absorption rates, land use assumptions for the EPPAP Condition and EPPAP with Project Condition are conservatively high.

**Table 5. Projects Assumed to Contribute EPPAP Traffic to Study Intersections and Segments**

Project	Approved Land Use	Assumed Absorption	Assumed Land Use for EPPAP	Location
Russell Ranch	875 DU	55%	481 DU	FPASP
Mangini Ranch Phase 1	800 DU	75%	600 DU	FPASP
Folsom Heights	401 DU	55%	221 DU	FPASP
White Rock Springs Ranch	395 DU	55%	217 DU	FPASP
Mangini Ranch Phase 3	376 DU	100%	356 DU	FPASP
Broadstone Estates	81 DU	55%	45 DU	FPASP
The Enclave	111 DU	100%	111 DU	FPASP
CountryHouse at Broadstone	45 DU	100%	45	West of Iron Point Road, east of Oak Ave. Parkway
Cresleigh Ravine, and Campus at Iron Point	276 DU	100%	276	Willard Drive at Iron Point Road
Pique at Iron Point Apartments	327 DU	100%	327	West of Iron Point Road, east of Serpa Way

Cumulative Analysis

For California Environmental Quality Act (CEQA) purposes, cumulative traffic impacts were evaluated in the FPASP Environmental Impact Statement (EIR)<sup>15</sup> and W/E SPA amendment<sup>16</sup>. Where a public agency has prepared an Environmental Impact Report (EIR) on a specific plan after

<sup>15</sup> Public Draft EIR/EIS: Folsom South of U.S. 50 Specific Plan Project, June 2010, and CEQA Findings of Fact and Statement of Overriding Considerations, May 2011, SCH #2008092051.

<sup>16</sup> F Westland/Eagle Specific Plan Amendment: Addendum and Environmental Checklist, June 2015.

January 1, 1980, there is a CEQA exemption under Section 15182<sup>17</sup>, and no EIR or negative declaration need be prepared for a residential project undertaken pursuant to and in conformity to that specific.

A cumulative analysis of the ultimate lane and geometry requirements at intersections internal and adjacent to the project was conducted to document where additional right-of-way dedications may be necessary to accommodate left and right turn pockets and/or tapers in the future. Roadway cross-sections in the W/E SPA do not include right-of-way for right turn pockets or tapers. Where such pockets or tapers are required, the right-of-way will need to be taken from the adjacent parcels. This internal analysis is included as **Appendix D** of this report.

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<sup>17</sup> 14 CCR 15182

### 3. METHODOLOGY

This section provides a process overview, describes traffic forecasting, and discusses the methods/criteria used to evaluate level-of-service. A discussion of the significance criteria is also included.

#### 3.1 Process Overview

The overall analysis process was structured to identify potential adverse transportation effects related to the proposed project.

- Traffic volumes and turning movements for the Existing 2016 Condition were determined from observed traffic counts. Existing US 50 peak-hour traffic volumes were determined from Caltrans' PeMS<sup>18</sup> data at count stations east of the Prairie City Interchange.
- EPPAP volumes were based on absorption of approved and planned projects. The assumed growth in land use is in excess of Folsom's historic absorption rate for new homes.
- Study intersection and segment traffic operations were analyzed both with and without the proposed project to identify potential significant project impacts.
- Significance criteria were based on the City of Folsom General Plan and FPASP policies.

#### 3.2 Level-of-Service Methodology

Level-of-service (LOS) is a qualitative indication of the level of delay and congestion experienced by motorists using an intersection. Levels-of-service are designated by the letters A through F, with A being the best conditions and F being the worst (high delay and congestion). Calculation methodologies, measures of performance, and thresholds for each letter grade differ for road segments, signalized intersections, and unsignalized intersections.

Based on guidance from City of Folsom staff, the following procedures described below for intersection and segment traffic operations analysis were selected for this study.

##### Intersection Traffic Operations Analysis

###### **Signalized Intersections**

The methodology from HCM 2010<sup>19</sup> Chapter 18, and HCM 2000 Chapter 17<sup>20</sup>, are used to analyze signalized intersections. Level-of-service can be characterized for the entire intersection, each approach, or by lane group. Control delay alone (the weighted average delay for all vehicles entering the intersection) is used to characterize level-of-service for the entire intersection or an approach. Control delay and volume to capacity ratio are used to characterize level-of-service for lane groups. The average delay criteria used to determine the level-of-service at signalized

<sup>18</sup> Caltrans Freeway Performance Measurement (PeMS) System, <http://pems.dot.ca.gov/>.

<sup>19</sup> Transportation Research Board (2010) Highway Capacity Manual, Washington, D.C.

<sup>20</sup> Transportation Research Board (2000) Highway Capacity Manual, Washington, D.C.

intersections is presented in Table 6. The HCM 2010 methodology is used as the primary method. HCM 2000 methods are only utilized where the signal phasing is incompatible with HCM 2010 methods.

**Table 6. Level-of-Service Criteria for Signalized Intersections**

Level -of- Service	Description	Average Delay <sup>1</sup> (Sec. /Vehicle.)
A	Very Low Delay: This level-of-service occurs when progression is extremely favorable and most vehicles arrive during a green phase. Most vehicles do not stop at all.	≤ 10.0
B	Minimal Delays: This level-of-service generally occurs with good progression, short cycle lengths, or both. More vehicles stop than at LOS A, causing higher levels of average delay.	10.1-20.0
C	Acceptable Delay: Delay increases due to only fair progression, longer cycle lengths, or both. Individual cycle failures ( <i>to service all waiting vehicles</i> ) may begin to appear at this level of service. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.	20.1-35.0
D	Approaching Unstable/Tolerable Delays: The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	35.1-55.0
E	Unstable Operation/Significant Delays: This is considered by many agencies the upper limit of acceptable delays. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.	55.1-80.0
F	Excessive Delays: This level, considered to be unacceptable to most drivers, often occurs with oversaturation (i.e., when arrival flow rates exceed the capacity of the intersection). It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such delay levels.	> 80.0 or v/c >1.0

**Note 1:** Weighted average of delay on all approaches. This is the measure used by the Highway Capacity Manual to determine level-of-service. Any movement with a volume-to-capacity ratio (v/c) greater than 1.0 is considered to be level-of-service F.

**Source:** Transportation Research Board (2010) Highway Capacity Manual, Washington D.C., Chapter 18; and Transportation Research Board (2000) Highway Capacity Manual, Washington D.C., Chapter 16

### Unsignalized Intersections

The methodology from HCM 2010 is used for the analysis of unsignalized intersections. At an unsignalized intersection, most of the main street traffic is un-delayed, and by definition have acceptable conditions. The main street left-turn movements and the minor street movements are all susceptible to delay of varying degrees. Generally, the higher the main street traffic volumes,

the higher the delay for the minor movements. Separate methods are utilized for Two-Way Stop-Controlled (TWSC) intersections and All-Way Stop-Controlled (AWSC) intersections.

- **TWSC:** The methodology for analysis of two-way stop-controlled intersections calculates an average total delay per vehicle for each minor street movement and for the major street left-turn movements, based on the availability of adequate gaps in the main street through traffic. A level-of-service designation is assigned to individual movements or to combinations of movements (in the case of shared lanes) based upon delay, it is not defined for the intersection as a whole. Unsignalized intersection level-of-service reported herein is for each movement (or group of movements) based upon the respective average delay per vehicle. **Table 7** presents the average delay criteria used to determine the level-of-service at TWSC and at AWSC intersections.
- **AWSC:** At all-way stop-controlled intersections, the level-of-service is determined by the weighted average delay for all vehicles entering the intersection. The methodologies for these types of intersections calculate a single weighted average delay and level-of-service for the intersection as a whole. The average delay criteria used to determine the level-of-service at all-way stop intersections is the same as that presented in **Table 7**. Level-of-service for specific movements can also be determined based on the TWSC methodology.

It is not unusual for some of the minor street movements at unsignalized intersections to have level-of-service D, E, or F conditions while the major street movements have level-of-service A, B, or C conditions. In such a case, the minor street traffic experiences delays that can be substantial for individual minor street vehicles, but the majority of vehicles using the intersection have very little delay. Usually in such cases, the minor street traffic volumes are relatively low. If the minor street volume is large enough, improvements to reduce the minor street delay may be justified, such as channelization, widening, or signalization.

**Table 7. Level-of-Service Criteria for Unsignalized Intersections**

Level of Service (LOS)	Description	TWSC <sup>1</sup>	AWSC <sup>2</sup>
		Average Delay by Movement (seconds / vehicle)	Intersection Wide Average Delay (seconds / vehicle)
A	Little or no delay	< 10	< 10
B	Short traffic delay	> 10 and < 15	> 10 and < 15
C	Average traffic delays	> 15 and < 25	> 15 and < 25
D	Long traffic delays	> 25 and < 35	> 25 and < 35
E	Very long traffic delays	> 35 and < 50	> 35 and < 50
F	Extreme delays potentially affecting other traffic movements in the intersection	> 50 (or, v/c >1.0)	> 50

**Note 1:** Two-Way Stop-Control (TWSC) level-of-service is calculated separately for each minor street movement (or shared movement) as well as major street left turns using these criteria. Any movement with a volume to capacity ratio (v/c) greater than 1.0 is considered to be level-of-service F.

**Note 2:** All-Way Stop-Control (AWSC) assessment of level-of-service at the approach and intersection levels is based solely on control delay.

**Source:** Transportation Research Board (2010) Highway Capacity Manual, Washington D.C., Chapter 19 (TWSC) and Chapter 20 (AWSC).

Arterial Segment Analysis

The Sacramento County Traffic Impact Analysis Guidelines methodology is used to evaluate segments of East Bidwell Street and White Rock Road that were under County jurisdiction prior to the City's annexation of the Folsom Plan Area. Level-of-service for roadway segments is based on daily traffic volume. These thresholds make use of facility classifications that are based on the facility type, number of lanes, intersection spacing, and access control. The classifications system and volume thresholds are show in Table 8. This method is consistent with methods used in the FPASP and W/E SPA analyses.

**Table 8. Level-of-Service Criteria for Roadway Segments**

Facility Type	# of Lanes	Maximum Volume for Given Service Level				
		A	B	C	D	E
Rural, 2-lane highway	2	2,400	4,800	7,900	13,500	22,900
Arterial, low access control	2	9,000	10,500	12,000	13,500	15,000
	4	18,000	21,000	24,000	27,000	30,000
	6	27,000	31,500	36,000	40,500	45,000
Arterial, moderate access control	2	10,800	12,600	14,400	16,200	18,000
	4	21,600	25,200	28,800	32,400	36,000
	6	32,400	37,800	43,200	48,600	54,000
Arterial, high access control	2	12,000	14,000	16,000	18,000	20,000
	4	24,000	28,000	32,000	36,000	40,000
	6	36,000	42,000	48,000	54,000	60,000
Freeway	2	14,000	21,600	30,800	37,200	40,000
	4	28,000	43,200	61,600	74,400	80,000
	6	42,000	64,800	92,400	111,600	120,000
	8	56,000	86,400	123,200	148,800	160,000

Notes: Rural roadways, which are not highways, should be analyzed using methods presented in the *Highway Capacity Manual, Special Report 209*, Transportation Research Board, 1994.

<u>Facility Type</u>	<u>Stops/Mile</u>	<u>Driveways</u>	<u>Speed</u>
Arterial, low access control	4+	Frequent	25-35 MPH
Arterial, moderate access control	2-4	Limited	35-45 MPH
Arterial, high access control	1-2	None	45-55 MPH

Source: *Sacramento County General Plan Update, Technical Appendix*, DKS Associates, February 1992, and Sacramento County Traffic Impact Guidelines, June 2004.

Freeway Segments Analysis

Freeway merge/diverge segments and basic segments were analyzed utilizing the methodologies outlined in Chapters 12 and 13 of the Highway Capacity Manual, 2010 (HCM 2010)<sup>21</sup>.

**Basic Segments**

Basic freeway segments operations and level-of-service is defined by density (passenger cars per mile per lane) which depends upon traffic volumes, and segment, characteristics. These characteristics include the geometry, grade, free flow speeds, and heavy vehicles. **Table 10** shows the relationship of level-of-service to freeway density for merge, diverge, and weaving segments.

**Table 9. Level-of-Service Criteria – Basic Freeway Segments**

Level of Service	Maximum Density (passenger vehicles per mile per lane)
A	<11
B	18
C	26
D	35
E	45
F	> 45, or Demand exceeds capacity

**Source:** Transportation Research Board (2010) Highway Capacity Manual, Chapter 11, Washington, D.C.

**Merge and Diverge Segments**

Freeway merge and diverge segments operations and level-of-service is defined by density (passenger cars per mile per lane) which depends upon traffic volumes and the ramp characteristics. These characteristics include the length and type of acceleration/deceleration lanes, free-flow speeds, number of lanes, grade, heavy vehicles, and types of facilities. **Table 10** shows the relationship of level-of-service to freeway density for merge, diverge, and weaving segments.

<sup>21</sup> Transportation Research Board (2010) Highway Capacity Manual, Washington, D.C.

**Table 10. Level-of-Service Criteria – Freeway Ramp Merge/Diverge Areas**

Level of Service	Maximum Density (passenger vehicles per mile per lane)
A	<10
B	20
C	28
D	35
E	> 35
F	Demand exceeds capacity

**Source:** Transportation Research Board (2010) Highway Capacity Manual, Chapter 13, Washington, D.C.

### 3.3 Standards of Significance

Level-of-service impacts of the proposed project were determined based on the methods described above and identified as either "significant" or "less-than-significant" in the following thresholds:

#### City of Folsom

Policy 17.17 of the City of Folsom General Plan specifies that the City will strive to achieve at least a level-of-service C throughout the City. This policy acknowledges that during build-out, temporarily worse level-of-service may occur where roadway improvements have not been adequately phased as City-wide development proceeds. The FPASP environmental documentation<sup>22</sup> creates a specific standard for FPASP roadways and intersections. For facilities located south of US 50, level-of-service D conditions can be considered acceptable if improvements required to meet level-of-service C exceed the city's "normally accepted maximum improvements". For the purposes of this analysis, an impact is considered significant if implementation of the project would result in any of the following:

- Cause an intersection in Folsom (outside of the FPASP) that currently operates (or is projected to operate) at level-of-service C or better to degrade to level-of-service D or worse;
- Cause an intersection within the FPASP that currently operates (or is projected to operate) at level-of-service D or better to degrade to level-of-service E or worse;
- Increase the average delay by five seconds or more at an intersection in Folsom (outside of the FPASP) that currently operates (or is projected to operate) at an unacceptable level-of-service D, E, or F;
- Increase the average delay by five seconds or more at an intersection in the FPASP area that currently operates (or is projected to operate) at an unacceptable level-of-service E or F.

This method is consistent with methods used in the FPASP and W/E SPA analyses.

<sup>22</sup> Page 3A.15-8, Folsom South of U.S. Highway 50 Specific Plan DEIR/DEIS, City of Folsom and USACE.

#### Freeway Facilities

An impact is considered significant on freeway facilities if the project causes the facility to change from an acceptable to unacceptable level-of-service. For facilities that are or will be operating at unacceptable level-of-service without the project, an impact is considered significant if:

- The existing level-of-service cannot be maintained with the addition of project traffic;
- The project traffic increases vehicle density on a freeway mainline segment or freeway ramp junction by 0.1 passenger cars per lane per mile;
- The project increases the number of peak-hour vehicles on a freeway mainline segment or freeway ramp junction by more than 1 percent.

Per the Caltrans' Guide for the Preparation of Traffic Impact Studies, Caltrans strives to maintain a target level of service at the transition between level-of-service C and level-of-service D on state highway facilities. For consistency with other traffic impact studies performed in the City of Folsom that considered US 50, level-of-service E was selected as the minimum standard for all study freeway facilities.

This method is consistent with methods used in the FPASP and W/E SPA analyses.

#### Bicycle/Pedestrian/Transit Facilities

An impact is considered significant if implementation of the Project would:

- Inhibit the use of bicycle, pedestrian, or transit facilities;
- Eliminate existing bicycle, pedestrian, or transit facilities;
- Prevent the implementation of planned bicycle, pedestrian, or transit facilities.

This method is consistent with methods used in the FPASP and W/E SPA analyses.

### 3.6 Analysis Tools

#### Macroscopic Intersection Analysis

Control delay and level-of-service for study intersections were calculated using Synchro/SimTraffic<sup>23</sup> analysis software (Version 10). Synchro/SimTraffic is a complete software package for modeling and optimizing traffic signal timings, and Version 10.0 implements the methodologies of the 2000 (4<sup>th</sup> Ed.), 2010 (5<sup>th</sup> Ed.), and 6<sup>th</sup> Ed. of the HCM for signalized and unsignalized intersections. Synchro requires data on road characteristics (geometric), traffic counts, and the signal timing data for each analysis intersection. In general, default parameters were used, except for locations where specific field data were available (e.g., peak-hour factors). Heavy vehicle percentages of 2% were assumed during the peak-hour.

Control delay and level-of-service for study intersections were calculated using SimTraffic (Version 10) micro-simulation, where Synchro indicated potential project impacts. SimTraffic allows better

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<sup>23</sup> Trafficware (2017) Synchro plus SimTraffic, Sugar Land TX.

testing of coordination between signals where some movements are at or near capacity. Because micro-simulation utilizes distributions of vehicle, driver, and activity data to represent the stochastic characteristics of traffic operations, a minimum of 10 model runs were averaged wherever SimTraffic results are reported. Stopped delay was used as a surrogate for control delay to determine level-of-service.

#### Macroscopic Freeway Analysis

Basic freeway segments, merge, and diverge segments were analyzed using HCS 2010<sup>24</sup> software to implement HCM 2010<sup>25</sup> methods for estimating vehicle density and level-of-service.

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<sup>24</sup> McTrans (2017) Highway Capacity Software (HCS), University of Florida, Gainesville FL.

<sup>25</sup> Transportation Research Board (2010) Highway Capacity Manual, Washington, D.C.

#### 4. EXISTING 2016 CONDITION WITH AND WITHOUT PROJECT

This section presents the Existing Condition and Existing with Project Condition, and an evaluation of the project trip generation and distribution. For purposes of this study, Existing Conditions represent typical midweek, non-holiday, traffic volumes in 2016.

##### 4.1 Existing Condition

###### Data Sources

The analysis tools require a variety of data to generate the evaluation criteria. The following sections describe data collection procedures for Existing Conditions. There were three primary data elements (roadway characteristics, intersection turning movement counts, and traffic control data); and two supplementary elements (other recent studies, and field data) that comprised the data collection program for this traffic analysis.

###### Roadway Geometry and Usage Characteristics

The geometry and usage data for the analysis were collected through aerial photographs, field visits, and prior studies. Current intersection geometry was field validated. **Table 11** shows the key items included in the geometric data and the source for each item.

**Table 11. Key Items and Sources for Geometry and Usage Data**

Key Item	Source
Lane configurations and width	Aerial photographs and field visits
Lane utilization	Prior studies, aerial photographs, and field visits
Intersection spacing	Aerial photographs and field visits
Length of storage bays	Aerial photographs and field visits
Transit stops and routes	Transit schedules, aerial photographs, and field visits
Turn prohibitions or allowance	Aerial photographs and field visits

**Lane configurations and width** – These data specify the number of lanes and the width of the roadway in each direction, and the directional turns that are allowed from each lane.

**Lane utilization** – These data specify how lanes are used by drivers, such as traffic distribution between lanes on a multi-lane roadway.

**Intersection spacing** – These data refer to the distance (in feet) between intersections.

**Length of storage bays** – These data refer to the length (in feet) of available storage for left-turning or right-turning vehicles where exclusive turn lanes are available. It is collected for right-turn lanes when the parking lane is used as a right-turn lane.

**Transit stops and routes** – A transit stop is an area where passengers await, board, alight, and transfer between transit vehicles. A transit route is the roadway that transit vehicles operate on.

**Turn prohibitions or allowance** – These data specify if right turns on red (RTOR) are allowed on the roadway.

### **Intersection Turning Movement Counts**

Existing morning and evening peak-period vehicle and pedestrian turning movement counts were collected at study intersections in May 2016. Additional counts from neighboring studies in 2014 were utilized at intersections 1, 4, 11, and 12. New counts performed for this study were collected in 15-minute (or smaller) intervals on a Tuesday, Wednesday, or Thursday when schools were in session. The older counts were scaled and balanced based on the counts collected for this study. Traffic count data sheets are provided in **Appendix A** of this report.

Peak-hour traffic counts were used to conduct the intersection level-of-service analysis. Turning movement counts at consecutive intersections were balanced and adjusted where appropriate to better reflect existing traffic flows. Observed intersection peak-hour factors (PHF) were applied. **Figure 6** provides a summary of the intersection lane geometry and peak period turning movements under Existing Conditions.

### **US 50 Peak-Hour Traffic Volume**

Traffic volume for the US 50 mixed flow lanes is based on Caltrans PeMS<sup>26</sup> data. The analysis considered mean, non-holiday, midweek, volumes from May 1, 2016 through May 31<sup>st</sup>, 2016. Wednesday May 18<sup>th</sup> volumes were selected for use in the analysis as they displayed the highest peak-hour flows, and correspond to the May 18<sup>th</sup> turning movement counts taken at the East Bidwell St interchange. Copies of the PeMS count data are included in **Appendix A**. Merge and diverge volumes were estimated based on ramp flows observed at the East Bidwell St interchange.

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<sup>26</sup> Caltrans Freeway Performance Measurement (PeMS) System, <http://pems.dot.ca.gov/>.

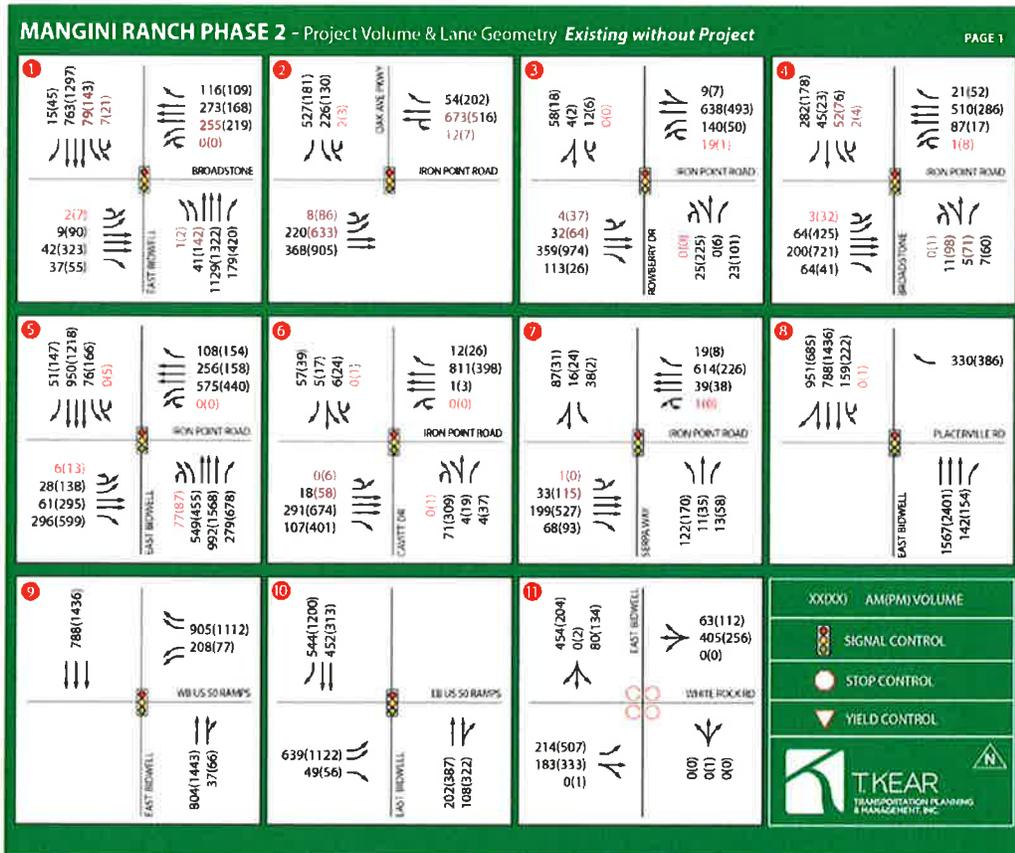


Figure 6. Mangini Ranch Phase 2 Existing Condition Turn Movements and Geometry

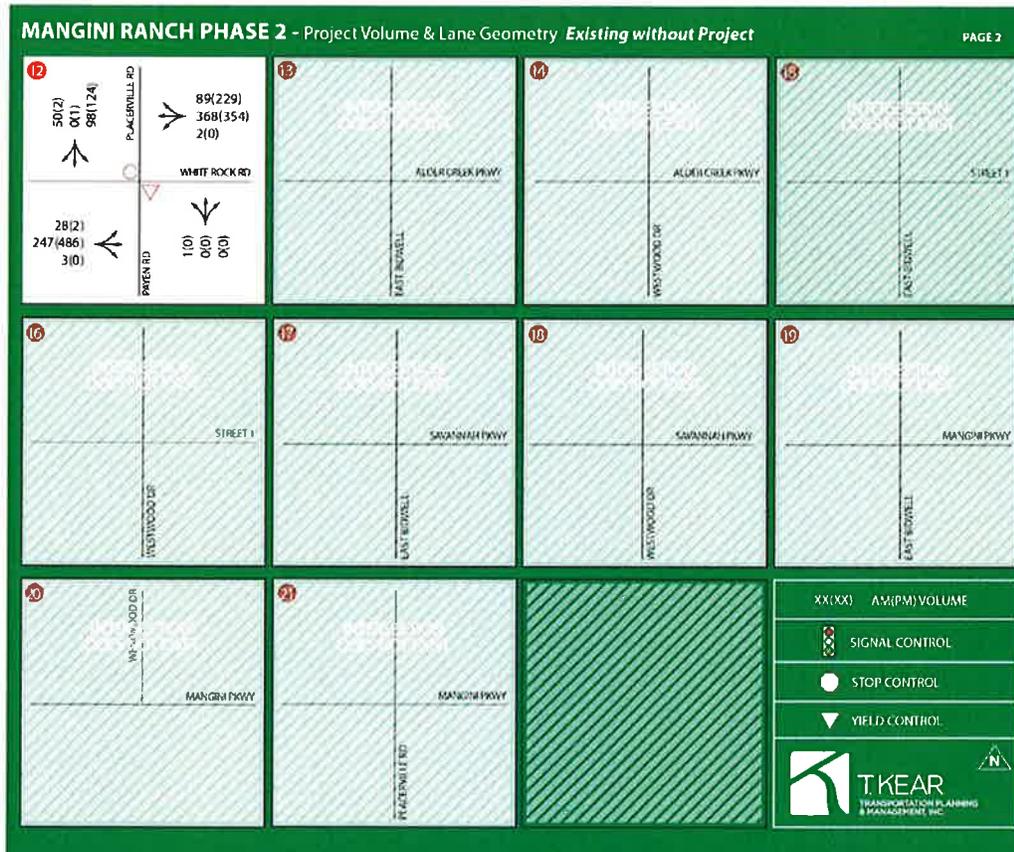


Figure 6. Mangini Ranch Phase 2 Existing Condition Turn Movements and Geometry (continued)

Existing Condition Intersection and Arterial Segment Level-of-Service

**Table 12 through Table 14** present a summary of level-of-service results for the study intersections and segments under Existing Conditions. (Note that for TWSC intersections, these tables and others in this TIS report the worst movement delay and level-of-service.) The results indicate that six intersections exceed the relevant level-of-service standard prior to the addition of project traffic. These locations are shown in a bold font. All study segments operate acceptably. Calculation sheets for intersection delay and level-of-service as well as freeway density and level-of-service are provided in **Appendix B**.

**Table 12. Existing Intersection Delay and Level-of-Service**

Study Intersection	Existing 2016 without Project Condition Control	Level-Of-Service Standard	Existing 2016 without Project Condition AM Delay (LOS)	Existing 2016 without Project Condition PM Delay (LOS)
1. Broadstone Pkwy./East Bidwell St.	Signal	C	20.0 (B)	23.1 (C)
2. Oak Ave./Iron Point Rd.	Signal	C	16.6 (B)	11.2 (B)
3. Rowberry Dr./Iron Point Rd.	Signal	C	13.4 (B)	16.2 (B)
4. Broadstone Pkwy./Iron Point Rd.	Signal	C	11.0 (B)	14.8 (C)
5. East Bidwell St./Iron Point Rd.	Signal	C	<b>44.7 (D)</b>	<b>157.9 (F)</b>
6. Cavitt Dr./Iron Point Rd.	Signal	C	11.6 (B)	21.7 (C)
7. Serpa Way/Iron Point Rd.	Signal	C	19.4 (B)	17.1 (B)
8. East Bidwell St./Placerville Rd.	Signal	C	11.5 (B)	12.9 (B)
9. East Bidwell St./WB U.S. 50 ramps	Signal	C	<b>38.6 (D)</b>	<b>46.3 (D)</b>
10. East Bidwell St./EB U.S. 50 ramps	Signal	C	19.7 (B)	<b>49.1 (D)</b>
11. East Bidwell St./White Rock Rd.	AWSC	D	<b>46.4 (E)</b>	<b>45.4 (E)</b>
12. White Rock Rd./Placerville Rd.	TWSC	D	20.8 (C) SB	<b>50.4 (F) SB</b>
13. East Bidwell St./Alder Creek Pkwy.	-	D	n/a	n/a
14. Westwood Dr./Alder Creek Pkwy.	-	D	n/a	n/a
15. East Bidwell St./Street 1	-	D	n/a	n/a
16. Westwood Dr./Street 1	-	D	n/a	n/a
17. East Bidwell St./Savannah Pkwy	-	D	n/a	n/a
18. Westwood Dr./Savannah Pkwy	-	D	n/a	n/a
19. East Bidwell St./Mangini Pkwy	-	D	n/a	n/a
20. Westwood Dr./Mangini Pkwy	-	D	n/a	n/a
21. Placerville Rd./Mangini Pkwy	-	D	n/a	n/a

Notes:

For TWSC intersections the worst approach (or movement for multi-lane approaches) is reported.  
Bold values denote level-of-service deficiencies.

**Table 13. Existing Arterial Segment Volume Level-of-Service**

Segment (Location)	Analysis Type	Level-of-Service Standard	Existing 2016 without Project Condition Volume (LOS)
1. East Bidwell St. (North of White Rock Rd.)	Moderate Access Control	D	8,860 (A)
2. White Rock Rd.(West of East Bidwell St.)	High Access Control	D	10,930 (A)
3. White Rock Rd. (East of East Bidwell St.)	High Access Control	D	5,980 (A)

**Table 14. Existing US 50 Density and Level-of-Service**

Segment	Analysis Type	Level-of-Service Standard	Existing 2016 without Project Condition AM Density (LOS)	Existing 2016 without Project Condition PM Density (LOS)
<b>Eastbound</b>				
1. EB East Bidwell St. slip off-ramp	Diverge	E	12.2 (B)	22.2 (C)
2. EB between East Bidwell St. ramps	Basic	E	9.4 (A)	14.3 (B)
3. EB East Bidwell St. loop on-ramp	Merge	E	15.2 (B)	20.7 (C)
4. EB East Bidwell St. slip on-ramp	Merge	E	16.4 (B)	23.6 (C)
<b>Westbound</b>				
5. WB East Bidwell slip off-ramp	Diverge	E	20.9 (C)	14.5 (B)
6. WB between East Bidwell St. ramps	Basic	E	13.6 (B)	7.3 (A)
7. WB East Bidwell St. loop on-ramp	Merge	E	15.5 (B)	9.3 (A)
8. WB East Bidwell St. slip on-ramp II	Merge	E	23.0 (C)	14.8 (B)

Note: Results based on PeMS data for US 50 mixed flow lanes.

#### 4.2 Assessment of Proposed Project

##### Trip Generation

Traffic generated by the proposed project was based on Institute of Transportation Engineers (ITE) Trip Generation Manual, 9<sup>th</sup> Edition (2012), and is provided in **Table 15** below. Trip generation is for both the project, consisting of the 545 single-family and multi-family dwelling units in the Tentative Map application, and for Mangini Ranch Phase 3, consisting of the 356 multi-family dwelling units in the accompanying Large Lot Map.

Table 15. Project Trip Generation

FPASP Parcel	Village	Land Use	Quantity	ITE LU		Daily	AM Trips	AM (Entering)	AM (Exiting)	PM Trips	PM (Entering)	PM (Exiting)
150	Village 1	SF	88 DU	210	Rate Trips	9.52 838	0.77 68	26% 18	74% 50	1.02 90	64% 57	36% 32
154	Village 2	SF	74 DU	210	Rate Trips	9.52 704	0.77 57	26% 15	74% 42	1.02 75	64% 48	36% 27
83	Village 3	SF	53 DU	210	Rate Trips	9.52 505	0.77 41	26% 11	74% 30	1.02 54	64% 35	36% 19
82A	Village 4	SF	72 DU	210	Rate Trips	9.52 685	0.77 55	26% 14	74% 41	1.02 73	64% 47	36% 26
84	Village 5 Village 6	SF	153 DU	210	Rate Trips	9.52 1,457	0.77 118	26% 31	74% 87	1.02 156	64% 100	36% 56
153	Village 7	MLD	69 DU	230	Rate Trips	5.81 401	0.44 30	19% 6	81% 25	0.52 36	64% 23	36% 13
82B-1	Village 8	MLD	36 DU	230	Rate Trips	5.81 209	0.44 16	19% 3	81% 13	0.52 19	64% 12	36% 7
<b>Mangini Ranch Phase 2 Tentative Map Project Trips</b>						<b>4,799</b>	<b>385</b>	<b>97</b>	<b>288</b>	<b>503</b>	<b>322</b>	<b>181</b>
151	Lot A	MHD	145 DU	221	Rate Trips	7.79 1,130	0.55 79	20% 16	80% 63	0.69 100	64% 64	36% 36
82B-2	Lot B	MLD	58 DU	230	Rate Trips	5.81 337	0.44 26	19% 5	81% 21	0.52 30	64% 19	36% 11
79B	Lot C	MLD	153 DU	230	Rate Trips	5.81 889	0.44 67	19% 13	81% 55	0.52 80	64% 51	36% 29
<b>Mangini Ranch Phase 3 Large Lot Trips</b>						<b>2,356</b>	<b>172</b>	<b>33</b>	<b>138</b>	<b>210</b>	<b>135</b>	<b>76</b>
<b>Project Plus Large Lot Map Trips</b>						<b>7,155</b>	<b>557</b>	<b>130</b>	<b>427</b>	<b>714</b>	<b>457</b>	<b>257</b>

#### Trip Distribution

Trip distribution was based on observed traffic counts and select zone analysis within the SACSIM travel demand model. New project trips were distributed as follows:

- 35% to/from the west via US 50;
- 15% to/from the east via US 50;
- 7% to/from the west via Iron Point Road;
- 7% to/from the east via Iron Point Road;
- 17% to/from the north via East Bidwell Street;
- 5% to/from the west via White Rock Road;
- 7% to/from the east via White Rock Road; and
- 7% to/from the commercial land uses at East Bidwell Street/Iron Point Road.

Trip distribution is seen visually in **Figure 7**.

#### Internal Driveway Loading

The proposed tentative map consists of 545 dwelling units in 8 villages that are anticipated to generate 385 AM peak period trips and 503 PM peak period trips. Trips were assigned to the driveways for each neighborhood based on the number of trips that each village is anticipated to generate, the internal configuration of each village, trip distribution, and engineering judgement. **Figure 8** below shows assignment of project trips at each study intersection.

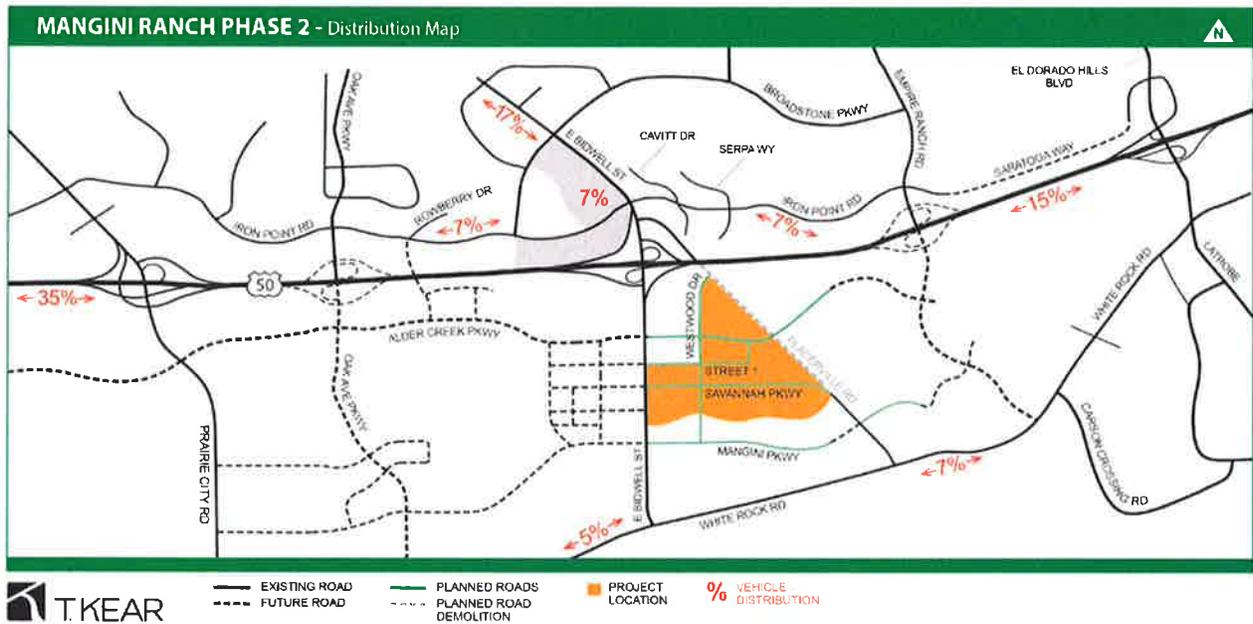


Figure 7. Project Trip Distribution

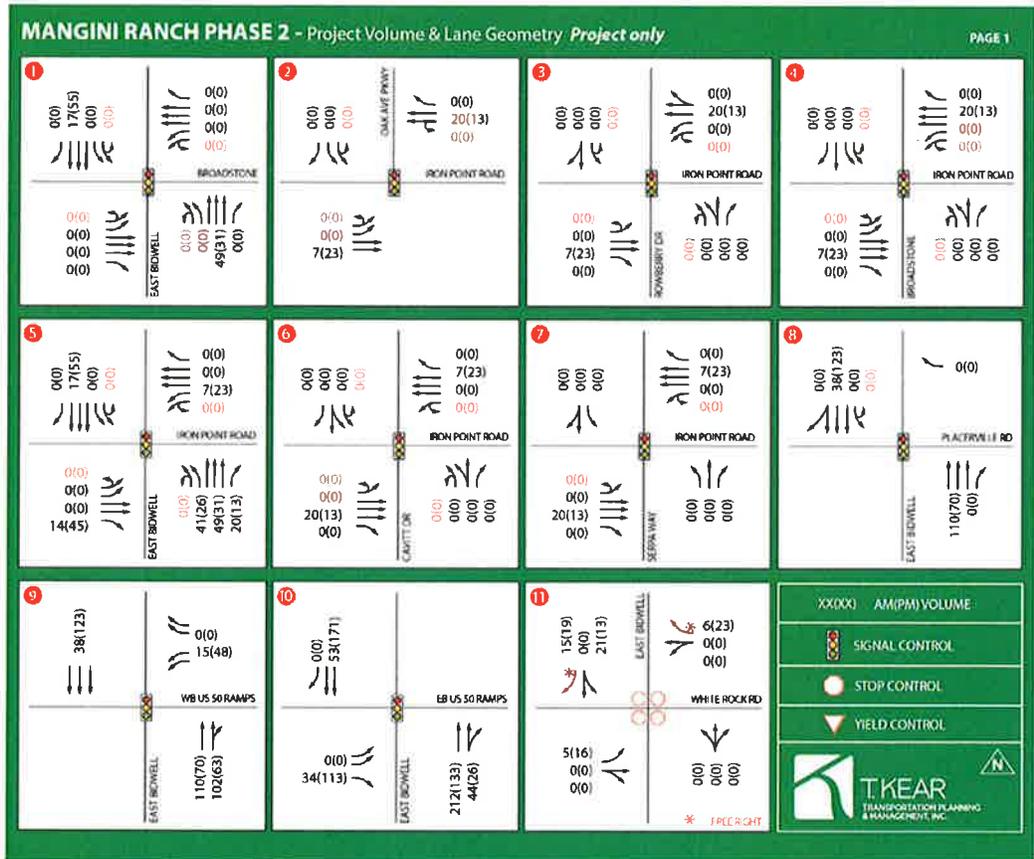


Figure 8. Mangini Ranch Phase 2 Project Trip Assignment

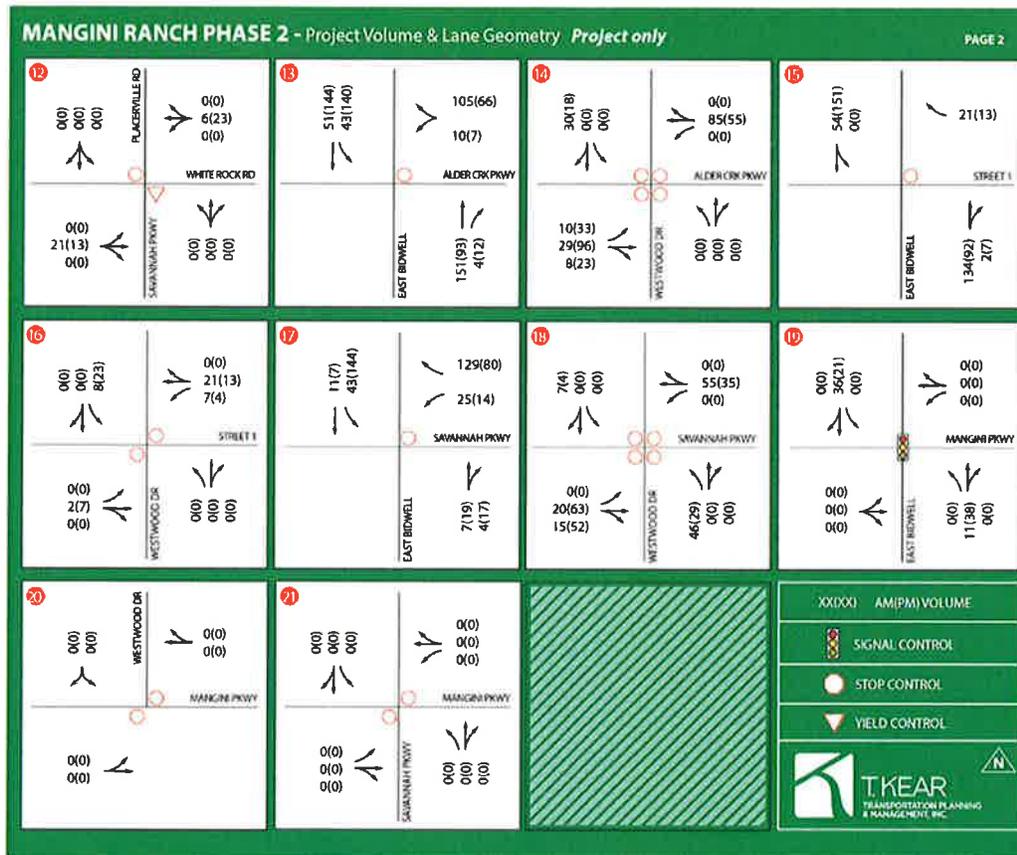


Figure 8. Mangini Ranch Phase 2 Project Trip Assignment (continued)

#### 4.3 Existing with Project Conditions

Existing trips were reassigned to project area roadways to account for the planned abandonment of Placerville Road, north of Savannah Parkway. The reassigned traffic is detailed in **Appendix D**. Peak-hour traffic associated with the project was added. Delay and level-of-service were determined at the study intersections and arterial segments. **Figure 9** summarizes the turning movements and lane configurations for the Existing with Project Condition. **Table 16** through **Table 18** presents a summary of the level-of-service results for the study intersections and segments. Intersection and roadway geometry within the study area was based on assumptions from the W/E SPA, neighboring studies<sup>27</sup>, and an evaluation the likely cumulative geometry of project area roadway (**Appendix D**). The results indicate that eight study intersections exceed the relevant level-of-service threshold, and five of those locations are called out as having a potentially significant impact. Intersections that do not achieve level-of-service thresholds are shown in a bold font, and those that have potential significant impacts are shown in a white on black style. Calculation sheets for intersection delay and level-of-service as well as freeway density and level-of-service are provided in **Appendix B**.

Note that during the AM peak period the addition of project traffic decreases the average delay at three intersections:

- # 8. East Bidwell St./Placerville Rd.
- # 9. East Bidwell St./WB U.S. 50 ramps
- #10. East Bidwell St./EB U.S. 50 ramps

Though counter-intuitive, small improvements in average delay occasionally result when the volume increases on the intersection movements with relatively low movement specific delay. Project traffic, as well as redirected traffic from abandonment of Placerville Road, adds predominantly to the northbound and southbound approaches at these intersections. Those northbound and southbound approaches on East Bidwell Street have less delay than the freeway ramps or side streets, which in turn reduces the average delay for each of these locations.

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<sup>27</sup> Including: Mangini Ranch Phase 1, White Rock Ranch, and Russel Ranch. (The Enclave, Broadstone Estates, and Folsom Heights were also considered.)

