



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

PLANNING COMMISSION AGENDA
July 15, 2020
CITY COUNCIL CHAMBERS
6:30 p.m.
50 Natoma Street
Folsom, California 95630

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

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

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

CALL TO ORDER PLANNING COMMISSION: Barbara Leary, Jennifer Lane, Andrew Grant, Vice Chair Eileen Reynolds, Daniel West, Kevin Duetel, 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 July 1, 2020 will be presented for approval.

PUBLIC HEARING

1. PN 19-413, Avenida Senior Living Community Conditional Use Permit and Planned Development

A Public Hearing to consider a request from Avenida Senior Living for approval of a Conditional Use Permit and Planned Development Permit for development of a 154-unit age-restricted apartment community on a 6.9-acre site located at the northeast corner of Serpa Way and Healthy Way within the Broadstone Unit No. 3 Specific Plan Area. The Specific Plan classification for the site is SP 95-1, while the General Plan Land Use designation is RCC. An Initial Study and Mitigated Negative Declaration have been prepared in accordance with the requirements of the California Environmental Quality Act. **(Project Planner: Principal Planner, Steve Banks / Applicant: Avenida Senior Living)**

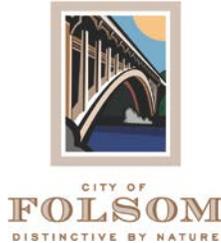
PLANNING COMMISSION / PLANNING MANAGER REPORT

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

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in the meeting, please contact the Community Development Department at (916) 461-6203, (916) 355-7274 (fax) or kmullett@folsom.ca.us. Requests must be made as early as possible and at least two-full business days before the start of the meeting.

NOTICE REGARDING CHALLENGES TO DECISIONS

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



PLANNING COMMISSION MINUTES
July 1, 2020
CITY COUNCIL CHAMBERS
6:30 P.M.
50 Natoma Street
Folsom, CA 95630

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

ABSENT: Grant absent for Roll Call

CITIZEN COMMUNICATION: None

MINUTES: The minutes of June 17, 2020 were approved as submitted.

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)**

COMMISSIONER REYNOLDS MOVED 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 36 SINGLE FAMILY UNITS TO THREE OTHER PARCELS IN THE FPASP

THESE APPROVALS ARE SUBJECT TO THE PROPOSED FINDINGS A-R AND CONDITIONS OF APPROVAL NOS. 1-53.

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)**

COMMISSIONER REYNOLDS MOVED TO APPROVE THE COLLEGE POINT BUSINESS CENTER SIGN CRITERIA PLANNED DEVELOPMENT PERMIT MODIFICATION, AS ILLUSTRATED ON ATTACHMENT 6 (PN 19-396) SUBJECT TO THE FINDINGS IN THIS REPORT (FINDINGS A-I) AND THE ATTACHED CONDITIONS OF APPROVAL NOS. 1-4.

COMMISSIONER DUEWEL SECONDED THE MOTION.

COMMISSIONER LEARY AMENDED THE MOTION TO APPROVE THE COLLEGE POINT BUSINESS CENTER SIGN CRITERIA PLANNED DEVELOPMENT PERMIT MODIFICATION, AS ILLUSTRATED ON ATTACHMENT 6 (PN 19-396) SUBJECT TO THE FINDINGS IN THIS REPORT (FINDINGS A-I) AND THE ATTACHED CONDITIONS OF APPROVAL NOS. 1-4 WITH ADDITION TO CONDITION NO. 5 TO STATE:

“5. The applicant/owner shall reduce the sign lighting from 10:00 P.M. to 6:00 A.M.”

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

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

MOTION FAILED.

COMMISSIONER REYNOLDS MOVED TO APPROVE THE COLLEGE POINT BUSINESS CENTER SIGN CRITERIA PLANNED DEVELOPMENT PERMIT MODIFICATION, AS ILLUSTRATED ON ATTACHMENT 6 (PN 19-396) SUBJECT TO THE FINDINGS IN THIS REPORT (FINDINGS A-I) AND THE ATTACHED CONDITIONS OF APPROVAL NOS. 1-4.