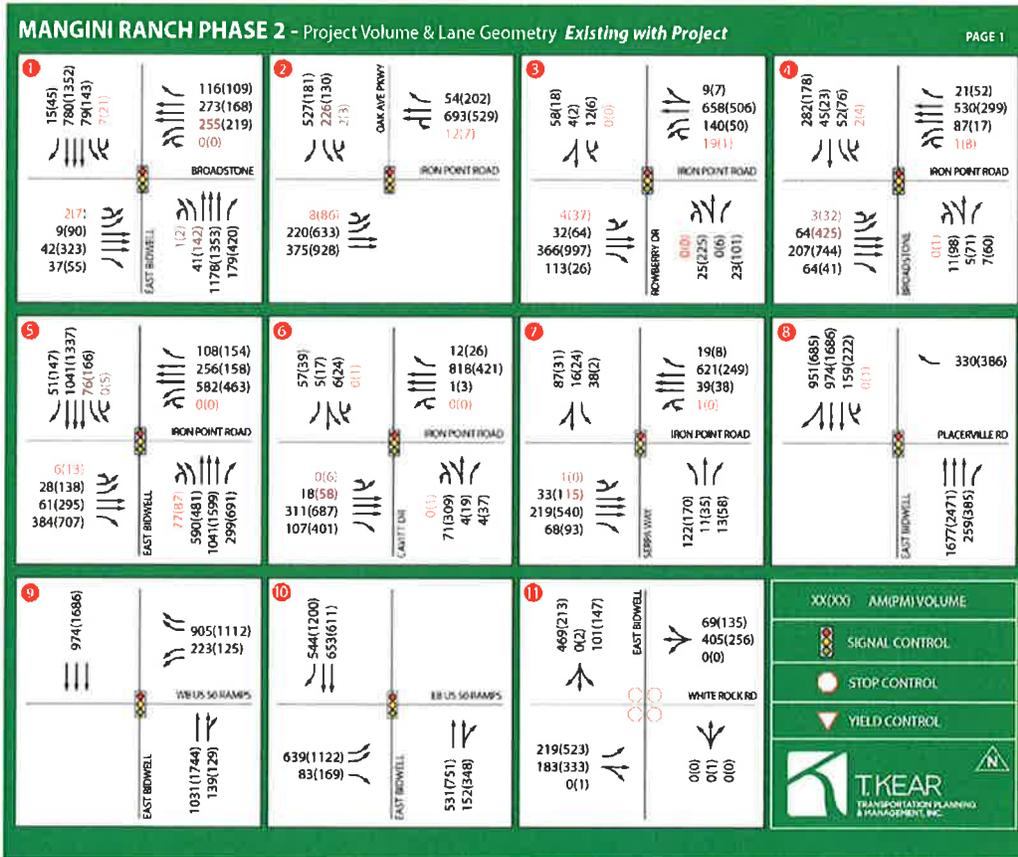


Figure 9. Existing with Project Condition Turning Movements and Lane Geometry

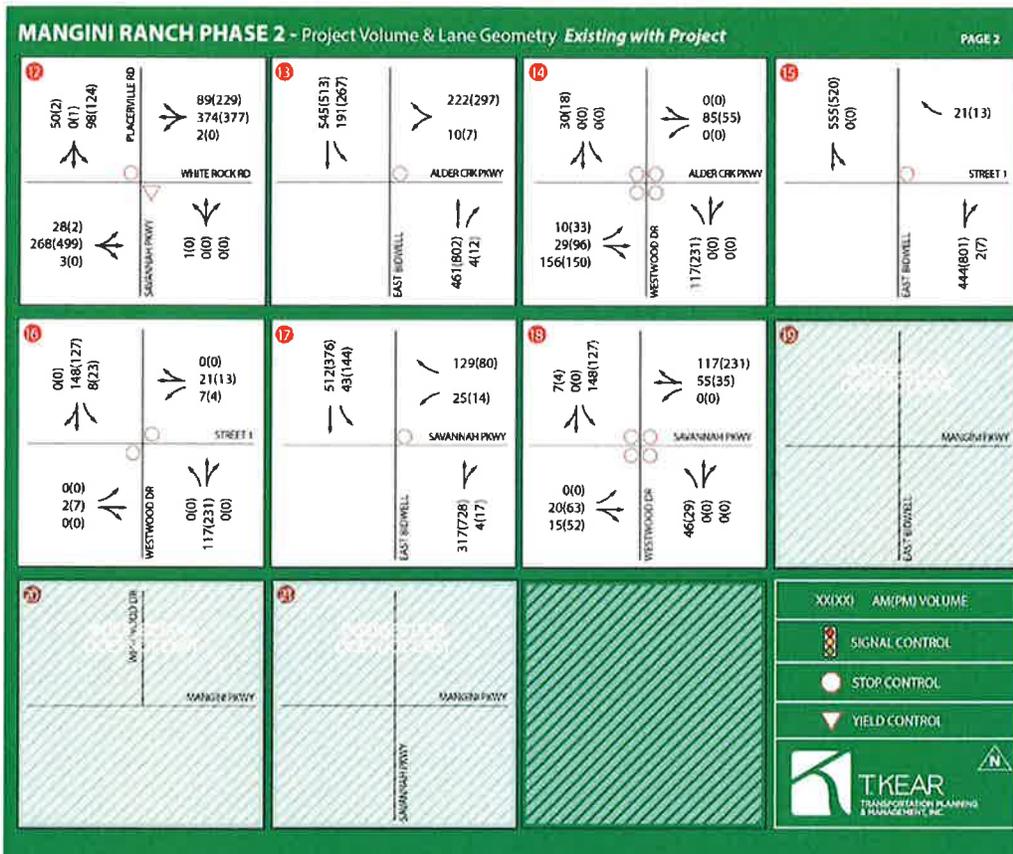


Figure 9. Existing with Project Condition Turning Movements and Lane Geometry (continued)

Table 16. Existing Intersection Delay and Level-of-Service, with and without the Project

Study Intersection	Existing 2016 with Project Condition Control	Level-of-Service Standard	Existing 2016 without Project Condition AM Delay (LOS)	Existing 2016 without Project Condition PM Delay (LOS)	Existing 2016 with Project Condition AM Delay (LOS)	Existing 2016 with Project Condition PM Delay (LOS)
1. Broadstone Pkwy./East Bidwell St.	Signal	C	20.0 (B)	23.1 (C)	20.2 (C)	23.2 (C)
2. Oak Ave./Iron Point Rd.	Signal	C	16.6 (B)	11.2 (B)	16.8 (B)	11.3 (B)
3. Rowberry Dr./Iron Point Rd.	Signal	C	13.4 (B)	16.2 (B)	13.4 (B)	16.4 (B)
4. Broadstone Pkwy./Iron Point Rd.	Signal	C	11.0 (B)	14.8 (C)	11.0 (B)	14.9 (B)
5. East Bidwell St./Iron Point Rd.	Signal	C	<b>44.7 (D)</b>	<b>157.9 (F)</b>	52.4 (D)	159.0 (F)
6. Cavitt Dr./Iron Point Rd.	Signal	C	11.6 (B)	21.7 (C)	11.6 (B)	21.7 (C)
7. Serpa Way/Iron Point Rd.	Signal	C	19.4 (B)	17.1 (B)	19.4 (B)	17.1 (B)
8. East Bidwell St./Placerville Rd.	Signal	C	11.5 (B)	12.9 (B)	11.1 (B)	13.1 (B)
9. East Bidwell St./WB U.S. 50 ramps	Signal	C	<b>38.6 (D)</b>	<b>46.3 (D)</b>	<b>35.7 (D)</b>	<b>44.5 (D)</b>
10. East Bidwell St./EB U.S. 50 ramps	Signal	C	19.7 (B)	<b>49.1 (D)</b>	16.5 (B)	<b>38.3 (D)</b>
11. East Bidwell St./White Rock Rd.	AWSC	D	<b>46.4 (E)</b>	<b>45.4 (E)</b>	53.7 (F)	54.5 (F)
12. White Rock Rd./Placerville Rd.	TWSC	D	20.8 (C) SB	<b>50.4 (F) SB</b>	21.9 (C) SB	57.6 (F) SB
13. East Bidwell St./Alder Creek Pkwy.	TWSC	D	n/a	n/a	54.1 (F) WBL	155.4 (F) WBL
14. Westwood Dr./Alder Creek Pkwy.	AWSC	D	n/a	n/a	9.0 (A)	11.2 (B)
15. East Bidwell St./Street 1	TWSC	D	n/a	n/a	11.4 (B) WB	15.8 (C) WB
16. Westwood Dr./Street 1	TWSC	D	n/a	n/a	11.2 (B) WBT	12.4 (B) WBT
17. East Bidwell St./Savannah Pkwy	TWSC	D	n/a	n/a	24.1 (C) WBL	57.9 (F) WBL
18. Westwood Dr./Savannah Pkwy	AWSC	D	n/a	n/a	9.4 (A)	9.9 (A)
19. East Bidwell St./Mangini Pkwy	-	D	n/a	n/a	n/a	n/a
20. Westwood Dr./Mangini Pkwy	-	D	n/a	n/a	n/a	n/a
21. Placerville Rd./Mangini Pkwy	-	D	n/a	n/a	n/a	n/a

Notes:

For TWSC intersections the worst approach (or movement for multi-lane approaches) is reported.

Bold values denote level-of-service deficiencies.

Values shown in reverse text (white on black) denote potentially significant impacts.

**Table 17. Existing Arterial Segment Volume and Level-of-Service, with and without the Project**

Segment (Location)	Analysis Type	Level-of-Service Standard	Existing 2016 without Project Condition Volume (LOS)	Existing 2016 with Project Condition Volume (LOS)
1. East Bidwell St. (North of White Rock Rd.)	Moderate Access Control	D	8,860 (A)	9,400 (A)
2. White Rock Rd. (West of East Bidwell St.)	High Access Control	D	10,930 (A)	11,130 (A)
3. White Rock Rd. (East of East Bidwell St.)	High Access Control	D	5,980 (A)	6,220 (A)

**Table 18. Existing US 50 Density and Level-of-Service, with and without the Project**

Segment	Analysis Type	Level-of-Service Standard	Existing 2016 without Project Condition AM Density (LOS)	Existing 2016 without Project Condition PM Density (LOS)	Existing 2016 with Project Condition AM Density (LOS)	Existing 2016 with Project Condition PM Density (LOS)
<b>Eastbound</b>						
1. EB East Bidwell St. slip off-ramp	Diverge	E	12.2 (B)	22.2 (C)	12.6 (B)	23.3 (C)
2. EB between East Bidwell St. ramps	Basic	E	9.4 (A)	14.3 (B)	9.4 (A)	14.3 (B)
3. EB East Bidwell St. loop on-ramp	Merge	E	15.2 (B)	20.7 (C)	15.2 (B)	25.4 (C)
4. EB East Bidwell St. slip on-ramp	Merge	E	16.4 (B)	23.6 (C)	16.7 (B)	28.8 (D)
<b>Westbound</b>						
5. WB East Bidwell St. slip off-ramp	Diverge	E	20.9 (C)	14.5 (B)	21.0 (C)	15.0 (B)
6. WB between East Bidwell St. ramps	Basic	E	13.6 (B)	7.3 (A)	13.6 (B)	7.3 (A)
7. WB East Bidwell St. loop on-ramp	Merge	E	15.5 (B)	9.3 (A)	16.3 (B)	9.8 (A)
8. WB East Bidwell St. slip on-ramp II	Merge	E	23.0 (C)	14.8 (B)	23.9 (C)	15.3 (B)

Note: Results based on PeMS data for US 50 mixed flow lanes.

## 5. EXISTING PLUS PLANNED AND APPROVED PROJECTS (EPPAP) CONDITION WITH AND WITHOUT PROJECT

This section presents Existing Condition traffic plus traffic from planned and approved projects that are expected to be constructed by the time the project is constructed, roughly corresponding to five years' worth of growth. This "phasing analysis" is intended to assist the City of Folsom in phasing of improvements at study intersections which by be necessary to accommodate traffic from all approved and anticipated tentative maps over the next five years in the FPASP. EPPAP Conditions are presented with and without the project. A list of planned and approved projects, with their assumed absorption, was provided in **Table 5** above. Assignment of the incremental traffic generated by the EPPAP projects through the study intersections is detailed in **Appendix D**.

### 5.1 EPPAP Conditions

EPPAP Conditions analysis utilizes lane configurations and signal timing plans from the Existing Conditions.

- Project area roadways (Alder Creek Parkway, Savannah Parkway, Westwood Drive, and Street 1 are assumed to be constructed with the 356 multi-family units in Mangini Phase 3, and the 111 multifamily units in The Enclave. Placerville Road, north of Savannah Parkway, is assumed to be abandoned with construction of Savannah Parkway and Westwood Drive.
- The East Bidwell Street/Mangini Parkway intersection is assumed to be constructed and signalized by the Mangini Ranch Phase 1 project. Mangini Ranch Phase 1 is conditioned to signalize the intersection before the five hundredth unit.
- The Mangini Parkway/Westwood Drive intersection is assumed to be constructed by the Mangini Ranch Phase 1 project
- The Savannah Parkway/Mangini Parkway intersection is assumed to be constructed as a T-intersection servicing White Rock Springs Ranch by the White Rock Springs Ranch project.

**Figure 10** summarizes the turning movements and lane configurations for the EPPAP Conditions scenario. Note that Mangini Parkway is not envisioned to connect between East Bidwell Street and Savannah Parkway in the near term. **Table 19** through **Table 21** present a summary of level-of-service results for the study intersections and segments under EPPAP Conditions. The results indicate that nine intersections exceed the relevant level-of-service standard prior to the addition of project traffic, these locations are show in a bold font. All study segments operate acceptably. Calculation sheets for intersection delay and level-of-service as well as freeway density and level-of-service are provided in **Appendix C**.

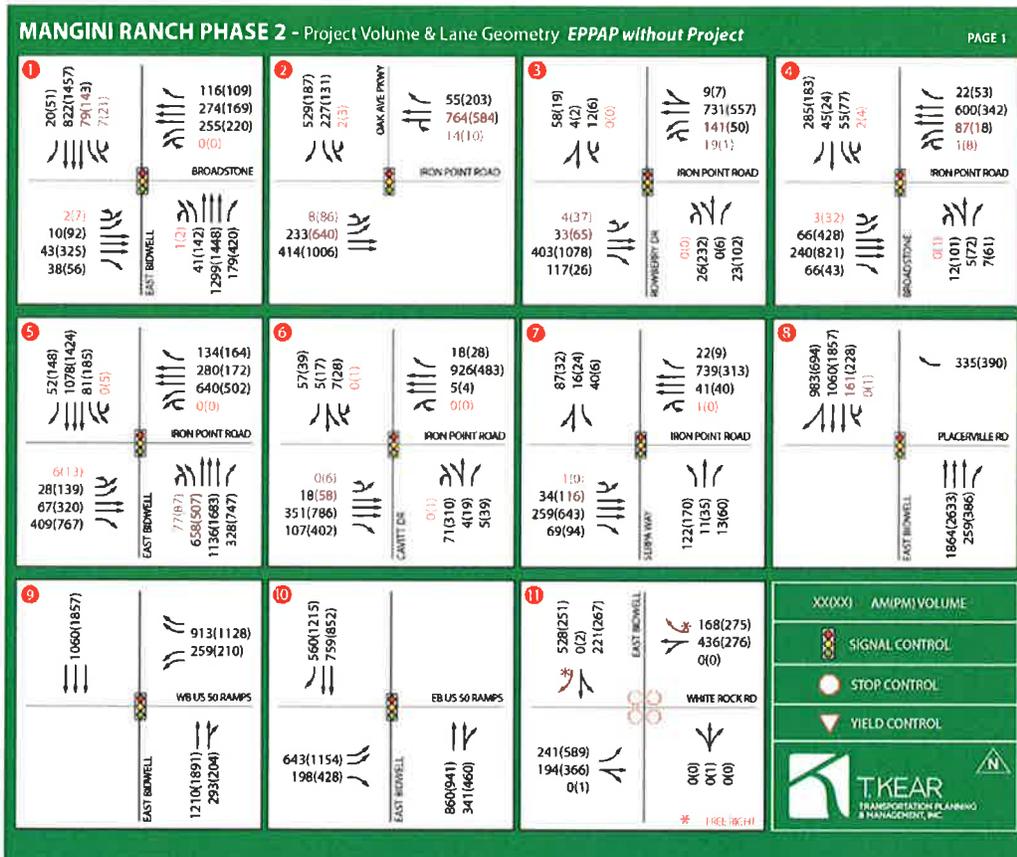


Figure 10. EPPAP Condition Turning Movements and Lane Geometry

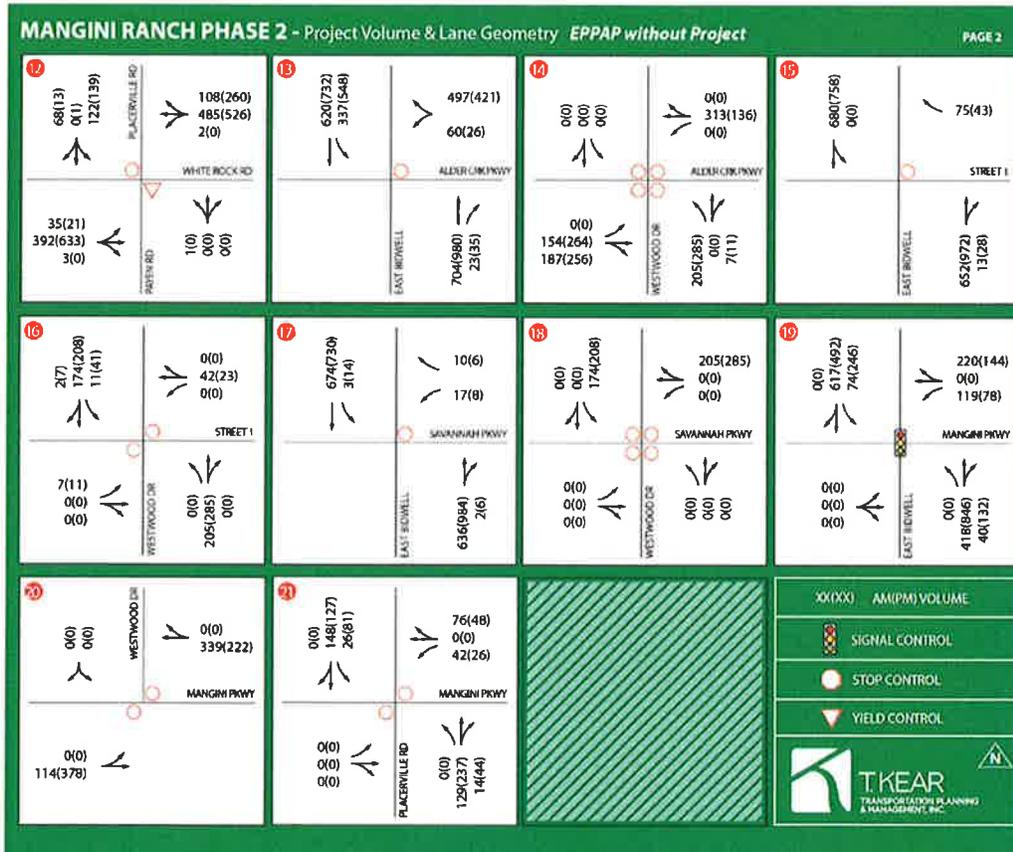


Figure 10. EPPAP Condition Turning Movements and Lane Geometry (continued)

**Table 19. EPPAP Intersection Delay and Level-of-Service**

Study Intersection	EPPAP without Project Condition Control	Level-of-Service Standard	EPPAP without Project Condition AM Delay (LOS)	EPPAP without Project Condition PM Delay (LOS)
1. Broadstone Pkwy./East Bidwell St.	Signal	C	20.7 (C)	23.8 (C)
2. Oak Ave./Iron Point Rd.	Signal	C	17.7 (B)	12.0 (B)
3. Rowberry Dr./Iron Point Rd.	Signal	C	13.6 (B)	17.4 (B)
4. Broadstone Pkwy./Iron Point Rd.	Signal	C	10.9 (B)	15.4 (B)
5. East Bidwell St./Iron Point Rd.	Signal	C	<b>65.5 (E)</b>	<b>194.3 (F)</b>
6. Cavitt Dr./Iron Point Rd.	Signal	C	11.9 (B)	21.9 (C)
7. Serpa Way/Iron Point Rd.	Signal	C	20.1 (C)	17.7 (B)
8. East Bidwell St./Placerville Rd.	Signal	C	15.6 (B)	13.6 (B)
9. East Bidwell St./WB U.S. 50 ramps	Signal	C	<b>35.6 (D)</b>	<b>46.7 (D)</b>
10. East Bidwell St./EB U.S. 50 ramps	Signal	C	16.1 (B)	<b>40.7 (D)</b>
11. East Bidwell St./White Rock Rd.	AWSC	D	<b>56.3 (F)</b>	<b>93.2 (F)</b>
12. White Rock Rd./Placerville Rd.	TWSC	D	<b>61.3 (F) SB</b>	<b>&gt;300 (F) SB</b>
13. East Bidwell St./Alder Creek Pkwy.	AWSC	D	<b>&gt;300 (F) WBL</b>	<b>&gt;300 (F) WBL</b>
14. Westwood Dr./Alder Creek Pkwy.	AWSC	D	15.1 (C)	27.7 (D)
15. East Bidwell St./Street 1	TWSC	D	15.3 (C) WB	21.2 (C) WB
16. Westwood Dr./Street 1	TWSC	D	12.8 (B) WBT	15.4 (C) EBL
17. East Bidwell St./Savannah Pkwy	TWSC	D	<b>43.4 (E) WBL</b>	<b>87.7 (F) WBL</b>
18. Westwood Dr./Savannah Pkwy	AWSC	D	9.5 (A)	10.8 (B)
19. East Bidwell St./Mangini Pkwy	Signal	D	11.4 (B)	43.2 (D)
20. Westwood Dr./Mangini Pkwy	AWSC	D	9.4 (A)	10.1 (B)
21. Placerville Rd./Mangini Pkwy	TWSC	D	11.7 (B)WBL	14.9 (B) WBL

Notes: For TWSC intersections the worst approach (or movement for multi-lane approaches) is reported.  
Bold values denote level-of-service deficiencies.

**Table 20. EPPAP Arterial Segment Volume and Level-of-Service**

Segment (Location)	Analysis Type	Level-of-Service Standard	EPPAP without Project Condition Volume (LOS)
1. East Bidwell St. (North of White Rock Rd.)	Moderate Access Control	D	12,730 (C)
2. White Rock Rd. (West of East Bidwell St.)	High Access Control	D	12,330 (B)
3. White Rock Rd. (East of East Bidwell St.)	High Access Control	D	8,410 (A)

**Table 21. EPPAP US 50 Density and Level-of-Service**

Segment	Analysis Type	Level-of-Service Standard	EPPAP without Project Condition AM Density (LOS)	EPPAP without Project Condition PM Density (LOS)
<b>Eastbound</b>				
1. EB East Bidwell St. slip off-ramp	Diverge	C	13.7 (B)	26.0 (C)
2. EB between East Bidwell St. ramps	Basic	C	9.4 (A)	14.3 (B)
3. EB East Bidwell St. loop on-ramp	Merge	C	15.4 (B)	25.6 (C)
4. EB East Bidwell St. slip on-ramp	Merge	C	19.0 (B)	29.9 (D)
<b>Westbound</b>				
5. WB East Bidwell slip off-ramp	Diverge	C	21.4 (C)	15.9 (B)
6. WB between East Bidwell St. ramps	Basic	C	13.6 (B)	7.3 (A)
7. WB East Bidwell St. loop on-ramp	Merge	C	17.5 (B)	10.5 (B)
8. WB East Bidwell St. slip on-ramp II	Merge	C	25.5 (C)	16.1 (B)

Note: Results based on PeMS data for US 50 mixed flow lanes.

### 5.2 EPPAP with Project Condition

Peak-hour traffic associated with the project was added to the EPPAP Conditions scenario traffic, then anticipated delay and level-of-service were estimated at the study intersections and US 50 study segments. **Figure 11** summarizes the turning movements and lane configurations for the EPPAP with Project Condition.

**Table 22** through **Table 24** presents a summary of the level-of-service results for the study intersections and segments under EPPAP with Project Conditions. The results indicate that ten study intersections exceed the relevant level-of-service threshold, and seven of those locations are called out as having a potentially significant impact. Intersections that do not achieve level-of-service thresholds are shown in a bold font, and those that have potential significant impacts are shown in a white on black style. Calculation sheets for intersection delay and level-of-service as well as freeway density and level-of-service are provided in **Appendix C**.

Note that during the AM peak period the addition of project traffic decreases the average delay at two intersections:

# 8. East Bidwell St./Placerville Rd.

# 9. East Bidwell St./WB U.S. 50 ramps

As mentioned previously, small improvements in average delay occasionally result when the volume increases on the intersection movements with relatively low movement specific delay. Project traffic, as well as redirected traffic from abandonment of Placerville Road, adds predominantly to the northbound and southbound approaches at these intersections. Those northbound and southbound approaches on East Bidwell Street have less delay than the freeway ramps or side streets, which in turn reduces the average delay for each of these locations.

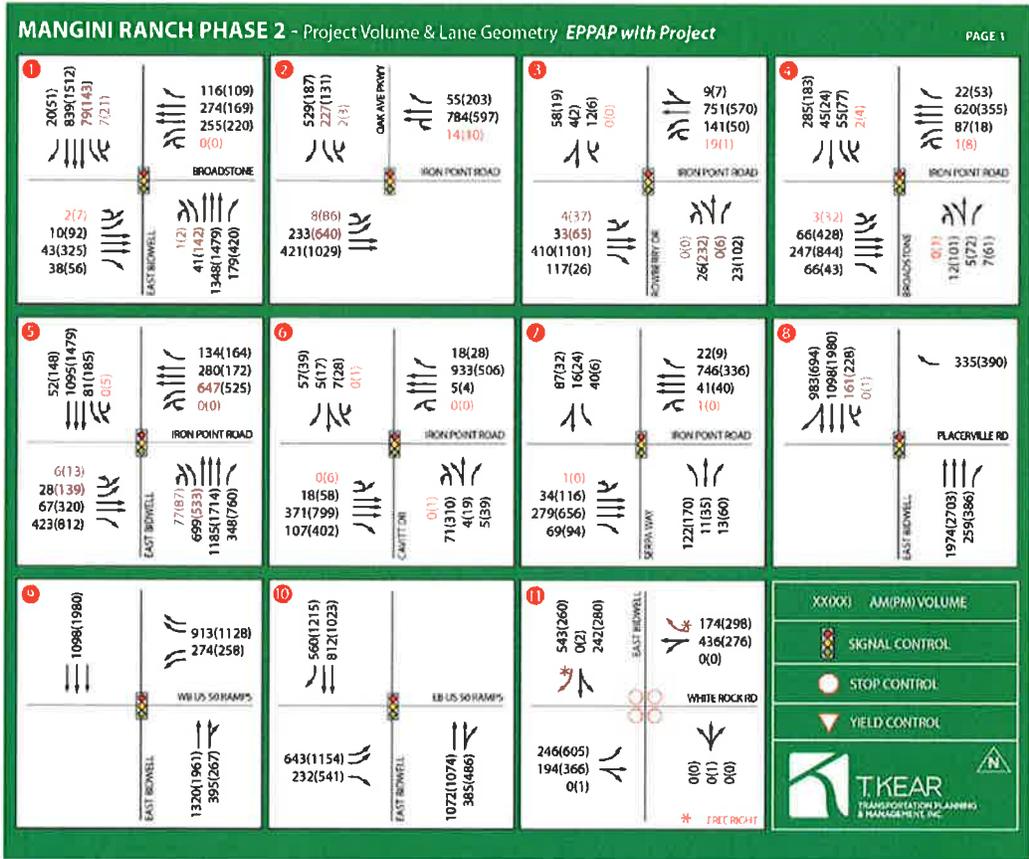


Figure 11. EPPAP with Project Condition Turning Movements and Lane Geometry

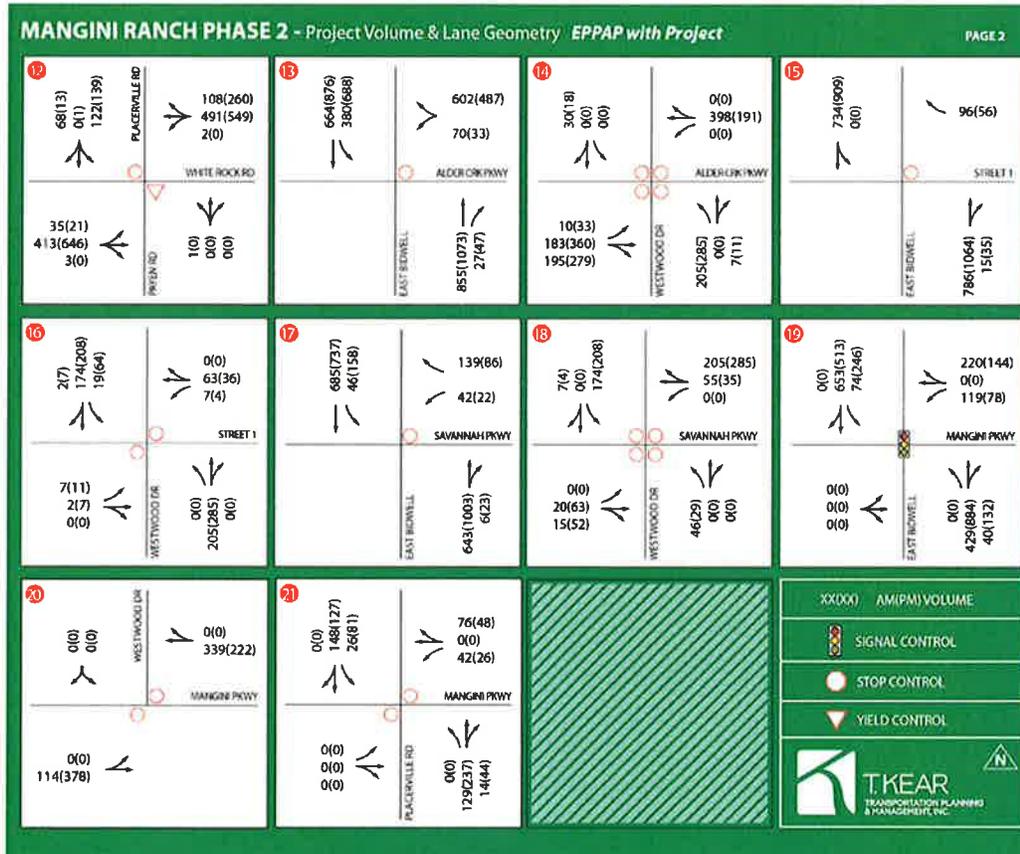


Figure 11. EPPAP with Project Condition Turning Movements and Lane Geometry (continued)

Table 22. EPPAP Intersection Delay and Level-of-Service, with and without the Project

Study Intersection	EPPAP with Project Condition Control	Level-of-Service Standard	EPPAP without Project Condition AM Delay (LOS)	EPPAP without Project Condition PM Delay (LOS)	EPPAP with Project Condition AM Delay (LOS)	EPPAP with Project Condition PM Delay (LOS)
1. Broadstone Pkwy./East Bidwell St.	Signal	C	20.7 (C)	23.8 (C)	20.9 (C)	23.9 (C)
2. Oak Ave./Iron Point Rd.	Signal	C	17.7 (B)	12.0 (B)	17.8 (B)	12.2 (B)
3. Rowberry Dr./Iron Point Rd.	Signal	C	13.6 (B)	17.4 (B)	13.6 (B)	17.6 (B)
4. Broadstone Pkwy./Iron Point Rd.	Signal	C	10.9 (B)	15.4 (B)	10.9 (B)	15.5 (B)
5. East Bidwell St./Iron Point Rd.	Signal	C	65.5 (E)	194.3 (F)	72.6 (E)	212.4 (F)
6. Cavitt Dr./Iron Point Rd.	Signal	C	11.9 (B)	21.9 (C)	11.9 (B)	22.0 (C)
7. Serpa Way/Iron Point Rd.	Signal	C	20.1 (C)	17.7 (B)	20.1 (C)	17.8 (B)
8. East Bidwell St./Placerville Rd.	Signal	C	15.6 (B)	13.6 (B)	11.5 (B)	13.7 (B)
9. East Bidwell St./WB U.S. 50 ramps	Signal	C	35.6 (D)	46.7 (D)	35.2 (D)	48.0 (D)
10. East Bidwell St./EB U.S. 50 ramps	Signal	C	16.1 (B)	40.7 (D)	16.2 (B)	47.7 (D)
11. East Bidwell St./White Rock Rd.	AWSC	D	56.3 (F)	93.2 (F)	61.1 (F)	105.5 (F)
12. White Rock Rd./Placerville Rd.	TWSC	D	61.3 (F) SB	>300 (F) SB	68.3 (F) SB	>300 (F) SB
13. East Bidwell St./Alder Creek Pkwy.	TWSC	D	>300 (F) WBL	>300 (F) WBL	>300 (F) WBL	>300 (F) WBL
14. Westwood Dr./Alder Creek Pkwy.	AWSC	D	15.1 (C)	27.7 (D)	20.3 (C)	66.7 (F)
15. East Bidwell St./Street 1	TWSC	D	15.3 (C) WB	21.2 (C) WB	19.3 (C) WB	25.8 (D) WB
16. Westwood Dr./Street 1	TWSC	D	12.8 (B) WBT	15.4 (C) EBL	13.5 (B) WBT	17.1 (C) EBL
17. East Bidwell St./Savannah Pkwy	TWSC	D	43.4 (E) WBL	87.7 (F) WBL	82.0 (F) WBL	>300 (F) WBL
18. Westwood Dr./Savannah Pkwy	AWSC	D	9.5 (A)	10.8 (B)	10.4 (B)	11.8 (B)
19. East Bidwell St./Mangini Pkwy	Signal	D	11.4 (B)	43.2 (D)	11.5 (B)	48.6 (D)
20. Westwood Dr./Mangini Pkwy	AWSC	D	9.4 (A)	10.1 (B)	9.4 (A)	10.1 (B)
21. Placerville Rd./Mangini Pkwy	TWSC	D	11.7 (B)WBL	14.9 (B) WBL	11.7 (B) WBL	14.9 (B) WBL

Notes:

For TWSC intersections the worst approach (or movement for multi-lane approaches) is reported.

Bold values denote level-of-service deficiencies.

Values shown in reverse text (white on black) denote potentially significant impacts.

**Table 23. EPPAP Arterial Segment Volume and Level-of-Service, with and without the Project**

Segment (Location)	Analysis Type	Level-of-Service Standard	EPPAP without Project Condition Volume (LOS)	EPPAP with Project Condition Volume (LOS)
1. East Bidwell St. (North of White Rock Rd.)	Moderate Access Control	D	12,730 (C)	13,270 (C)
2. White Rock Rd. (West of East Bidwell St.)	High Access Control	D	12,330 (B)	12,520 (B)
3. White Rock Rd. (East of East Bidwell St.)	High Access Control	D	8,410 (A)	8,650 (A)

**Table 24. EPPAP US 50 Density and Level-of-Service, with and without the Project**

Segment	Analysis Type	Level-of-Service Standard	EPPAP without Project Condition AM Density (LOS)	EPPAP without Project Condition PM Density (LOS)	EPPAP with Project Condition AM Density (LOS)	EPPAP with Project Condition PM Density (LOS)
<b>Eastbound</b>						
1. EB East Bidwell St. slip off-ramp	Diverge	E	13.7 (B)	26.0 (C)	14.3 (B)	27.1 (C)
2. EB between East Bidwell St. ramps	Basic	E	9.4 (A)	14.3 (B)	9.4 (A)	14.3 (B)
3. EB East Bidwell St. loop on-ramp	Merge	E	15.4 (B)	25.6 (C)	15.4 (B)	25.6 (C)
4. EB East Bidwell St. slip on-ramp	Merge	E	19.0 (B)	29.9 (D)	19.4 (B)	30.1 (D)
<b>Westbound</b>						
5. WB East Bidwell St. slip off-ramp	Diverge	E	21.4 (C)	15.9 (B)	21.6 (C)	16.4 (B)
6. WB between East Bidwell St. ramps	Basic	E	13.6 (B)	7.3 (A)	13.6 (B)	7.3 (A)
7. WB East Bidwell St. loop on-ramp	Merge	E	17.5 (B)	10.5 (B)	18.3 (B)	11.0 (B)
8. WB East Bidwell St. slip on-ramp II	Merge	E	25.5 (C)	16.1 (B)	26.3 (C)	16.6 (B)

Note: Results based on PeMS data for US 50 mixed flow lanes.

## 6. OTHER CONSIDERATIONS

### 6.1 Internal Circulation and Site Plan Review

A review of internal circulation, focused on the ultimate geometry of intersections and approaches, was conducted (**Appendix D**).

The analysis found that the level-of-service D performance standard can be achieved for all future traffic without the need for right turn pockets and/or tapers. However, there are six locations where a 60' taper or a 210' pocket (inclusive of taper) may be required at the discretion of the City Engineer, per Folsom's Roadway and Street Design Standards and Site Access Standards.

- #15 East Bidwell St/Street 1: NB right turn taper cutting into parcel Lot A.
- #16 Westwood Dr/Street 1: NB right turn taper cutting into Lot F (neighborhood park site).
- #17 East Bidwell St/Savannah Parkway: NB right turn taper cutting into Village 7.
- #18 Westwood Dr /Savannah Parkway: NB right turn taper cutting into Village 1.
- #18 Westwood Dr /Savannah Parkway: SB right turn taper cutting into Lot A.
- #18 Westwood Dr/Savannah Parkway: WB right turn pocket (150' deceleration plus 60' taper) cutting into Lot F (neighborhood park site).

### 6.2 Bicycle/Pedestrian/Transit Facilities

The project does not inhibit the use of bicycle, pedestrian, or transit facilities; eliminate existing bicycle, pedestrian, or transit facilities; or prevent the implementation of planned bicycle, pedestrian, or transit facilities.

Within the immediate vicinity of the project, the 2011 appendix to the 2007 Folsom Bikeway Master Plan and W/E SPA include Class 1 trails and Class 2 bike lanes:

- Class 1 trails are specified along the existing alignment of Placerville Road, and along the Alder Creek tributary open space corridor (located on the south side of villages 1, 2, and 7 within the project);
- Class 2 bike lanes will be included along East Bidwell Street, Alder Creek Parkway, Savannah Parkway, and Westwood Drive.

With the planned abandonment of Placerville Road, north of Savannah Parkway, the Class 1 trail in that alignment should be constructed. The project accommodates the proposed Class 1 trail along the Alder Creek tributary and internal roadways will accommodate proposed Class 2 bike lanes.

The FPASP and W/E SPA included planned Bus Rapid Transit (BRT) service along portions of Alder Creek Parkway, Westwood Drive, and Savannah Parkway. The project right-of-way dedication of these roads includes medians wide enough to accommodate the construction of guideway and transit stops within the median in the future.

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## 7. DEFICIENCIES AND RECOMMENDATIONS

This section reviews applicable mitigation from the FPASP and W/E SPA, and provides recommendations to address deficiencies under this study's four scenarios.

- Under the Existing Condition, recommendations are provided for locations that both operate deficiently, and have an impact under Existing with Project Conditions. (See Section 7.2 Existing Condition - Deficiencies and Recommendations.)
- Mitigations are provided for locations that have a project impact under Existing with Project Conditions. The project is likely to be responsible for these mitigations. (See Section 7.3 Existing with Project Condition – Deficiencies and Recommendations .)
- Recommendations are provided for the EPPAP Conditions locations that operate deficiently both with and without the project. (See Section 7.4 EPPAP without Project Condition - Deficiencies and Recommendations.)
- Mitigations are provided for the EPPAP with Project Condition at all locations that are impacted by traffic from the project and other planned and permitted projects. The project is likely to be responsible for a proportionate share of these mitigations. (See Section 7.5 EPPAP with Project Condition – Deficiencies and Recommendations.)

In total, there are 21 recommendations from this study across 7 intersections and all four scenarios. **Figure 12** on the next page provides an overview of which intersections were found to have deficiencies, and the location referred to by each of the 21 recommendations detailed in the subsections 7.2-7.5.

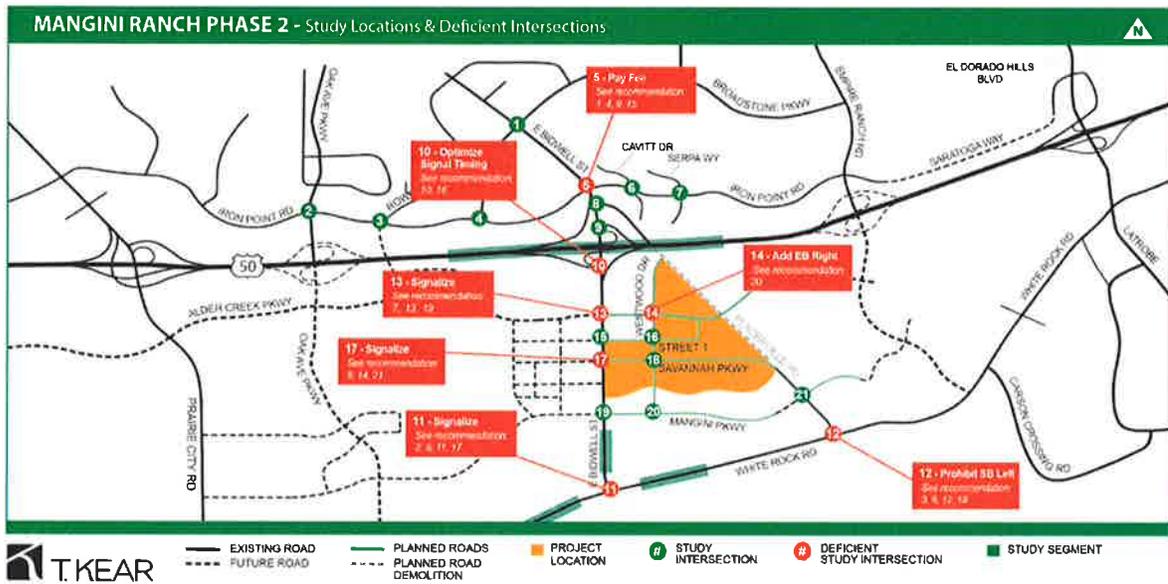


Figure 12. Study Locations, Deficiencies, And Recommendations

### 7.1 FPASP and W/E SPA Impacts and Mitigations

The project is a residential project undertaken pursuant to, and in conformity with the FPASP and W/E SPA per CEQA section 15182<sup>28</sup>. The project is subject to all mitigations and findings adopted with the FPASP and W/E SPA. Relevant mitigation measures are herein incorporated by reference. These include:

- Applicable FPASP mitigation: 3A.14.1, 3A.15-1, 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, 3A.15-2c, 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, and 3A.15-4y.
- Applicable W/E SPA mitigation: 4.16.1, and 4.16.2.
- Additional FPASP mitigation listed in the W/E SPA that was not included in the FPASP CEQA Findings of Fact and Statement of Overriding Considerations: 3A.15-1e, 3A.15-1h, and 3A.15-4e.

Table 25 summarizes the requirements of each of these measures. In all but a few cases, mitigation for these measures consists of payment of fees or the project’s proportional share towards required improvements.

**Table 25. Applicable FPASP and W/E SPA Mitigations**

<b>Table 25. Applicable FPASP and W/E SPA Mitigations</b>	
<b>Mitigation Required Action, and Significance of Impact</b>	<b>Mangini Ranch Phase 2 Requirement</b>
<p>FPASP Mitigation Measure 3A.15-1: Within project boundaries, the Applicant shall construct all feasible physical improvements necessary and available to reduce the severity of the project’s significant transportation-related impacts. Outside project boundaries, the Applicant shall be responsible for the project’s fair share of feasible physical improvements necessary and available to reduce the severity of the project’s significant transportation-related impacts. Successful implementation of some of the proposed improvements will require the cooperation of third party agencies (Sacramento and El Dorado Counties, the city of Rancho Cordova, and Caltrans), over which the City of Folsom has no control. Therefore, the DEIR found this impact <b>significant and unavoidable</b>.</p>	<p>Payment</p>

<sup>28</sup> 14 CCR 15182.

<b>Table 25. Applicable FPASP and W/E SPA Mitigations</b>	
<b>Mitigation Required Action, and Significance of Impact</b>	<b>Mangini Ranch Phase 2 Requirement</b>
FPASP Mitigation Measure 3A.15-1a: The Applicant shall pay a fair share to fund the construction of improvements to the Folsom Boulevard/ Blue Ravine Road intersection (FPASP intersection 1). With mitigation impact is <b>less-than-significant</b> .	Payment
FPASP Mitigation Measure 3A.15-1b: The Applicant shall pay a fair share to fund the construction of improvements at the Sibley Street/Blue Ravine Road intersection (FPASP intersection 2). With mitigation impact is <b>less-than-significant</b> .	Payment
FPASP Mitigation Measure 3A.15-1c: The Applicant shall fund and construct improvements to the East Bidwell Street (West)/ White Rock Road intersection (FPASP intersection 28). With mitigation impact is <b>less-than-significant</b> .	Payment
FPASP Mitigation Measure 3A.15-1e: Fund and construct improvements to the Hillside Drive/Easton Valley Parkway intersection (FPASP intersection 41).	Payment
FPASP Mitigation Measure 3A.15-1f: Fund and construct improvements to the Oak Avenue Parkway/Middle Road intersection (FPASP intersection 44). With mitigation impact is <b>less-than-significant</b> .	Payment
FPASP Mitigation Measure 3A.15-1h: Participate in fair share funding of improvements to reduce Impacts to the Hazel Avenue/Folsom Boulevard intersection (FPASP Sacramento County intersection 2).	Payment
FPASP Mitigation Measure 3A.15-1i: 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 (FPASP Sacramento County intersection 3). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.	Payment
FPASP Mitigation Measure 3A.15-1j: Participate in fair share funding of improvements to reduce impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (FPASP Sacramento County roadway segment 10). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.	Payment
FPASP Mitigation Measure 3A.15-1l: Participate in fair share funding of improvements to reduce impacts on the White Rock Road/Windfield Way intersection (FPASP El Dorado County intersection 3). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.	Payment

**Table 25. Applicable FPASP and W/E SPA Mitigations**

<b>Mitigation Required Action, and Significance of Impact</b>	<b>Mangini Ranch Phase 2 Requirement</b>
<p>FPASP Mitigation Measure 3A.15-1o: 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 (FPASP Caltrans intersection 4). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.</p>	<p>Payment</p>
<p>FPASP Mitigation Measure 3A.15-1p: Participate in fair share funding of improvements to reduce impacts on the Grant Line Road/State Route 16 intersection (FPASP Caltrans intersection 12). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.</p>	<p>Payment</p>
<p>FPASP Mitigation Measure 3A.15-1q: Participate in fair share funding of improvements to reduce impacts on eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (FPASP freeway segment 1). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.</p>	<p>Payment</p>
<p>FPASP Mitigation Measure 3A.15-1r: Participate in fair share funding of improvements to reduce impacts on eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (FPASP freeway segment 3). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.</p>	<p>Payment</p>
<p>FPASP Mitigation Measure 3A.15-1s: Participate in fair share funding of improvements to reduce impacts on eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (FPASP freeway segment 4). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.</p>	<p>Payment</p>
<p>FPASP Mitigation Measure 3A.15-1u: Participate in fair share funding of improvements to reduce impacts on westbound U.S. 50 between Prairie City Road and Folsom Boulevard (FPASP freeway segment 16). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.</p>	<p>Payment</p>
<p>FPASP Mitigation Measure 3A.15-1v: Participate in fair share funding of improvements to reduce impacts on westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (FPASP freeway segment 18). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.</p>	<p>Payment</p>
<p>FPASP Mitigation Measure 3A.15-1w: Participate in fair share funding of improvements to reduce impacts on U.S. 50 eastbound/ Folsom Boulevard ramp merge (FPASP freeway merge 4). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.</p>	<p>Payment</p>

<b>Table 25. Applicable FPASP and W/E SPA Mitigations</b>	
<b>Mitigation Required Action, and Significance of Impact</b>	<b>Mangini Ranch Phase 2 Requirement</b>
FPASP Mitigation Measure 3A.15-1x: Participate in fair share funding of improvements to reduce impacts on U.S. 50 eastbound/ Prairie City Road diverge (FPASP freeway diverge 5). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.	Payment
FPASP Mitigation Measure 3A.15-1y: Participate in fair share funding of improvements to reduce impacts on U.S. 50 eastbound/ Prairie City Road direct merge (FPASP freeway merge 6). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.	Payment
FPASP Mitigation Measure 3A.15-1z: 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 (FPASP freeway weave 8). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.	Payment
FPASP Mitigation Measure 3A.15-1aa: Participate in fair share funding of improvements to reduce impacts on U.S. 50 eastbound/ Oak Avenue Parkway loop merge (FPASP freeway merge 9). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.	Payment
FPASP Mitigation Measure 3A.15-1dd: Participate in fair share funding of improvements to reduce impacts on U.S. 50 Westbound/ Empire Ranch Road loop ramp merge (FPASP freeway merge 23). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.	Payment
FPASP Mitigation Measure 3A.15-1ee: Participate in fair share funding of improvements to reduce impacts on U.S. 50 westbound/ Oak Avenue Parkway loop ramp merge (FPASP freeway merge 29). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.	Payment
FPASP Mitigation Measure 3A.15-1ff: Participate in fair share funding of improvements to reduce impacts on U.S. 50 westbound/ Prairie City Road loop ramp merge (FPASP freeway merge 32). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.	Payment
FPASP Mitigation Measure 3A.15-1gg: Participate in fair share funding of improvements to reduce impacts on U.S. 50 westbound/ Prairie City Road direct ramp merge (FPASP freeway merge 33). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.	Payment

<b>Table 25. Applicable FPASP and W/E SPA Mitigations</b>	
<b>Mitigation Required Action, and Significance of Impact</b>	<b>Mangini Ranch Phase 2 Requirement</b>
FPASP Mitigation Measure 3A.15-1hh: Participate in fair share funding of improvements to reduce impacts on U.S. 50 eastbound/ Folsom Boulevard diverge (FPASP freeway diverge 34). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.	Payment
FPASP Mitigation Measure 3A.15-1ii: Participate in fair share funding of improvements to reduce impacts on U.S. 50 westbound/ Hazel Avenue direct ramp merge (FPASP freeway merge 38). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.	Payment
FPASP Mitigation Measure 3A.15-2a: Addresses impact 3A.15-2: increased demand for single-occupancy automobile travel in the project area. Develop commercial support services and mixed-use development concurrent with housing development, and develop and provide options for alternative transportation modes. Impact 3A.15-2 remains <b>significant and unavoidable</b> because single occupancy vehicle use in the project area is anticipated to increase, despite the mitigation.	Payment, and consideration of alternative modes, and
FPASP Mitigation Measure 3A.15-2b: Addresses impact 3A.15-2: increased demand for single-occupancy automobile travel in the project area. Participate in the city's Transportation System Management Fee Program. Impact 3A.15-2 remains <b>significant and unavoidable</b> because single occupancy vehicle use in the project area is anticipated to increase, despite the mitigation.	Payment
FPASP Mitigation Measure 3A.15-2c: Addresses impact 3A.15-2: increased demand for single-occupancy automobile travel in the project area. Participate with the U.S. 50 corridor transportation management association (TMA). Impact 3A.15-2 remains <b>significant and unavoidable</b> because single occupancy vehicles use in the project area is anticipated to increase, despite the mitigation.	Participate in TMA
FPASP Mitigation Measure 3A.15-3: Pay full cost of identified improvements that are not funded by the city's fee program. Impact 3A.15-2 remains <b>significant and unavoidable</b> . If the City can fully fund the fee program through fair share contributions or external funding sources, the impact would be significant in the short term and less-than-significant level in the long term.	Payment
FPASP Mitigation Measure 3A.15-4a: The Applicant shall pay a fair share to fund the construction of improvements to the Sibley Street/Blue Ravine Road intersection (FPASP Folsom intersection 2). With mitigation impact is <b>less-than-significant</b> .	Payment

<b>Table 25. Applicable FPASP and W/E SPA Mitigations</b>	
<b>Mitigation Required Action, and Significance of Impact</b>	<b>Mangini Ranch Phase 2 Requirement</b>
FPASP Mitigation Measure 3A.15-4b: 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). Mitigation is infeasible, Impact remains <b>significant and unavoidable</b> .	Payment
FPASP Mitigation Measure 3A.15-4c: The Applicant shall pay a fair share to fund the construction of improvements to the East Bidwell Street/Nesmith Court intersection (FPASP Folsom intersection 7). With mitigation impact is <b>less-than-significant</b> .	Payment
FPASP Mitigation Measure 3A.15-4d: The Applicant shall pay a fair share to fund the construction of improvements to the East Bidwell Street/Iron Point Road intersection (FPASP Folsom intersection 21). Mitigation is infeasible, Impact remains <b>significant and unavoidable</b> .	Payment
FPASP Mitigation Measure 3A.15-4e: The Applicant shall pay a fair share to fund the construction of improvements to the Serpa Way/ Iron Point Road intersection (FPASP Folsom intersection 23).	Payment
FPASP Mitigation Measure 3A.15-4f: The applicant shall pay a fair share to fund the construction of improvements to the Empire Ranch Road/ Iron Point Road intersection (FPASP Folsom intersection 24). With mitigation impact is <b>less-than-significant</b> .	Payment
FPASP Mitigation Measure 3A.15-4g: The Applicant shall fund and construct improvements to the Oak Avenue Parkway/ Easton Valley Parkway intersection (FPASP Folsom intersection 33). With mitigation, the impact at this future intersection is <b>less-than-significant</b> .	Payment
FPASP Mitigation Measure 3A.15-4i: Participate in fair share funding of improvements to reduce impacts on the Grant Line Road/White Rock Road intersection (FPASP Sacramento County intersection 3). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.	Payment
FPASP Mitigation Measure 3A.15-4j: Participate in fair share funding of improvements to reduce impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (FPASP Sacramento County roadway segments 5-7). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.	Payment

<b>Table 25. Applicable FPASP and W/E SPA Mitigations</b>	
<b>Mitigation Required Action, and Significance of Impact</b>	<b>Mangini Ranch Phase 2 Requirement</b>
FPASP Mitigation Measure 3A.15-4k: Participate in fair share funding of improvements to reduce impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (FPASP Sacramento County roadway segment 8). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.	Payment
FPASP Mitigation Measure 3A.15-4l: Participate in fair share funding of improvements to reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 westbound ramps (FPASP Sacramento County roadway segments 1 2-13). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.	Payment
FPASP Mitigation Measure 3A.15-4m: Participate in fair share funding of improvements to reduce impacts on White Rock Road between Grant Line Road and Prairie City Road (FPASP Sacramento County roadway segment 22). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.	Payment
FPASP Mitigation Measure 3A.15-4n: Participate in fair share funding of improvements to reduce impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (FPASP Sacramento County roadway segment 28). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.	Payment
FPASP Mitigation Measure 3A.15-4o: Participate in fair share funding of improvements to reduce impacts on the White Rock Road/ Carson Crossing Road intersection (FPASP El Dorado County intersection 1). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.	Payment
FPASP Mitigation Measure 3A.15-4p: Participate in fair share funding of improvements to reduce impacts on the Hazel Avenue/U.S. 50 Westbound Ramps intersection (FPASP Caltrans intersection 1). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.	Payment
FPASP Mitigation Measure 3A.15-4q: Participate in fair share funding of improvements to reduce impacts on eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (FPASP freeway segment 1). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.	Payment
FPASP Mitigation Measure 3A.15-4r: Participate in fair share funding of improvements to reduce impacts on eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (FPASP freeway segment 3). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.	Payment

**Table 25. Applicable FPASP and W/E SPA Mitigations**

<b>Mitigation Required Action, and Significance of Impact</b>	<b>Mangini Ranch Phase 2 Requirement</b>
<p>FPASP Mitigation Measure 3A.15-4s: Participate in fair share funding of improvements to reduce impacts on eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (FPASP freeway segment 5). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.</p>	<p>Payment</p>
<p>FPASP Mitigation Measure 3A.15-4t: Participate in fair share funding of improvements to reduce impacts on eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (FPASP freeway segment 6). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.</p>	<p>Payment</p>
<p>FPASP Mitigation Measure 3A.15-4u: Participate in fair share funding of improvements to reduce impacts on the U.S. 50 eastbound/ Prairie City Road slip ramp merge (FPASP freeway merge 6). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.</p>	<p>Payment</p>
<p>FPASP Mitigation Measure 3A.15-4v: 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 (FPASP freeway weave 7). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.</p>	<p>Payment</p>
<p>FPASP Mitigation Measure 3A.15-4w: Participate in fair share funding of improvements to reduce impacts on U.S. 50 eastbound/ Oak Avenue Parkway loop ramp merge (FPASP freeway merge 8). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.</p>	<p>Payment</p>
<p>FPASP Mitigation Measure 3A.15-4x: Participate in fair share funding of improvements to reduce impacts on U.S. 50 westbound/ Empire Ranch Road loop ramp merge (FPASP freeway merge 27). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.</p>	<p>Payment</p>
<p>FPASP Mitigation Measure 3A.15-4y: Participate in fair share funding of improvements to reduce impacts on U.S. 50 westbound/ Prairie City Road loop ramp merge (FPASP freeway merge 35). Impact remains <b>significant and unavoidable</b> because it is outside of the City's jurisdiction.</p>	<p>Payment</p>
<p>FPASP Mitigation Measure 3A.14.1: Prepare and Implement a Construction Traffic Control Plan. With mitigation impact is <b>less-than-significant</b>.</p>	<p>Condition required for improvement plans</p>

<b>Table 25. Applicable FPASP and W/E SPA Mitigations</b>	
<b>Mitigation Required Action, and Significance of Impact</b>	<b>Mangini Ranch Phase 2 Requirement</b>
<p>W/E SPA Mitigation Measure 4.16.1 The project Applicant shall pay a fair share fee towards modifying the Iron Point Road/East Bidwell Street intersection. Mitigation is infeasible, Impact remains <b>significant and unavoidable</b>. (See Also FPASP Mitigation Measure 3A.15-4d.)</p>	Payment
<p>W/E SPA Mitigation Measure 4.16.2 Project Applicant shall pay a fair share fee towards improvements to the Scott Road/Easton Valley Parkway intersection. With mitigation impact is <b>less-than-significant</b>.</p>	Payment

There are three specific mitigations from the above list that are notable, given the anticipated delay and level-of-service identified in Section 4 and Section 5 above.

- FPASP mitigation measure 3A.15-1 states that within project boundaries, the Applicant shall construct all feasible physical improvements necessary and available to reduce the severity of the project’s significant transportation-related impacts. Outside project boundaries, the Applicant shall be responsible for the project’s fair share of feasible physical improvements necessary and available to reduce the severity of the project’s significant transportation-related impacts. Successful implementation of some of the proposed improvements will require the cooperation of third party agencies (Sacramento and El Dorado Counties, the city of Rancho Cordova, and Caltrans), over which the City of Folsom has no control. Therefore, the DEIR found this impact **significant and unavoidable**.
- FPASP mitigation measure 3A.15-4d found the impact at East Bidwell Street/Iron Point Road to be **significant and unavoidable**, and states “The Applicant shall pay a fair share to fund construction of improvements to the East Bidwell Street/Iron Point Road intersection.”
- W/E SPA mitigation measure 4.16.1 states that the Applicant shall pay a fair share fee towards modifying the westbound approach to include three left-turn lanes, two thru-lanes, and one right-turn lane at the East Bidwell Street/Iron Point Road intersection. This mitigation would be physically possible but may conflict with the City’s policies on intersection design, therefore the impact remains **significant and unavoidable** and is addressed through payment of fees.

Note that “the Applicant” in the above mitigations refers to any tentative map Applicant within the W/E SPA and/or the FPASP area.

## 7.2 Existing Condition - Deficiencies and Recommendations

Five intersections were found to operate at a deficient level-of-service (**Table 12** above), three of which have a potentially significant impact when project traffic is added. Recommendations for those three intersections are presented below. All arterial and freeway study segments operate acceptably. **Table 26**, in Section 7.6, details level-of-service with and without recommendations and mitigations. Calculation sheets documenting the mitigated analysis are included in **Appendix F**.

### Intersection #5

Deficiency East Bidwell St./Iron Point Rd. AM and PM Peak-Hour

- 1 Operates at level-of-service D in the morning and F in the afternoon.

#### **Recommendation 1:**

Both the FPASP and W/E SPA identified mitigations to address level-of-service deficiencies at this location. However, those improvements all require four through lanes, and the resulting eight-lane arterials are not consistent with the City's policies. For FPASP projects, deficiencies at this location are addressed by payment of fees.

#### **Note:**

Deficiency 1 is not a new impact. Impacts at this location were identified in the environmental analysis for the FPASP and W/E SPA. See for example FPASP: mitigation 3A.15-4d, and W/E SPA: mitigation 4.16.1.

### Intersection #11

Deficiency East Bidwell St./White Rock Rd. AM and PM Peak-Hour

- 2 Operates at level-of-service E during the morning and afternoon.

#### **Recommendation 2:**

Implement either (A) or (B) below:

- (A) The JPA has programmed to relocate and signalize the East Bidwell Street/White Rock Road intersection as shown in the October 2017 geometric conceptual drawing<sup>29</sup>, or equivalent improvements (i.e., three southbound approach lanes, four eastbound approach lanes, and three westbound approach lanes). The JPA currently has more than seven million dollars programmed toward relocation and signalization of the East Bidwell Street/White Rock Road intersection, and is planning to begin acquiring right-of-way during the winter of 2018, and begin construction during the summer of 2018.<sup>30</sup> With implementation of this improvement, the level-of-service improves to B in the morning and afternoon. The

<sup>29</sup> Personal communication between Tom Kear and Miguel Ramirez, October 27, 2017

<sup>30</sup> Personal communication between Tom Kear and Miguel Ramirez, October 27, 2017.

Applicant's payment of the Sacramento County Transportation Development Fee satisfies Deficiency 2.

- (B) Signalize the existing East Bidwell Street/White Rock Road intersection with Mangini Ranch Phase 1 improvements: If the JPA project to relocate and signalize the East Bidwell Street/White Rock Road intersection is not anticipated to be constructed prior to a specific level-of-service or delay trigger requiring improvements, signalize the existing intersection with improvements described in condition 127 of the Mangini Ranch Phase 1 conditions of approval<sup>31</sup>. Mangini Ranch Phase 1 improvements at this location consist of *"Southbound on Scott Road construct a free southbound right turn lane consisting of 315 feet of deceleration length plus 50 feet storage length, excluding appropriate tapers and a 300 foot receiving /acceleration lane, excluding tapers along westbound White Rock Road. Westbound on White Rock Road, construct a free right-turn lane consisting of 315 feet of deceleration length plus 50 feet of storage length, excluding appropriate tapers, and a 300 foot receiving lane excluding appropriate tapers along northbound Scott Road."* Final improvement plans shall be approved by the City Engineer. With implementation of this improvement, the level-of-service improves to B in the morning and C in the afternoon.

**Note:**

This is not a new impact, but rather a previously identified improvement whose triggered need for implementation has been identified by this transportation impact analysis. Mitigation Measure 3A.15-1 from the FPASP DEIR<sup>32</sup> identified impacts outside of the City's jurisdiction where improvements rely on fee sharing agreements as **significant and unavoidable**. The FPASP DEIR and environmental analysis for the W/E SPA assumed that this intersection would be signalized and reconstructed with buildout of the FPASP. However, estimates of how much commercial or residential development could occur before additional lanes or signalization would be needed was left for future analysis. Sacramento County approved a plan and certified EIR for the Capital Southeast Connector that includes improvements to White Rock Road along the southern edge of the FPASP<sup>33</sup>. Reconstruction of this intersection is part of the Capital Southeast Connector Project. The FPASP Public Facilities Financing Plan (PFFP)<sup>34</sup> and Development

<sup>31</sup> City of Folsom (2015) Resolution no 9588 – Exhibit A, City Council Meeting 06/23/2015, Agenda Item No 8a.

<sup>32</sup> FPASP DEIR Exhibit 3A.15-61

<sup>33</sup> Capital Southeast Connector JPA (2012) Final Program Environmental Impact Report (State Clearinghouse #2010012066), [www.connectorjpa.net/uploads/8/3/3/5/83350278/capital\\_sec\\_v2\\_final\\_peir\\_revised\\_draft.pdf](http://www.connectorjpa.net/uploads/8/3/3/5/83350278/capital_sec_v2_final_peir_revised_draft.pdf)

<sup>34</sup> EPS (2014) Folsom Plan Area Specific Plan Public Facilities Financing Plan, Economic & Planning Systems, Inc, January 18, 2014.

Agreements<sup>35</sup> set aside \$15.2 million to be paid through the Sacramento County Transportation Development Fee as the FPASP fair share toward the Capital Southeast Connector Project (including reconstruction and signalization of this intersection). The above recommendation is consistent with the adopted plans, environmental analysis, and agreements referenced in this paragraph.

### Intersection #12

Deficiency White Rock Rd./Placerville Rd. PM Peak-Hour

3

Operates at level-of-service F during the afternoon.

#### **Recommended 3:**

Reconfigure the intersection so that Placerville Road prohibiting southbound left turns from Old Placerville Road to eastbound White Rock Road by construction of a raised median on Old Placerville Road to channelize all southbound traffic onto westbound White Rock Road. With implementation of this improvement, the level-of-service improves to B in the morning and afternoon.

#### **Note:**

As with the deficiencies listed above, Deficiency 3 is not a new impact, but rather a previously identified improvement whose triggered need for implementation has been identified by this transportation impact analysis. Mitigation Measure 3A.15-1 from the FPASP DEIR<sup>36</sup> identified impacts outside of the City's jurisdiction where improvements rely on fee sharing agreements as **significant and unavoidable**. The FPASP DEIR<sup>37</sup> and environmental analysis for the W/E SPA assumed that this intersection would be improved with buildout of the FPASP. However, estimates of how much commercial or residential development could occur before construction of improvements would be needed was left for future analysis. Sacramento County approved a plan and certified EIR for the Capital southeast Connector that includes improvements to White Rock Road along the southern edge of the FPASP<sup>38</sup>. Reconstruction of this intersection as a right-in/right-out intersection is part of the Capital Southeast Connector Project. The

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<sup>35</sup> See for example: "City of Folsom (2014) Ordinance No. 1201 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Folsom Real Estate South, LLC" and Ordinance No. 1205 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Carpenter East, LLC, adopted June 10, 2014 by the City of Folsom.

<sup>36</sup> FPASP DEIR Exhibit 3A.15-61

<sup>37</sup> FPASP DEIR Exhibit 3A.15-61

<sup>38</sup> Capital Southeast Connector JPA (2012) Final Program Environmental Impact Report (State Clearinghouse #2010012066),

[www.connectorjpa.net/uploads/8/3/3/5/83350278/capital\\_sec\\_v2\\_final\\_peir\\_revised\\_draft.pdf](http://www.connectorjpa.net/uploads/8/3/3/5/83350278/capital_sec_v2_final_peir_revised_draft.pdf)

FPASP Public Facilities Financing Plan (PFFP)<sup>39</sup> and Development Agreements<sup>40</sup> set aside \$15.2 million to be paid through the Sacramento County Transportation Development Fee as the FPASP fair share toward the Capital Southeast Connector Project (including reconstruction this intersection). Both part A and B of this recommendation are consistent with the adopted plans and agreements referenced in this paragraph.

### 7.3 Existing with Project Condition – Deficiencies and Recommendations

Five intersections were found to have project related deficiencies (**Table 16** above). Three of these locations had existing deficiencies and the mitigation at those locations consists of implementing the recommendations from the Section 7.2 above. New mitigation is proposed for the remaining two intersections. All arterial and freeway study segments operate acceptably. **Table 26**, in Section 7.6, details level-of-service with and without recommendations and mitigations. Calculation sheets documenting the mitigated analysis are included in **Appendix F**.

#### Intersection #5

Deficiency East Bidwell St./Iron Point Rd. AM and PM Peak-Hour

4

Anticipated to operate at level-of-service D in the morning and F in the afternoon. Project traffic is anticipated to increase delay by more than 5 seconds. This deficiency is **potentially significant**.

#### **Recommendation 4:**

Implement Recommendation 1 above, consisting of payment of fees. The FPASP and W/E SPA found impacts at this location **significant and unavoidable**. Project related contribution to deficiencies at this location are addressed by payment of fees.

#### **Note:**

As with deficiency above, deficiency 4 is not a new impact. Impacts at this location were identified in in the environmental analysis for the FPASP and W/E SPA. See for example FPASP: mitigation 3A.15-4d, and W/E SPA: mitigation 4.16.1.

#### Intersection #11

<sup>39</sup> EPS (2014) Folsom Plan Area Specific Plan Public Facilities Financing Plan, Economic & Planning Systems, Inc, January 18, 2014.

<sup>40</sup> See for example: "City of Folsom (2014) Ordinance No. 1201 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Folsom Real Estate South, LLC" and Ordinance No. 1205 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Carpenter East, LLC, adopted June 10, 2014 by the City of Folsom.

Deficiency East Bidwell St./White Rock Rd. AM and PM Peak-Hour

5

Operates at level-of-service E in the morning and afternoon. project traffic is anticipated to worsen level-of-service to F and increase delay by more than 5 seconds. This deficiency is **potentially significant**.

**Recommendation 5:**

Recommendation 5 is related to recommendation 2 above. Implement either (A) or (B) below:

- (A) The Capital Southeast Connector Joint Powers Authority (JPA) project has programmed to relocate and signalize the East Bidwell Street/White Rock Road intersection as shown in the October 2017 geometric conceptual drawing<sup>41</sup>, or equivalent improvements (i.e., three southbound approach lanes, four eastbound approach lanes, and three westbound approach lanes). For this With Project scenario, fair share is defined as the Mangini Ranch Phase 2 project's responsibility to the Sacramento County Transportation Development Fee. The Applicant is required to pay the Sacramento County Transportation Development Fee. With implementation of this improvement, the level-of-service improves to B in the morning and afternoon. The deficiency is reduced to **less-than-significant**.
- (B) Signalize the existing East Bidwell Street/White Rock Road intersection with Mangini Ranch Phase 1 improvements: If the JPA project to relocate and signalize the East Bidwell Street/White Rock Road intersection is not anticipated to be constructed prior to a specific level-of-service or delay trigger requiring improvements, signalize the existing intersection with improvements described in condition 127 of the Mangini Ranch Phase 1 conditions of approval<sup>42</sup>. Mangini Ranch Phase 1 improvements at this location consist of *"Southbound on Scott Road construct a free southbound right turn lane consisting of 315 feet of deceleration length plus 50 feet storage length, excluding appropriate tapers and a 300 foot receiving /acceleration lane, excluding tapers along westbound White Rock Road. Westbound on White Rock Road, construct a free right-turn lane consisting of 315 feet of deceleration length plus 50 feet of storage length, excluding appropriate tapers, and a 300 foot receiving lane excluding appropriate tapers along northbound Scott Road."* Final improvement plans shall be approved by the City Engineer. With implementation of this improvement, the level-of-service improves to B in the morning and C in the afternoon. The deficiency is reduced to **less-than-significant**.

<sup>41</sup> Personal communication between Tom Kear and Miguel Ramirez, October 27, 2017

<sup>42</sup> City of Folsom (2015) Resolution no 9588 – Exhibit A, City Council Meeting 06/23/2015, Agenda Item No 8a.

**Note:**

As deficiency 2 above, deficiency 5 is not a new impact, but rather a previously identified improvement whose triggered need for implementation has been identified by this transportation impact analysis. Mitigation Measure 3A.15-1 from the FPASP DEIR<sup>43</sup> identified impacts outside of the City's jurisdiction where improvements rely on fee sharing agreements as **significant and unavoidable**. The FPASP DEIR<sup>44</sup> and environmental analysis for the W/E SPA assumed that this intersection would be signalized and reconstructed with buildout of the FPASP. However, estimates of how much commercial or residential development could occur before additional lanes or signalization would be needed was left for future analysis. Sacramento County approved a plan and certified EIR for the Capital southeast Connector that includes improvements to White Rock Road along the southern edge of the FPASP<sup>45</sup>. Reconstruction of this intersection is part of the Capital Southeast Connector Project. The FPASP Public Facilities Financing Plan (PFFP)<sup>46</sup> and Development Agreements<sup>47</sup> set aside \$15.2 million to be paid through the Sacramento County Transportation Development Fee as the FPASP fair share toward the Capital Southeast Connector Project (including reconstruction and signalization of this intersection). The above recommendation is consistent with the adopted plans, environmental analysis, and agreements referenced in this paragraph.

**Intersection #12**

Deficiency White Rock Rd./Placerville Rd. PM Peak-Hour

6

Operates at level-of-service F, project traffic is anticipated to increase delay by more than 5 seconds. This deficiency is **potentially significant**.

**Recommendation 6:**

Implement Recommendation 3 above, consisting of prohibiting southbound left turns from Old Placerville Road to eastbound White Rock Road by construction of a raised median on Old Placerville Road to channelize all southbound traffic onto westbound White Rock Road. With implementation of this improvement, the

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<sup>43</sup> FPASP DEIR Exhibit 3A.15-61

<sup>44</sup> FPASP DEIR Exhibit 3A.15-61

<sup>45</sup> Capital Southeast Connector JPA (2012) Final Program Environmental Impact Report (State Clearinghouse #2010012066),

[www.connectorjpa.net/uploads/8/3/3/5/83350278/capital\\_sec\\_v2\\_final\\_peir\\_revised\\_draft.pdf](http://www.connectorjpa.net/uploads/8/3/3/5/83350278/capital_sec_v2_final_peir_revised_draft.pdf)

<sup>46</sup> EPS (2014) Folsom Plan Area Specific Plan Public Facilities Financing Plan, Economic & Planning Systems, Inc, January 18, 2014.

<sup>47</sup> See for example: "City of Folsom (2014) Ordinance No. 1201 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Folsom Real Estate South, LLC" and Ordinance No. 1205 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Carpenter East, LLC, adopted June 10, 2014 by the City of Folsom.

level-of-service improves to B in the morning and afternoon. The deficiency is reduced to **less-than-significant**.

**Note:**

As with deficiency 3 above, deficiency 6 is not a new impact, but rather a previously identified improvement whose triggered need for implementation has been identified by this transportation impact analysis. Mitigation Measure 3A.15-1 from the FPASP DEIR<sup>48</sup> identified impacts outside of the City's jurisdiction where improvements rely on fee sharing agreements as **significant and unavoidable**. The FPASP DEIR<sup>49</sup> and environmental analysis for the W/E SPA assumed that this intersection would be improved with buildout of the FPASP. However, estimates of how much commercial or residential development could occur before construction of improvements would be needed was left for future analysis. Sacramento County approved a plan and certified EIR for the Capital southeast Connector that includes improvements to White Rock Road along the southern edge of the FPASP<sup>50</sup>. Reconstruction of this intersection as a right-in/right-out intersection is part of the Capital southeast Connector project. The FPASP Public Facilities Financing Plan (PFFP)<sup>51</sup> and Development Agreements<sup>52</sup> set aside \$15.2 million to be paid through the Sacramento County Transportation Development Fee as the FPASP fair share toward the Capital Southeast Connector Project (including reconstruction and signalization of this intersection). Both part A and B of this recommendation are consistent with the adopted plans and agreements referenced in this paragraph.

**Intersection #13**

Deficiency East Bidwell St./Alder Creek Pkwy. AM and PM Peak-Hour

7

In the near term, this new TWSC intersection is assumed to be SB:1 thru, 1 left turn pocket; NB: 1 thru, 1 right turn pocket; and WB: 1 right, 1 left turn pocket. It is anticipated to operate at level-of-service F during the AM and PM peak-hour. Note that the ultimate configuration for this intersection would be a four-way 6x4 intersection expanded to include left and right turn pockets. The intersection is not anticipated to satisfy the peak-hour signal warrant during the AM peak-hour

<sup>48</sup> FPASP DEIR Exhibit 3A.15-61

<sup>49</sup> FPASP DEIR Exhibit 3A.15-61

<sup>50</sup> Capital Southeast Connector JPA (2012) Final Program Environmental Impact Report (State Clearinghouse #2010012066),

[www.connectorjpa.net/uploads/8/3/3/5/83350278/capital\\_sec\\_v2\\_final\\_peir\\_revised\\_draft.pdf](http://www.connectorjpa.net/uploads/8/3/3/5/83350278/capital_sec_v2_final_peir_revised_draft.pdf)

<sup>51</sup> EPS (2014) Folsom Plan Area Specific Plan Public Facilities Financing Plan, Economic & Planning Systems, Inc, January 18, 2014.

<sup>52</sup> See for example: "City of Folsom (2014) Ordinance No. 1201 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Folsom Real Estate South, LLC" and Ordinance No. 1205 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Carpenter East, LLC, adopted June 10, 2014 by the City of Folsom.

but is anticipated to satisfy that warrant during the PM peak-hour). This deficiency is **potentially significant**.

**Recommendation 7:**

Signalize with the following configuration:

Reconstruct East Bidwell as a four-lane arterial between US 50 and Alder Creek Parkway.

SB Approach: 1 thru, 2 lefts with two southbound lanes. Two lanes on East Bidwell Street between the US 50 EB off ramp and Alder Creek Parkway, and a 300' SB left turn pocket expanding the intersection to facilitate the second left turn lane.

NB Approach: 1 thru, 1 shared thru-right in a 500' turn pocket.

WB Approach: 1 left in a 200' turn pocket, 1 right.

Provide a protected phase for the SB left and split phase for the WB left. Optimize timing with an actuated-uncoordinated timing plan. With implementation of this recommendation the level-of-service improves to B during both the AM and PM peak-hours, and the deficiency is reduced to **less-than-significant**.

**Note:**

As with the deficiencies listed above, Deficiency 7 is not a new impact, but rather a previously identified improvement whose triggered need for implementation has been identified by this transportation impact analysis. This is a new intersection identified in both the FPASP DEIR<sup>53</sup> and environmental analysis for the W/E SPA. However, prior studies did not identify the amount of commercial or residential development that could occur before construction of improvements would be needed. This intersection is part of the FPASP "backbone infrastructure" and both the Specific Plan Infrastructure Fee (SPIF)<sup>54</sup> and related Development Agreements<sup>55</sup> include \$2,326,000.00 for the improvements at this intersection. The above recommendation is consistent with the adopted plans, environmental analysis, and agreements referenced in this paragraph.

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<sup>53</sup> FPASP DEIR Exhibit 3A.15-61

<sup>54</sup> EPS (2015) Folsom Plan Area Specific Plan Infrastructure Fee Nexus Study, Economic and Planning Systems, Aug 28, 2015, report EPS #142078.

<sup>55</sup> See for example: "City of Folsom (2014) Ordinance No. 1201 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Folsom Real Estate South, LLC" and Ordinance No. 1205 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Carpenter East, LLC, adopted June 10, 2014 by the City of Folsom.

### Intersection #17

Deficiency East Bidwell St./Savannah Pkwy PM Peak-Hour

8

This new TWSC intersection is planned as SB: 1 thru, 1 left turn pocket; NB: 1 thru-right: and WB: 1 shared left-right. It is anticipated to operate at level-of-service F during the PM peak-hour. The peak-hour signal warrant is satisfied. This deficiency is **potentially significant**.

#### **Recommendation 8:**

Signalize the East Bidwell Street/Savannah Parkway intersection as follows: SB approach: one thru lane, and one left-turn lane with a 100' long left-turn pocket for the left-turn lane; NB approach: one shared thru-right turn lane; WB approach: on right-turn lane, and one left-turn lane with a 60' left-turn pocket for the left-turn lane. With implementation of this improvement, the level-of-service improves to A in the morning and afternoon. The deficiency is reduced to **less-than-significant**.

#### **Note:**

As with the deficiencies listed above, Deficiency 8 is not a new impact, but rather a previously identified improvement whose triggered need for implementation has been identified by this transportation impact analysis. This is a new intersection identified in both the FPASP DEIR<sup>56</sup> and environmental analysis for the W/E SPA. However, prior studies did not identify the amount of commercial or residential development that could occur before construction of improvements would be needed. This intersection is part of the FPASP "backbone infrastructure" and both the Specific Plan Infrastructure Fee (SPIF)<sup>57</sup> and related Development Agreements<sup>58</sup> include \$1,636,000.00 for the improvements at this intersection. The above recommendation is consistent with the adopted plans, environmental analysis, and agreements referenced in this paragraph.

### 7.4 EPPAP without Project Condition - Deficiencies and Recommendations

Seven intersections were found to operate at a deficient level-of-service (Table 19 above), six of which have a potentially significant deficiency when project traffic is added. Recommendations for those six intersections are presented below. All arterial and freeway study segments operate acceptably. Table 26, in Section 7.6, details level-of-service with and without recommendations

<sup>56</sup> FPASP DEIR Exhibit 3A.15-61

<sup>57</sup> EPS (2015) Folsom Plan Area Specific Plan Infrastructure Fee Nexus Study, Economic and Planning Systems, Aug 28, 2015, report EPS #142078.

<sup>58</sup> See for example: "City of Folsom (2014) Ordinance No. 1201 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Folsom Real Estate South, LLC" and Ordinance No. 1205 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Carpenter East, LLC, adopted June 10, 2014 by the City of Folsom.

and mitigations. Calculation sheets documenting the mitigated analysis are included in Appendix F.

**Intersection #5**

Deficiency 9 East Bidwell St./Iron Point Rd. AM and PM Peak-Hour  
Operates at level-of-service E in the morning and F in the afternoon.

**Recommendation 9:**

Implement Recommendation 1 above, consisting of payment of fees. The FPASP and W/E SPA found impacts at this location to be **significant and unavoidable**.

**Note:**

As with deficiencies 1 and 4 above, deficiency 9 is not a new impact. Impacts at this location were identified in the environmental analysis for the FPASP and W/E SPA. See for example FPASP: mitigation 3A.15-4d, and W/E SPA: mitigation 4.16.1.

**Intersection #10**

Deficiency 10 East Bidwell St./EB US 50 ramps, PM Peak-Hour  
Anticipated to operate at level-of-service D.

**Recommendation 10:**

Optimize signal timing plan using an actuated-uncoordinated 90 second cycle length. With implementation of this recommendation the level-of-service improves to B in the morning and C in the afternoon.

**Note:**

The FPASP DEIR<sup>59</sup> and environmental analysis for the W/E SPA assumed that this intersection would be expanded with the FPASP. Modifications to this intersection with traffic from multiple tentative maps is consistent with findings of prior environmental studies.

**Intersection #11**

Deficiency 11 East Bidwell St./White Rock Rd. AM and PM Peak-Hour  
Anticipated to operate at level-of-service F during the morning and afternoon.

**Recommendation 11:**

Implement Recommendation 2 above, consisting of either the Applicant's Sacramento County Transportation Development Fee payment toward the planned JPA project to relocate and signalize the intersection, or signalizing the existing intersection with the addition of the Mangini Ranch Phase 1 improvement conditions. With implementation of this improvement, the level-of-service improves to B in the morning and C in the afternoon, or better.

**Note:**

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<sup>59</sup> FPASP DEIR Exhibit 3A.15-61

As previously discussed under deficiencies 2 and 5, this is not a new impact, but rather a previously identified improvement whose triggered need for implementation has been identified by this transportation impact analysis. Mitigation Measure 3A.15-1 from the FPASP DEIR<sup>60</sup> identified impacts outside of the City's jurisdiction where improvements rely on fee sharing agreements as **significant and unavoidable**. The FPASP DEIR<sup>61</sup> and environmental analysis for the W/E SPA assumed that this intersection would be signalized and reconstructed with buildout of the FPASP. However, estimates of how much commercial or residential development could occur before additional lanes or signalization would be needed was left for future analysis. Sacramento County approved a plan and certified EIR for the Capital Southeast Connector that includes improvements to White Rock Road along the southern edge of the FPASP<sup>62</sup>. Reconstruction of this intersection is part of the Capital Southeast Connector Project. The FPASP Public Facilities Financing Plan (PFFP)<sup>63</sup> and Development Agreements<sup>64</sup> set aside \$15.2 million to be paid through the Sacramento County Transportation Development Fee as the FPASP fair share toward the Capital Southeast Connector Project (including reconstruction and signalization of this intersection). The above recommendation is consistent with the adopted plans, environmental analysis, and agreements referenced in this paragraph.

#### Intersection #12

Deficiency 12 White Rock Rd./Placerville Rd. PM Peak-Hour  
Operates at level-of-service F during the morning and afternoon.

#### **Recommended 12:**

Implement Recommendation 3 above, consisting of prohibiting southbound left turns from Old Placerville Road to eastbound White Rock Road by construction of a raised median on Old Placerville Road to channelize all southbound traffic onto westbound White Rock Road. With implementation of this improvement, the level-of-service improves to C in the morning and afternoon.

#### **Note:**

<sup>60</sup> FPASP DEIR Exhibit 3A.15-61

<sup>61</sup> FPASP DEIR Exhibit 3A.15-61

<sup>62</sup> Capital Southeast Connector JPA (2012) Final Program Environmental Impact Report (State Clearinghouse #2010012066),

[www.connectorjpa.net/uploads/8/3/3/5/83350278/capital\\_sec\\_v2\\_final\\_peir\\_revised\\_draft.pdf](http://www.connectorjpa.net/uploads/8/3/3/5/83350278/capital_sec_v2_final_peir_revised_draft.pdf)

<sup>63</sup> EPS (2014) Folsom Plan Area Specific Plan Public Facilities Financing Plan, Economic & Planning Systems, Inc, January 18, 2014.

<sup>64</sup> See for example: "City of Folsom (2014) Ordinance No. 1201 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Folsom Real Estate South, LLC" and Ordinance No. 1205 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Carpenter East, LLC, adopted June 10, 2014 by the City of Folsom.

As with deficiencies 3 and 6 above, deficiency 12 is not a new impact, but rather a previously identified improvement whose triggered need for implementation has been identified by this transportation impact analysis. Mitigation Measure 3A.15-1 from the FPASP DEIR<sup>65</sup> identified impacts outside of the City's jurisdiction where improvements rely on fee sharing agreements as **significant and unavoidable**. The FPASP DEIR<sup>66</sup> and environmental analysis for the W/E SPA assumed that this intersection would be improved with buildout of the FPASP. However, estimates of how much commercial or residential development could occur before construction of improvements would be needed was left for future analysis. Sacramento County approved a plan and certified EIR for the Capital Southeast Connector that includes improvements to White Rock Road along the southern edge of the FPASP<sup>67</sup>. Reconstruction of this intersection as a right-in/right-out intersection is part of the Capital Southeast Connector project. The FPASP Public Facilities Financing Plan (PFFP)<sup>68</sup> and Development Agreements<sup>69</sup> set aside \$15.2 million to be paid through the Sacramento County Transportation Development Fee as the FPASP fair share toward the Capital Southeast Connector Project (including reconstruction and signalization of this intersection). Both part A and B of this recommendation are consistent with the adopted plans and agreements referenced in this paragraph.

### Intersection #13

Deficiency 13 East Bidwell St./Alder Creek Pkwy. AM and PM Peak-Hour  
Operates at level-of-service F during the morning and afternoon.

#### **Recommendation 13:**

Implement recommendation 7 above, consisting of signalization of the intersection and reconstruction of East Bidwell as a four-lane arterial between US 50 and Alder Creek Parkway. With this recommendation, the intersection is expected to operate at level-of-service B in the morning and C in the afternoon.

#### **Note:**

As with deficiency 7 above, deficiency 13 is not a new impact, but rather a previously identified improvement whose triggered need for implementation has been identified by this transportation impact analysis. This is a new intersection

<sup>65</sup> FPASP DEIR Exhibit 3A.15-61

<sup>66</sup> FPASP DEIR Exhibit 3A.15-61

<sup>67</sup> Capital Southeast Connector JPA (2012) Final Program Environmental Impact Report (State Clearinghouse #2010012066),

[www.connectorjpa.net/uploads/8/3/3/5/83350278/capital\\_sec\\_v2\\_final\\_peir\\_revised\\_draft.pdf](http://www.connectorjpa.net/uploads/8/3/3/5/83350278/capital_sec_v2_final_peir_revised_draft.pdf)

<sup>68</sup> EPS (2014) Folsom Plan Area Specific Plan Public Facilities Financing Plan, Economic & Planning Systems, Inc, January 18, 2014.

<sup>69</sup> See for example: "City of Folsom (2014) Ordinance No. 1201 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Folsom Real Estate South, LLC" and Ordinance No. 1205 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Carpenter East, LLC, adopted June 10, 2014 by the City of Folsom.

identified in both the FPASP DEIR<sup>70</sup> and environmental analysis for the W/E SPA. However, prior studies did not identify the amount of commercial or residential development that could occur before construction of improvements would be needed. This intersection is considered to be part of the FPASP “backbone infrastructure” and both the Specific Plan Infrastructure Fee (SPIF)<sup>71</sup> and related Development Agreements<sup>72</sup> include \$2,326,000.00 for the improvements at this intersection. The above recommendation is consistent with the adopted plans, environmental analysis, and agreements referenced in this paragraph.

**Intersection #17**

Deficiency East Bidwell St./Savannah Pkwy AM and PM Peak-Hour  
14 Operates at level-of-service E in the morning and F in the afternoon.

**Recommendation 14:**

Implement recommendation 8 above, consisting of signaling the intersection and adding a 60’ WB left turn pocket. With implementation of this recommendation the level-of-service improves to A in the morning and afternoon.

**Note:**

As with deficiency 8 above, deficiency 14 is not a new impact, but rather a previously identified improvement whose triggered need for implementation has been identified by this transportation impact analysis. This is a new intersection identified in both the FPASP DEIR<sup>73</sup> and environmental analysis for the W/E SPA. However, prior studies did not identify the amount of commercial or residential development could occur before construction of improvements would be needed. This intersection is part of the FPASP “backbone infrastructure” and both the Specific Plan Infrastructure Fee (SPIF)<sup>74</sup> and related Development Agreements<sup>75</sup> include \$1,636,000.00 for the improvements at this intersection. The above recommendation is consistent with the adopted plans, environmental analysis, and agreements referenced in this paragraph.

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<sup>70</sup> FPASP DEIR Exhibit 3A.15-61

<sup>71</sup> EPS (2015) Folsom Plan Are Specific Plan Infrastructure Fee Nexus Study, Economic and Planning Systems, Aug 28, 2015, report EPS #142078.

<sup>72</sup> See for example: “City of Folsom (2014) Ordinance No. 1201 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Folsom Real Estate South, LLC” and Ordinance No. 1205 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Carpenter East, LLC, adopted June 10, 2014 by the City of Folsom.

<sup>73</sup> FPASP DEIR Exhibit 3A.15-61

<sup>74</sup> EPS (2015) Folsom Plan Are Specific Plan Infrastructure Fee Nexus Study, Economic and Planning Systems, Aug 28, 2015, report EPS #142078.

<sup>75</sup> See for example: “City of Folsom (2014) Ordinance No. 1201 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Folsom Real Estate South, LLC” and Ordinance No. 1205 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Carpenter East, LLC, adopted June 10, 2014 by the City of Folsom.

### 7.5 EPPAP with Project Condition – Deficiencies and Recommendations

Seven intersections were found to have project related impacts (Table 22 above). Six of which had deficiencies without the project traffic, and mitigation at those locations consists of implementing the recommendations from the Section 7.4 above. New mitigation is proposed for the remaining intersection. All arterial and freeway study segments operate acceptably. Table 26, in Section 7.6, details level-of-service with and without recommendations and mitigations. Calculation sheets documenting the mitigated analysis are included in Appendix F.

#### Intersection #5

Deficiency East Bidwell St./Iron Point Rd. AM and PM Peak-Hour

- 15 Anticipated to operate at level-of-service E in the morning and F in the afternoon, project traffic is anticipated to increase delay by more than 5 seconds. This deficiency is **potentially significant**.

#### **Recommendation 15:**

Implement recommendation 1 above, consisting of payment of fees. The FPASP and W/E SPA found this impact to **be significant and unavoidable**. Project related contribution to deficiencies at this location are addressed by payment of fees.

#### **Note:**

As with the deficiencies 1, 4, and 9 above. Deficiency 15 is not a new impact. Impacts at this location were identified in in the environmental analysis for the FPASP and W/E SPA. See for example FPASP: mitigation 3A.15-4d, and W/E SPA: mitigation 4.16.1.

#### Intersection #10

Deficiency East Bidwell St./EB US 50 ramps, PM Peak-Hour

- 16 Anticipated to operate at level-of-service F during the afternoon, project traffic is anticipated to increase the afternoon delay by more than 5 seconds. This deficiency is **potentially significant**.

#### **Recommendation 16:**

Implement recommendation 10 above, consisting of optimizing signal timing. With implementation of this mitigation the level-of-service improves to B in the morning and C in the afternoon, and the deficiency is reduced to **less-than-significant**.

#### **Note:**

As with deficiencies 10 above, deficiency 16 is not a new impact. The FPASP DEIR<sup>76</sup> and environmental analysis for the W/E SPA assumed that this intersection would be expanded with the FPASP. Modifications to this intersection with traffic from multiple tentative maps is consistent with findings of prior environmental studies.

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<sup>76</sup> FPASP DEIR Exhibit 3A.15-61

**Intersection #11**

Deficiency East Bidwell St./White Rock Rd. PM Peak-Hour

17

Anticipated to operate at level-of-service F during both the morning and afternoon, project traffic is anticipated to increase the afternoon delay by more than 5 seconds. This deficiency is **potentially significant**.

**Recommendation 17:**

Implement recommendation 2, 5 above, consisting of either consisting of either the Applicant's Sacramento County Transportation Development Fee payment toward the planned JPA project to relocate and signalize the intersection, or signalizing the existing intersection with the addition of the Mangini Ranch Phase 1 improvement conditions. For this with project scenario, fair share toward the JPA project is defined as the Mangini Ranch Phase 2 projects responsibility to the Sacramento County Transportation Development Fee. With implementation of this mitigation the level-of-service improves to B in the morning and D in the afternoon or better, and the deficiency is reduced to **less-than-significant**.

**Note:**

As with deficiencies 2, 5, and 11 above, deficiency 17 is not a new impact, but rather a previously identified improvement whose triggered need for implementation has been identified by this transportation impact analysis. Mitigation Measure 3A.15-1 from the FPASP DEIR<sup>77</sup> identified impacts outside of the City's jurisdiction where improvements rely on fee sharing agreements as **significant and unavoidable**. The FPASP DEIR<sup>78</sup> and environmental analysis for the W/E SPA assumed that this intersection would be signalized and reconstructed with buildout of the FPASP. However, estimates of how much commercial or residential development could occur before additional lanes or signalization would be needed was left for future analysis. Sacramento County approved a plan and certified EIR for the Capital southeast Connector that includes improvements to White Rock Road along the southern edge of the FPASP<sup>79</sup>. Reconstruction of this intersection is part of the Capital Southeast Connector project. The FPASP Public Facilities Financing Plan (PFFP)<sup>80</sup> and Development Agreements<sup>81</sup> set aside \$15.2 million to be paid through the Sacramento County Transportation Development

<sup>77</sup> FPASP DEIR Exhibit 3A.15-61

<sup>78</sup> FPASP DEIR Exhibit 3A.15-61

<sup>79</sup> Capital Southeast Connector JPA (2012) Final Program Environmental Impact Report (State Clearinghouse #2010012066),

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<sup>80</sup> EPS (2014) Folsom Plan Area Specific Plan Public Facilities Financing Plan, Economic & Planning Systems, Inc, January 18, 2014.