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

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

PLANNING COMMISSION / PLANNING MANAGER REPORT

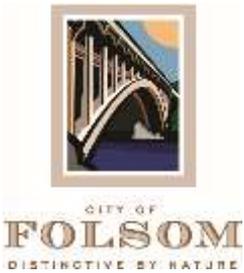
None

RESPECTFULLY SUBMITTED,

Kelly Mullett, ADMINISTRATIVE ASSISTANT

APPROVED:

Justin Raithel, CHAIR



Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project: Avenida Senior Living Community
File #: PN-19-413
Requests: Conditional Use Permit
Planned Development Permit
Location: The proposed Avenida Senior Living Community project is located at the northeast corner of the intersection of Serpa Way and Healthy Way (115 Healthy Way) within the Broadstone Unit No. 3 Specific Plan Area
Staff Contact: Steve Banks, Principal Planner, 916-461-6207
sbanks@folsom.ca.us

Property Owner

Name: Elliott Homes, Inc.
Address: 340 Palladio Parkway,
Suite 521
Folsom CA 95630

Applicant

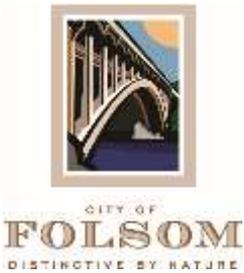
Name: Avenida Senior Living
Address: 130 Newport Center
Drive, Suite 220
Newport Beach CA 95762

Recommendation: Conduct a public hearing and upon conclusion recommend approval of the following, subject to the findings (Findings A-O) and conditions of approval (Conditions 1-82) attached to this report:

- Conditional Use Permit
- Planned Development Permit

Project Summary: The proposed project involves two related actions associated with the proposed senior residential development:

- A **Conditional Use Permit** for development and operation of a 154-unit active-adult senior apartment community on the project site.
- A **Planned Development Permit** which contains detailed development and architectural standards for the proposed senior apartment community.



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

- Conditional Use Permit
- Planned Development Permit

Attachment 3 - Analysis

- Conditional Use Permit
- Planned Development Permit

Attachment 4 - Conditions of Approval

Attachment 5 - Vicinity Map

Attachment 6 - Preliminary Site Plan, dated June 5, 2020

Attachment 7 - Preliminary Utility Plan, dated June 5, 2020

Attachment 8 - Preliminary Grading and Drainage Plan, dated June 5, 2020

Attachment 9 - Preliminary Landscape Plan and Details, dated June 24, 2020

Attachment 10 - Preliminary Access and Circulation Plan, dated June 5, 2020

Attachment 11 - Preliminary Fire Access Plan, dated June 3, 2020

Attachment 12 - Preliminary Fence Exhibit, dated May 13, 2020

Attachment 13 - Preliminary Lighting Plan, dated February 4, 2020

Attachment 14 - Preliminary Site Details, dated February 7, 2020

Attachment 15 - Building Elevations and Floor Plans, dated January 30, 2020

Attachment 16 - Color Renderings, dated March 18, 2020

Attachment 17 - Carport and Building Section Details, dated January 30, 2020

Attachment 18 - Color and Materials Board, dated January 30, 2020

Attachment 19 - Building and Parking Summary, dated January 30, 2020

Attachment 20 - Avenida Senior Living Community Booklet (Separate Bound Document)

Attachment 21 - Site Photographs



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AGENDA ITEM NO. 1
Type: Public Hearing
Date: July 15, 2020

- Attachment 22 - Transportation Impact Study, dated May, 2020
- Attachment 23 - Parking Evaluation, dated June, 2020
- Attachment 24 - Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program, dated June, 2020
- Attachment 25 - Broadstone Unit No. 3 Design Guidelines
- Attachment 26 - Planning Commission PowerPoint Presentation

Submitted,

PAM JOHNS
Community Development Director

ATTACHMENT 1 BACKGROUND AND SETTING

A. Background:

In 1995, the City Council approved a General Plan Amendment, Rezone, Specific Plan and Vesting Tentative Subdivision Map for development of Broadstone Unit No. 3 Specific Plan area. The Broadstone Unit No. 3 Specific Plan area is approximately 570 acres in size and contains a mixture of single-family residential, multi-family residential, commercial, office, industrial, and educational land uses intermixed with a combination of parks, open space, and parkways. As part of the Broadstone Unit No. 3 Specific Plan approval, development standards and general design guidelines were established that are applicable to the subject project.