<sup>81</sup> See for example: "City of Folsom (2014) Ordinance No. 1201 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Folsom Real Estate South, LLC" and Ordinance No. 1205 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Carpenter East, LLC, adopted June 10, 2014 by the City of Folsom.

Fee as the FPASP fair share toward the Capital Southeast Connector Project (including reconstruction and signalization of this intersection). The above recommendation is consistent with the adopted plans, environmental analysis, and agreements referenced in this paragraph.

### Intersection #12

Deficiency 18 White Rock Rd./Placerville Rd. AM and PM Peak-Hour  
Operates at level-of-service F during the morning and afternoon, project traffic is anticipated to increase delay by more than 5 seconds. This deficiency is **potentially significant**.

#### Recommendation 18:

Implement Recommendation 3 above, consisting of prohibiting southbound left turns from Old Placerville Road to eastbound White Rock Road by construction of a raised median on Old Placerville Road to channelize all southbound traffic onto westbound White Rock Road. With implementation of this mitigation the level-of-service improves to C in the morning and afternoon, and the deficiency is reduced to **less-than-significant**.

#### Note:

As with deficiencies 3, 6, and 12 above, deficiency 18 is not a new impact, but rather a previously identified improvement whose triggered need for implementation has been identified by this transportation impact analysis. Mitigation Measure 3A.15-1 from the FPASP DEIR<sup>82</sup> identified impacts outside of the City's jurisdiction where improvements rely on fee sharing agreements as **significant and unavoidable**. The FPASP DEIR<sup>83</sup> and environmental analysis for the W/E SPA assumed that this intersection would be improved with buildout of the FPASP. However, estimates of how much commercial or residential development could occur before construction of improvements would be needed was left for future analysis. Sacramento County approved a plan and certified EIR for the Capital southeast Connector that includes improvements to White Rock Road along the southern edge of the FPASP<sup>84</sup>. Reconstruction of this intersection as a right-in/right-out intersection is part of the Capital Southeast Connector project. The FPASP Public Facilities Financing Plan (PFFP)<sup>85</sup> and Development Agreements<sup>86</sup>

<sup>82</sup> FPASP DEIR Exhibit 3A.15-61

<sup>83</sup> FPASP DEIR Exhibit 3A.15-61

<sup>84</sup> Capital Southeast Connector JPA (2012) Final Program Environmental Impact Report (State Clearinghouse #2010012066),

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<sup>85</sup> EPS (2014) Folsom Plan Area Specific Plan Public Facilities Financing Plan, Economic & Planning Systems, Inc, January 18, 2014.

<sup>86</sup> See for example: "City of Folsom (2014) Ordinance No. 1201 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Folsom Real Estate South, LLC" and Ordinance No. 1205 - An Uncodified Ordinance of the City of Folsom Approving the

set aside \$15.2 million to be paid through the Sacramento County Transportation Development Fee as the FPASP fair share toward the Capital Southeast Connector Project (including reconstruction and signalization of this intersection). Both part A and B of this recommendation are consistent with the adopted plans and agreements referenced in this paragraph.

**Intersection #13**

Deficiency East Bidwell St./Alder Creek Pkwy. AM and Peak-Hour

- 19 Operates at level-of-service F during the morning and afternoon, and project traffic is anticipated to increase delay by more than 5 seconds. This deficiency is **potentially significant**.

**Recommendation 19:**

Implement recommendation 7 above. With implementation of this mitigation the level-of-service improves to C during both the AM and PM peak-hours, and the deficiency is reduced to **less-than-significant**.

**Note:**

As with the deficiency 7 above, Deficiency 19 is not a new impact, but rather a previously identified improvement whose triggered need for implementation has been identified by this transportation impact analysis. This is a new intersection identified in both the FPASP DEIR<sup>87</sup> and environmental analysis for the W/E SPA. However, prior studies did not identify the amount of commercial or residential development could occur before construction of improvements would be needed. This intersection is part of the FPASP “backbone infrastructure” and both the Specific Plan Infrastructure Fee (SPIF)<sup>88</sup> and related Development Agreements<sup>89</sup> include \$2,326,000.00 for the improvements at this intersection. The above recommendation is consistent with the adopted plans, environmental analysis, and agreements referenced in this paragraph.

**Intersection #14**

Deficiency Westwood Dr./Alder Creek Pkwy PM Peak-Hour

- 20 In the near term, this new intersection is assumed to be have a shared thru-right with left turn pocket on each approach, with all-way-stop-control. It is anticipated to operates at level-of-service F during the afternoon, and project traffic is

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First Amended and Restated Tier 1 Development Agreement with Carpenter East, LLC, adopted June 10, 2014 by the City of Folsom.

<sup>87</sup> FPASP DEIR Exhibit 3A.15-61

<sup>88</sup> EPS (2015) Folsom Plan Are Specific Plan Infrastructure Fee Nexus Study, Economic and Planning Systems, Aug 28, 2015, report EPS #142078.

<sup>89</sup> See for example: “City of Folsom (2014) Ordinance No. 1201 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Folsom Real Estate South, LLC” and Ordinance No. 1205 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Carpenter East, LLC, adopted June 10, 2014 by the City of Folsom.

anticipated to increase delay by more than 5 seconds. This deficiency is **potentially significant**.

**Recommendation 20:**

Construct an EB right turn lane within the ultimate footprint of Alder Creek Parkway. The EB approach would have 1 left, 1 thru, and 1 right (using 200' or longer turn pockets). With implementation of this mitigation, the level-of-service improves to C during both the AM and PM peak-hours, and the deficiency is reduced to **less-than-significant**.

**Note:**

As with the deficiencies listed above, Deficiency 20 is not a new impact, but rather a previously identified improvement whose triggered need for implementation has been identified by this transportation impact analysis. This is a new intersection identified in both the FPASP DEIR<sup>90</sup> and environmental analysis for the W/E SPA. However, prior studies did not identify the amount of commercial or residential development could occur before construction of improvements would be needed. This intersection is part of the FPASP "backbone infrastructure" and both the Specific Plan Infrastructure Fee (SPIF)<sup>91</sup> and related Development Agreements<sup>92</sup> include \$1,956,000.00 for the improvements at this intersection. The above recommendation is consistent with the adopted plans, environmental analysis, and agreements referenced in this paragraph.

**Intersection #17**

Deficiency East Bidwell St./Savannah Pkwy AM Peak-Hour

- 21 Operates at level-of-service F during the morning and afternoon, and project traffic is anticipated to increase delay by more than 5 seconds. This deficiency is **potentially significant**.

**Recommendation 21**

Implement recommendation 8 above, consisting of signaling the intersection and adding a 100' westbound left turn pocket. With implementation of this mitigation the level-of-service improves to A during the AM peak-hour and level-of-service B during PM peak-hour. The deficiency is reduced to **less-than-significant**.

**Note:**

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<sup>90</sup> FPASP DEIR Exhibit 3A.15-61

<sup>91</sup> EPS (2015) Folsom Plan Area Specific Plan Infrastructure Fee Nexus Study, Economic and Planning Systems, Aug 28, 2015, report EPS #142078.

<sup>92</sup> See for example: "City of Folsom (2014) Ordinance No. 1201 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Folsom Real Estate South, LLC" and Ordinance No. 1205 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Carpenter East, LLC, adopted June 10, 2014 by the City of Folsom.

As with the deficiency 8 listed above, Deficiency 21 is not a new impact, but rather a previously identified improvement whose triggered need for implementation has been identified by this transportation impact analysis. This is a new intersection identified in both the FPASP DEIR<sup>93</sup> and environmental analysis for the W/E SPA. However, prior studies did not identify the amount of commercial or residential development could occur before construction of improvements would be needed. This intersection is part of the FPASP “backbone infrastructure” and both the Specific Plan Infrastructure Fee (SPIF)<sup>94</sup> and related Development Agreements<sup>95</sup> include \$1,636,000.00 for the improvements at this intersection. The above recommendation is consistent with the adopted plans, environmental analysis, and agreements referenced in this paragraph.

#### 7.6 Level-of-Service Summary with Recommended Improvements

**Table 26** below details mitigated level of service for both Existing and EPPAP conditions.

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<sup>93</sup> FPASP DEIR Exhibit 3A.15-61

<sup>94</sup> EPS (2015) Folsom Plan Area Specific Plan Infrastructure Fee Nexus Study, Economic and Planning Systems, Aug 28, 2015, report EPS #142078.

<sup>95</sup> See for example: “City of Folsom (2014) Ordinance No. 1201 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Folsom Real Estate South, LLC” and Ordinance No. 1205 - An Uncodified Ordinance of the City of Folsom Approving the First Amended and Restated Tier 1 Development Agreement with Carpenter East, LLC, adopted June 10, 2014 by the City of Folsom.

Table 26. Delay and Level-of-Service, with and without the Project and Recommended Improvements

Study Intersection	Scenario	Control	without Project AM Delay (LOS)	without Project PM Delay (LOS)	with Project AM Delay (LOS)	with Project PM Delay (LOS)	Recommendations
<b>Existing Condition and Existing with Project Condition</b>							
5. East Bidwell St./Iron Point Rd. (Level-of-Service threshold: C)	Existing	Signal	44.7 (D)	157.9 (F)	52.4 (D)	159.0 (F)	1 (Pay Fees)
	Existing with Recommendations	Signal	No change in level-of-service, Pay fees per FPASP Mitigation 3A.15-4d				4 (Implement 1)
11. East Bidwell St./White Rock Rd. (Level-of-Service threshold: D)	Existing	AWSC	46.4 (E)	45.4 (E)	53.7 (F)	54.5 (F)	2 (Signalize)
	Existing w/ Recommendation A	Signal	12.2 (B)	10.9 (B)	12.4 (B)	11.4 (B)	5 (Implement 2)
	Existing w/ Recommendation B	Signal	12.1 B	25.5 (C)	12.4 (B)	27.2 (C)	
12. White Rock Rd./Placerville Rd. (Level-of-Service threshold: D)	Existing	TWSC	20.8 (C) SB	50.4 (F) SB	21.9 (C) SB	57.6 (F) SB	3 (prohibit SB left)
	Existing with Recommendations	TWSC	13.3 (B) SB	14.7 (B) SB	13.4 (B) SB	15.2 (C) SB	6 (Implement 3)
13. East Bidwell St./Alder Creek Pkwy. (Level-of-Service threshold: D)	Existing		Intersection	Intersection	54.1 (F) WBL	155.4 (F) WBL	
	Existing with Recommendations	Signal	Does Not Exist	Does Not Exist	10.2 (B)	15.6 (B)	7 (Signalize)
17. East Bidwell St./Savannah Pkwy. (Level-of-Service threshold: D)	Existing		Intersection	Intersection	24.1 (C) WBL	57.9 (F) WBL	
	Existing with Recommendations	Signal	Does Not Exist	Does Not Exist	9.6 (A)	7.4 (A)	8 (Signalize)
<b>EPPAP Condition and EPPAP with Project Condition</b>							
5. East Bidwell St./Iron Point Rd. (Level-of-Service threshold: C)	EPPAP	Signal	65.5 (E)	194.3 (F)	72.6 (E)	212.4 (F)	9 (Implement 1)
	EPPAP With Recommendations	Signal	No change in level-of-service, Pay fees per FPASP Mitigation 3A.15-4d				15 (Implement 1)
10. East Bidwell St./EB U.S. 50 ramps (Level-of-Service threshold: C)	EPPAP	Signal	16.1 (B)	40.7 (D)	16.2 (B)	47.7 (D)	10 (Optimize Signal)
	EPPAP With Recommendations	Signal	14.7 (B)	23.2 (C)	14.8 (B)	26.3 (C)	16 (Implement 10)
11. East Bidwell St./White Rock Rd. (Level-of-Service threshold: D)	EPPAP	AWSC	56.3 (F)	93.2 (F)	61.1 (F)	105.5 (F)	11 (Implement 2)
	Existing w/ Recommendation A	Signal	13.7 (B)	16.2 (B)	14.0 (B)	17.2 (B)	17 (Implement 2)
	Existing w/ Recommendation B	Signal	15.8 (B)	30.7 (C)	16.6 (B)	39.0 (D)	
12. White Rock Rd./Placerville Rd. (Level-of-Service threshold: D)	EPPAP	TWSC	61.3 (F) SB	>300 (F) SB	68.3 (F) SB	>300 (F) SB	12 (Implement 3)
	EPPAP With Recommendations	TWSC	17.8 (C) SB	22.4 (C) SB	18.0 (C) SB	23.6 (C) SB	18 (Implement 3)
13. East Bidwell St./Alder Creek Pkwy. (Level-of-Service threshold: D)	EPPAP	TWSC	>300 (F) WBL	>300 (F) WBL	>300 (F) WBL	>300 (F) WBL	13 (Implement 7)
	EPPAP With Recommendations	Signal	15.5 (B)	20.8 (C)	20.8 (C)	28.2 (C)	19 (Implement 7)
14. Westwood Dr./Alder Creek Pkwy. (Level-of-Service threshold: D)	EPPAP	AWSC	15.1 (C)	27.7 (D)	20.3 (C)	66.7 (F)	20 (EB right pocket)
	EPPAP With Recommendations	AWSC	n/a	n/a	22.0 (C)	21.3 (C)	
17. East Bidwell St./Savannah Pkwy. (Level-of-Service threshold: D)	EPPAP	TWSC	43.4 (E) WBL	87.7 (F) WBL	82.0 (F) WBL	>300 (F) WBL	14 (Implement 8)
	EPPAP With Recommendations	Signal	2.6 (A)	3.9 (A)	10.0 (A)	11.4 (B)	21 (Implement 8)

Notes:

For TWSC intersections the worst approach (or movement for multi-lane approaches) is reported.

Bold values denote level-of-service deficiencies.

Values shown in reverse text (white on black) denote potentially significant impacts.

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## 8. CONCLUSIONS & RECOMMENDED CONDITIONS OF APPROVAL

### Conclusions

The 545 dwelling units in the Mangini Ranch Phase 2 project are anticipated to generate approximately 4,800 daily trips, 385 AM peak-hour trips, and 503 PM peak-hour trips. With the proposed improvements, the project does not create any new significant deficiencies under Existing with Project Conditions or EPPAP with Project Conditions.

All arterial and freeway study segments were found to operate at acceptable levels-of-service both with and without the project under all study scenarios.

Five deficient study intersections were identified under the Existing with Project Condition, and recommendations are provided to reduce those deficiencies to a **less-than-significant** level at four of those locations. The remaining location (Intersection 5 East Bidwell Street/Iron Point Road) is addressed through FPASP mitigation 3A.14-4d and W/E SPA mitigation 4.16.1, both of which require eight lane roadways and were deemed infeasible with the adoption of a Statement of Overriding Considerations. **Table 27** summarizes improvements that should be incorporated into the conditions of approval.

**Table 27. Recommended Improvements**

Location	Description	Section 7.3 Recommendation
5. East Bidwell St./Iron Point Rd.	Pay Fees	4
11. East Bidwell St./White Rock Rd.	Signalize with free right turns	5
12. White Rock Rd./Placerville Rd.	Convert southbound approach into channelized right turn to westbound White Rock Road	6
13. East Bidwell St./Alder Creek Pkwy	Signalize and expand East Bidwell to a four-lane arterial north of Alder Creek Parkway.	7
17. East Bidwell St./Savannah Pkwy.	Signalize and add a westbound left turn pocket	8

Section 7 of this report detailed additional recommendations developed for the Existing Condition and EPPAP Condition without the project to address intersections that fail to maintain adequate level-of-service, prior to the addition of project traffic. Recommendations are also provided for intersections where deficiencies are worsened by the addition of project traffic and traffic from the other 2,031 homes that are assumed to be constructed in The Enclave, Mangini Ranch Phase 1, Russell Ranch, Broadstone Estates, Folsom Heights, White Rock Springs Ranch. The project should pay an appropriate share toward those improvements

Additionally, the project should be conditioned to abide by the transportation mitigations identified in the FPASP and W/E SPA. These include:

- Applicable FPASP mitigation: 3A.14.1, 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.15-1ij, 3A.15-2a, 3A.15-2b, 3A.15-2c, 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, and 3A.15-4y.

- Applicable W/E SPA mitigation: 4.16.1, and 4.16.2
- Additional FPASP mitigation listed in the W/E SPA that was not included in the FPASP CEQA Findings of Fact and Statement of Overriding Considerations: 3A.15-1e, 3A.15-1h, and 3A.15-4e.

These mitigations, discussed in Section 7 of this report, primarily require payment of applicable fees. With implementation of the identified mitigation, project impacts are **less-than-significant**.

#### Triggers for Off-Site Road Improvements

This section identifies triggers for Mangini Ranch Phase 2 (project) off-site intersection improvements, and provides recommended language for conditions of approval. Diagrams for each improvement are provided as attachments. Off-site improvements were identified in section 7 of this report. Apart from payment of fees, there are four intersections for which off-site improvements need to be incorporated into the project conditions of approval:

- #11. East Bidwell Street/White Rock Road (implementation of the Capital southeast Connector project to relocate and signalize, or signalization of improvements included in the Mangini Phase 1 conditions of approval);
- #12. White Rock Road/Old Placerville Road (Prohibit left turn from southbound Old Placerville Road to eastbound White Rock Road);
- #13. East Bidwell Street/Alder Creek Parkway (signalization with additional approach lanes);
- #17. East Bidwell Street/Savannah Parkway (signalize intersection).

After detailing development phasing assumptions used to identify improvement triggers, recommended conditions of approval are provided. Level-of-service results and technical calculations are provided in **Appendix G**.

#### Network and Trip Assignment Assumptions.

The project was represented as being built in three phases. Assumptions for the without project condition and all three project phases are detailed below.

#### *Without Project*

Without the project, the following infrastructure was assumed:

- East Bidwell Street as a two-lane un-divided arterial between US 50 and White Rock Road.
- Old Placerville Road as a two-lane un-divided roadway between East Bidwell Street and White Rock Road.

- Alder Creek Parkway as a divided two-lane collector with a 38’ raised median between East Bidwell Street and the future Westwood Drive.
- Alder Creek Parkway as a divided two-lane collector with a 16’ raised median between the future Westwood Drive and Old Placerville Road.

The project was represented as being built in three phases.

*Project Phase 1*

**Phase 1 Assumptions** (see Figure 13)

- 231 dwelling units (DUs) in villages 1, 2, and 7 of the project.
- Savannah Parkway between East Bidwell Street and Westwood Drive, constructed as a two-lane divided road with a 12’ raised median.
- Savannah Parkway, east of Westwood Drive to the proposed bridge over Alder Creek (approximately 700’), constructed as a two-lane divided road with a 38’ raised median.
- Westwood Drive from Savannah Parkway to the village 1 and 2 access, constructed as a two-lane divided roadway with a 12’ raised median.
- Westwood Drive, from the village 1 and 2 access to the southern edge of the Tentative Map, constructed as an undivided two-lane roadway.
- Westwood Drive between Alder Creek Parkway and Street “1”, constructed as two-lane divided road with 38’ raised median.
- Street “1” between East Bidwell Street and Westwood Drive, constructed as two-lane undivided roadway.

**Phase 1 Trip Generation and Distribution**

Trip generation and distribution assumptions for Phase 1 are shown in Table 1 below.

**Table 28. Phase 1 trip generation and distribution assumptions**

FPASP Parcel #		Size	ITE LU		Daily	AM	AM (Entering)	AM (Exiting)	PM	PM (Entering)	PM (Exiting)	
150	Village 1	SF	88 DU	210	Rate Trips	9.52 838	0.77 18	26% 50	74% 90	1.02 57	64% 32	36%
154	Village 2	SF	74 DU	210	Rate Trips	9.52 704	0.77 57	26% 15	74% 42	1.02 75	64% 48	36% 27
153	Village 7	MLD	69 DU	230	Rate Trips	5.81 401	0.44 30	19% 6	81% 25	0.52 36	64% 23	36% 13
Total Project Trips						1,943	155	38	117	201	129	72

To/From the west on White Rock Road	5%	97	8	2	6	10	6	4
To/From the east on White Rock Road	7%	136	11	3	8	14	9	5
To/From the north on East Bidwell Street	88%	1,710	136	34	103	177	113	64

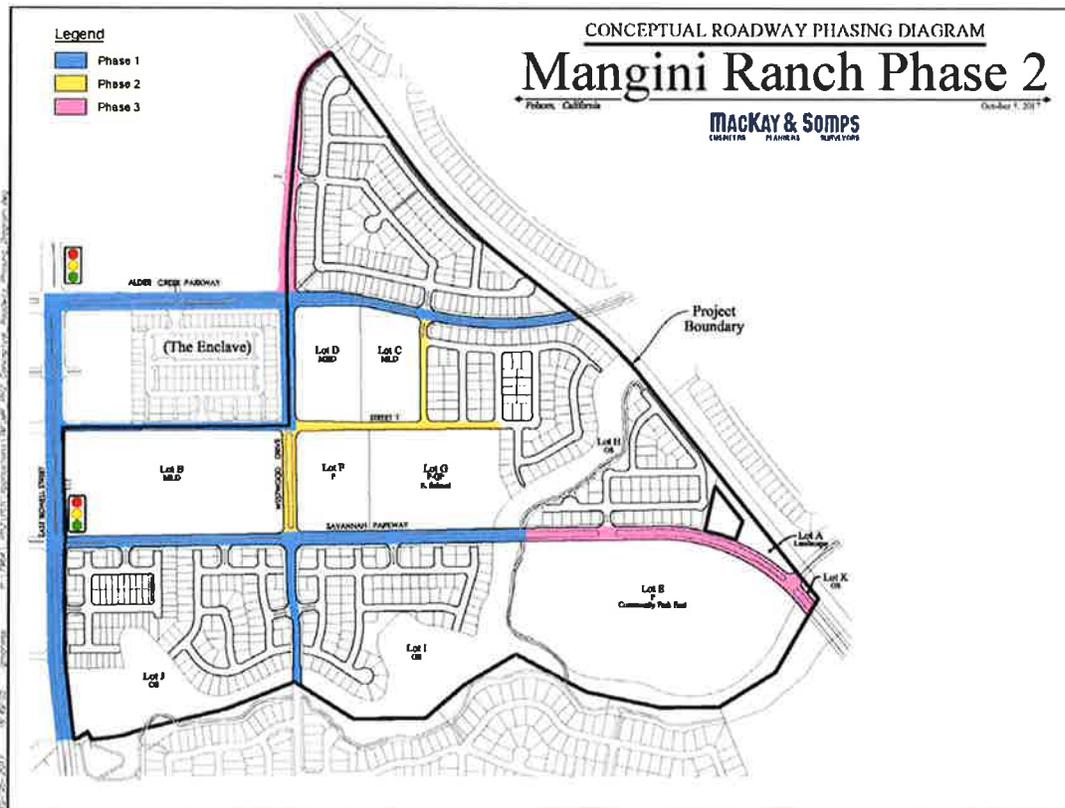


Figure 13. Conceptual Roadway Phasing

**Phase 1 Trip Assignment**

- Outbound to Folsom and US 50 routed west on Savannah Parkway to northbound East Bidwell Street.
- Outbound to the east on White Rock Road routed west on Savannah Parkway to southbound East Bidwell Street.
- Outbound to the west on White Rock Road routed west on Savannah Parkway to southbound East Bidwell Street.
- Inbound from Folsom and US 50 routed south on East Bidwell Street to eastbound Savannah Parkway.
- Inbound From the east on White Rock Road routed north on East Bidwell Street to eastbound Savannah Parkway.
- Inbound From the west on White Rock Road routed north on East Bidwell Street to eastbound Savannah Parkway.

*Project Phase 2*

**Phase 2 Assumptions** (see Figure 13)

- 216 dwelling units (DUs) in villages 4, 5, and 8 of the project.
- Street “AA” between Savannah Parkway and Street “1”, constructed as a two-lane divided road with a 38’ raised median.
- Street “1” between Westwood Drive and Street “AA” (north of the elementary school site), constructed as a two-lane undivided roadway.
- Street “AA” between Alder Creek Parkway and Street “1”, constructed as a two-lane undivided roadway.

**Phase 2 Trip Generation and Distribution**

Trip generation and distribution assumptions for Phase 2 are shown in Table 2 below.

**Table 29. Phase 2 trip generation and distribution assumptions**

FPASP Parcel #			Size	ITE LU		Daily	AM	AM (Entering)	AM (Exiting)	PM	PM (Entering)	PM (Exiting)
82A	Village 4	SF	72 DU	210	Rate	9.52	0.77	26%	74%	1.02	64%	36%
					Trips	685	55	14	41	73	47	26
84	Village 5	SF	108 DU	210	Rate	9.52	0.77	26%	74%	1.02	64%	36%
					Trips	1,028	83	22	62	110	71	40
82B-1	Village 8	MLD	36 DU	230	Rate	5.81	0.44	19%	81%	0.52	64%	36%
					Trips	209	16	3	13	19	12	7
Total Project Trips						1,923	154	39	115	202	129	73

To/From the west on White Rock Road	5%	96	8	2	6	10	6	4
To/From the east on White Rock Road	7%	135	11	3	8	14	9	5
To/From the north on East Bidwell Street	88%	1,692	136	34	102	178	114	64

**Phase 2 Trip Assignment**

- Outbound to Folsom and US 50 routed west on Alder Creek Parkway to northbound East Bidwell Street.
- Outbound to the east on White Rock Road routed west on Alder Creek Parkway to Southbound East Bidwell Street.
- Outbound to the west on White Rock Road routed west on Alder Creek Parkway to southbound East Bidwell Street.
- Inbound from Folsom and US 50 routed south on East Bidwell Street to eastbound Alder Creek Parkway.
- Inbound from the east on White Rock Road routed northwest on Old Placerville Road to westbound Alder Creek Parkway.
- Inbound from the west on White Rock Road routed north on East Bidwell Street to eastbound Alder Creek Parkway.

*Project Phase 3*

**Phase 3 Assumptions (see Figure 13)**

- 98 dwelling units (DUs) in villages 3 and 6 of the project.
- Savannah Parkway, from the proposed bridge over Alder Creek to Old Placerville Road, constructed as a two-lane divided road with a 38’ raised median.
- The eastern “half segment” of Westwood Drive between Alder Creek Parkway and the village 6 access constructed as a two-lane undivided roadway.
- The “full segment” of Westwood Drive between the village 6 access and Old Placerville Road, constructed as a two-lane undivided roadway.

Note that Old Placerville Road is assumed to be closed to through traffic between Westwood Drive and Savannah Parkway once the Phase 3 road connections above are completed. This segment of Old Placerville Road, between Westwood Drive and Savannah Parkway, may serve as temporary access during construction of village 3.

**Phase 3, Village 3, Trip Generation and Distribution**

Trip generation and distribution assumptions for Phase 3 are shown in Table 3 below.

**Table 30. Phase 3, Village 3, trip generation and distribution assumptions**

FPASP Parcel #		Size	ITE LU		Daily	AM	AM (Entering)	AM (Exiting)	PM	PM (Entering)	PM (Exiting)
83	Village 3	SF	53 DU	210	Rate 9.52	0.77	26%	74%	1.02	64%	36%
					Trips 505	41	11	30	54	35	19
Total Project Trips						505	41	11	30	54	19

To/From the west on White rock Road	5%	25	2	1	2	3	2	1
To/From the east on White rock Road	7%	35	3	1	2	4	2	1
To/From the north on East Bidwell Street	88%	444	36	9	27	48	30	17

**Phase 3, Village 3, Trip Assignment**

- Outbound to Folsom and US 50 routed west on Savannah Parkway to northbound East Bidwell Street.
- Outbound to the east on White Rock Road routed west on Savannah Parkway to southbound East Bidwell Street.
- Outbound to the west on White Rock Road routed west on Savannah Parkway to southbound East Bidwell Street.
- Inbound from Folsom and US 50 routed south on East Bidwell Street to eastbound Savannah Parkway.
- Inbound From the east on White Rock Road routed northwest on Old Placerville Road to westbound Savannah Parkway.
- Inbound From the west on White Rock Road routed north on East Bidwell Street to eastbound Savannah Parkway.

**Phase 3, Village 6, Trip Generation and Distribution**

Trip generation and distribution assumptions for phase 3 are shown in Table 4 below.

**Table 31. Phase 3, Village 6, trip generation and distribution assumptions**

FPASP Parcel #		Size	ITE LU		Daily	AM	AM (Entering)	AM (Exiting)	PM	PM (Entering)	PM (Exiting)	
84	Village 6	SF	45 DU	210	Rate Trips	9.52 428	0.77 35	26% 9	74% 26	1.02 46	64% 29	36% 17
Total Project Trips						428	35	9	26	46	29	17

To/From the west on White rock Road	5%	21	2	-	1	2	1	1
To/From the east on White rock Road	7%	30	2	1	2	3	2	1
To/From the north on East Bidwell Street	88%	377	30	8	23	40	26	15

**Phase 3, Village 6, Trip Assignment**

- Outbound to Folsom and US 50 routed west on Alder Creek Parkway to northbound East Bidwell Street.
- Outbound to the east on White Rock Road routed south on Westwood Drive to westbound Savannah Parkway.
- Outbound to the west on White Rock Road routed west on Alder Creek Parkway to southbound East Bidwell Street.
- Inbound from Folsom and US 50 routed south on East Bidwell Street to eastbound Alder Creek Parkway.
- Inbound From the east on White Rock Road routed northwest on Old Placerville Road to westbound Savannah Parkway and northbound Westwood Drive.
- Inbound From the west on White Rock Road routed north on East Bidwell Street to eastbound Alder Creek Parkway.

**Phase 3 Reassignment of Existing Trips, Phase 1 Project Trips, and Phase 2 Project Trips**

Phase 2 and 3 inbound trips from the east on White Rock Road were reassigned from northbound East Bidwell Street to northwest on Old Placerville Road and west on Savannah Parkway. When the southbound left turn from Old Placerville Road to eastbound White Rock Road is prohibited, existing southbound left turns are reassigned to westbound Alder Creek Parkway and southbound East Bidwell Street.

Recommended Conditions of Approval

Calculation sheets and tables summarizing the level-of-service and signal warrant analysis results located in **Appendix G**. Findings for each of the four study intersections are reported below, organized by the number of dwelling units that trigger the improvements to be conditioned. **Figure 14** provides an overview of the East Bidwell Street corridor lane configuration between the US 50 eastbound ramps and the southern edge of the tentative map.

*Zero Dwelling Units*

**Condition 1: East Bidwell Street/Savannah Parkway (Figure 15)**

Prior to issuance of the first occupancy permit, the Owner/Applicant shall be responsible for configuring the East Bidwell Street/Savannah Parkway intersection as follows:

- Southbound approach: one thru lane, and one left-turn lane with a 100' long left-turn pocket for the left-turn lane.
- Northbound approach: one shared thru-right turn lane.
- Westbound approach: one shared left-right turn lane, and a striped out 60' left turn pocket
- Control: Two-way-stop-control (TWSC), with full access.

Between "Street 1" and the southern boundary of the Tentative Map, East Bidwell Street shall be constructed as a two-lane arterial on the eastern "half segment" of its ultimate configuration. This two-lane segment shall have a striped 2' wide striped median south of "Street 1", consistent with the California Manual on Uniform Traffic Control Devices<sup>96</sup> (MUTCD) Figure 3A-107 (CA), or similar standard. The southbound left turn pocket shall be developed in accordance with the Highway Design Manual<sup>97</sup> (HDM) figure 405.2A, or similar standard. Savannah Parkway shall have a 12' raised median. Final improvement plans shall be approved by the City Engineer.

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<sup>96</sup> Caltrans (2014) California Manual on Uniform Traffic Control Devices – 2014 Edition (Revision 2), California Department of Transportation, April 7, 2017.

<sup>97</sup> Caltrans (2012) Highway Design Manual – Chapter 400, California Department of Transportation, May 7, 2012.

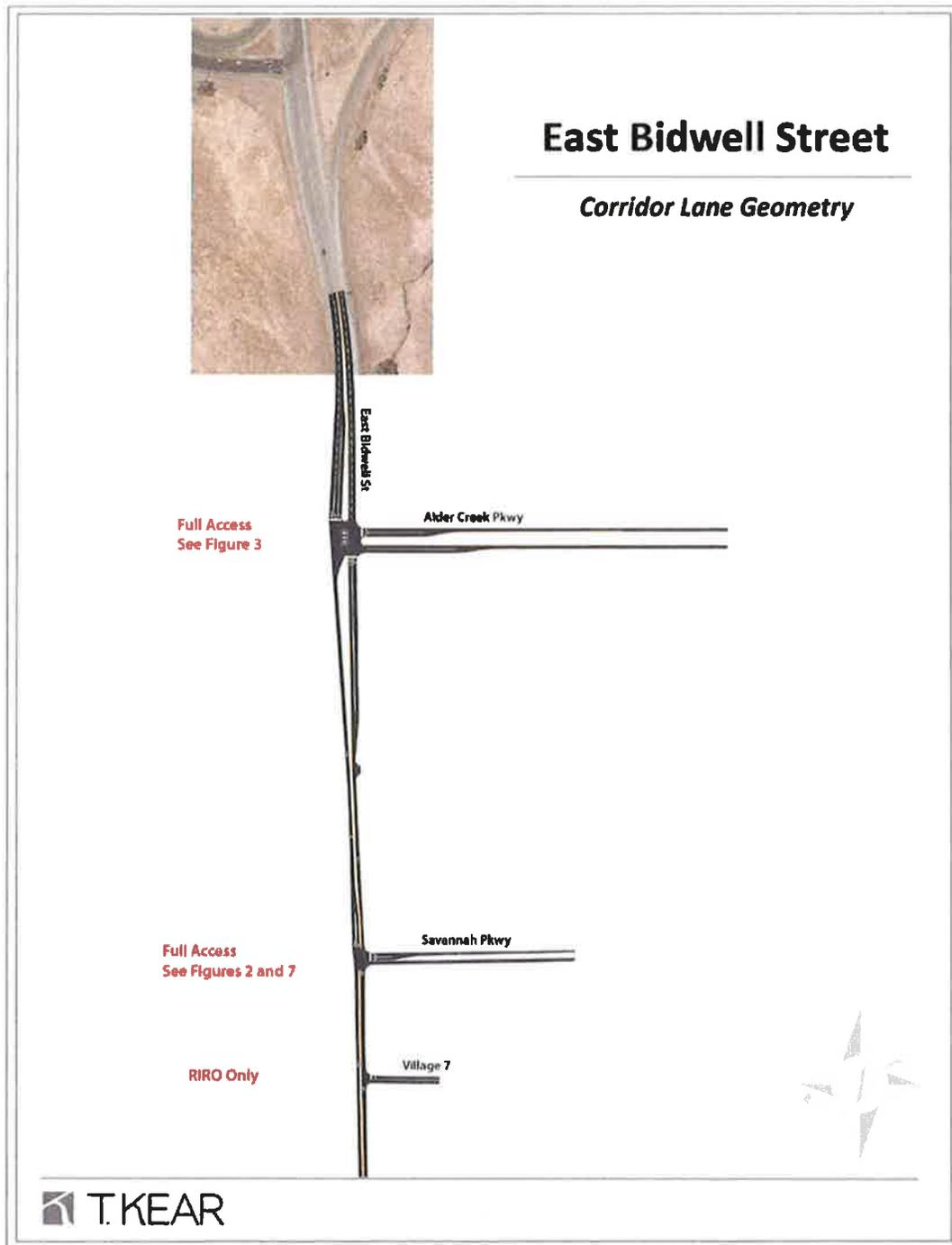


Figure 14. East Bidwell Street Corridor Lane Geometry

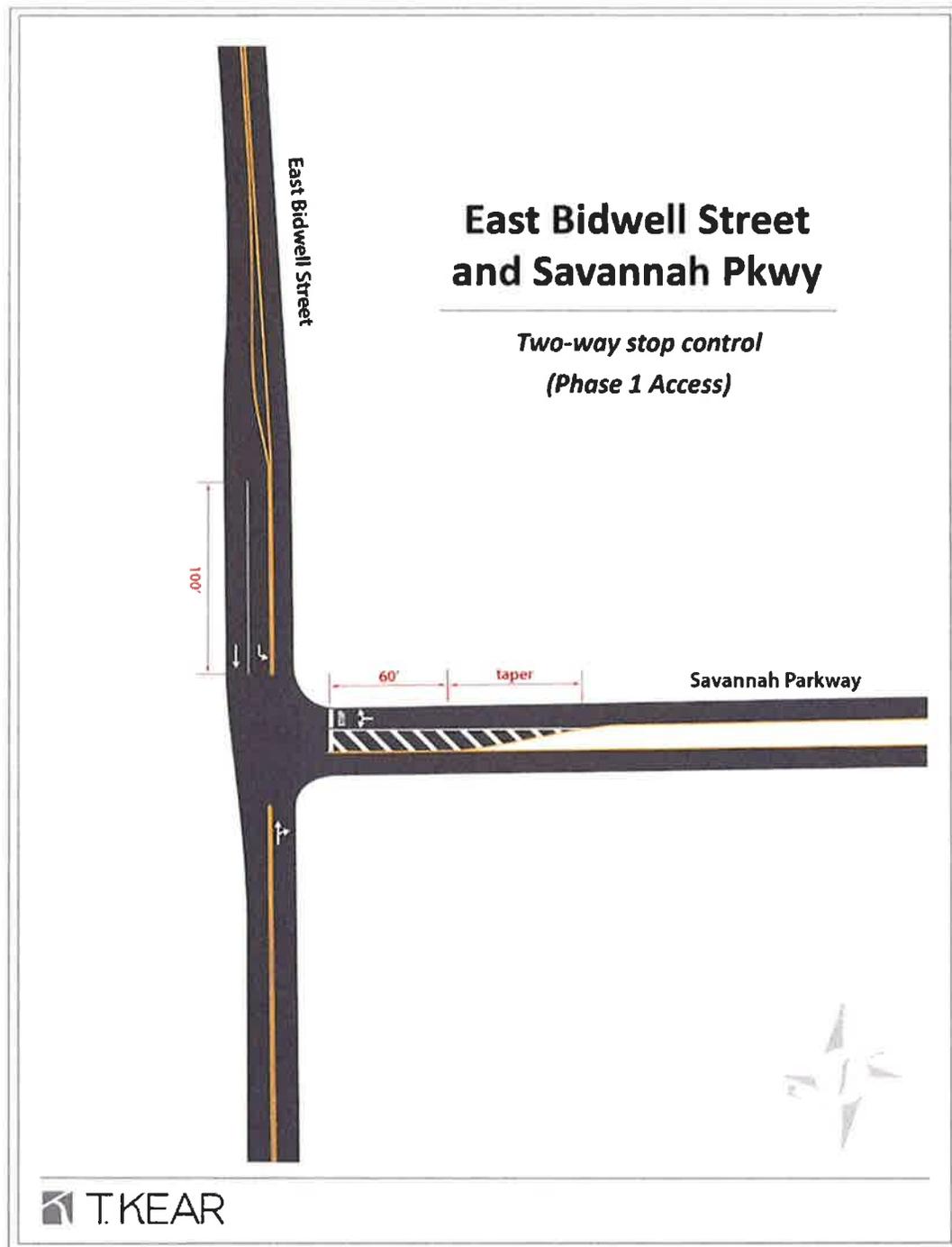


Figure 15. East Bidwell Street/Savannah Parkway TWSC

*236 Dwelling Units*

**Condition 2: East Bidwell Street/Alder Creek Parkway (Figure 16)**

Prior to the 236<sup>th</sup> occupancy permit the Owner/Applicant shall be responsible for expanding and signaling the East Bidwell Street/Alder Creek Parkway intersection:

- Southbound approach: one thru lane, and two left-turn lanes, with a 300' long single-lane left turn pocket for one of the left turning lanes.
- Northbound approach: one thru lane and one shared thru-right lane with a 500' long right turn pocket for the shared thru-right lane.
- Westbound approach: one right-turn lane and one left-turn lane, with a 200' left-turn pocket for the left-turn lane.
- Eastbound departure: two receiving lanes shall be provided. the second receiving lane can be dropped after 300'
- Control: Signalize with a protected southbound left-turn, westbound split phasing, and westbound right-turn overlap. Prohibit U-turns.

East Bidwell Street shall be constructed as a four-lane divided arterial between Alder Creek Parkway and the US 50 interchange, with a 38' raised median at Alder Creek Parkway that tapers back to match the existing four-lane arterial segment at the eastbound US 50 slip onramp. East Bidwell Street shall be constructed as a two-lane divided arterial between Alder Creek Parkway and Street "1", with a 38' raised median at Alder Creek Parkway that tapers back to match the two-lane half segment described in Condition 1 above. Alder Creek Parkway between East Bidwell Street and Westwood Drive shall be constructed as a two-lane divided roadway with a 38' raised median. Final improvement plans shall be approved by the City Engineer.

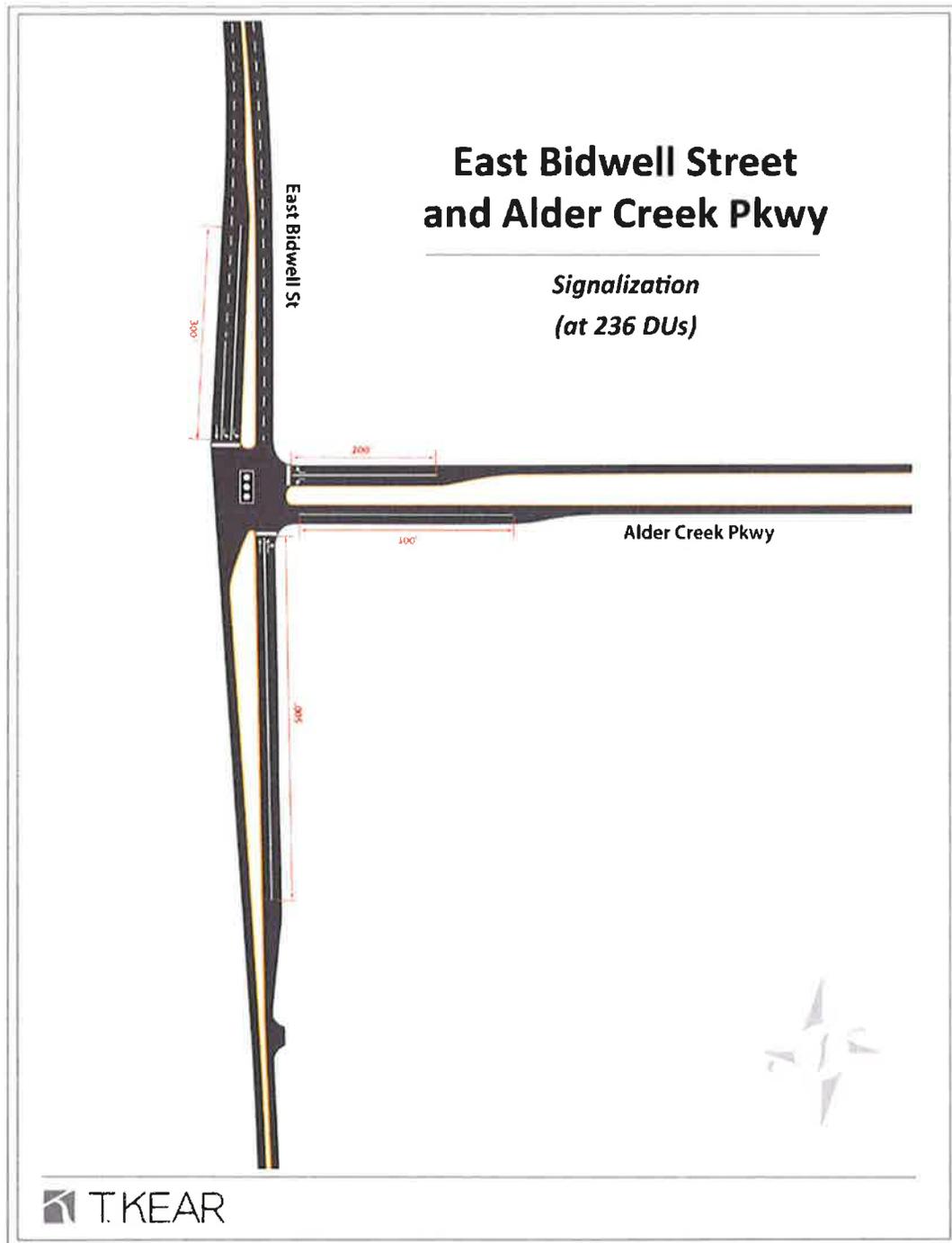


Figure 16. East Bidwell Street/Alder Creek Parkway

281 Dwelling Units

**Condition 3: East Bidwell St/White Rock Rd (Figure 17 and Figure 18)**

Prior to issuance of the 281<sup>st</sup> occupancy permit the Owner/Applicant shall be responsible for either (A) or (B) below:

- (C) The Capital Southeast Connector Joint Powers Authority (JPA) project proposes to relocate and signalize the East Bidwell Street/White Rock Road intersection: If the proposed JPA project at this location is fully funded and construction is underway by the time the 281<sup>st</sup> occupancy permit is issued, the project shall pay the Sacramento County Transportation Development Fees, toward the JPA project.
- (D) Signalize the existing East Bidwell Street/White Rock Road intersection with Mangini Ranch Phase 1 improvements: If the JPA project to relocate and signalize the East Bidwell Street/White Rock Road intersection is not fully funded and under construction prior to issuances of the 281<sup>st</sup> occupancy permit, the Owner/Applicant shall be responsible to signalize the existing intersection with improvements described in condition 127 of the Mangini Ranch Phase 1 conditions of approval<sup>98</sup>. Mangini Ranch Phase 1 improvements at this location consist of *“Southbound on Scott Road construct a free southbound right turn lane consisting of 315 feet of deceleration length plus 50 feet storage length, excluding appropriate tapers and a 300 foot receiving /acceleration lane, excluding tapers along westbound White Rock Road. Westbound on White Rock Road, construct a free right-turn lane consisting of 315 feet of deceleration length plus 50 feet of storage length, excluding appropriate tapers, and a 300 foot receiving lane excluding appropriate tapers along northbound Scott Road.”* Final improvement plans shall be approved by the City Engineer.

The JPA currently has more than seven million dollars programed toward relocation and signalization of the East Bidwell Street/White Rock Road intersection, and is planning to begin acquiring right-of-way during the winter of 2018, and begin construction during the summer of 2019.<sup>99</sup> The projected absorption Schedule for the Mangini Ranch Phase 2 project estimates that the 281 dwelling units will not be constructed until sometime in the second quarter of 2020<sup>100</sup>. Item A above is the preferred improvement, Option B would be a throwaway improvement.

<sup>98</sup> City of Folsom (2015) Resolution no 9588 – Exhibit A, City Council Meeting 06/23/2015, Agenda Item No 8a.

<sup>99</sup> Personal communication between Tom Kear and Miguel Ramirez, October 27, 2017.

<sup>100</sup> Personal communication between Tom Kear and Larry Ito, November 10, 2017.

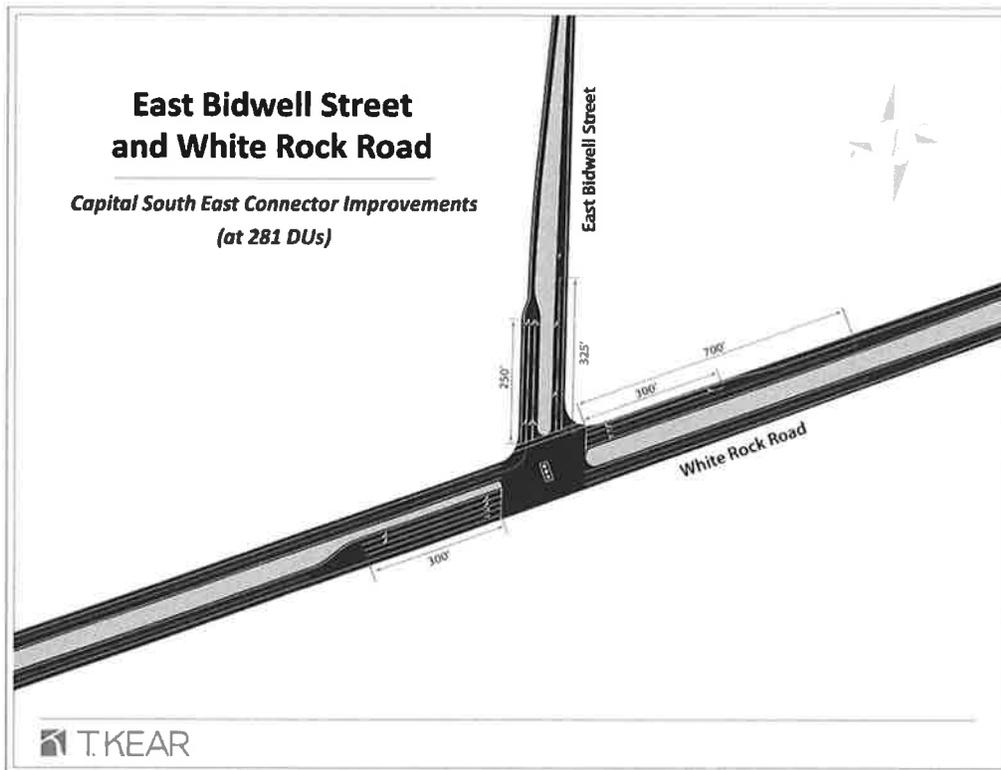


Figure 17. East Bidwell Street/Alder Creek Parkway (Item A: Planned Capital Southeast Connector Improvement)

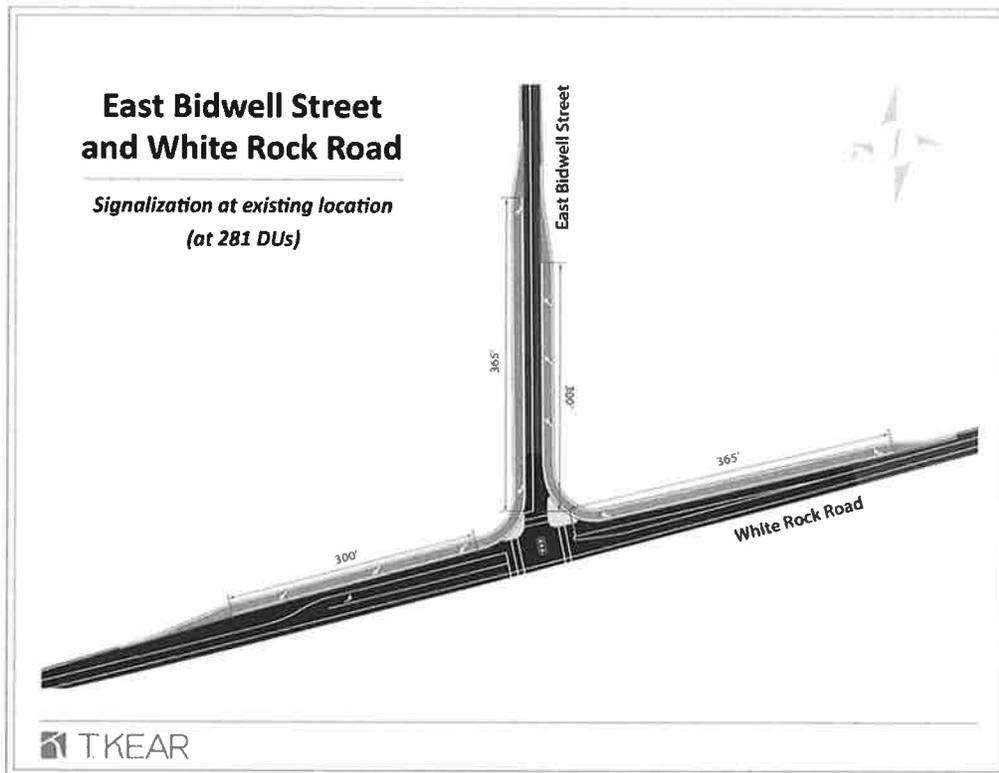


Figure 18. East Bidwell Street/Alder Creek Parkway (Item B: Signalize at Existing Location)

496 Dwelling Units

**Condition 4: White Rock Road/Old Placerville Road (Figure 19)**

Prior to the 496<sup>th</sup> occupancy permit the Owner/Applicant shall be responsible for prohibiting southbound left turns from Old Placerville Road to eastbound White Rock Road by construction of a raised median on Old Placerville Road to channelize all southbound traffic onto westbound White Rock Road. Final improvement plans shall be approved by the City Engineer.

**Condition 5: East Bidwell Street/Savannah Parkway (Figure 20)**

Prior to the 496<sup>th</sup> occupancy permit and concurrent with implementation of Condition 4 above, the Owner/Applicant shall signalize the East Bidwell Street/Savannah Parkway intersection as follows:

- Southbound approach: one thru lane, and one left-turn lane with a 100' long left-turn pocket for the left-turn lane.
- Northbound approach: one shared thru-right turn lane.
- Westbound approach: one right-turn lane, and one left-turn lane with a 60' left-turn pocket for the left-turn lane.
- Control: Signal control with split phasing.

Between "Street 1" and the southern boundary of the Tentative Map, East Bidwell Street shall be constructed as a two-lane arterial on the eastern "half segment" of its ultimate configuration. This two-lane segment shall have a striped 2' wide median south of "Street 1", consistent with the California Manual on Uniform Traffic Control Devices<sup>101</sup> (MUTCD) Figure 3A-107 (CA), or similar standard. The southbound left-turn pocket shall be developed in accordance with the Highway Design Manual<sup>102</sup> (HDM) figure 405.2A, or similar standard. Savannah Parkway shall have a 12' raised median. Final improvement plans shall be approved by the City Engineer.

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<sup>101</sup> Caltrans (2014) California Manual on Uniform Traffic Control Devices – 2014 Edition (Revision 2), California Department of Transportation, April 7, 2017.

<sup>102</sup> Caltrans (2012) Highway Design Manual – Chapter 400, California Department of Transportation, May 7, 2012.

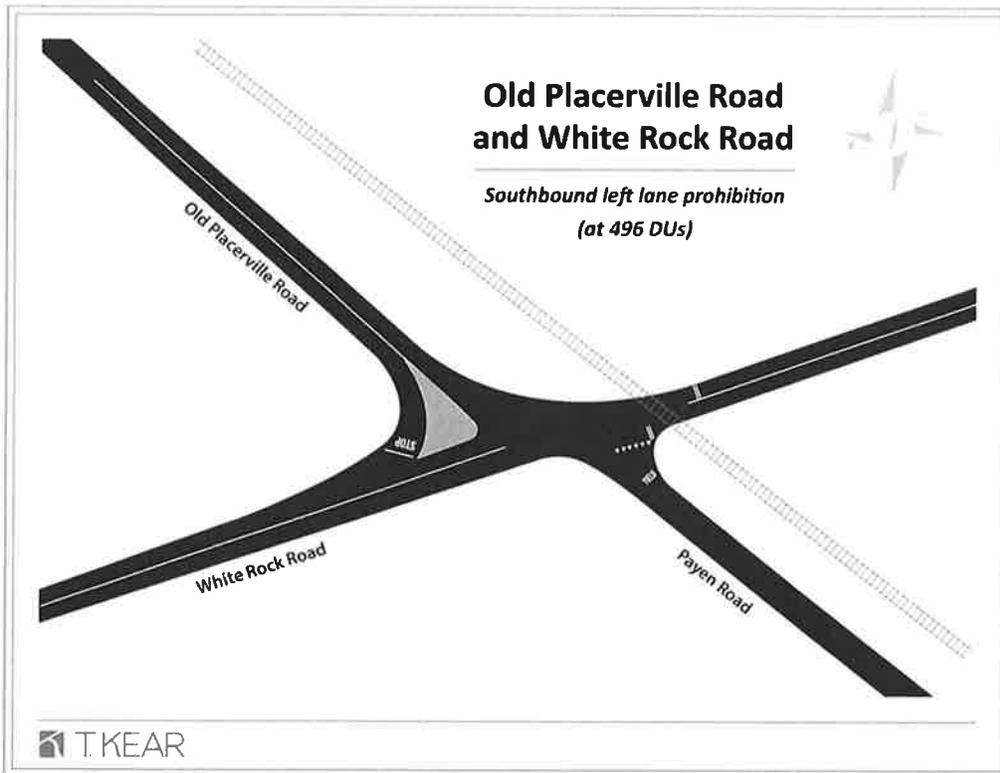


Figure 19. White Rock Road/Old Placerville road

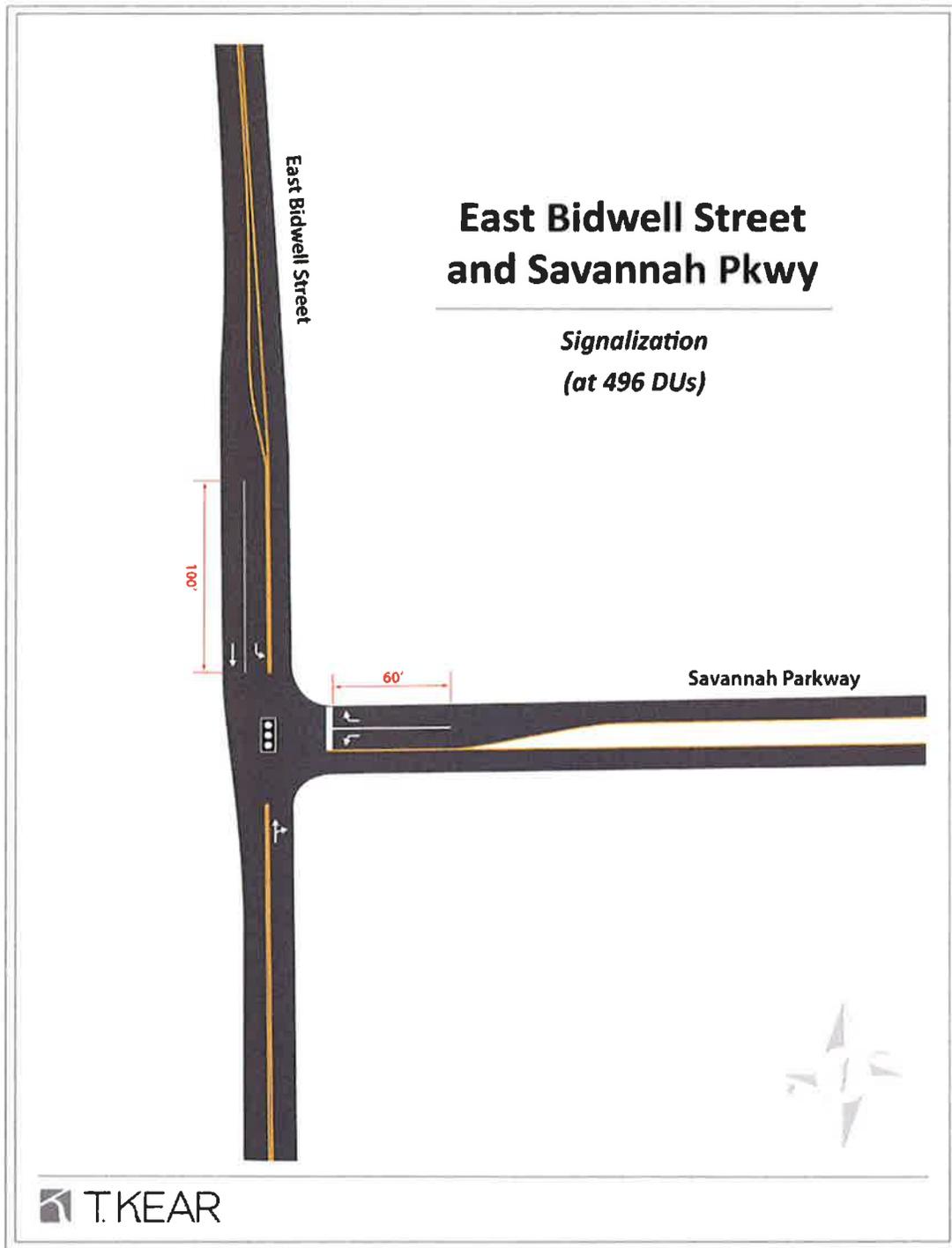


Figure 20. East Bidwell Street/Savannah Parkway (Signalized)

## **Attachment 13**

### **Access and Circulation Analysis Dated May 12, 2020**

To: Rick Jordan  
 From: Matt Weir, P.E., T.E., PTOE  
 Re: **Access Evaluation**  
*Mangini Ranch (MR) Phase 2 – Lot 10 (Rockcross)*  
 Date: May 12, 2020

Per your request, we have prepared this access evaluation specific to Lot 10 (Rockcross) of the above referenced project. The assumptions upon which this evaluation was prepared were identified by the City of Folsom<sup>1</sup> and the project team<sup>2</sup>. The following is a summary of these assumptions:

- I. Land Use/Trip Generation
  - o 118 single-family detached units
    - Highest peak-hour volume<sup>3</sup>:
      - 75-trips IN (PM)
      - 67-trips OUT (AM)
- II. Access Conditions
  - o Scenario 1 – Existing Conditions with Enclave, without Village 7
    - East Bidwell St: No direct access
    - Old Ranch Way:
      - Right-In/Right-Out, Left-In at East Bidwell St
      - Full Access at Manning Way
    - Savannah Pkwy:
      - Full Access (Side-Street Stop Control) at East Bidwell St\*
        - o Construct E Bidwell St median along Project frontage to provide southbound left-turn into Savannah Pkwy
      - Full Access at Harris Way
      - Temporary U-Turn at Shale Rock Way
  - o Scenario 2 – Existing Conditions with Enclave, with Village 7
    - East Bidwell St: same as interim
    - Old Ranch Way: same as interim
    - Savannah Pkwy:
      - Full Access (Side-Street Stop Control) at East Bidwell St\*
        - o E Bidwell St southbound left-turn into Savannah Pkwy completed by others (Village 7)
      - Full Access at Harris Way
      - Construct eastern extension of Savannah Pkwy from Village 7 boundary to eastern project boundary (including Share Rock Way intersection)

\* Traffic signal not warranted until final maps for ~500 Phase 2 single-family units are submitted. The addition of this project (Lot 10, Rockcross) brings the current total to only ~300 units. Until such time that a traffic signal is triggered, a southbound median acceleration lane is required to assist in facilitating a two-stage outbound left-turn from Savannah Pkwy onto southbound E Bidwell St.

<sup>1</sup> Teleconferences with Steve Krahn, City of Folsom, April 16 and May 5, 2020.

<sup>2</sup> Teleconference with Rick Jordan and Jennifer Lane, April 22, 2020.

<sup>3</sup> *Trip Generation Manual, 10<sup>th</sup> Edition*, Institute of Transportation Engineers (ITE).

A previously completed traffic study<sup>4</sup> is understood to form the basis of the ultimate East Bidwell Street corridor and the subject intersections' locations and geometrics. This prior effort is included by reference allowing this access evaluation to focus exclusively on ingress and egress for Lot 10 (Rockcross). Accordingly, in addition to the assumptions summarized on Page 1 above, the following considerations were also incorporated as part of this evaluation:

- Project Site Land Use
  - Table 15 (Project Trip Generation) of the prior traffic study<sup>4</sup> contemplated the Specific Plan land use for the project site (153-units)
- Southbound Left-Turn Access from East Bidwell St
  - Figure ES-1 (Preliminary Site Plan) of the prior traffic study<sup>4</sup> assumed direct access from East Bidwell St via a median break providing Right-In/Right-Out/Left-In access approximate mid-block between Old Ranch Way and Savannah Pkwy
  - Currently proposed project shifts the East Bidwell St median break north to Old Ranch Way, creating the access conditions described on Page 1 above.

Lastly it was necessary to approximate the peak-hour turning movements at the Lot 10 (Rockcross) driveways and arterial street intersections to allow for an evaluation and recommendation of treatments. The driveway trips were developed as summarized below:

- Global Trip Assignment
  - Per Figure 7 (Project Trip Distribution) of the prior traffic study<sup>4</sup>
    - 88% of the trips originate from or are destined for points north
    - 12% trips originating from or destined for points south
- Approximate Peak-Hour Intersection Volumes
  - Old Ranch Way
    - Ingress
      - Southbound Left:  $88\% * 50\%^+ * 75 = 33$  trips
      - Northbound Right:  $12\% * 25\%^{++} * 75 = 3$  trips
    - Egress
      - Westbound Right:  $88\% * 50\%^+ * 67 = 30$  trips
  - Savannah Pkwy
    - Ingress
      - Southbound Left:  $88\% * 50\%^+ * 75 = 33$  trips
      - Northbound Right:  $12\% * 75\%^{++} * 75 = 7$  trips
    - Egress
      - Westbound Right:  $88\% * 50\%^{++} * 67 = 30$  trips
      - Westbound Left:  $12\% * 100\%^{+++} * 67 = 9$  trips

<sup>+</sup> Assumes half of the southbound entering and half of the northbound exiting traffic uses the Savannah Pkwy intersection and half uses Old Ranch Way.

<sup>++</sup> Assumes 75% of the northbound entering traffic turns right at the Savannah Pkwy intersection and 25% continues north to use Old Ranch Way.

<sup>+++</sup> Assumes 100% of the southbound exiting traffic uses the Savannah Pkwy intersection

Based on our coordination with the City and project team, and review of the prior study<sup>4</sup> and related project documentation, we offer the following recommendations for Lot 10 (Rockcross):

- Right-turn entering volumes from East Bidwell Street are relatively low (fewer than 10 peak-hour trips). Accordingly, the project alone does not trigger the need for right-turn auxiliary lanes. The lane configurations specified in the prior study<sup>4</sup> are considered to be adequate.

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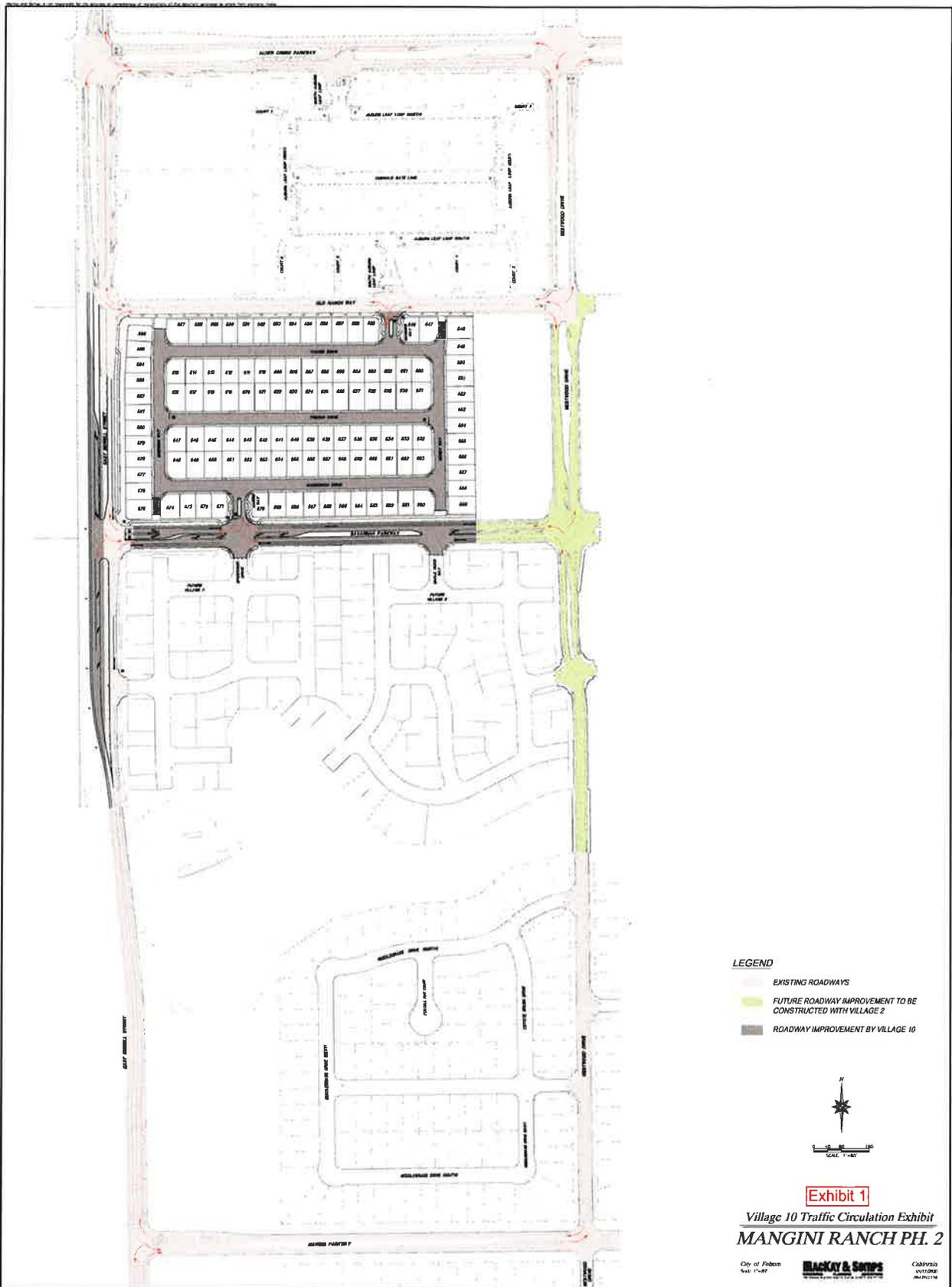
<sup>4</sup> Final Mangini Ranch Phase 2 Transportation Impact Study, T. Kear Transportation Planning & Management, Inc., December 1, 2017.

- Left-turn entering volumes from East Bidwell Street, while understood to be a component of the prior study's volumes, represent just a portion of the anticipated peak-hour demand. As noted, the prior study contemplated a larger project for this site (153 vs. 118 units). As such, the proposed project is not anticipated to create conditions that require mitigations/treatments beyond those already documented in the prior study.
  - However, the shift of the southbound left-turn from East Bidwell Street to Old Ranch Way does represent the only access modification from the prior study. The reasonably anticipated resulting split of access between Old Ranch Way and Savannah Pkwy (resulting from deconcentrating the access) is anticipated to improve operations in the immediate study area.
- To the extent possible, the southbound median left-turn pocket to Savannah Pkwy (noted on Page 1 above as a requirement for the Project to construct under the Scenario 1) should be constructed to provide adequate deceleration distance. Incorporation of adequate deceleration distance will help to ensure safe operations by allowing these slowing vehicles to exit the #1 southbound East Bidwell Street through lane. Although queue storage is anticipated to be minimal, this left-turn pocket should total at least 315-feet (255-foot deceleration plus 60-foot bay taper), representing an assumed entry speed of 40-mph which includes a 10-mph speed reduction from the adjacent through lane<sup>5</sup>.
- Until such time that a traffic signal is triggered at the E Bidwell St intersection with Savannah Pkwy, a southbound median acceleration lane is required to assist in facilitating a two-stage outbound left-turn from Savannah Pkwy onto southbound E Bidwell St. The length of this lane, which is understood to be a temporary improvement that is repurposed with the ultimate corridor improvements, should total approximately 250-feet.
- The anticipated mix of volumes entering and exiting the project site from the full access driveways (Harris Way and Manning Way) located along Savannah Pkwy and Old Ranch Way are anticipated to result in acceptable operations at these two locations.
  - The eastbound Savannah Pkwy left-turn into the project site at Harris Way will be formed back-to-back with the westbound left-turn at the future East Bidwell Street traffic signal. Additional analyses completed as part of this study, conditions reflecting the addition of the fourth intersection leg and adding this project's traffic to the prior study's<sup>4</sup> "Mitigated EPPAP with Project" conditions, reveal that approximately 100-feet of queuing is anticipated for both the westbound left and westbound right lanes. Similar queuing is anticipated when the westbound right is converted to a westbound shared through/right lane in the future. This minimal queuing is important as it defines the westbound left-turn storage requirement, confirms the unobstructed operation of the upstream Harris Way driveway intersection, and confirms that the shared westbound through/right configuration will work acceptably (no exclusive westbound right-turn lane is required).
- General comments:
  - Adequate corner sight-distance should be provided at all project driveway intersections.
  - Physical medians and related signing should be provided at the East Bidwell Street intersection with Old Ranch Way to physically restrict outbound left-turns.
  - Overall project area circulation is depicted in Exhibit 1. The implementation of this project, as well as Village 7 and Westwood Drive, complete the circulation system in the immediate project area.

Attachment: **Exhibit 1 – Village 10 Traffic Circulation Exhibit**

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<sup>5</sup> Section 405.2(d), Caltrans' *Highway Design Manual*, Caltrans, March 20, 2020.



- LEGEND**
- EXISTING ROADWAYS
  - FUTURE ROADWAY IMPROVEMENT TO BE CONSTRUCTED WITH VILLAGE 2
  - ROADWAY IMPROVEMENT BY VILLAGE 10



**Exhibit 1**  
 Village 10 Traffic Circulation Exhibit  
**MANGINI RANCH PH. 2**

City of Pismo      **Black & Sons**      California  
 Scale: 1"=87'      04/10/2018      PHA 10/17/18

PRELIMINARY - Subject to Revision

## **Attachment 14**

### **Environmental Noise Analysis Dated April 24, 2020**

## Environmental Noise Analysis

# Rockcress at Folsom Ranch Residential Development

Folsom, California

BAC Job # 2020-039

Prepared For:

East Carpenter Improvement Company, LLC.

4370 Town Center Blvd., Ste. 100  
El Dorado Hills, CA 95762

Prepared By:

**Bollard Acoustical Consultants, Inc.**



Paul Bollard, President

April 24, 2020



## Introduction

The proposed Rockcross at Folsom Ranch Development (project) site is located within the Folsom South of U.S. Highway 50 Specific Plan. The specific component of the overall Rockcross at Folsom Ranch project analyzed in this study is the proposed development of single-family residential lots in Phase 2 of the Mangini Ranch development. The proposed lots are located on the east side of East Bidwell Street, north of Mangini Parkway and South of Old Ranch Way, as indicated on Figure 1. The proposed site plan is shown on Figure 2.

East Bidwell Street, Savannah Parkway and Old Ranch Way are considered to be potentially significant noise sources which may affect the design of the residential project. In addition, the land to the immediate east of the project site is designated for a future police/fire station. 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 local traffic noise of future operations at the police/fire station 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

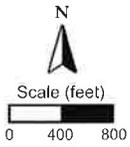
Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard, and thus are called sound. Measuring sound directly in terms of pressure would 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 3 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-weighting 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.



**Legend**

 Project Border (Approximate)

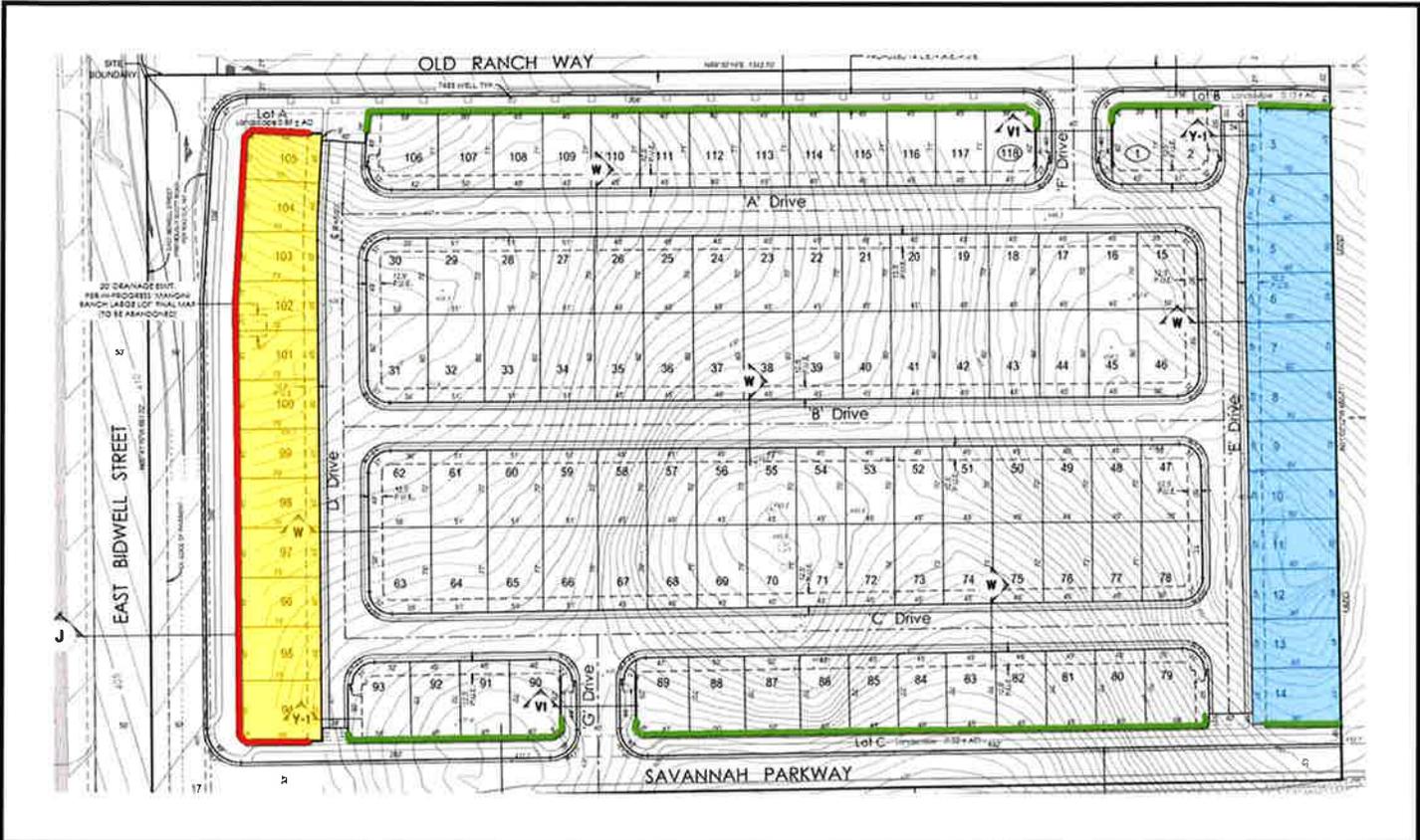


Rockcross at Folsom Ranch  
Folsom, California

Project Vicinity

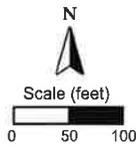
Figure 1





**Legend**

-  Recommended 7 Foot Solid Noise Barrier (Relative to Pad Elevation)
-  Proposed 6 Foot Solid Noise Barriers
-  Recommended Window Upgrades: STC 32 (Upper Floors)
-  Recommended Window Upgrades: STC 32 (All Floors)



Rockcross at Folsom Ranch  
Folsom, California

Site Plan

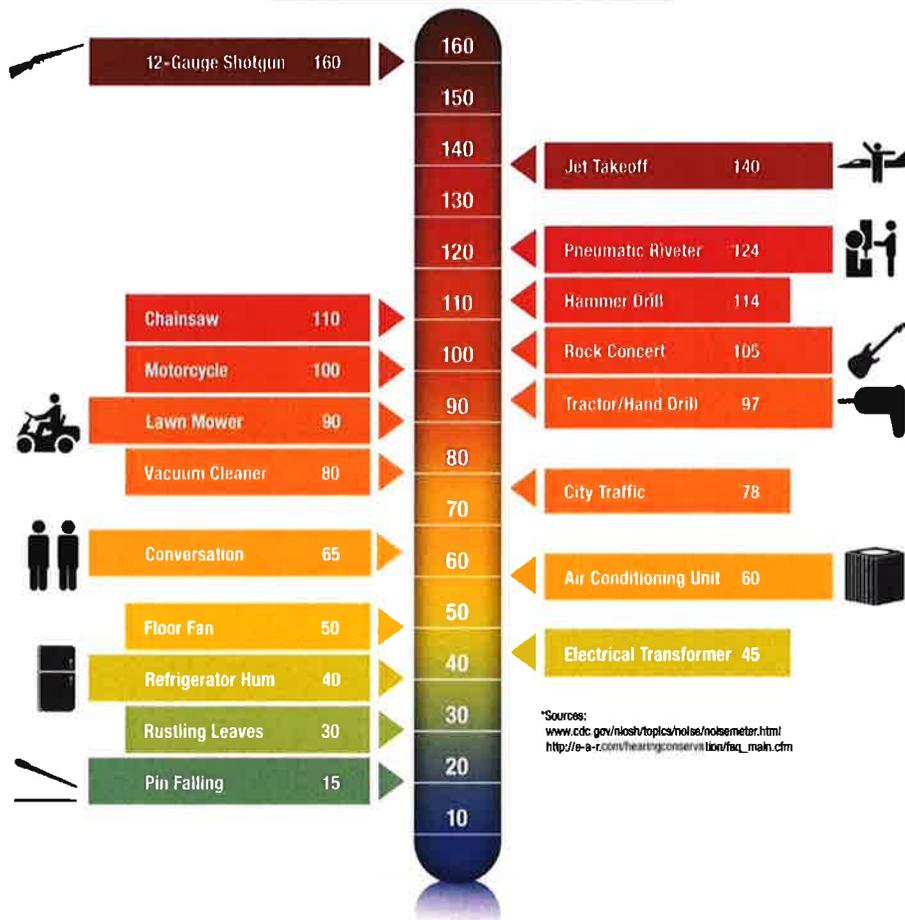
Figure 2



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.

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 3**  
**Typical A-Weighted Sound Levels of Common Noise Sources**  
**Decibel Scale (dBA)\***



## 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.

### 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 local traffic. As determined by this analysis, which is presented later in this report, future traffic noise levels generated by local traffic 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.

*This Phase of the Mangini Ranch development does not proposed commercial uses. As a result, this study focuses on the evaluation of traffic noise impacts upon the proposed single-family residential lots within the Mangini Ranch Phase 2 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 traffic noise level measurements and concurrent traffic counts to determine if offsets were warranted for the prediction of future East Bidwell Street traffic noise. Because the construction of Savannah Parkway and Old Ranch Way was not completed at the time this analysis was prepared, no measurements of those roadways were possible. As a result, the model was used without calibration for the prediction of future traffic noise levels for those roadways.

The East Bidwell Street calibration process was performed in the immediate project vicinity on February 19, 2020. The detailed results of the calibration process are provided in Appendix B. The FHWA Model was found to reasonably predict traffic noise levels at the measurement site (within 0.3 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.

**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. According to the project site plans and grading plans provided by the project engineer, the project site is elevated somewhat relative to East Bidwell Street. A cross section of East Bidwell Street illustrating the relationship between the roadway, barrier, and pad elevations is provided as Appendix B.

The predicted worst-case, future traffic noise levels at the lots proposed nearest to East Bidwell and Savannah Parkway are summarized below in Table 1. Detailed listings of the FHWA Model inputs and predicted future traffic noise levels at the project site are provided in Appendix D. Noise barrier insertion loss calculations are provided in Appendix E.

<b>Table 1 Predicted Future Traffic Noise Levels<sup>1</sup> Rockcross at Folsom Ranch – City of Folsom, California</b>			
<b>Lot Description</b>	<b>Distance From Roadway Centerline (feet)<sup>2</sup></b>	<b>Predicted Exterior Traffic Noise Level, L<sub>dn</sub> (dB)</b>	
		<b>w/o Barrier</b>	<b>With Barrier<sup>3</sup></b>
Lots adjacent to East Bidwell Street	90	68	60
Lots adjacent to Savannah Parkway & Old Ranch Way	65	64	<60
Notes: <sup>1</sup> A complete listing of FHWA Model inputs and results are provided in Appendix D. <sup>2</sup> Distances scaled from the centerline of the roadways to the nearest residential backyards. <sup>3</sup> A 7-foot tall barrier would be required along East Bidwell whereas the barriers proposed adjacent to Savannah Parkway and Old Ranch Way would be 6 feet in height.			

**Analysis**

Outdoor Activity Areas (Backyards)

The Table 1 data indicate that, with the inclusion of 7-foot tall noise barriers along East Bidwell and 6-foot tall barriers as proposed along Savannah Parkway and Old Ranch Way (all barriers specified relative to backyard elevation), future traffic noise levels within the outdoor activity areas of the residences nearest to those roadways would be satisfactory relative to the 60 dB L<sub>dn</sub> 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.

After construction of the proposed barrier along East Bidwell Street, the exterior noise environment at the residences proposed closest to the roadway is predicted to be approximately 60 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 35 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 ensure satisfaction with the City's 45 dB  $L_{dn}$  interior noise standard, further consideration of interior 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.

### Noise Generation of Future Police/Fire Station

The property to the immediate east of the project site has been designated for a future police/fire station. Noise from such operations are exempt from the provisions of the City of Folsom noise standards as that noise (i.e. sirens, vehicles responding to calls, etc.) falls under the category of emergency operations. Nonetheless, the operation of that future facility could result in periodic periods of elevated noise levels at the Rockcross at Folsom Ranch development. However, because no site plans have been developed which indicate the locations of the various on-site operations, it is infeasible to predict the potential noise effects on the Rockcross development. Nonetheless, BAC recommends that the east facing windows of Lots 3-14 should provide a minimum STC rating of 32. In addition, disclosure statements should be provided to all prospective residents of this development notifying them of the plans for a future police/fire station at that location, and indicating that the operations of such facilities periodically result in elevated noise levels.

## 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 2, 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.

<b>Table 2 Typical Construction Equipment Noise</b>	
<b>Equipment Description</b>	<b>Maximum Noise Level at 50 feet, dBA</b>
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 Rockcross at Folsom Ranch Residential Development project site will be exposed to future traffic noise levels that are satisfactory relative to the City of Folsom 60 dB L<sub>dn</sub> exterior noise level standard. This assessment takes into consideration the significant screening of traffic noise that will be provided by the proposed noise barrier along East Bidwell Street. However, the following specific noise mitigation measures are recommended to ensure compliance with the City's noise standards:

- 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.
- The proposed noise barrier along East Bidwell Street shall be constructed to a minimum height of 7 feet relative to backyard elevations at the locations shown on Figure 2.
- The proposed noise barriers along Savannah Parkway and Old Ranch Way shall be constructed to a height of 6 feet relative to backyard elevations.
- The east-facing window assemblies of Lots 3-14 should provide a minimum STC rating of 32. Figure 2 illustrates the facades requiring improved STC rated windows.
- Disclosure statements should be provided to all prospective residents of this development notifying them of the plans for a future police/fire station at that location, and indicating that the operations of such facilities periodically result in elevated noise levels.
- Future plans for the police/fire station should be analyzed once they become available to determine if a solid noise barrier would be required along the western boundary of those future uses.

These conclusions are based on the traffic assumptions cited in Appendix D, on the project site plans and grading plans, 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.

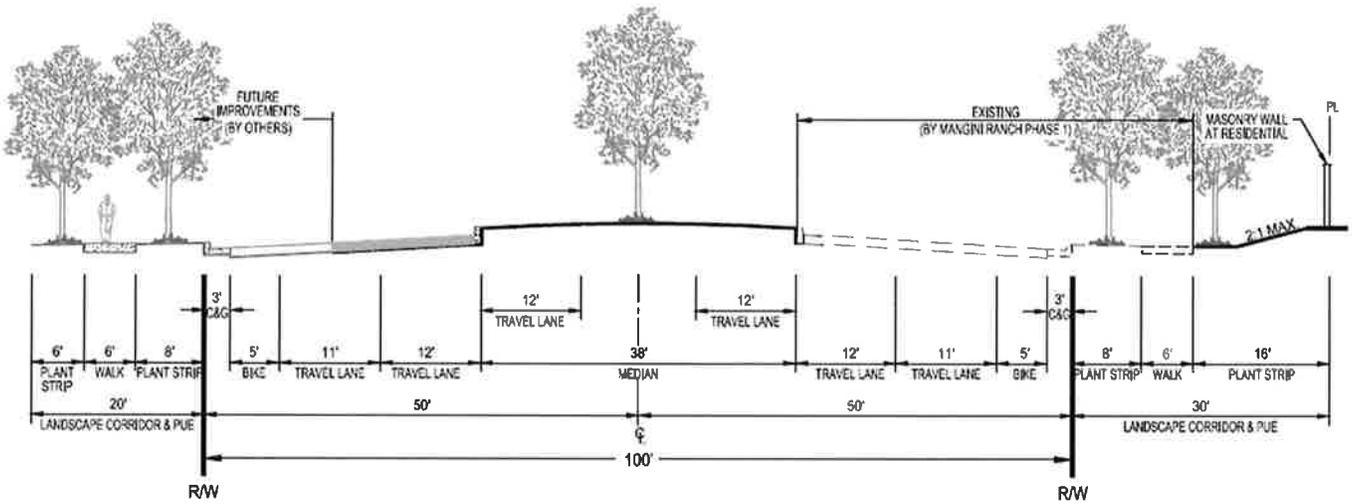
This concludes BAC's traffic noise assessment for the proposed Rockcross at Folsom Ranch Residential Development. Please contact BAC at (916) 663-0500 or [Paulb@bacnoise.com](mailto:Paulb@bacnoise.com) with any questions regarding this assessment.

## Appendix A Acoustical Terminology

<b>Acoustics</b>	The science of sound.
<b>Ambient Noise</b>	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
<b>Attenuation</b>	The reduction of an acoustic signal.
<b>A-Weighting</b>	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
<b>Decibel or dB</b>	Fundamental unit of sound. A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
<b>CNEL</b>	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
<b>Frequency</b>	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
<b>IIC</b>	Impact Insulation Class (IIC): A single-number representation of a floor/ceiling partition's impact generated noise insulation performance. The field-measured version of this number is the FIIC.
<b>L<sub>dn</sub></b>	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
<b>L<sub>eq</sub></b>	Equivalent or energy-averaged sound level.
<b>L<sub>max</sub></b>	The highest root-mean-square (RMS) sound level measured over a given period of time.
<b>Loudness</b>	A subjective term for the sensation of the magnitude of sound.
<b>Masking</b>	The amount (or the process) by which the threshold of audibility for one sound is raised by the presence of another (masking) sound.
<b>Noise</b>	Unwanted sound.
<b>Peak Noise</b>	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.
<b>RT<sub>60</sub></b>	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
<b>STC</b>	Sound Transmission Class (STC): A single-number representation of a partition's noise insulation performance. This number is based on laboratory-measured, 16-band (1/3-octave) transmission loss (TL) data of the subject partition. The field-measured version of this number is the FSTC.



# Appendix B



**Appendix C**  
**FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)**  
**Calibration Worksheet**

**Project Information:** Job Number: 2020-039  
Project Name: Rockcross at Folsom Ranch  
Roadway Tested: East Bidwell Street  
Test Location: Site 1  
Test Date: February 19, 2020

**Weather Conditions:** Temperature (Fahrenheit): 59  
Relative Humidity: 46%  
Wind Speed and Direction: WNW 3mph  
Cloud Cover: Clear

**Sound Level Meter:** Sound Level Meter: LDL Model Lxt (BAC #3)  
Calibrator: LDL Model CAL200  
Meter Calibrated: Immediately before  
Meter Settings: A-weighted, slow response

**Microphone:** Microphone Location: On project site  
Distance to Centerline (feet): 75  
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: 11:05 AM  
Test Duration (minutes): 15  
Observed Number Automobiles: 152  
Observed Number Medium Trucks: 7  
Observed Number Heavy Trucks: 6  
Observed Average Speed (mph): 45

**Model Calibration:** Measured Average Level ( $L_{eq}$ ): 64.8  
Level Predicted by FHWA Model: 64.5  
**Difference: -0.3 dB**

**Conclusions:** Modeled versus measured traffic noise levels indicate close agreement. No calibration offset warranted for the prediction of future East Bidwell Street traffic noise levels at the project site.

**Appendix D-1  
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)  
Noise Prediction Worksheet**

**Project Information:**

Job Number: 2020-039  
Project Name: Rockcress at Folsom Ranch  
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 <sub>dn</sub> , 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 <sub>dn</sub> 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 backyard of nearest proposed residences on lots 94-105.



**Appendix D-2**  
**FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)**  
**Noise Prediction Worksheet**

**Project Information:**

Job Number: 2020-039  
 Project Name: Rockcross at Folsom Ranch  
 Roadway Name: Savannah Parkway & Old Dairy Way

**Traffic Data:**

Year: Future  
 Average Daily Traffic Volume: 15,000  
 Percent Daytime Traffic: 83  
 Percent Nighttime Traffic: 17  
 Percent Medium Trucks (2 axle): 2  
 Percent Heavy Trucks (3+ axle): 1  
 Assumed Vehicle Speed (mph): 30  
 Intervening Ground Type (hard/soft): **Soft**

**Traffic Noise Levels:**

Location	Description	Distance	Offset (dB)	-----L <sub>dn</sub> , dB-----			Total
				Autos	Medium Trucks	Heavy Trucks	
1	Lots nearest to East Bidwell Street	65	0	61	55	59	64

**Traffic Noise Contours (No Calibration Offset):**

L <sub>dn</sub> Contour, dB	Distance from Centerline, (ft)
75	12
70	26
65	55
60	119

**Notes:** 1. Distances scaled from the future centerlines of these roads to backyards of nearest proposed residences. Although specific future traffic volumes for Savannah Parkway and Old Dairy Way were not available, the project traffic engineer confirmed that future volumes would not exceed 15,000 daily vehicles on these roadways. As a result, the modelled values represent worst-case noise predicitions.