On October 25, 2005, the City Council approved a General Plan Amendment to change the General Plan land use designation for three parcels (including the subject parcel) totaling 59.83-acres from IND (Industrial/Office Park) to CC (Community Commercial). At that time, the City Council also approved a Specific Plan Amendment to change the Broadstone Unit No. 3 Specific Plan land use designation for same three parcels from IND/OP (Industrial/Office Park) to C-2 (Community Commercial). The subject 6.29-acre property is one of two remaining undeveloped commercially zoned parcels within the Broadstone Unit No. 3 Specific Plan area.

B. Physical Setting

The irregularly shaped 6.29-acre project site is vacant and sparsely vegetated with non-native grasses. The property consists of a previously graded building pad with approximately 35-foot fill slopes on the west and southwest boundaries. In late 2002, the mass grading of a larger area, including the project site, occurred as part of the Broadstone Crossing Development project. Additional fill construction occurred in 2007 with the creation of an earthen berm along the northern edge of the property, adjacent to an open space area. A concrete-paved area with driveway access to Healthy Way in the southeast portion of the site was used to accommodate portable trailers associated with the construction of the Life Time Fitness project.

The project site is bounded by open space with Iron Point Road to the north, Healthy Way to the south with Life Time Fitness and U.S. Highway 50 beyond, Serpa Way to the west with Green Acres Nursery beyond, and open space to the east with the Pique Apartment Community beyond. An aerial photograph of the project site and surrounding land uses is shown in Figure 1 below.

FIGURE 1: AERIAL PHOTOGRAPH (2018)



ATTACHMENT 2 PROJECT DESCRIPTION

APPLICANT'S PROPOSAL

The applicant, Avenida Senior Living, is requesting approval of a Conditional Use Permit, and Planned Development Permit for the development and operation of a 154-unit active-adult (55+) senior apartment community (Avenida Senior Living) on a 6.29-acre site located at the northeast corner of the intersection of Serpa Way and Healthy Way within the Broadstone Unit No. 3 Specific Plan Area.

As noted above, the applicant is requesting approval of two entitlements to allow for development of the proposed senior apartment community. The first entitlement is a request for approval of a Conditional Use Permit to allow for the development and operation of a 154-unit active-adult senior apartment community on the project site. The second entitlement is a request for approval of a Planned Development Permit to establish project-specific development standards, review the project site design, and evaluate the architectural designs of the multi-family residential building.

The proposed Avenida Senior Living Community includes development of a four-story, 201,798-square-foot apartment building, features 154 apartment units including 93 one-bedroom units (679 to 836 square feet) and 61 two-bedroom units (1,070 to 1,301 square feet). All apartment units are proposed to be accessible from interior hallways and include a full kitchen, living space, storage closets, bedrooms, bathrooms, and outdoor patio/balcony. Proposed outdoor and indoor amenities include a pool, a spa, outdoor lounge seating, a pickleball court, landscaped courtyards, gardens, gazebos, a perimeter walking path, a library, fitness and yoga studios, a bistro, a dining room, an art studio, meeting space, and laundry facilities.

The proposed four-story apartment building is E-shaped and extends around two large courtyards that include recreation amenities and landscaping. On the south elevation, a grand porte-cochere identifies the building entry and two-story lobby. The building is designed in a simple form with Spanish-style architecture, including white stucco walls, terracotta-colored clay tile roofs, vertical tower elements, arch colonnades, black wrought-iron balconies and details, faux wood shutters, and cantilevered balconies. The body color of the building is proposed to be white with black, crimson red, terracotta and dark brown colors on architectural accents, awnings, shutters, and balconies.