# **Attachment 15**

## **Site Photographs**



INTEREST LIST FORMING  
**Rockcross**  
at Folsom Ranch  
4 Phase from \$599K - 2,018 Sq. Ft.  
916.312.2271  
LENNAR.COM







## **Attachment 16**

### **Rockcross Subdivision Booklet (Separate Bound Document)**

## **Attachment 17**

### **Applicant's Inclusionary Housing Letter Dated February 15, 2020**

# EAST CARPENTER IMPROVEMENT COMPANY, LLC

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June 4, 2020

Mr. Scott Johnson  
Planning Manager  
Community Development Department  
City of Folsom  
50 Natoma Street  
Folsom, CA 95630

**Re: Mangini Ranch – Phase 2 (Rockcross) 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 2 – Rockcross) with the payment of the In-Lieu Fee as permitted in Section 17.104.060(G).

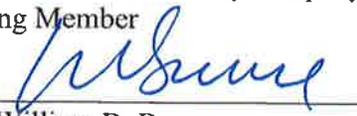
If you have any questions or comments, please feel free to contact me.

Sincerely,

**East Carpenter Improvement Company, LLC,**  
a California limited liability company

By: HBT ECIC, LLC,  
a California limited liability company

Its: Managing Member

By: 

Name: William B. Bunce

Its: Manager

## **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.

## **Attachment 19**

# **Folsom Ranch Central District Design Guidelines**

# 2

## ARCHITECTURAL DESIGN GUIDELINES

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## 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.

- 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.



## 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.



## 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*

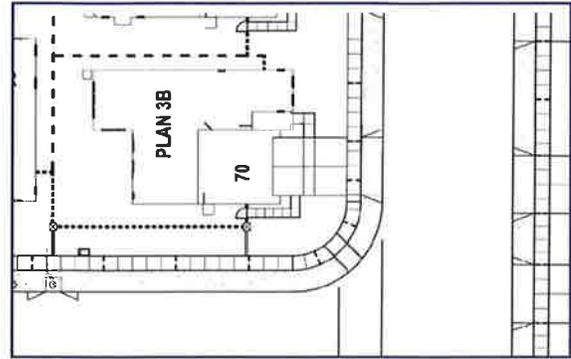
In each single-family detached neighborhood with a **minimum** of up to 80 homes, provide:

- 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.

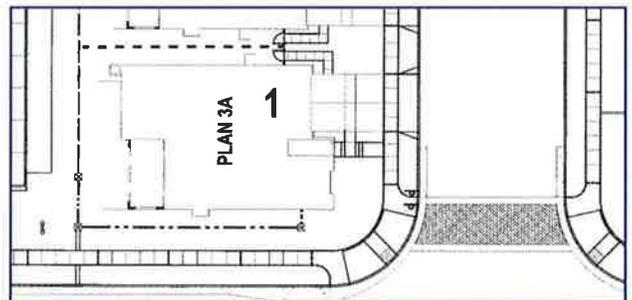
In each single-family detached neighborhood, street facing garages on corner lots at neighborhood entries shall be located on the side of the house furthest away from entry corner.



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.



Example of Monterey Architecture

### 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



## 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



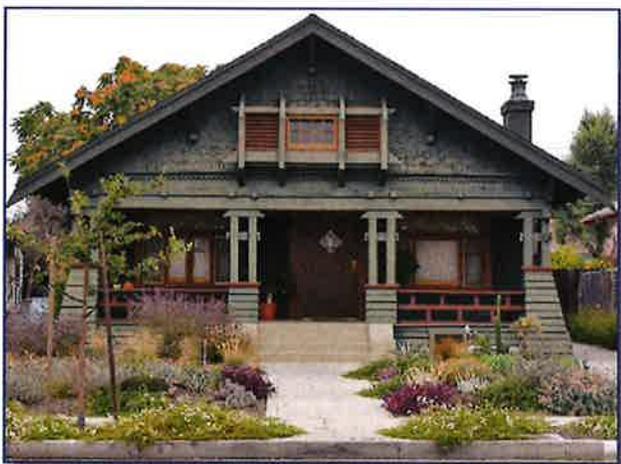
Example of European Cottage Architecture



## 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**

# Rockcress Subdivision



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Small-Lot Vesting Tentative Subdivision  
Map, Design Review, and  
Minor Administrative Modification

# Vicinity Map

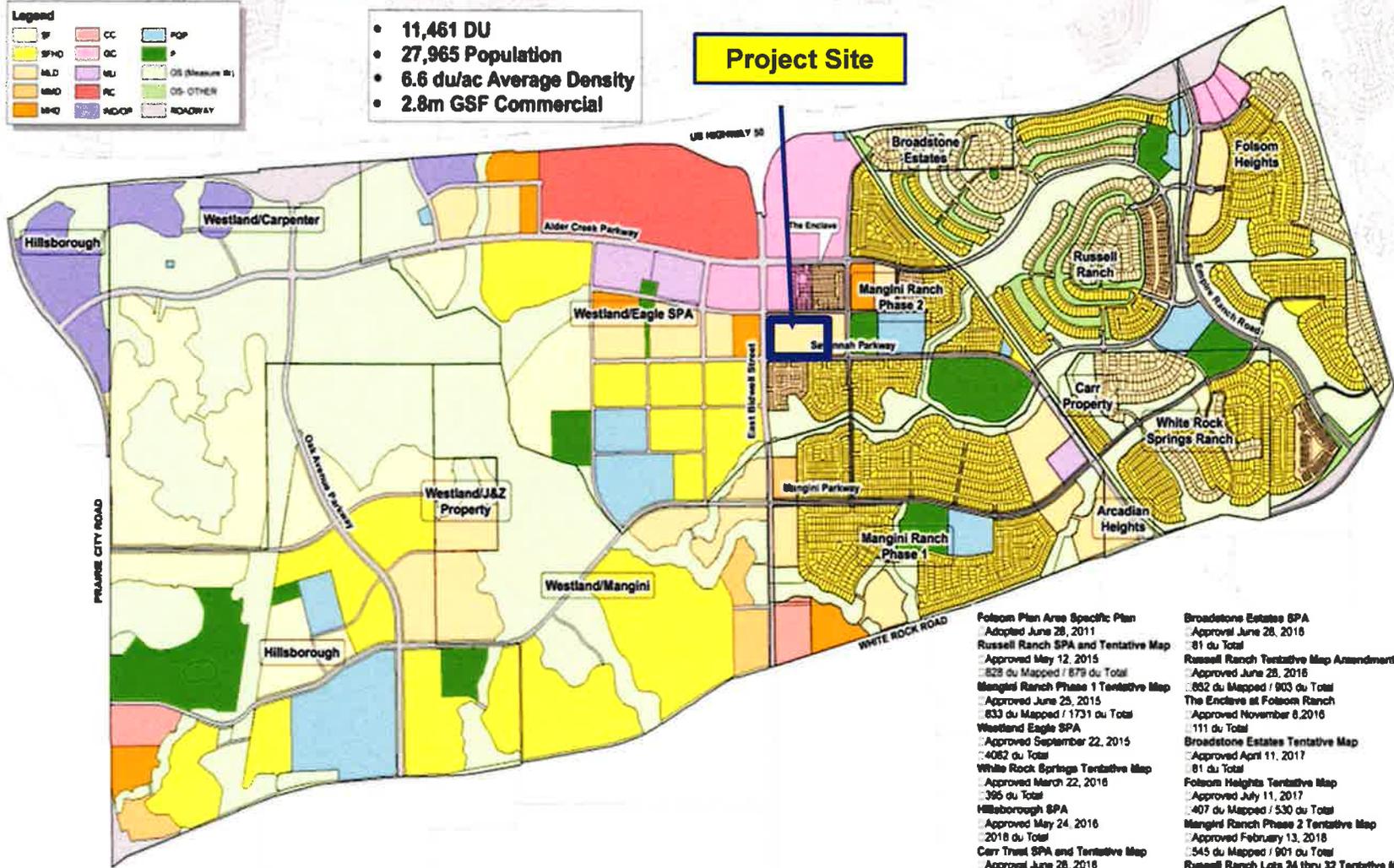


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Legend		
SP	CC	POP
SFND	OC	P
M&D	MU	OS (Medium D)
MSD	PC	OS-OTHER
MWD	INDOP	ROADWAY

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

**Project Site**



<b>Folsom Plan Area Specific Plan</b> Adopted June 28, 2011	<b>Broadstone Estates SPA</b> Approved June 28, 2016 81 du Total
<b>Russell Ranch SPA and Tentative Map</b> Approved May 12, 2015 628 du Mapped / 879 du Total	<b>Russell Ranch Tentative Map Amendment</b> Approved June 28, 2016 652 du Mapped / 903 du Total
<b>Mangini Ranch Phase 1 Tentative Map</b> Approved June 25, 2015 633 du Mapped / 1731 du Total	<b>The Enclave at Folsom Ranch</b> Approved November 8, 2016 111 du Total
<b>Westland Eagle SPA</b> Approved September 22, 2015 4082 du Total	<b>Broadstone Estates Tentative Map</b> Approved April 11, 2017 81 du Total
<b>White Rock Springs Tentative Map</b> Approved March 22, 2016 395 du Total	<b>Folsom Heights Tentative Map</b> Approved July 11, 2017 407 du Mapped / 530 du Total
<b>Hillsborough SPA</b> Approved May 24, 2016 2018 du Total	<b>Mangini Ranch Phase 2 Tentative Map</b> Approved February 13, 2018 545 du Mapped / 901 du Total
<b>Carr Trail SPA and Tentative Map</b> Approved June 28, 2016 28 du Total	<b>Russell Ranch Lots 24 thru 32 Tentative Map</b> Approved March 13, 2018 389 du Total
<b>Folsom Heights SPA</b> Approved June 28, 2018 407 du Mapped / 530 du Total	

# Aerial View of Project Site



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# Key Project Details



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- Rockcross Subdivision
  - 118-Unit Single-Family Residential Subdivision
  - 14.2-Acre Site at NE Corner of East Bidwell Street and Savannah Parkway
  - Located within Mangini Ranch Phase 2 Subdivision
- Small-Lot Vesting Tentative Subdivision Map
  - Creation of 118 Single-Family Residential Lots and 3 Lettered Landscape Lots
  - Two Access Driveways (Old Ranch Way and Savannah Parkway)
  - Internal Public Streets
- Design Review
  - Two-Story Homes with Two-Car Attached Garage
  - 4 Master plans (1,638 to 2,018 S.F.)(3BR/2.5 to 4BR/2.5BA)
  - 3 Architectural Styles (American Traditional, Spanish Colonial, Craftsman)

# Key Project Details



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- Minor Administrative Modification
  - Transfer 35 Dwelling Units from Project Site to Three Locations in Plan Area
- Inclusionary Housing Plan
  - Payment of In-Lieu Fee into Housing Trust Fund
  - Inclusionary Housing Agreement

# Illustrative Site Plan Exhibit



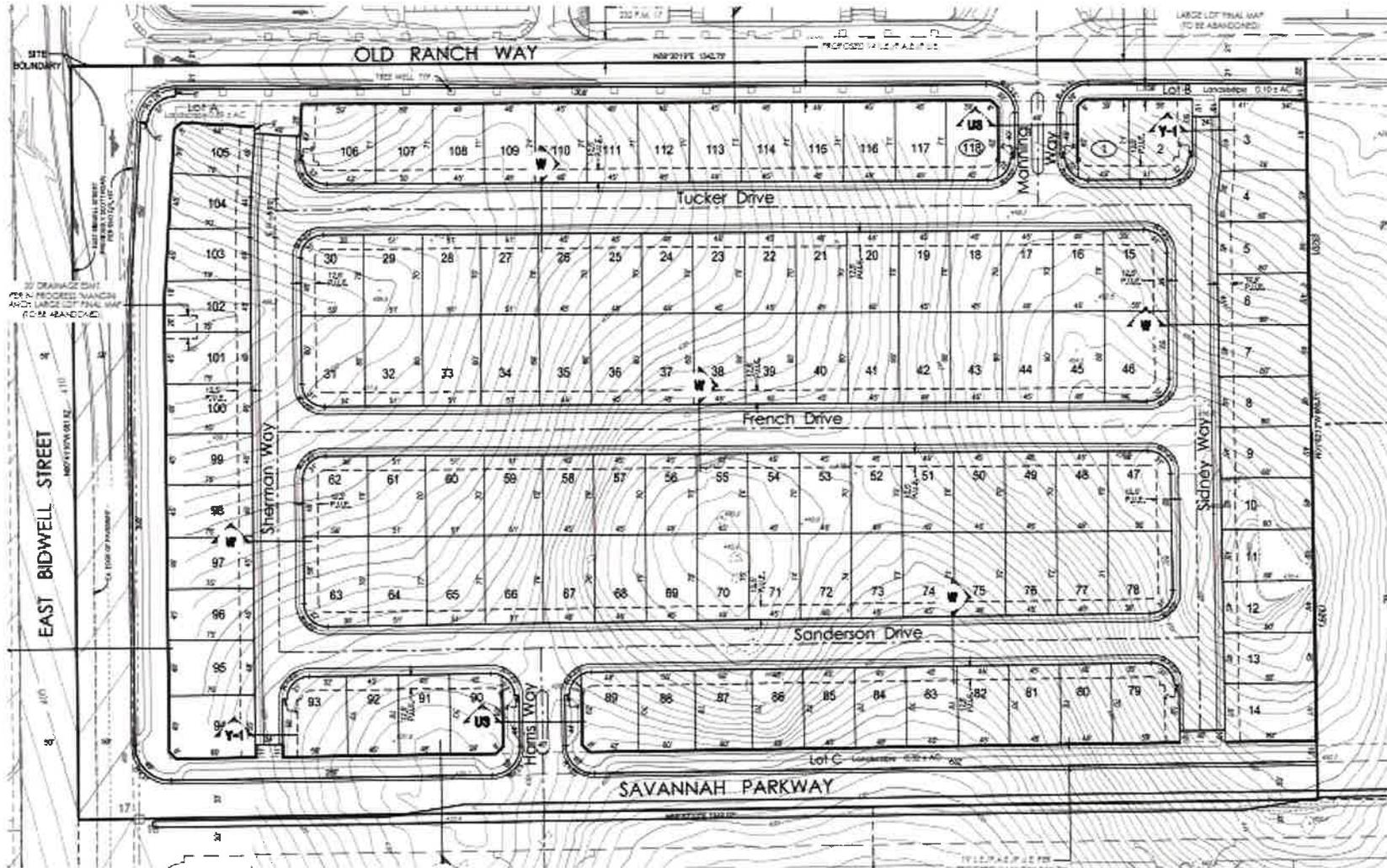
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# Tentative Subdivision Map



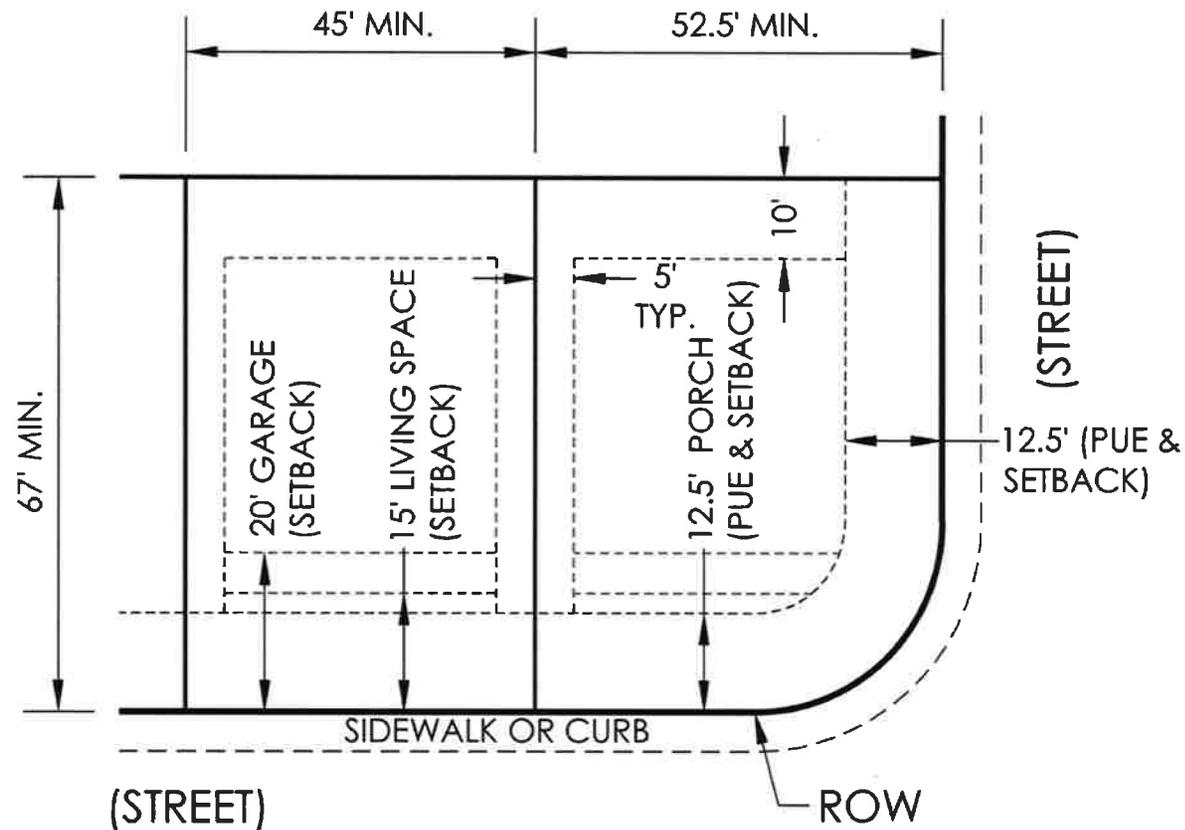
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# Proposed Lot Dimensions



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# Development Standards (SP-MLD)



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SP-MLD Single Family High Density Development Standards Table		
Development Standard	Requirement	Proposed Project
Front Porch Setback	12.5 Feet	12.5 Feet
Front Primary Structure Setback	15 Feet	15 Feet
Front Garage Setback	20 Feet	20 Feet
Side Yard Setbacks	5 Feet/5 Feet	5 Feet/5 Feet
Rear Yard Setback	10 Feet	10 Feet
Minimum Lot Size	3,000 SF	3,000 SF
Maximum Lot Coverage	50%	50%

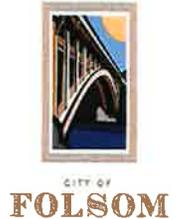
# Traffic/Access/Circulation



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- Traffic Impact Analysis 12/1/2017
  - Mangini Ranch Phase 2 Subdivision Project
  - 21 Intersections, 3 Roadway Segments, 8 Freeway Segments Analyzed
  - Analysis Identified 5 Deficiencies
  - Project Subject to 55 Traffic-Related Mitigation Measures from FPA EIR/EIS
- Supplemental Access and Circulation Analysis 5/12/2017
  - Two Scenarios Evaluated
  - Scenario 1
    - Enclave Improvements Constructed/Mangini Village 7 Improvements Not Constructed
  - Scenario 2
    - Enclave Improvements and Mangini Village 7 Improvements Both Constructed

# Traffic Recommendations



## Supplemental Access and Circulation Analysis Recommendations:

### Scenario 1

- The owner/applicant shall construct a southbound median left turn pocket on East Bidwell Street with a minimum storage length of 315 feet (255-foot deceleration lane plus 60-foot taper) to provide left turn access to Savannah Parkway.
- The owner/applicant shall construct Savannah Parkway from East Bidwell Street to the eastern boundary of the Rockcross Subdivision and the provide a temporary U-Turn at the eastbound intersection of Savannah Parkway and Shale Rock Way (Mangini Ranch Village 2) until such time that the segment of Savannah Parkway between Shale Rock Way and Westwood Drive is completed and Westwood Drive is completed between Savannah Parkway and Alder Creek Parkway.

### Scenario 2

- The owner/applicant shall construct the eastern extension of Savannah Parkway from the Mangini Ranch Village 7 Subdivision boundary to the eastern boundary of the Rockcross Subdivision (including the Shale Rock Way intersection).

# Access/Circulation Exhibit



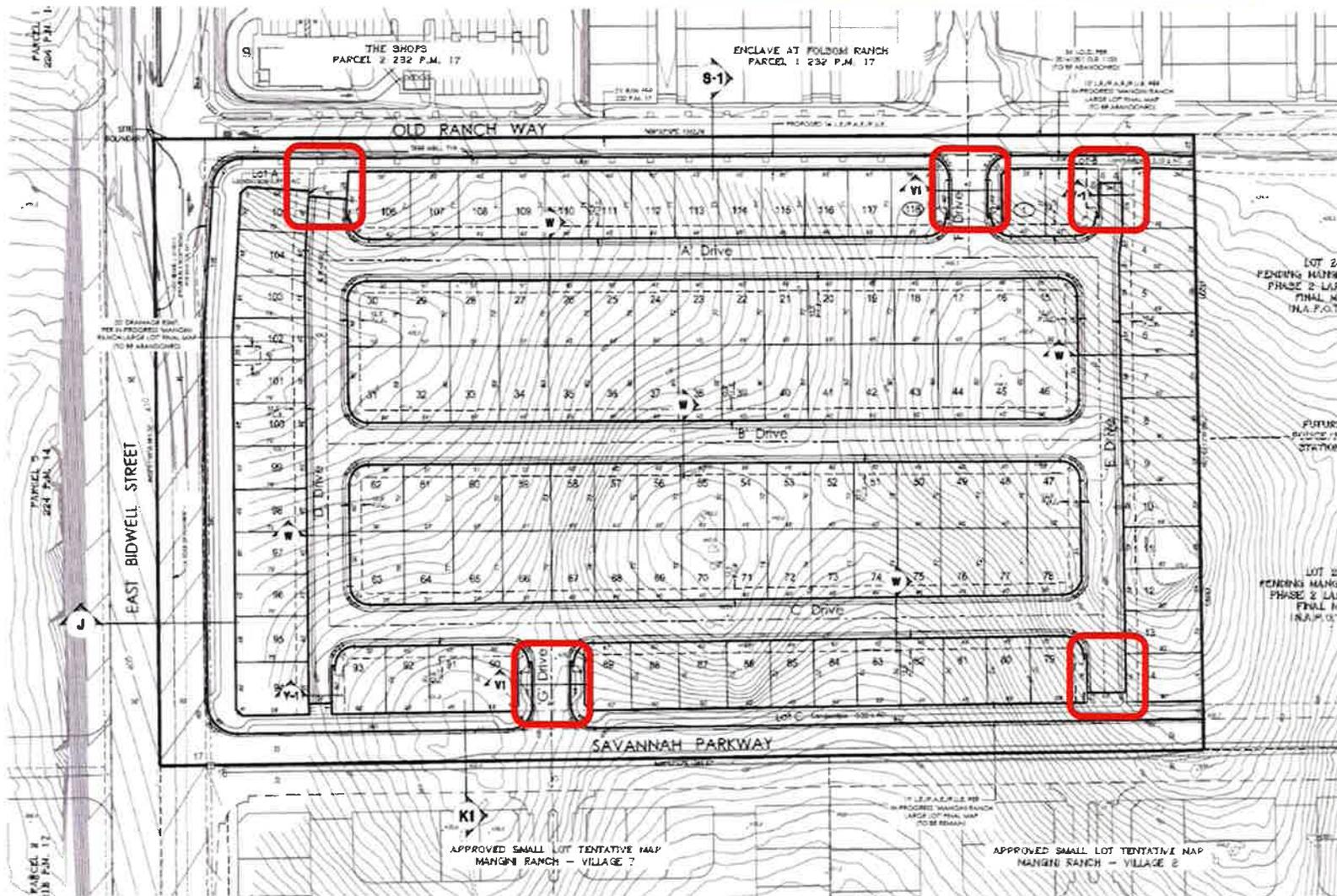
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# Pedestrian Access/Circulation



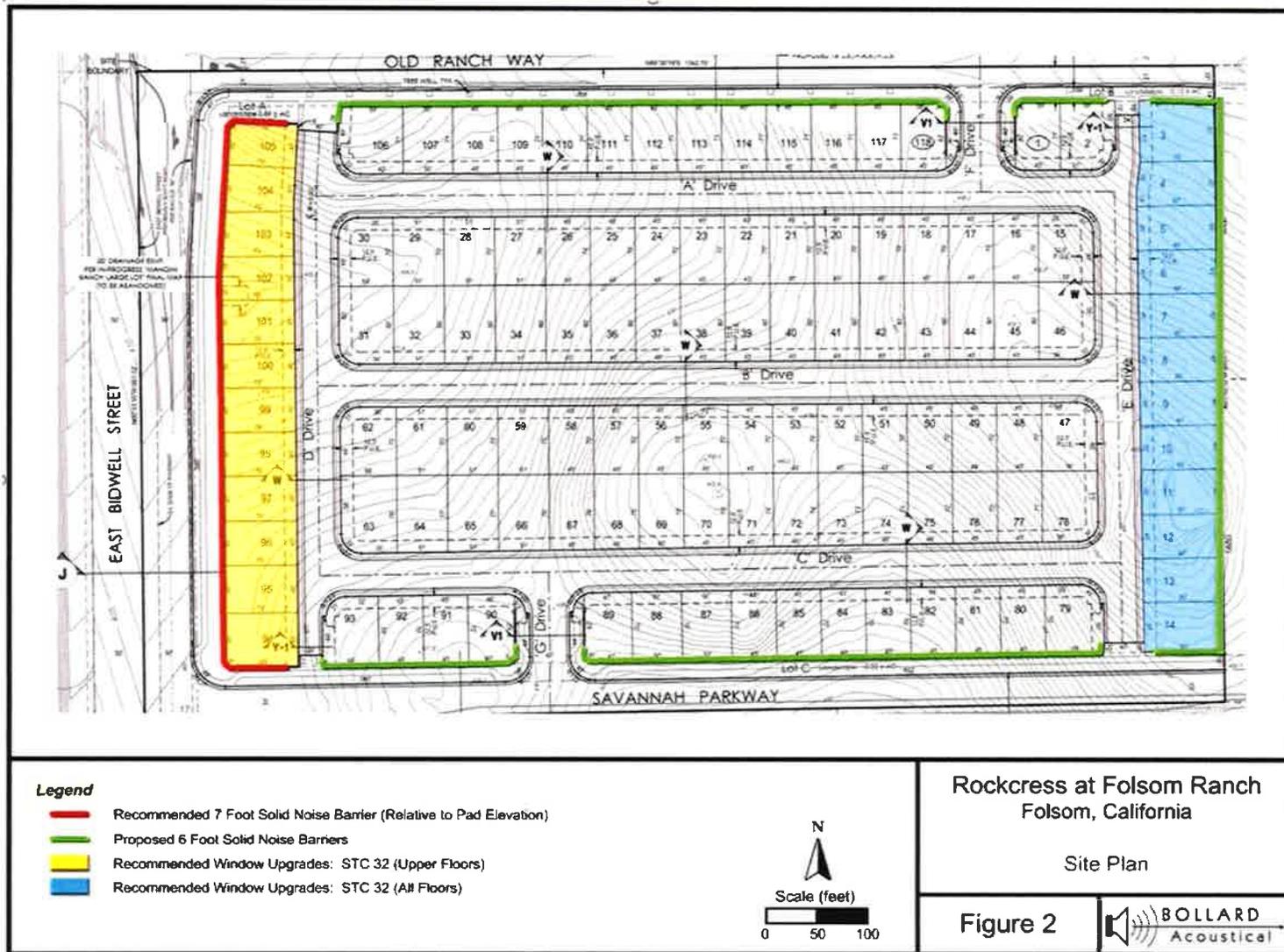
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FOLSOM



# Noise Analysis



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FOLSOM



# Architecture/Design



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- **Proposed Architecture/Design**
  - Two-Story Detached Homes with Attached Two-Car Garage
    - Four (4) Master plans (1,638 S.F. to 2,018 S.F.)(3BR/2.5 to 4BR/2.5BA)
    - Three (3) Architectural Styles
    - Nine (9) Color and Materials Alternatives
- **Proposed California-Themed Architectural Styles:**
  - American Traditional
  - Craftsman
  - Spanish Colonial

# Folsom Ranch Central District Design Guidelines



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- 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



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PLAN 1 | SPANISH COLONIAL

PLAN 2 | CRAFTSMAN

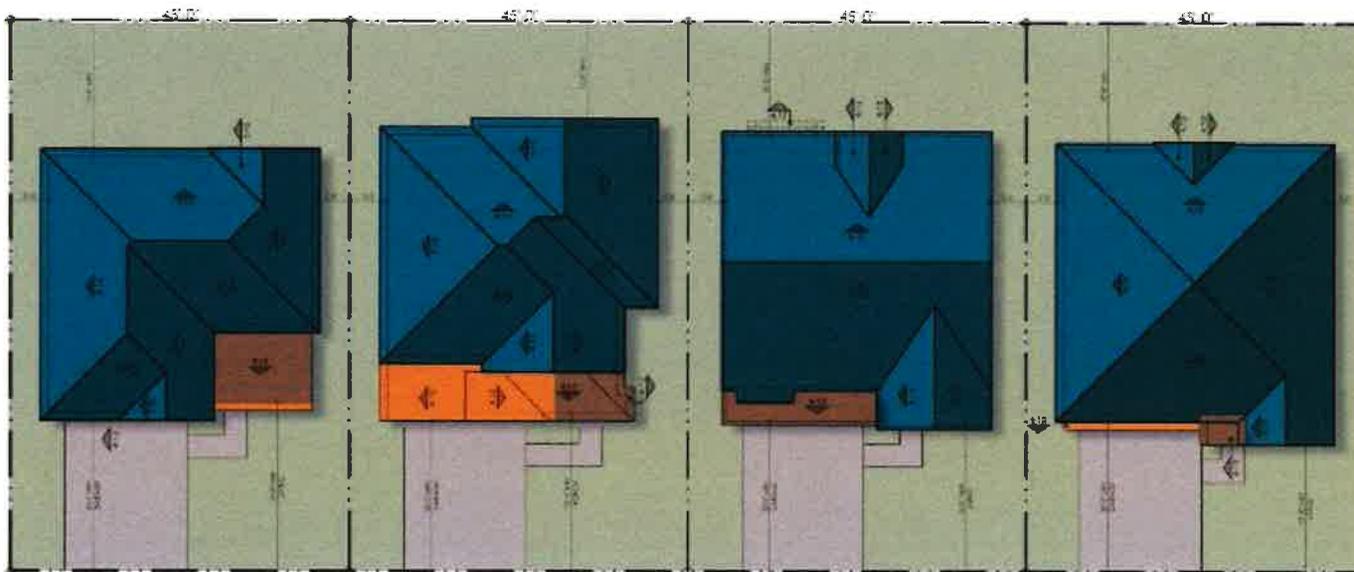
PLAN 3 | AMERICAN TRADITIONAL

PLAN 4 | SPANISH COLONIAL

# Building Massing Exhibit



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PLAN 1 | SPANISH COLONIAL



PLAN 2 | CRAFTSMAN



PLAN 3 | AMERICAN TRADITIONAL



PLAN 4 | SPANISH COLONIAL

# Master Plan 1



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**FOLSOM**



"A" SPANISH COLONIAL

1500010001



"B" CRAFTSMAN

1500020001



"C" AMERICAN TRADITIONAL

1500030001

PLAN 1 (1,638)  
FRONT ELEVATIONS



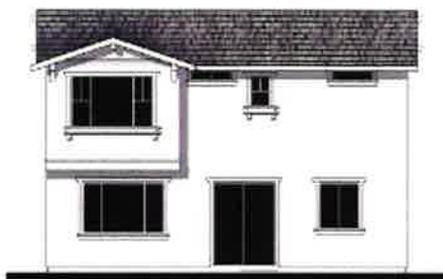
# Master Plan 1



CITY OF  
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RIGHT



REAR



LEFT

PLAN 1 (1,638 "B")  
CRAFTSMAN ENHANCED ELEVATION



# Master Plan 2



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"A" SPANISH COLONIAL  
COLOR SCHEME 1



"B" CRAFTSMAN  
COLOR SCHEME 2



"C" AMERICAN TRADITIONAL  
COLOR SCHEME 1

PLAN 2 (1,828)  
FRONT ELEVATIONS



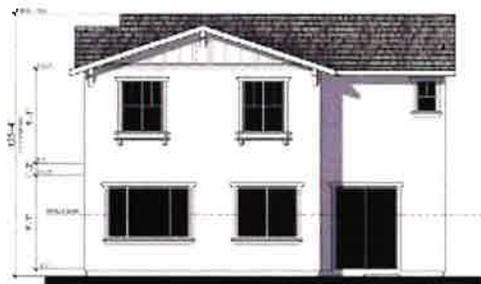
# Master Plan 2



CITY OF  
**FOLSOM**



RIGHT



REAR



LEFT

PLAN 2 (1,828 "B")  
CRAFTSMAN ENHANCED ELEVATION



# Master Plan 3



CITY OF  
**FOLSOM**



"A" SPANISH COLONIAL

COLOR SCHEME



"B" CRAFTSMAN

COLOR SCHEME



"C" AMERICAN TRADITIONAL

COLOR SCHEME

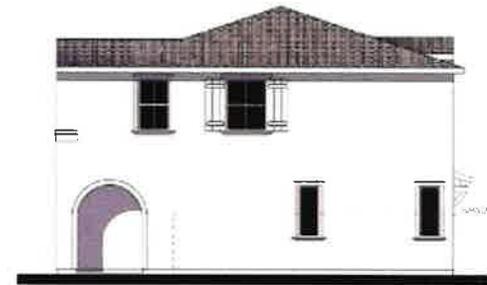
PLAN 3 (1,945)  
FRONT ELEVATIONS



# Master Plan 3



CITY OF  
**FOLSOM**



RIGHT



REAR



LEFT

PLAN 3 (1,945 "A")  
SPANISH COLONIAL ENHANCED ELEVATION



# Master Plan 4



CITY OF  
**FOLSOM**



"A" SPANISH COLONIAL

1000P14-0000



"B" CRAFTSMAN

1000P14-0000



"C" AMERICAN TRADITIONAL

1000P14-0000

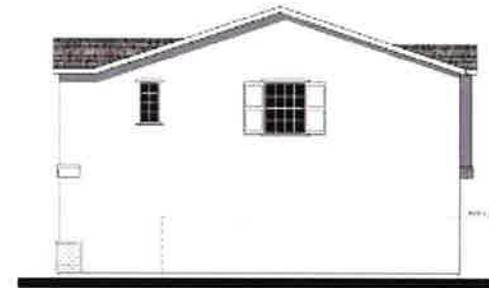
PLAN 4 (2,018)  
FRONT ELEVATIONS



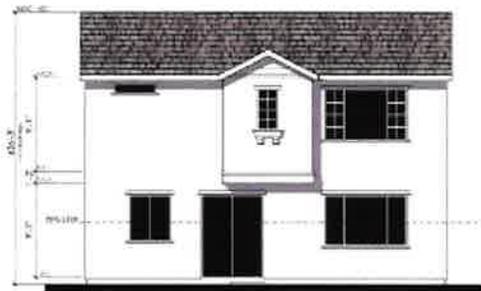
# Master Plan 4



CITY OF  
**FOLSOM**



RIGHT



REAR



LEFT

PLAN 4 (2,018 "C")  
AMERICAN TRADITIONAL ENHANCED ELEVATION



# Rendering (East Bidwell Street)



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# Rendering (Savannah Parkway)



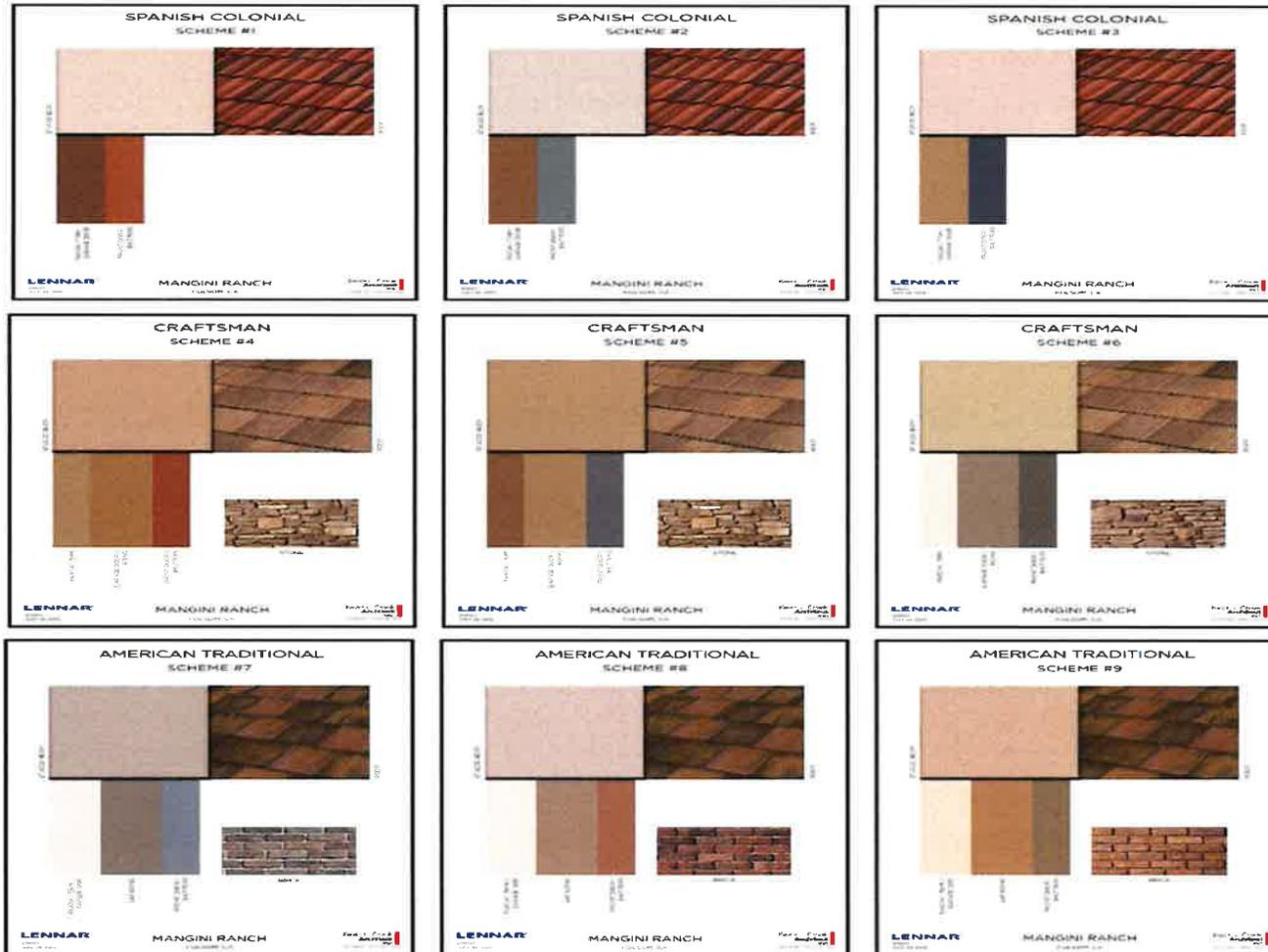
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# Color and Materials Board



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**FOLSOM**

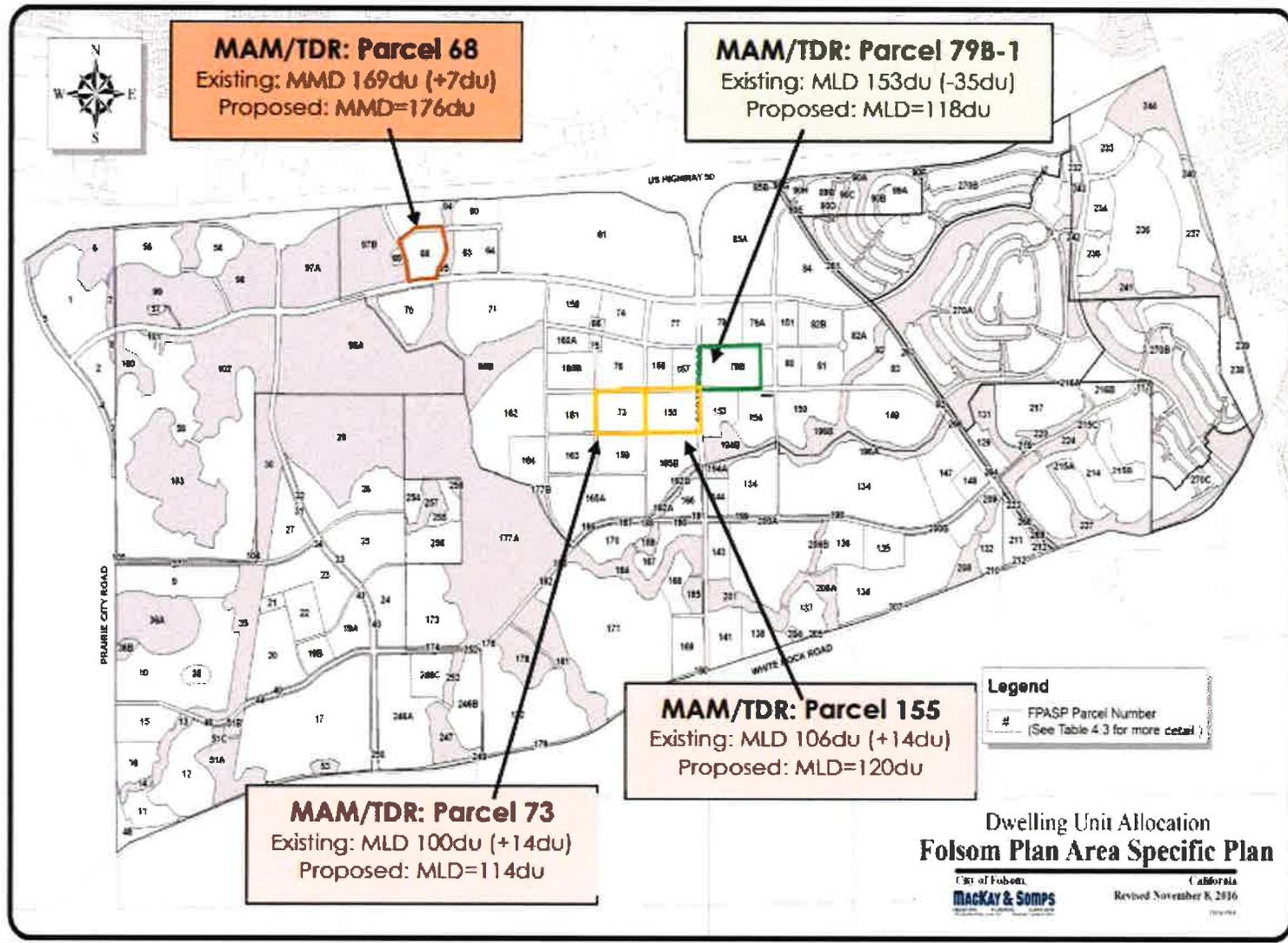




# Minor Administrative Modification



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# Environmental Review



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FOLSOM

- CEQA Exemption and Streamlining Analysis Prepared for Proposed Project (Attachment 12)
- 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



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# Site Photographs



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# Site Photographs



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# Staff Recommendation



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Staff Recommends Planning Commission  
Recommend to City Council Approval of  
the Rockcress Subdivision  
Project Entitlements



## **Planning Commission Staff Report**

50 Natoma Street, Council Chambers  
Folsom, CA 95630

**Project:** College Point Business Center Sign Criteria Planned Development Permit Modification  
**File #:** PN-19-396  
**Request:** Planned Development Permit Modification for Increased Wall Sign Area  
**Location:** 2600 E. Bidwell St.  
**Parcel(s):** 070-0270-068  
**Staff Contact:** Josh Kinkade, Assistant Planner, 916-461-6209  
jkinkade@folsom.ca.us

**Property Owner**

Name: Maidu Investments LLC  
c/o Cushman & Wakefield  
Address: 400 Capitol Mall, Suite 1800  
Sacramento CA 95814

**Applicant**

Name: Weidner CA  
Address: 5001 24<sup>th</sup> St. Sacramento  
CA 95822

**Recommendation:** Approval of the College Point Business Center Sign Criteria Planned Development Permit Modification, as illustrated on Attachment 4 (PN19-396), based on findings included in this report (Findings A-I) and subject to the attached conditions of approval (Conditions 1-4).

**Project Summary:** The proposed project includes a Sign Criteria Planned Development Permit Modification for the College Point Business Center building at 2600 E. Bidwell St. The building is currently allowed 50 square feet of wall signage and is requesting 150 square feet total of wall signage.

**Table of Contents:**

- 1 - Description/Analysis
- 2 - Background
- 3 - Proposed Conditions of Approval
- 4 - Vicinity Map
- 5 - Project Narrative
- 6 - Proposed Uniform Sign Program
- 7 - Photographs of Existing Building, Signage and Surrounding Uses
- 8 - Examples of Halo Illumination



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**FOLSOM**  
DISTINCTIVE BY NATURE

**AGENDA ITEM NO. 2**  
**Type: Public Hearing**  
**Date: July 1, 2020**

9 - Photographs of Existing Multi-Tenant Offices in Folsom  
10 - Staff PowerPoint Presentation

Submitted,

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

---

PAM JOHNS  
Community Development Director

## ATTACHMENT 1 DESCRIPTION/ANALYSIS

### APPLICANT'S PROPOSAL

The applicant, Weidner CA, is requesting approval of a Sign Planned Development Permit Modification to increase the wall sign area for the College Point Business Center building. The specific request is to allow 150 square feet of total wall signage. Under this proposal, no more than four building signs would be allowed, with a maximum of two signs per street frontage. Signs would have a maximum square footage of 44 square feet each, a maximum width of 21'8", a maximum letter height of 2' and a maximum logo height of 3'. Each new sign would be located on the same plane between the upper and lower levels on the building. The property owner has stated that existing limitations on signage size and illumination has impeded their ability to attract high-end client-based businesses that are otherwise allowed in this building and that signage is typically a major issue with contract negotiations with these potential tenants.

### Existing Signage

The existing signage associated with the College Point Business Center building includes two freestanding signs and four wall signs (Hoffman & Hoffman, Chicago Title, Green Wealth, Fidelity) on the building, which total 37.7 square feet in size. One of the freestanding monument signs (65.71 square feet in size) identifies the name and location of the building, which is located at the northwest corner of East Bidwell Street and Clarksville Road/Scholar Way on a retaining wall. The other freestanding sign is a monument sign (26.98 square feet in size), which is located on East Bidwell Street, approximately 390' northwest of the intersection of East Bidwell Street and Clarksville Road / Scholar Way.

### Proposed Signage

The applicant proposes to install a total of 4 new individual channel-lettered wall signs with a total of 150 square feet in new sign area. Proposed signage can be either backlit with halo illumination or non-illuminated. Examples of halo illumination are shown on page 4.00 in the proposed sign criteria in Attachment 6. Two new signs are proposed to be allowed on the East Bidwell Street elevation of the building and two new signs are proposed to be allowed on the Scholar Way elevation. All new signs are proposed to be placed on the same plane between the upper and lower levels on the building. Signs would have a maximum square footage of 44 square feet each, a maximum width of 21'8", a maximum letter height of 2' and a maximum logo height of 3'. The following table illustrates the maximum allowable wall sign area in accordance with FMC Section 17.59.040.B.1, the existing total wall sign area, proposed maximum allowable wall sign area, maximum sign width and maximum sign height.

<b>College Point Business Center Building Wall Sign Table</b>	
<b>Maximum Allowable Wall Sign Area Per FMC</b>	<b>50.00 SF For Entire Building</b>
<b>Existing Total Wall Sign Area</b>	<b>37.71 SF</b>
<b>Proposed Maximum Allowable Wall Sign Area</b>	<b>150 SF For Entire Building (4 new signs total) 44 SF Per Sign Maximum</b>
<b>Maximum Sign Width</b>	<b>21' 8" wide</b>
<b>Maximum Sign Height</b>	<b>2' high (3' high for logos)</b>

The applicant has also requested for the option to redesign and relocate their monument sign with tenant panels to the landscaped area at the corner of East Bidwell Street and Scholar Way behind the freestanding retaining wall sign for greater visibility and, but is not requesting to add any additional square footage to the sign.

**POLICY/RULE**

Section 17.59.050 (F) of the Folsom Municipal Code states that the Planning Commission shall, in granting a Planned Development Permit, specify and establish the size, location, number and conditions of signs to be erected and maintained in conjunction with the proposed project. Any signage proposed beyond what is allowed beyond Section 17.59.040 of the Folsom Municipal Code requires approval by the Planning Commission.

**ANALYSIS**

**Sign Requirements of Folsom Municipal Code**

Commercial signage is typically allowed at a ratio of 1.5 square feet of signage per every 1 lineal foot of frontage the tenant has. This standard does not typically work for office development, as the businesses often do not have street frontage and share a common interior entrance. As such, a standard taking into account the overall maximum sign area for the building is utilized for office uses. The subject property is in the Broadstone Unit No. 3 Specific Plan and has been designated in that specific plan for office use. Existing uses in the building include bank offices, an insurance office, and a title company, all of which are allowed by right in this zone. These uses, while office in definition, are customer-oriented businesses that rely on customers visiting the offices as part of their business. As such, signage identifying the presence of these businesses (rather than just the name of the office center itself) is beneficial for these uses.

All projects in the Broadstone Unit No. 3 Specific Plan require a Planned Development Permit to be approved by the Planning Commission prior to development. A Planned Development Permit was approved by the Planning Commission for the subject parcel in 2002 (PN 02-554). As part of this Planned Development, signage was required to be in compliance with the FMC. Any request to increase the signage beyond what was allowed in the Planned Development and FMC requires approval of a Planned Development Modification.

FMC Section 17.59.040.B.1 regulates the building sign standards for professional offices, and states that, "the allowable sign area is .5 square foot of signage for each 1

lineal foot of primary building frontage up to a maximum sign area of 50 square feet.” Based on the lineal primary frontage of the College Point Business Center building (196 feet) the subject building is allowed the maximum 50 square feet of wall signage for the entire building. There are currently four existing wall signs (Hoffman & Hoffman, Chicago Title, Green Wealth, Fidelity) on the building, which total 37.7 square feet in size.

### **Proposed Additional Wall Signs**

As shown in the images in Attachment 7, the existing wall signage is difficult to view from East Bidwell Street. The signs are 8 to 10 square feet in size and non-illuminated. Furthermore, a 100-foot-wide railroad corridor exists between the street and the property line of the business center, pushing the building further back than a typical building along East Bidwell Street. Furthermore, the building has 196 lineal feet of primary frontage and 392 lineal feet of overall street frontage. Furthermore, based on discussions with the property owner, lack of signage has been a major issue when negotiating contracts with the client-based businesses that wish to occupy tenant space. As such, staff has concluded that in order to view signage on this building from East Bidwell Street, additional square footage and illumination is warranted.

The applicant has proposed four new signs with a maximum size of 44 square feet each, a maximum height of 2 feet for letter and 3 feet for logos, and a maximum width of 21’ 8” per sign. Total new signage will not exceed 150 square feet. Under this scenario, not all businesses in the building would have a wall sign, and the property owner would determine which four businesses would be allowed wall signage. As shown in the proposed sign criteria in Attachment 6, each new sign would be located between the upper and lower levels of the building on the East Bidwell Street and Scholar Way frontages. The two new signs on each elevation would be located at opposite ends of each frontage and would be separated by at least 50 feet. Each of the new signs would be located on the same plane between the upper and lower windows of the building for consistency.

### **Previously Approved Increases in Wall Signage for Multi-Tenant Office Buildings**

The Planning Commission has previously approved increases in retail wall sign area in large commercial centers and for buildings adjacent to U.S. Highway 50. The primary basis for increased wall sign area was the distance from the adjacent roadways and the need to have the signs legible to pedestrians and motorists. Staff has identified four other large multi-tenant office buildings in Folsom with increased signage. The Broadstone Business Center was allowed up to 50 square feet of wall signage per business, the Folsom Corporate Center was allowed up to 150 square feet of wall signage for each building in the center, the Natoma Station Corporate Center was allowed 225 square feet of wall signage divided amongst three major building tenants for the building and the Iron Point Business Park was allowed 150 square feet of signage for their multi-tenant building. Images of these office buildings and their wall signs are included in Attachment 9, and a table showing the allowed square footages, allowed illumination, lineal feet of primary building frontage and zoning of these office

buildings is provided below:

Name of Center	Primary Building Frontage	Allowed Square Footage	Allowed Illumination	Zoning
<b>College Point Business Center</b>	196 lineal feet	150 SF (proposed)	halo/non-illuminated	SP95-1 (PD)
<b>Broadstone Business Center</b>	120-250 lineal feet per building	50 SF per business	non-illuminated	M-L (PD) & C-3 (PD)
<b>Folsom Corporate Center</b>	350 lineal feet per building	150 SF per building	halo/non-illuminated	M-L (PD) & C-3 (PD)
<b>Natoma Station Corporate Center</b>	400 lineal feet	225 SF	halo/non-illuminated	M-L (PD)
<b>Iron Point Business Park</b>	325 lineal feet	150 SF for the multi-tenant building	non-illuminated	BP (PD)

The subject building is located on the intersection of East Bidwell Street and Clarksville Road/Scholar Way, all of which are major roadways. Staff determined that based on the size of the College Point Business Center building, the distance of the building from East Bidwell Street, and the precedent of signage allowed in similar buildings throughout the City, 150 square feet of total new signage is warranted for the College Point Business Center.

### **Proposed Illumination of Wall Signs**

Regarding illumination, the proposed sign criteria has identified only halo-illuminated and non-illuminated signage as being allowable. A drawing of halo signage is included in the proposed sign criteria in Attachment 6 and staff has provided pictures of halo signs in Attachment 8. As seen in these attachments, halo-lit signs provide the illumination needed to identify the signs at night while being more subdued than typical internally-illuminated signs where each letter is illuminated. The subject building is across the street from a Walgreens, which has internally-illuminated wall signs and the Sutter Health Medical Foundation, which also has halo-illuminated wall signs. As such, staff found that halo or non-illuminated signage is compatible with surrounding businesses on East Bidwell Street.

Regarding the Scholar Way frontage, a senior apartment complex is proposed on the other side of the street. Based on the preliminary site plan submitted to staff, a parking lot would separate the apartments from the Scholar Way frontage and the closest apartment would be approximately 150 feet from Scholar Way and at least 275 feet from the nearest sign. As such, staff does not foresee a visual impact to the future apartments with halo-lit signs, which provide a much softer light than internally-illuminated signs and staff supports halo illumination on both frontages. Staff considered requiring all signs to have consistent illumination on both frontages (where all signage would be halo-illuminated) but ultimately decided to support the flexibility to allow for non-illuminated signage since several of the businesses are not open after dark.

### **Removal of Existing Wall Signs**

Regarding the four existing non-illuminated wall signs, staff has worked with the applicant to find a way to retain those signs while the businesses are still in the building while allowing for new businesses to obtain wall signage as the property owner sees fit. In order to ensure that no more than two new signs are allowed per street-facing frontage, the applicant has agreed to a condition that states that if new signage on the East Bidwell Street frontage (which currently has one sign) is proposed, that frontage shall not exceed two total signs. The Scholar Way frontage currently has three wall signs, so the applicant has agreed that no new wall signs will be allowed on that frontage until at least two of the existing signs are removed so that the Scholar Way frontage does not exceed two signs once new signage is proposed on that frontage. Finally, at no time can the overall signage on the building (both new and existing) exceed the 150 square feet allowed by the proposed sign criteria. Condition No. 3 has been added to reflect this agreement.

### **Freestanding Signs**

Typical office park signage is provided through the use of monument signs. Individual office buildings are allowed one monument sign with a maximum sign area of 24 square feet and a maximum sign height of 6' including a maximum 2' tall base in accordance with FMC Section 17.59.040.B.2.a. This particular building has an existing 65.71-square-foot identification sign with the name of the building (College Point Business Center) and one existing 26.98-square-foot monument sign that identifies individual tenants on panels. The existing monument sign is located behind the aforementioned 100-foot-wide railroad corridor fronting East Bidwell Street, and, as shown in Attachment 7, is difficult to see from the street from passing motorists. As such, the applicant has proposed for an option to relocate and redesign the existing tenant panel monument sign. Because the applicant is not requesting any additional square footage for that sign, the location and design of that sign is not subject to additional review by the Planning Commission. The applicant has included a standard in their sign criteria stating that the design, colors and materials shall match or compliment the building architecture. Staff has also provided Condition No. 4, which states that any future relocation and redesign of the existing tenant paneled monument sign shall be subject to staff review and Section 17.59.040 B (2) of the Folsom Municipal Code regarding freestanding signs for business uses.

### **Consistency with Broadstone Unit No. 3 Specific Plan and Folsom Municipal Code**

Section 3.5 of the Broadstone Unit No. 3 Specific Plan (Pages 25 and 26) addresses the concept and characteristics of the Industrial/Office Park land uses. It states that, "... The general characteristics of the industrial and office facilities shall be low rise buildings in campus like settings, utilizing open space and park like features to blend and harmonize with the surrounding land uses and the natural land form. ..." Based on the above analysis, it is the staff's opinion that allowing the requested increase in the wall sign area would be consistent with this concept for the Industrial/Office Park land uses.

FMC Section 17.59.010.A addresses the purpose of the City's Sign Code. FMC Section 17.59.010.A.4 states that signs are intended to, "Balance the needs of the business and development community to advertise their goods and services with the community and planning goals related to streetscape aesthetics and traffic safety." Staff believes that this provision supports the notion that the additional wall sign area should be permitted and that these needs have been balanced with the applicable community and planning goals. Furthermore, staff is currently in the process of a comprehensive Zoning Code update, which will include a proposed update to sign regulations for multi-tenant office buildings based on feedback over the years from the owners of these buildings and analysis of other city codes regarding multi-tenant office buildings. Based on the 196 lineal feet of primary building frontage and 392 lineal feet of overall street frontage, the applicant's proposal for 150 square feet of signage appears reasonable and within the anticipated range of recommended office park wall signage as part of the Zoning Code update.

### **Conclusion**

Based on the aforementioned factors and analysis, staff has determined that the proposed sign criteria meets the intent of the Folsom Municipal Code with regard to the Planned Development Permit Modification.

### **ENVIRONMENTAL REVIEW**

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

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

Staff recommends that the Planning Commission approve the College Point Business Center Sign Criteria Planned Development Permit Modification, as illustrated on Attachment 6 (PN19-396). This would be subject to the findings included in this report (Findings A-I) and the attached conditions of approval (Conditions 1-4).

### **GENERAL FINDINGS**

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

### **CEQA FINDINGS**

- C. THE PROJECT IS CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW UNDER SECTION 15301 (EXISTING FACILITIES) OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES.

- D. THE CUMULATIVE IMPACT OF SUCCESSIVE PROJECTS OF THE SAME TYPE IN THE SAME PLACE, OVER TIME IS NOT SIGNIFICANT IN THIS CASE.
- E. NO UNUSUAL CIRCUMSTANCES EXIST TO DISTINGUISH THE PROPOSED PROJECT FROM OTHERS IN THE EXEMPT CLASS.

**PLANNED DEVELOPMENT PERMIT FINDINGS**

- F. THE PROPOSED PROJECT IS CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY.
- G. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS ARE ACCEPTABLE.
- H. THE PROPOSED INCREASE IN BUILDING ATTACHED SIGNAGE MAINTAINS A SCALE THAT IS VISUALLY PROPORTIONAL BASED ON THE SIZE/AREA OF THE PROPOSED SIGNS.
- I. 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.

## ATTACHMENT 2 BACKGROUND

### BACKGROUND

In 1995, the City approved the Broadstone Unit No. 3 Specific Plan (SP 95-1). The 570-acre Specific Plan area has developed containing a mixture of Residential, Commercial, Industrial/Office Park, and School land uses which is connected by a system of Parks, Open Spaces, and Parkways. The subject site is located within the Broadstone Unit No. 3 Specific Plan area and designated for the Industrial/Office Park land use. The College Point Business Center building, a 41,724-square-foot, two-story building, was approved through a Planned Development Permit in 2003 (PN 02-554).

The Broadstone Unit No. 3 Specific Plan includes the Design Guidelines, which provide additional criteria to guide City staff in their review of proposed projects. The Design Guidelines specify the policies governing architectural treatments, site planning, landscaping, lighting, and signage. Section 8 of the Design Guidelines addresses the sign standards, however, it provides no specific wall sign size limitations applicable to the College Point Business Center building. Therefore, the Folsom Municipal Code (FMC) Section 17.59.040.B.1, the building sign standards for professional offices, applies to wall signs located at the subject property.

On October 20, 2004, City staff approved a 65.71-square-foot identification sign for the College Point Business Center building, which is located at the northwest corner of East Bidwell Street and Clarksville Road/Scholar Way (PN 04-580). This sign was approved as the secondary entry sign for the Broadstone Unit No. 3 Area in accordance with Sections 8.1 and 8.2.2 of the Broadstone Unit No. 3 Design Guidelines.

On December 28, 2004, City staff approved a 26.98-square-foot monument sign, which is located approximately 390' northwest of the intersection of East Bidwell Street and Clarksville Road/Scholar Way (PN 04-687). In 2005, City staff approved a 24.20-square-foot wall sign for Masters Team Mortgage, which is located on the southeast building façade (PN 05-182).

On April 20, 2011, the Planning Commission heard a request for a Sign Planned Development Permit Modification to increase the wall sign area for the College Point Business Center building. The specific request was to allow 168 square feet of total wall sign area, with a maximum sign area of 50 square feet for each individual tenant, by allowing 1 square foot of signage for each 1 lineal foot of primary building frontage (168 lineal feet). The Commission did not make a determination on the application and instructed staff to look into updating the sign code for office uses. The application was subsequently withdrawn.

<b>GENERAL PLAN DESIGNATION</b>	IND (Industrial/Office Park)
<b>ZONING</b>	SP 95-1 (PD) (Broadstone Unit No. 3 Specific Plan- Planned Development)
<b>ADJACENT LAND USES/ZONING</b>	North: Folsom Lake College (A-1-A) South: Broadstone Marketplace (C-3 PD) East: Medical Office and Residential Development (R-4 PD) Beyond West: Commercial Development (BP PD)
<b>SITE CHARACTERISTICS</b>	The site consists of a 41,724-square-foot two-story multi-tenant office building with associated parking and landscaping improvements.
<b>APPLICABLE CODES</b>	<u>FMC section 17.59, Signs</u> <u>FMC section 17.38, Planned Development District</u> <u>Broadstone Unit No. 3 Specific Plan</u>

**ATTACHMENT 3**  
**Proposed Conditions of Approval**

**CONDITIONS OF APPROVAL FOR  
 COLLEGE POINT BUSINESS CENTER SIGN CRITERIA  
 (PN 19-396)**

<b>Cond. No.</b>	<b>Mitigation Measure</b>	<b>GENERAL REQUIREMENTS</b>	<b>When Required</b>	<b>Responsible Department</b>
1.		Approval of this project is based on the Uniform Sign Program illustrated in Attachment 6.	OG	CD (P)
2.		The applicant/owner shall obtain the necessary sign and building permits before installing signs.	B	CD (B)
3.		If new signage on the East Bidwell Street frontage (which currently has one sign) is proposed, that frontage shall not exceed two total signs. No new wall signs shall be allowed on the Scholar Way frontage until at least two of the signs existing at the time of this approval are removed so that the Scholar Way frontage does not exceed two signs once new signage is proposed on that frontage. At no time may the overall signage on the building (both new and existing) exceed the 150 square feet allowed by the proposed sign criteria.	B	CD (P)
4.		Any future relocation and redesign of the existing tenant paneled monument sign shall be subject to staff review and Section 17.59.040 B (2) of the Folsom Municipal Code regarding freestanding signs for business uses.	B	CD (P)

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

## **Attachment 4 Project Vicinity**



## **Attachment 5 Project Narrative**

## College Point Business Center

2600 E. Bidwell, Folsom CA 95630

### **Proposed Master Sign Program**

The College Point Business Center building, located at the corner of East Bidwell Street and Scholar Way, has been in operation since 2004. All existing wall signs have been separately permitted and installed ad-hoc, with little concern for allowable square footage as it relates to the building as a whole.

The center is currently zoned to have a maximum of 50 square feet for wall signs, per Folsom Municipal Code Section 17.59.040 B for Business, Industrial, and Hospital Uses. Existing wall signs total 37.71 square feet, leaving 12.79 square feet for all future signage. The currently assigned sign ordinance is not adequate for a multi-story, corner-facing, multi-tenant professional and commercial building. The goal of the master sign program is to incorporate previously permitted signs with long-term future needs, and up-date the center's sign ordinance with standards similar to the neighboring C-3 PD zoning sign ordinance.

The master sign program establishes guidelines for all on-building signage for the East Bidwell frontage and Scholar Way frontage. A maximum sign area of 150 square feet has been established for each street frontage.

Illuminated and non-illuminated signage would be allowed. The master sign program establishes standards and guidelines for both types of signs.

## **Attachment 6**

# **Proposed Uniform Sign Program**



# 2600 E. Bidwell - Master Signage Program

College Point Business Center: 2600 E. Bidwell Street, Folsom, CA

WO: 44943  
EST: C040066

Submittal #	Revision#(s)	Issue Date	Description
S1	-	May 20, 2019	Allowable sign locations and square footages: elevation views.
S2	-	October 09, 2019	Planning Department MSP Application
S3	R1	March 12, 2020	Planning Department MSP Application revisions
S4	R2	June 23, 2020	Planning Department MSP Application revisions



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## Index

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Sheet#	
01.00	General Information Introduction Tenant Signage
01.01	General Information Design Requirements Installation
01.02	General Information Calculating Signage Square Footage
02.00	Site Plan - Monument Sign Locations Site Signage Project ID (P-ID) Tenant Signage Monument (T-MON))
02.01	Building Plan - Allowable Building Mounted Tenant Identification Locations East Bidwell Street Frontage Scholar Way Frontage
03.00	<b>T-BID: Tenant Building Mounted Identification Signage</b> East Bidwell Elevation Locations, Size Criteria and Examples
03.01	<b>T-BID: Tenant Building Mounted Identification Signage</b> Scholar Way Elevation Locations, Size Criteria and Examples
04.00	<b>T-BID: Tenant Building Mounted Identification Signage</b> Signage Method and Criteria
05.00	<b>T-MP: Tenant Monument Panel Signage Criteria</b>
05.01	<b>T-MON: Tenant Monument Signage Criteria</b>
06.00	<b>P-ID: Project Identification Signage Criteria</b>

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**Project:**

2600 E. Bidwell  
Master Sign Program for  
College Point Business Center  
Folsom, CA

**Client:**

-

**Designer:**

WeidnerCA

---

**Work Order:** 44943

**Est. No:** C040066

**Issued:** 10-09-19

**Drawn By:** JG

---

**Revisions:**

R1. 03-12-2020 JG

---

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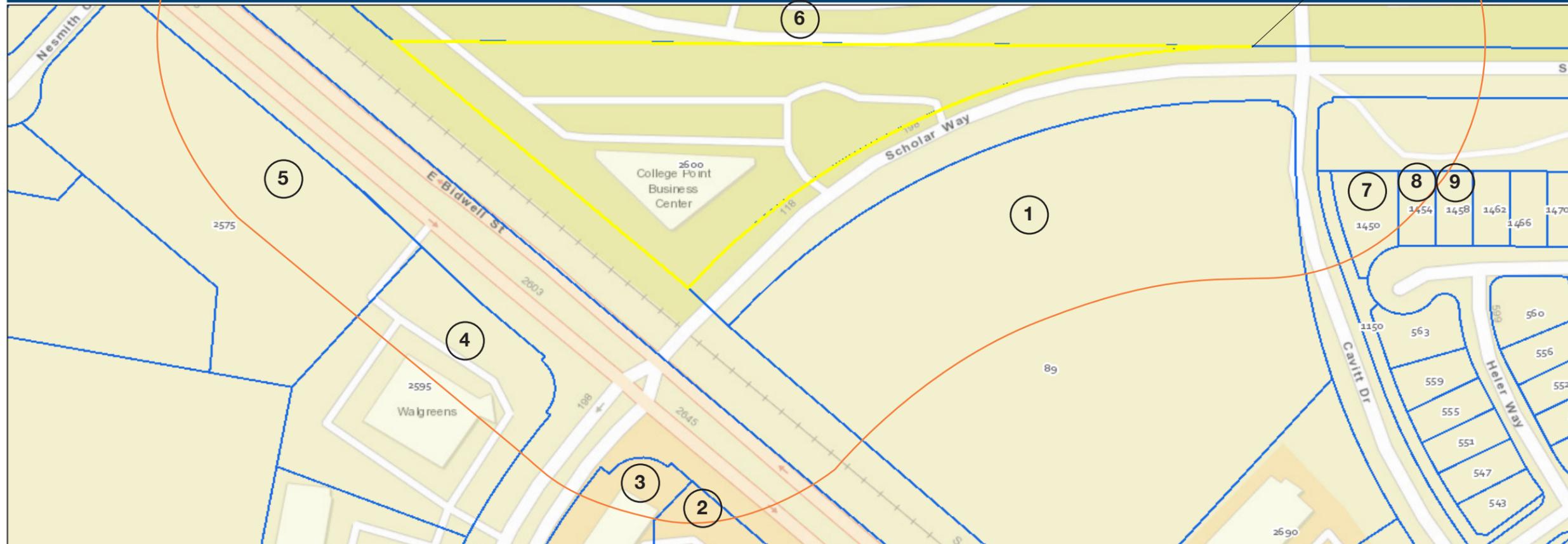
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## Index

**i**

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NO.	ADDRESS	APN	TENANT	OWNER
1	89 Scholar Way	072-0270-102	LDS Church	Church of Latter-Day Saints c/o LDS Church 50 e. N. Temple St. 22nd Floor Salt Lake City, UT 94150
2	2675 E. Bidwell St.	072-1700-052		HD Development of Maryland Inc. c/o Property Tax Dept. PO Box 105842 Atlanta, GA 30348
3	2645 E. Bidwell St.	072-1700-001	American's Tire	Halle Properties, LLC 20225 n. Scottsdale Road Scottsdale, AZ 85255
4	2595 E. Bidwell St.	072-1630-004	Walgreen's	Walgreen Company c/o Real Estate Tax Department PO Box 1159 Deerfield, IL 60015

NO.	ADDRESS	APN	TENANT	OWNER
5	2575 E. Bidwell St.	072-1630-024	Sutter Medical Plaza	Bulldog Properties LLC c/o Dreyer Babich Buccola Wood Campora LLP 20 Bicentennial Circle Sacramento, CA 95826
6	100 Scholar Way	072-0270-023	Folsom College	Los Rios College Community College District 100 Scholar Way Folsom, CA 95630
7	1450 Strabane Way	072-2030-022	n/a	Ravelo, Reysa 1450 Strabane Way Folsom, CA 95630
8	1454 Strabane Way	072-2030-023	n/a	Jones, Carolann 1454 Strabane Way Folsom, CA 95630
9	1458 Strabane Way	072-2030-024	n/a	Dachtler, Heather C. 1458 Strabane Way Folsom, CA 95630

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**Radius Map**  
Scale 1" = 150'

## Introduction

This sign program consists of three sign type categories:

- (P-ID)
  - Project Identification Sign
- (T-MON) and (T-MP)
  - Tenant Monument and Tenant Monument Panels
- (T-BID)
  - Tenant Building Mounted Identification

Project Identification includes the incorporation of an existing set of letters mounted to the retaining wall at the corner of E. Bidwell Street and Scholar Way. The content of the existing Project Identification sign is limited to the project name and address. Tenant names are separate from this sign on a dedicated Tenant Monument sign. The current Project Identification sign is illuminated by ground mounted flood lights that were part of the original installation. Sign criteria for this and possible future redesign is outlined on the Project Identification Criteria sheet.

Tenant Identification signage is intended to provide notification of tenant's existence in the building to vehicular traffic and to pedestrians on existing and future sidewalks. Signage locations are limited to the Tenant Monument sign and Building Mounted signage. Tenants whose names will be allowed on the Tenant Monument are based on separate criteria established by the Landlord and documented in the Tenant's lease agreement. All Tenant signage must comply with the criteria herein and is subject to Landlord approval prior to permit application.

## Tenant Signage

### T.1 General Criteria

All Tenants must comply with the following criteria. The following guidelines apply to all tenant signage. Use of logo-marks and corporate identity elements (such as symbols, special shapes, etc.) will be considered signage and are subject to all regulations contained in these guidelines.

### T.2 Design Review Process, Permits

All construction documents for signage, permanent or temporary, must be reviewed and approved by an authorized agent of the Building Owner, here after noted as 'Landlord', prior to submittal to local governing agencies for review and permitting. Fees and expenses related to the design, permitting, fabrication and installation, including special installation considerations, shall be the responsibility of the tenant. Fabrication and installation must be by a Landlord approved company.

T.3 Upon termination of the lease and/or vacating of the premises, tenant shall be responsible for the removal of their name unless the requirement is waived by the Landlord in writing. Removal must be performed by a Landlord approved company within 30 days of the termination of the lease. The surface area(s) upon which signage was located must be left free and clear of any evidence of the tenant's signage, in like-new condition. Holes must be properly sealed and finished. In the event the signage is not removed within the allotted time, the Landlord may remove the signage at the expense of the vacated tenant.

### T.4 Exhibits

The exhibits shown along with text are included to aid in interpreting the intent of these guidelines. Together the text and exhibits describe the number, size, location, colors, and types of materials approved for signs in this project.

## Tenant Signage continued

### T.5 Allowable Messages

The content of tenant's signage shall be limited to the tenant's trade name and/or logo. Added descriptive words used to define the type of business are not allowed.

### T.6 Number of Signs

Those Tenants that in their lease agreement are allowed signage may have no more than one sign per street-facing building elevation. Major Tenants, as defined by the Landlord's criteria, who are allowed a second building mounted sign per their lease agreement, shall have the two signs located on separate elevations. Tenant Identification may also be permitted on the Tenant Monument sign as allowed by tenant's lease agreement with the Landlord.

### T.7 Sign Sizes

Tenant lettering, logos, logo-marks, and other identification elements must fit within the defined signage spaces both upon the building and upon the tenant monument sign panel.

### T.8 Calculating Sign Square Footage

How to calculate signage square footage is described and illustrated on sheet 01.01.

### T.9 Colors

Tenants may use colors for both building mounted signage and signage on the monument sign. Color choices must be approved by the Landlord.

### T.10 Prohibited Signage

The following are expressly prohibited:

- Electronic Reader Boards
- Moving Elements
- Flashing Elements
- Other signage or elements as noted in the City of Folsom Municipal Code Signage Section.

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#### Project:

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Folsom, CA

#### Client:

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#### Designer:

WeidnerCA

**Work Order:** 44943

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**Drawn By:** JG

#### Revisions:

R1. 03-12-2020 JG

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## General Information

# 01.00

## Design Requirements

D.1 The location of signs shall be only as shown on the Sign Location Pages of this document.

D.2 All electrical signs shall bear the UL Label and the installation must comply with all local building and electrical codes.

D.3 All conductors, transformers, and other related equipment shall be concealed behind the wall upon which the sign is attached with exceptions as noted by D.4.

D.4.1 Exposed raceways are prohibited. Raceways shall be defined as enclosed 'pans' that house wire connections, and, conductors, transformer(s) and/or other related equipment. See exhibit D.4.1.

D.4.2 Wireways shall be permitted, but are subject to Landlord approval. Wireways shall be no more than 2" deep, mounted flush to the wall and painted to match the wall color. Wireways are defined as shallow 'pans' that house only wires connecting parts of the same element. Wireways serve the purpose of allowing all logo elements to be illuminated, concealing and funneling wires to a single penetration. See exhibit D.4.2.

D.4.3 Exposed conduit shall only be allowed in short sections connecting parts of the same element/letter. Conduit shall be defined

## Design Requirements continued

as an wire encasement that connects sign elements to power source(s) or to other sign elements. Exposed conduit shall be painted to match the wall color. Example of allowed conduit: the dot of the letter 'i' to the body of the letter. Exposed conduit connecting letters or logo parts to the transformer shall not be allowed. See exhibit D.4.3.

See Tenant Building Mounted Sign Criteria starting on page 04.00 for more details and exhibits.

D.5 All sign fastenings, bolts, and clips shall be galvanized iron, stainless steel, aluminum, brass, or, bronze or black iron of any type.

D.6 Location of all openings for conduit and sleeves in sign panels on the building shall be indicated in the review and permit package.

D.7 No sign-makers labels or other identification will be permitted on the exposed surface of signs, except those required by ordinance. Required labels shall be located in an inconspicuous location.

D.8 Items or issues not addressed by this site specific Master Sign Program shall be deferred to the City of Folsom Municipal Code Signage Section.

## Installation

### I.1 Installation or Removal Hours

Installation or removal that has the potential to be particularly disruptive to building tenants may be required to be done outside of normal business hours. Normal business hours shall be defined as 8AM to 5PM Monday through Friday. Disruptive installations may include, but is not limited to, the installation of one tenant's sign on the wall of another tenant's space. Expenses related to installation outside of normal business hours shall be the responsibility of the tenant who is installing or removing the sign. The Landlord has the directive to decide if an installation or removal should be done outside of normal business hours.

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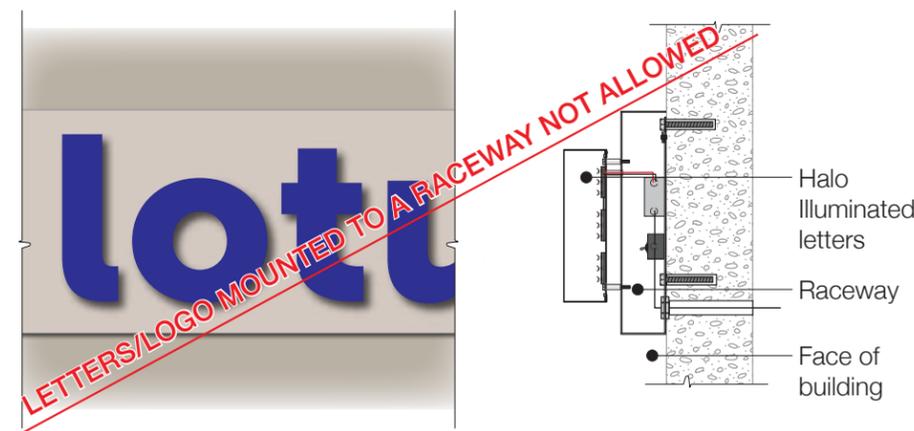
**Revisions:**  
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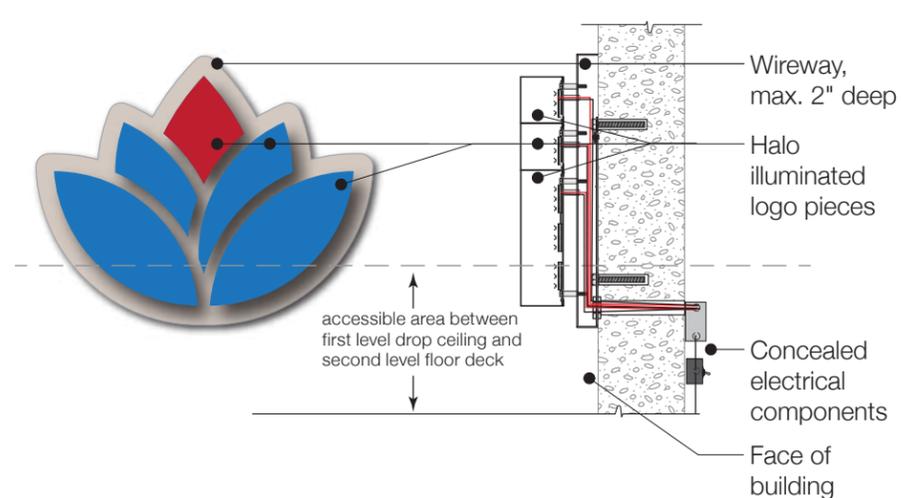
**General Information**

**01.01**



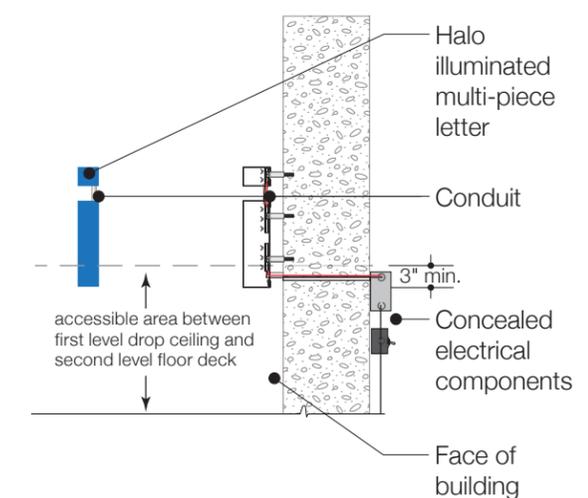
**D.4.1** EXAMPLE: HALO ILLUMINATION LETTERS ON RACEWAY ILLUSTRATIVE ELEVATION AND X-SECTION

Scale: ANTS



**D.4.2** EXAMPLE: HALO ILLUMINATED, MULTIPLE PIECE LOGO ON WIREWAY ILLUSTRATIVE ELEVATION AND X-SECTION

Scale: ANTS



**D.4.3** EXAMPLE: HALO ILLUMINATED, MULTIPLE PIECE LETTER WITH CONDUIT CONNECTION ILLUSTRATIVE ELEVATION AND X-SECTION

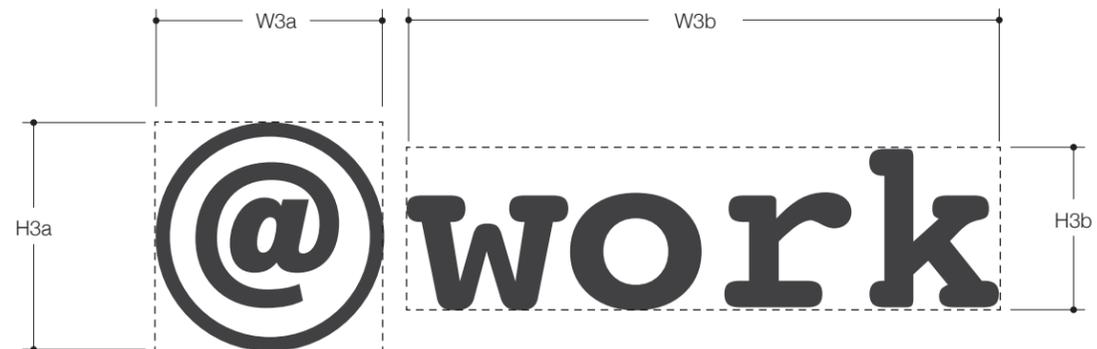
Scale: ANTS

## Calculating Signage Square Footage

### SF.1 Freestanding Tenant Monument

For the freestanding tenant monument, the perimeter of the measurable "sign area" shall not include sign support, framing, and/or design embellishments beyond the designated tenant identification area.

The sign area of a double-faced sign with identical size and message placed back to back on the same structure (not more than 24 inches apart) so that only 1 face is visible at a time, shall be computed as the measurement of one of the faces. The sign area for multi-faced signs shall be computed by adding together the area of all sign faces visible from any 1 point.



$$\text{AREA (SQUARE FOOTAGE)} = (H3a \times W3a) + (H3b \times W3b)$$

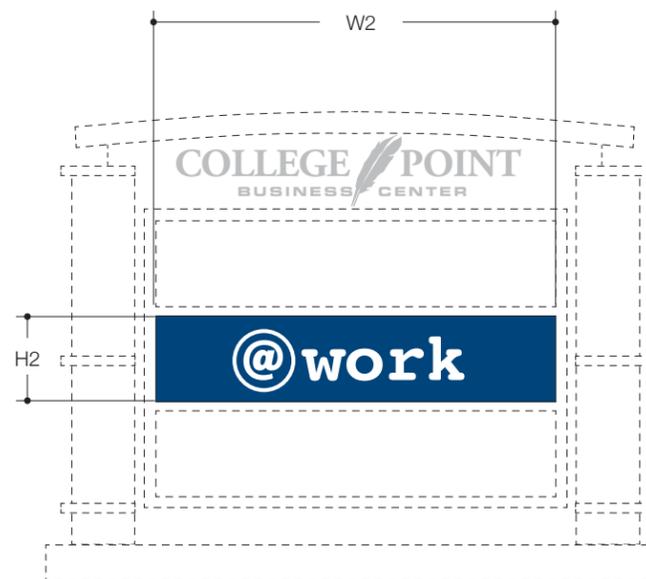
### 3 SF.3 ILLUSTRATED

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

### SF.2 Sign Faces, Sign Panels.

When signs are considered to have a sign face, or to be applied to a panel, then the square footage of the sign shall be the area of the sign face or panel. The area of the panel shall be computed by means of a single continuous perimeter composed of any rectilinear geometric figure which encloses the extreme limits of the sign face or panel.

Panel is defined as a dedicated area for signage content, or consist of a panel like element that contains the content of the signage and is of a different material than the surface upon which the panel is mounted.



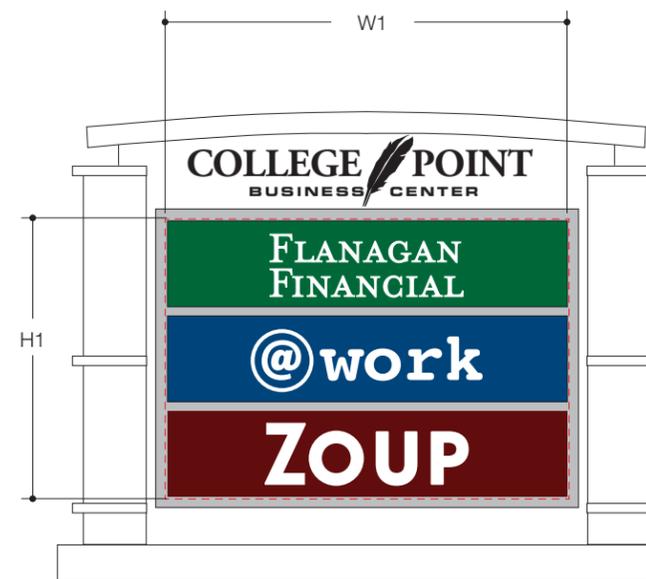
$$\text{AREA (SQUARE FOOTAGE)} = (H2 \times W2)$$

### 2 SF.2 ILLUSTRATED

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

### SF.3 Wall Mounted Individual Letters

When building or wall attached signage is composed of individual letters, logo or symbols using the wall as the background with no added decoration, the total sign area shall be calculated by measuring the area of a rectilinear geometric figure which encloses each word or logo. The combined areas for the individual words and/or logos shall be considered the total sign area.



$$\text{AREA (SQUARE FOOTAGE)} = (H1 \times W1)$$

### 1 SF.1 ILLUSTRATED

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

**Project:**

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Folsom, CA

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**Designer:**

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**Revisions:**

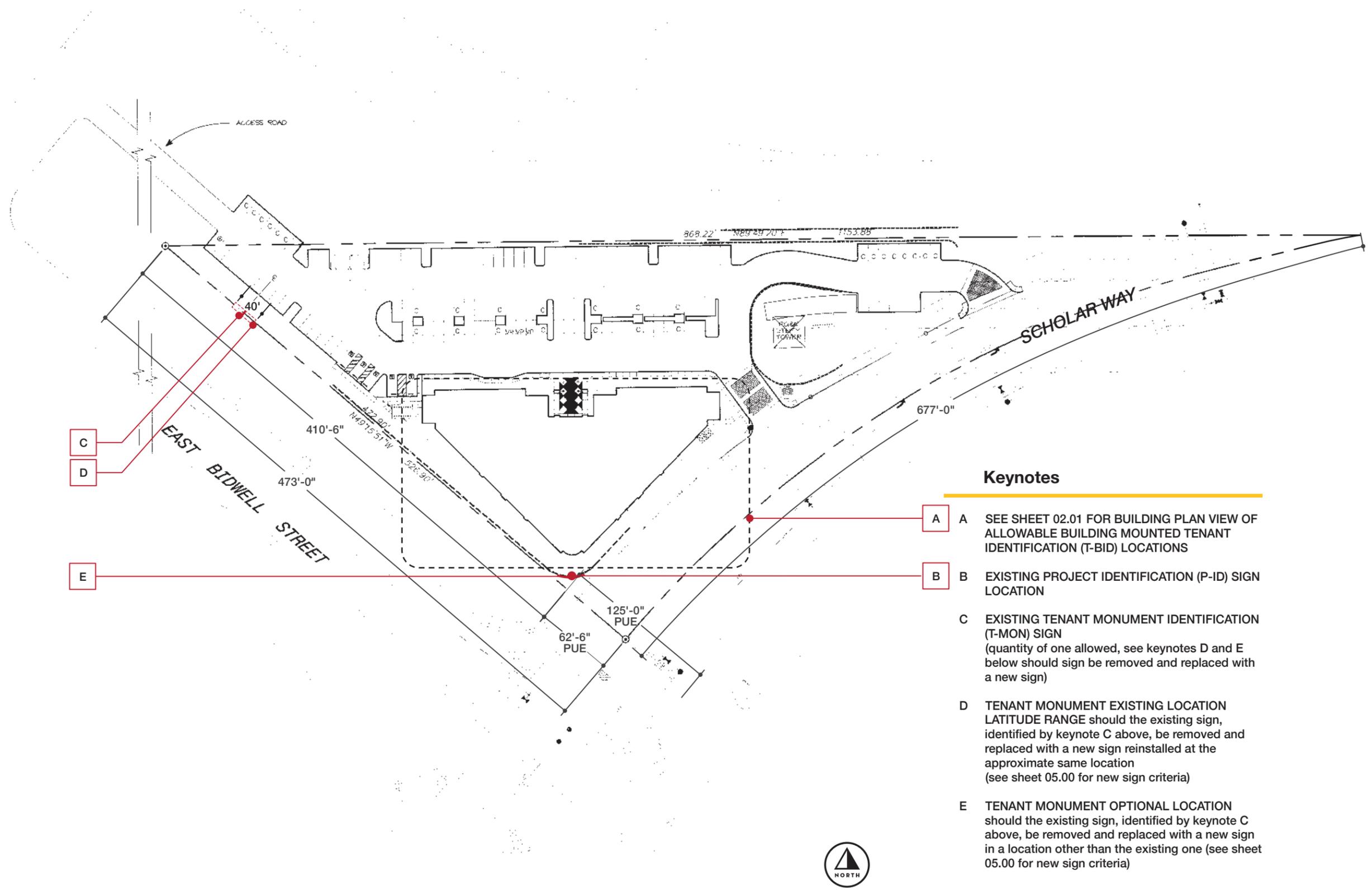
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## General Information

# 01.02



**Keynotes**

- A** SEE SHEET 02.01 FOR BUILDING PLAN VIEW OF ALLOWABLE BUILDING MOUNTED TENANT IDENTIFICATION (T-BID) LOCATIONS
- B** EXISTING PROJECT IDENTIFICATION (P-ID) SIGN LOCATION
- C** EXISTING TENANT MONUMENT IDENTIFICATION (T-MON) SIGN  
 (quantity of one allowed, see keynotes D and E below should sign be removed and replaced with a new sign)
- D** TENANT MONUMENT EXISTING LOCATION  
 LATITUDE RANGE should the existing sign, identified by keynote C above, be removed and replaced with a new sign reinstalled at the approximate same location  
 (see sheet 05.00 for new sign criteria)
- E** TENANT MONUMENT OPTIONAL LOCATION  
 should the existing sign, identified by keynote C above, be removed and replaced with a new sign in a location other than the existing one (see sheet 05.00 for new sign criteria)

**1 SITE PLAN: SITE DIMENSIONS AND MONUMENT SIGN LOCATIONS**  
 Scale: 1" = 80'-0"

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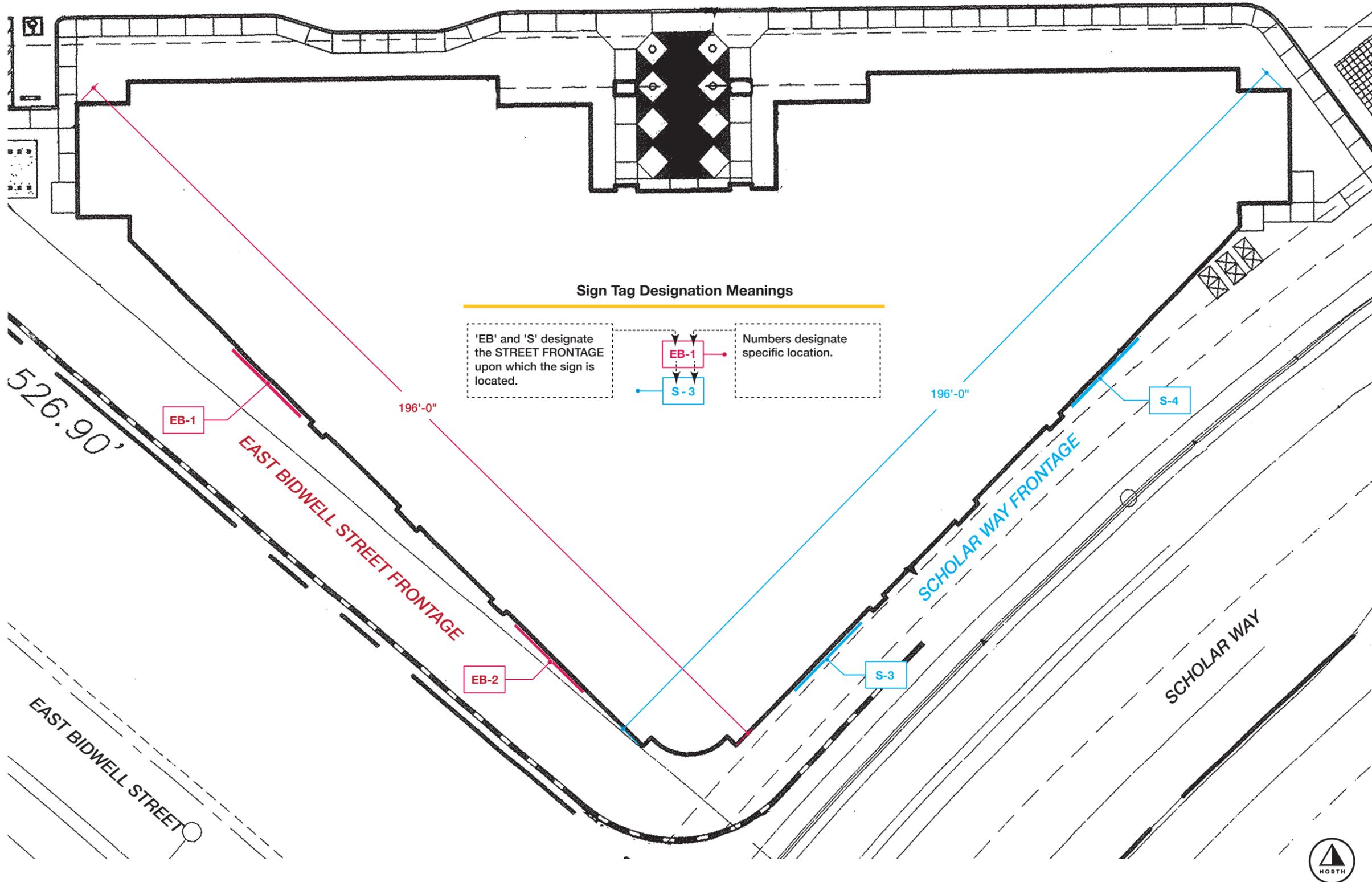
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**BLDG PLAN**  
Allowable Bldg. Mounted  
Tenant Identification  
Locations

**02.01**



**1 BUILDING PLAN VIEW: ALLOWABLE BUILDING MOUNTED TENANT IDENTIFICATION SIGNAGE LOCATIONS**  
Scale: NTS



**1 EAST BIDWELL STREET FRONTAGE ELEVATION - allowable signage locations**  
Scale: 1" = 20'-0" \*

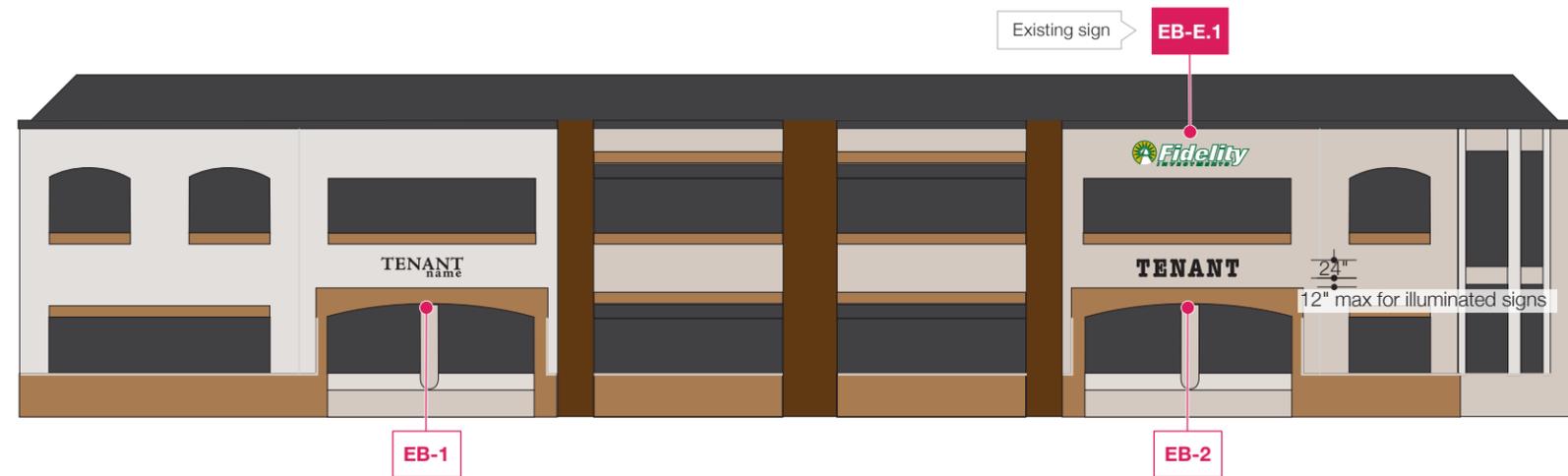
\*This rendering is drawn off of a photo and may or may not be accurately scaled.

**FOR THE BUILDING**  
Total square footage of Tenant Building mounted Identification signage = 150 SF  
Total square footage includes any and all tenant signage installed upon the building at any given time.  
Any and all new or replacement signs shall be located within the designated areas at the first floor 'eyebrow', as shown (\*). See General Information Sheet 01.00 for Tenant Signage details.

**FOR THE EAST BIDWELL STREET FRONTAGE**  
Total quantity of signs = 2 (\*)

(\*) **EXISTING SIGNAGE**  
Existing signage as identified here on shall be allowed until such a time that it is removed or modified. The sign may be repaired but it may not be replaced.

**ILLUMINATION:**  
When signs are illuminated, any illuminated letter or part of logo must be located a maximum of 12" from the bottom of the wall area upon which the sign is placed. See fabrication criteria on sheet 04.00.



**1 EXAMPLES OF SIGNAGE BASED ON SIZE CRITERIA AND GRANDFATHERING OF EXISTING SIGNAGE - EAST BIDWELL STREET**  
Scale: 1" = 20'-0" \*

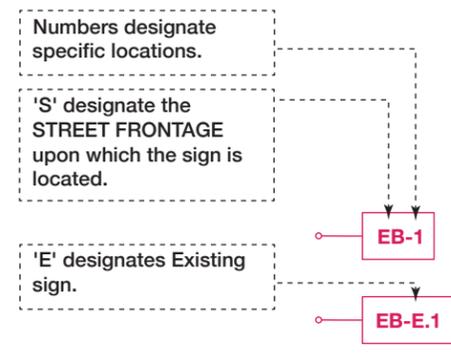
\*This rendering is drawn off of a photo and may or may not be accurately scaled.

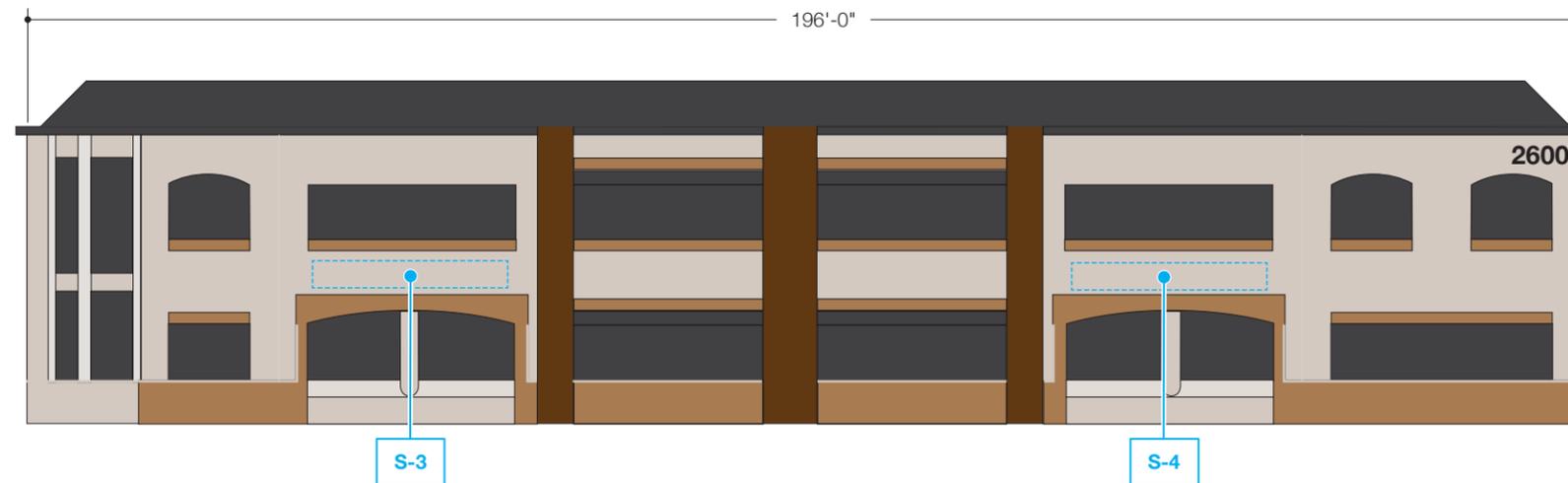
**!** Tenant names shown are a combination of known present tenant names and fictional tenant names. Fonts shown for present tenant names may be representative of actual fonts. Tenant names are meant to be illustrative of the application of the design criteria. The illustrative sizes shown for known tenants may not be the actual sizes installed on the building at present time.

SKYLINE SIGNAGE MAXIMUMS (Square Footage/Width/Heights)						
location	sign s.f.	logo	letters	letter height	illumination	
EB-E.1	30.33 SF	(2'-7" x 2'-6") + (10'-3" x 2'-4")		21.625"	none	

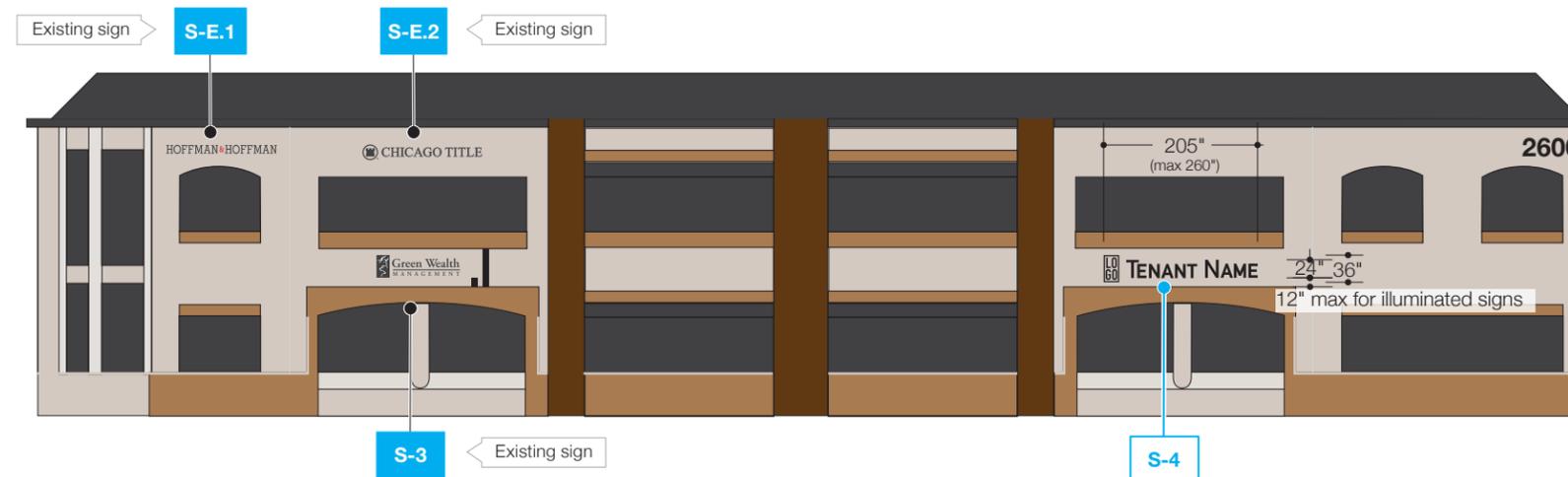
EYEBROW SIGNAGE MAXIMUMS (Square Footage/Width/Heights)							
location	max sign s.f.	max sign width	max logo/sign ht.	max letter height	sf of example	wxh of example shown	example illumination
EB-1	44.00 SF	21'-8" (260")	3'-0" (36")	2'-0"	16.04 SF	(109" x 17.625") + (8" x 46.625")	none
EB-2	44.00 SF	21'-8" (260")	3'-0" (36")	2'-0"	22.75	24" 136.5"	halo
<b>TOTAL SQUARE FOOTAGE (Existing + Examples) FOR EAST BIDWELL =</b>					<b>69.12 ( + Scholar Way SF = 148.80)</b>		





**2 SCHOLAR WAY ELEVATION - allowable signage locations**  
Scale: 1" = 20'-0" \*\*

\*\*This rendering is drawn off of a photo and may or may not be accurately scaled.



**2 EXAMPLES OF SIGNAGE BASED ON SIZE CRITERIA AND GRANDFATHERING OF EXISTING SIGNAGE - SCHOLAR WAY ELEVATION**  
Scale: 1" = 20'-0" \*\*

\*\*This rendering is drawn off of a photo and may or may not be accurately scaled.

**FOR THE BUILDING**  
Total square footage of Tenant Building mounted Identification signage = 150 SF  
Total square footage includes any and all tenant signage installed upon the building at any given time.  
Any and all new or replacement signs shall be located within the designated areas at the first floor 'eyebrow', as shown (\*). See General Information Sheet 01.00 for Tenant Signage details.

**FOR THE SCHOLAR WAY FRONTAGE**  
Total quantity of signs = 2 (\*)

(\*) EXISTING SIGNAGE  
Existing signage as identified here on shall be allowed until such a time that it is removed or modified. The sign may be repaired but it may not be replaced.

**ILLUMINATION:**  
When signs are illuminated, any illuminated letter or part of logo must be located a maximum of 12" from the bottom of the wall area upon which the sign is placed. See fabrication criteria on sheet 04.00.

**!** Tenant names shown are a combination of known present tenant names and fictional tenant names. Fonts shown for present tenant names may be representative of actual fonts. Tenant names are meant to be illustrative of the application of the design criteria. The illustrative sizes shown for known tenants may not be the actual sizes installed on the building at present time.

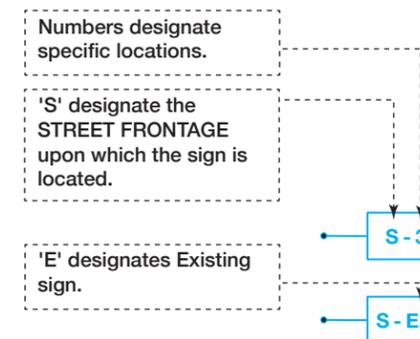
**SIGNS GRANDFATHERED INTO THIS DOCUMENT UNTIL TIME OF REMOVAL Signs may not be replaced.**

location	sign s.f.	sign width	sign height	letter height	illumination
S-E.1	12.25 SF	12'-3" (147")	1'-0" (12")	12"	none
S-E.2	15.12 SF	(1'-9" x 1'-9") + (1'-1" X 11'-2")	13"		none

**EYEBROW SIGNAGE MAXIMUMS (Square Footage/Width/Heights)**

location	max sign s.f.	max sign width	max logo/sign ht.	max letter height	sf of example	wxh of example shown	example illumination
S-3	44.00 SF	21'-8" (260")	3'-0" (36")	2'-0"	17.97 SF	(2'-6" x 1'-3") + (7'-5" x 2'-0")	none
S-4	44.00 SF	21'-8" (260")	3'-0" (36")	2'-0"	34.34	(36" x 20.625") + (217.625" x 24")	halo

TOTAL SQUARE FOOTAGE (Existing + Examples) SHOWN FOR SCHOLAR WAY = 79.6 (+ East Bidwell SF = 148.80)



**TENANT MONUMENT SIGNAGE CRITERIA FOR EXISTING AND FUTURE RE-DESIGN OR REPLACEMENT -**

**Content:**

Tenant's Building Mounted signage shall be limited to the tenant's trade name and/or logo. Added descriptive words used to define the type of business are not allowed.

**Quantity:** Tenant shall be allowed a Building Mounted sign as established by the Landlord and documented in the tenant's lease agreement. Where a tenant is allowed two signs, signs shall be located on separate building elevations.

**Size / Location:**

See 03.00 series sheets for permitted sizes and locations.

**Design / Illumination / Colors:**

Signage shall be fabricated letter and logo forms, no minimum or maximum thickness.

Signs may be mounted flat against wall or with a stand off.

Signage may be non-illuminated, or halo illuminated. Illuminated letters must use a diffuser to eliminate 'hot spots'.

Tenants are allowed to use their corporate colors for all elements of the signage.



**1A** NON-ILLUMINATED ILLUSTRATED - DAY  
Scale: 3/8" = 1'-0"



**1B** NON-ILLUMINATED ILLUSTRATED - NIGHT  
Scale: 3/8" = 1'-0"

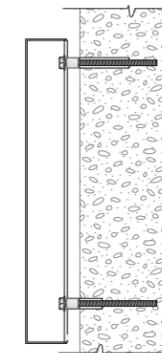


**2A** HALO ILLUMINATION ILLUSTRATED - DAY  
Scale: 3/8" = 1'-0"

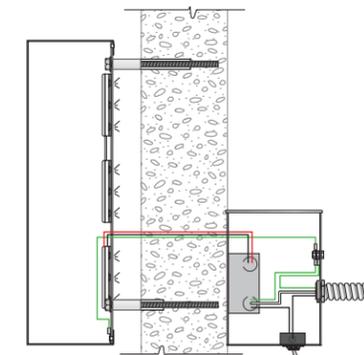


**2B** HALO ILLUMINATION ILLUSTRATED - NIGHT  
Scale: 3/8" = 1'-0"

**1C** NON-ILLUMINATED ILLUSTRATIVE X-SECTION  
Scale: NTS



**2C** HALO ILLUMINATION ILLUSTRATIVE X-SECTION  
Scale: NTS



**Keynotes**

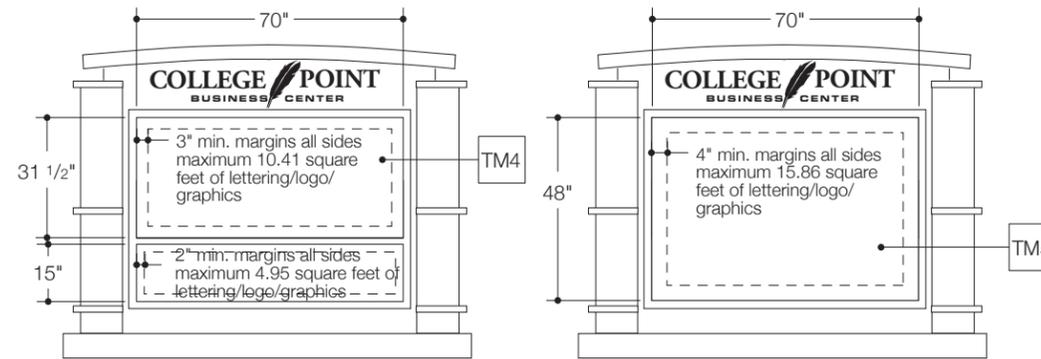
- A Tenant panels are 1/8" thick white acrylic.
- B Tenant graphics shall consist of 3M or equal quality vinyl applied to the surface of acrylic panel. Background color shall be a solid dark color with a low light reflective value (LRV) and shall be opaque. Lettering, logos, and graphic elements shall be lighter in color and have a higher light reflective value (LRV). Alternate panel configurations are shown to accommodate a major or full building tenant. Margins as shown for each panel configuration shall be maintained. Square footage of tenant name/graphics is calculated separately and is smaller than the area within the minimum margins to ensure adequate negative space around the tenant name. Tenant name/graphics square footage for each size panel is noted on the appropriate drawing and shall not exceed 68% of the size of the panel.
- C Criteria for
  - a) the existing tenant monument structure, and
  - b) a future re-design or replacement is documented on sheet 05.01.
- D Tenant panel specifications noted here on are subject to future re-design or replacement of the Tenant Monument (T-MON) sign. Reference Sheet 05.01.



**4 EXAMPLE SHOWING DIFFERENT COLOR PANELS**

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

Tenant names shown, except for existing, are for illustrative purposes only and do not necessarily reflect those tenants whose name are allowed on the monument sign.



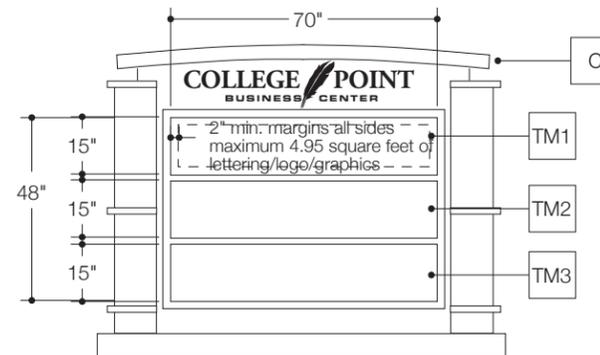
**3 ALTERNATE PANEL CONFIGURATIONS FOR EXISTING SIGN DESIGN**

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



**2 SPECIFICATIONS (existing tenant used for example)**

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



**1 EXISTING TENANT IDENTIFICATION MONUMENT SIGN ELEVATION**

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



**E EXISTING TENANT IDENTIFICATION MONUMENT**

Approx. Scale: 3/8" = 1'-0"

5001 24th Street  
 Sacramento, CA 95822  
**916-452-8000**

WeidnerCA.com

CA License No. 559090

**Project:**  
 2600 E. Bidwell  
 Master Sign Program for  
 College Point Business Center  
 Folsom, CA

**Client:**  
 -

**Designer:**  
 WeidnerCA

**Work Order:** 44943  
**Est. No.:** C040066  
**Issued:** 10-09-19  
**Drawn By:** JG

**Revisions:**  
 R1. 03-12-2020 JG

DIGITAL RENDERING, COLORS, AND FINISHES ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. COLORS AND FINISHES ARE NOT TO BE USED AS SAMPLES OF ACTUAL PAINT AND/OR MATERIAL FINISH. ACTUAL SIGNS WILL CONFORM TO SCALE DIMENSIONS.

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**T-MON**  
 Tenant Identification Monument

**05.01**

**TENANT MONUMENT SIGNAGE CRITERIA FOR EXISTING AND FUTURE RE-DESIGN OR REPLACEMENT -**

**Content:**  
 The Project Name and up to three tenant names shall be allowed on the sign.  
 The same tenants shall be listed on both sides of the sign.

**Quantity:** A maximum of one of (1) tenant monument sign is allowed. The sign may be single faced or double faced.

**Location:**  
 The existing sign is located in a non-improved city right of way, in compliance with City of Folsom Municipal Code Sign Section 17.59.030.D.1 - Special Provisions for Signs in the Public Right-of-Way: the setback is significantly more than the required 5'.  
 Should the sign be replaced or relocated, the sign shall meet the current requirements for Special Provisions for Signs in the Public Right-of-Way, and a new relocation agreement, if required, will need to be generated.

A new sign may be located within 20'-0" of existing monument.  
 A new sign may be located at the corner of East Bidwell Street and Scholar Way.

The existing sign may be relocated to the corner of East Bidwell Street and Scholar Way.  
 If a new Tenant Monument is installed at the corner of East Bidwell Street and Scholar Way, both the tenant monument sign and the project identification sign shall be aesthetically cohesive and congruent, however the criteria here-in shall still be separately applicable for each of these signs.

**Design / Colors / Materials:**  
 The design, colors and materials shall match or compliment the building architecture.

**Height from Grade:**  
 From where the sign is located, the maximum height from grade is 10 feet.  
 Example: if the sign is located in the raised planter area behind the retaining wall at the corner of East Bidwell and Scholar Way, the grade is that of the

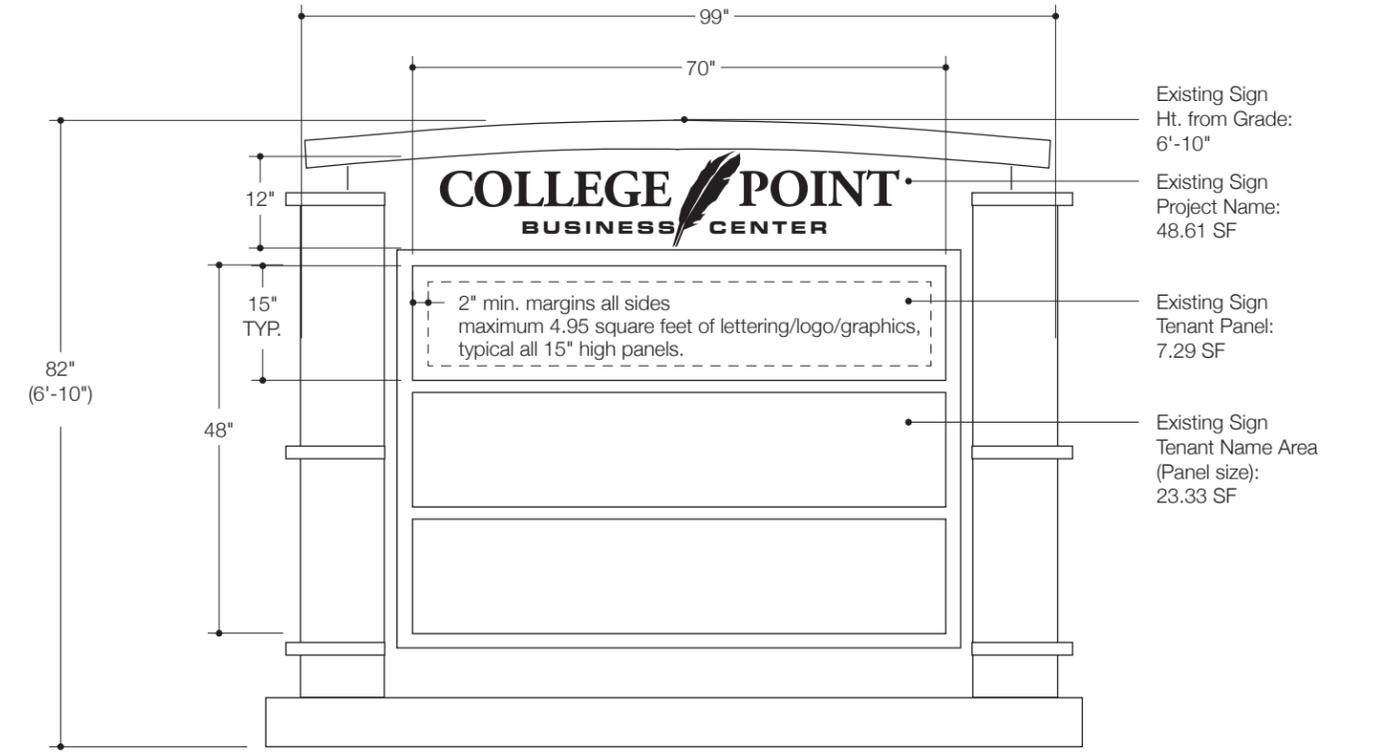
raised planter area. Landscaping shall not be modified with mounding or other techniques to artificially create a higher grade.

**Illumination:**  
 Sign may be externally lit, non-illuminated, and/or internally illuminated with opaque (non translucent) backgrounds. Halo illumination of project name and/or tenant name is allowed.

**Size:**  
 Maximum square footage allowed for project name = 6 SF  
 Maximum total square footage of area designated for tenant names = 24 SF  
 Minimum square footage of area designated for each tenant is 7.25 SF  
 Maximum tenant lettering/graphics square footage shall not exceed 68% of area designated for tenant name.  
 Monument base, footing, framing, support and decorative elements are exempt from square footage calculations. Project Name is considered a decorative element when used on a stand alone tenant monument, located away from the project identification sign and is within the allocated square footage.



**E PHOTO OF EXISTING TENANT IDENTIFICATION MONUMENT**  
 Approx. Scale: 1/4" = 1'-0"



**1 EXISTING TENANT IDENTIFICATION MONUMENT SIGN ELEVATION**  
 Scale: 1/2" = 1'-0"

Existing Sign  
 Ht. from Grade:  
 6'-10"

Existing Sign  
 Project Name:  
 48.61 SF

Existing Sign  
 Tenant Panel:  
 7.29 SF

Existing Sign  
 Tenant Name Area  
 (Panel size):  
 23.33 SF

Existing Sign Illumination:  
 (1) ground mounted  
 flood light per side.

**Project:**  
2600 E. Bidwell  
Master Sign Program for  
College Point Business Center  
Folsom, CA

**Client:**  
-

**Designer:**  
WeidnerCA

**Work Order:** 44943  
**Est. No.:** C040066  
**Issued:** 10-09-19  
**Drawn By:** JG

**Revisions:**

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**P-ID**  
Project Identification

**06.00**

**PROJECT IDENTIFICATION CRITERIA FOR EXISTING AND FUTURE RE-DESIGN OR REPLACEMENT -**

**Content:**  
Content of the project identification sign shall be limited to the project name and address.  
If the Tenant Monument is relocated to the corner of East Bidwell Street and Scholar Way, the two signs shall be designed to be integrated and congruent, however the criteria here-in shall still be separately applicable for each sign element.

**Quantity:** One (1) single faced.

**Design / Colors / Materials:**  
Design, colors and materials shall match or compliment the building architecture.  
This sign shall be letters only - see 'Location' for criteria regarding mounting.

**Height from Grade:**  
Maximum height from grade (at base of sign) is 10 feet.

**Illumination:**  
Sign may be externally lit, non-illuminated, and/or halo illuminated.

**Size:**  
Maximum square footage allowed for project name = 110 SF  
Address is exempt from square footage calculations.  
Minimum height of address is 12"

**Location:**  
The existing Project Identification sign is mounted to the face of an existing retaining wall.  
Future re-designed or new signage may be mounted on, to or behind the retaining wall, provided the attachment is structurally sound.



**1** EXISTING TENANT MONUMENT SIGN DETAILS  
Scale: 1/8" = 1'-0"



**E** EXISTING PROJECT IDENTIFICATION MONUMENT  
Approx. Scale: NTS

**Attachment 7**  
**Photographs of Existing Building, Signage and**  
**Surrounding Uses**





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## **Attachment 8**

# **Examples of Halo Illumination**



**Attachment 9**  
**Photographs of Existing Multi-Tenant Offices in**  
**Folsom**



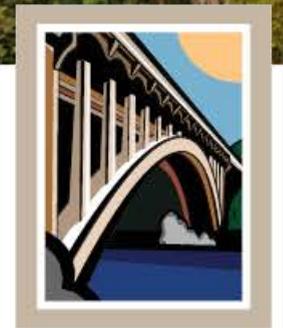


## **Attachment 10**

### **Staff PowerPoint Presentation**



PN 19-396  
College Point Business Center Sign Criteria  
Planned Development Permit Modification



CITY OF  
**FOLSOM**

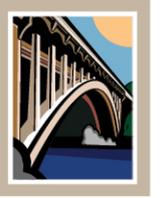
# Vicinity Map



CITY OF  
**FOLSOM**



# Existing Signage



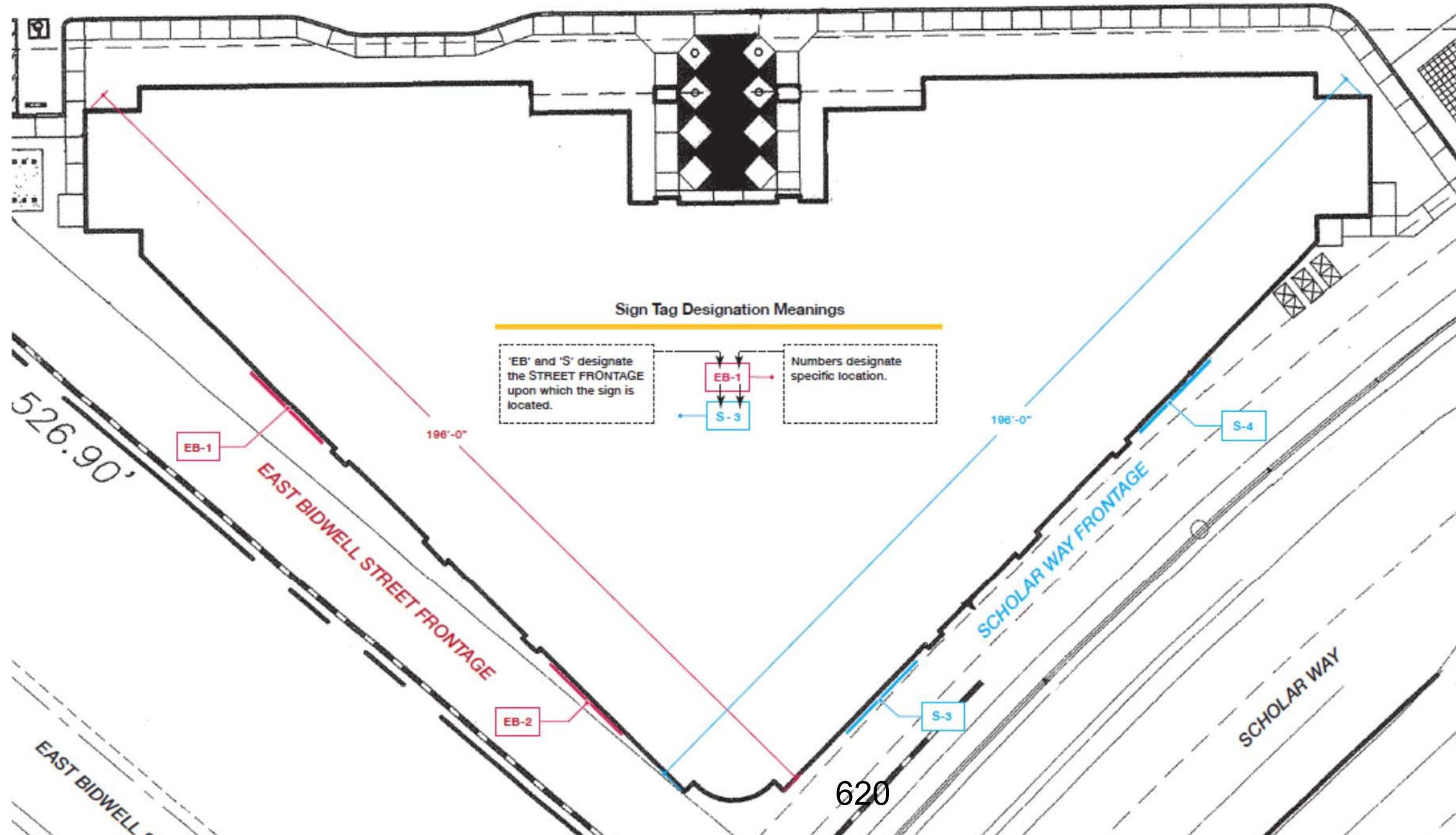
CITY OF  
**FOLSOM**



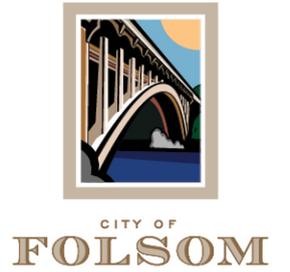
# Proposed Signage Site Plan



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**FOLSOM**



# Existing and Proposed East Bidwell Street Signage

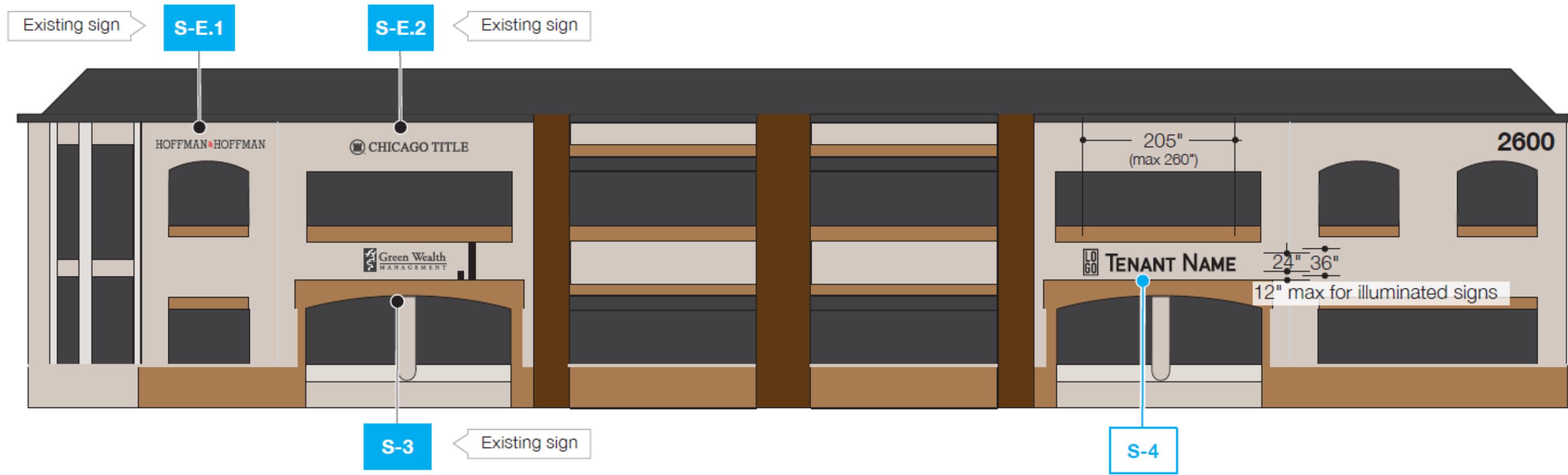


1. EXAMPLES OF SIGNAGE BASED ON SIZE CRITERIA AND GRANDFATHERING OF EXISTING SIGNAGE - EAST BIDWELL STREET

# Existing and Proposed Scholar Way Signage



CITY OF  
**FOLSOM**



EXAMPLES OF SIGNAGE BASED ON SIZE CRITERIA AND GRANDFATHERING OF EXISTING SIGNAGE - SCHOLAR WAY ELEVATION

# Types of Proposed Illumination



CITY OF  
FOLSOM



**1A** NON-ILLUMINATED ILLUSTRATED - DAY  
Scale: 3/8" = 1'-0"



**1B** NON-ILLUMINATED ILLUSTRATED - NIGHT  
Scale: 3/8" = 1'-0"



**2A** HALO ILLUMINATION ILLUSTRATED - DAY  
Scale: 3/8" = 1'-0"

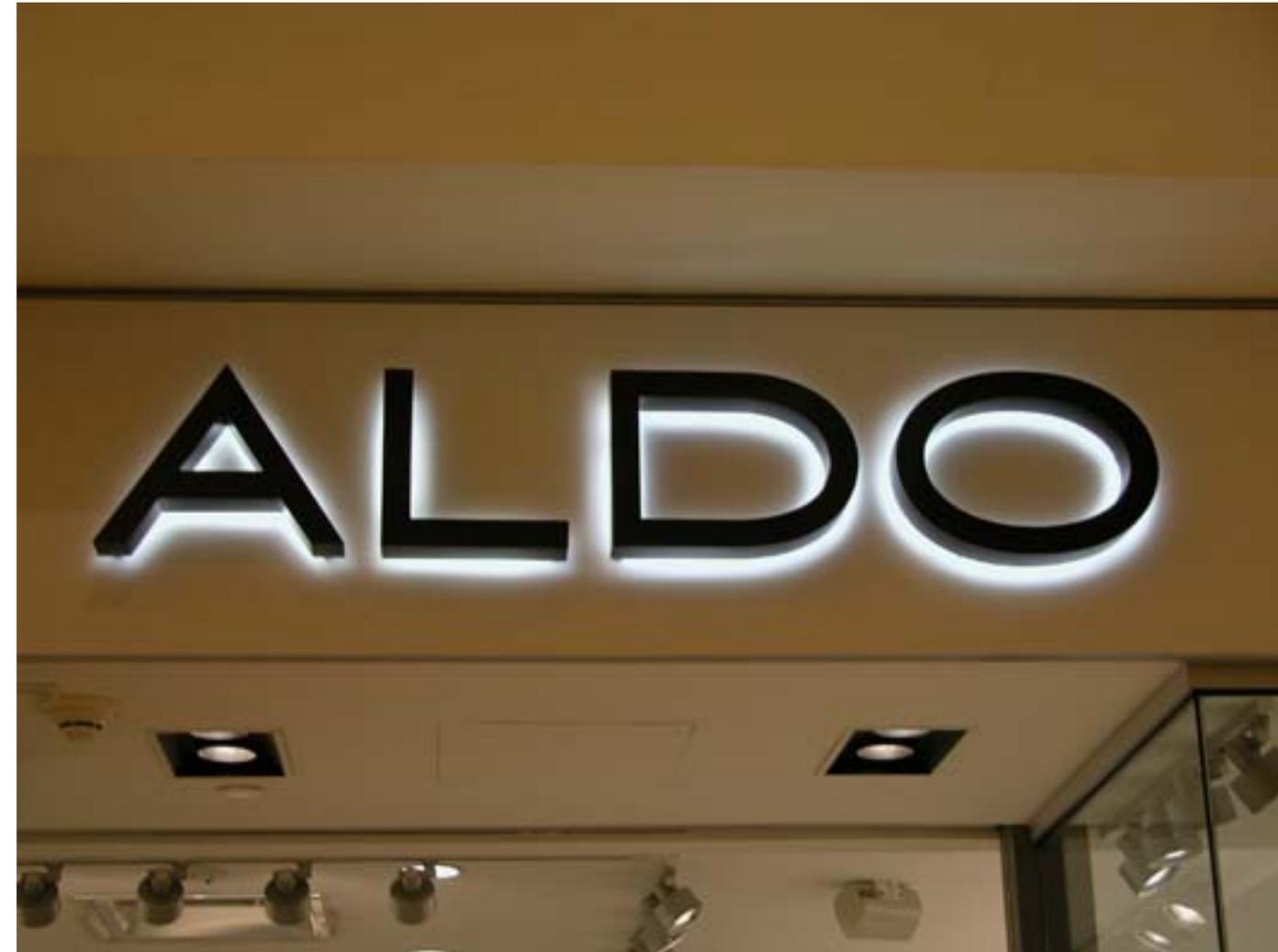


**2B** HALO ILLUMINATION ILLUSTRATED - NIGHT  
Scale: 3/8" = 1'-0"

# Photos of Halo-Illuminated Signs



CITY OF  
FOLSOM



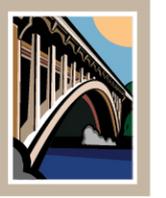
ALDO

The image shows the interior of an Aldo store. The word "ALDO" is mounted on the ceiling in large, black, three-dimensional letters with a bright white glow around them. Below the sign, there are recessed ceiling lights and track lighting fixtures.

SPICY PICKLE

The image shows the exterior of a Spicy Pickle store at night. The sign "SPICY PICKLE" is illuminated in white, with a green chili pepper icon between the words. The sign is mounted on a dark building facade above large windows. Warm ambient lighting is visible around the sign.

# Surrounding Uses



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**FOLSOM**



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# Existing Freestanding Signs



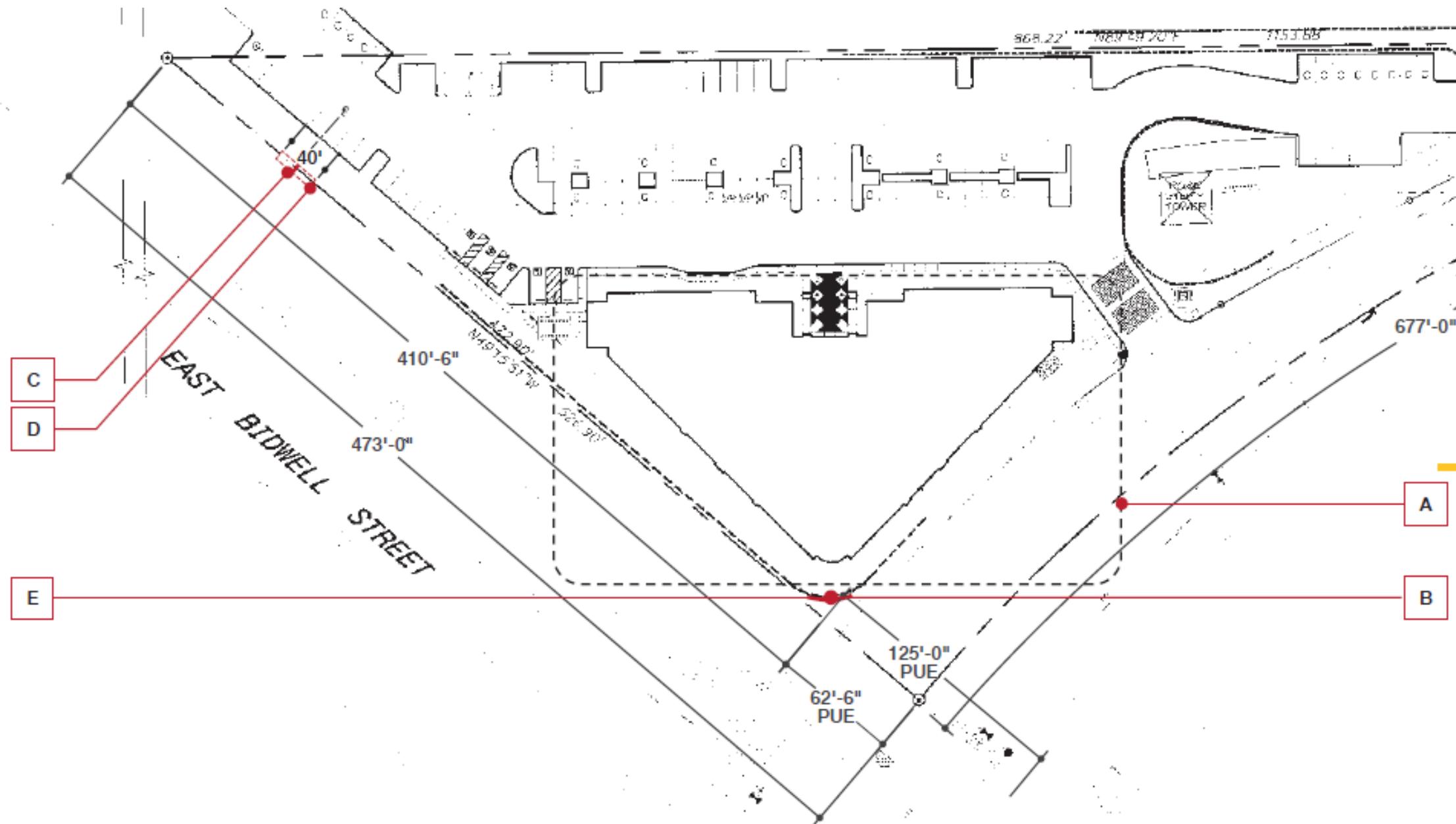
CITY OF  
**FOLSOM**



# Freestanding Signs



CITY OF  
**FOLSOM**



# Multi-Tenant Office Buildings in Folsom With Approved Additional Signage



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# Staff Recommendation



CITY OF  
FOLSOM

Staff recommends approval of PN 19-396 for the College Point Business Center Sign Criteria Planned Development Permit Modification