Primary vehicle access to the project site includes one new driveway located on the north side of Healthy Way at a four-way, stop-sign controlled intersection, which would allow full turning movements. Proposed internal vehicle circulation consists of a 27-foot-wide drive aisle that loops around the perimeter of the project site and a 25-foot-wide drive aisle that provides access to a parking area in the southeastern portion of the project site. Pedestrian access would be provided by existing sidewalks located along Serpa Way and

Healthy Way and accessible pathways for connectivity throughout the project site. Additional site improvements include: 168 on-site parking spaces, 18 electric vehicle charging stations, underground utilities, water quality basins, site lighting, site landscaping, retaining walls, fencing, and monument signs.

ATTACHMENT 3 ANALYSIS

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

- A. General Plan and Zoning Consistency
- B. Conditional Use Permit
 - Land Use Compatibility
- C. Planned Development Permit
 - Development Standards
 - Building Architecture and Design
- D. Traffic/Access/Circulation
- E. Parking
- F. Noise Impacts
- G. Walls/Fencing
- H. Site Lighting
- I. Trash/Recycling
- J. Signage
- K. Existing and Proposed Landscaping
- L. Biological Resources
- M. Conformance with Relevant Folsom General Plan and Broadstone Unit. No. 3 Specific Plan Objectives and Policies

A. General Plan and Zoning Consistency

General Plan and Zoning Consistency

The General Plan land use designation for the project site is RCC (Regional Commercial Center) and the zoning designation is SP 95-1 (Broadstone Unit No. 3 Specific Plan) with an underlying land use designation of C-2 PD (Community Commercial, Planned Development District). The Specific Plan does not list "Senior Citizens Residential Complex" as a permitted or conditionally permitted land use. However, the Specific Plan lists "Residential uses above the first floor" as a conditionally-permitted use, which City staff has interpreted to permit, with approval of a Conditional Use Permit, multi-family uses such as the proposed project. The Specific Plan (Section 4.2.1.D and Section 4.2.1.G) authorizes the Planning Director to make a determination in situations such as this where sections of the Specific Plan are ambiguous and where the Specific Plan does not specifically list permitted land uses. This authority is described in more detail below.

Specific Plan (Section 4.2.1.D) authorizes the Planning Director to make a determination in situations such as this where sections of the Specific Plan are not entirely clear. In this specific case, the Specific Plan does not list “Senior Citizens Residential Complex” as a permitted or conditionally permitted land use. In most respects, the Specific Plan’s underlying C-2 land use designation aligns with the City’s C-2 (Central Business District) zoning designation relative to permitted land uses, conditionally permitted land uses, and non-permitted land uses. However, in this instance, the Specific Plan does not list “Senior Citizens Residential Complex” as a permitted or conditionally permitted land use, but the citywide C-2 zone does allow this use with approval of a Conditional Use Permit. As such, the Planning Director has made the determination that the intent of the Specific Plan was to mirror the land uses listed in the Folsom Municipal Code C-2 zone. As a result, a “Senior Citizens Residential Complex” should be allowed with approval of a Conditional Use Permit by the Planning Commission within the Broadstone Specific Plan.

As described above, the Specific Plan (Section 4.2.1.G) also authorizes the Planning Director to determine if a particular land uses is consistent with the intent of the zoning district and compatible with other listed permitted land uses. The intent of Specific Plan was to create a commercial zoning district (C-2) that is similar to the City’s Central Business District (C-2) in terms of permitted land uses. Unfortunately, the Specific Plan omitted “Senior Citizens Residential Complex” as a conditionally-permitted land use. The proposed project is also compatible with other listed permitted land uses in the Specific Plan including residential development and group homes. It is important to note that a number of other age-restricted apartment projects have been conditionally permitted on commercially and industrial-zoned property in the City including the Revel Senior Living Community and Iron Point Retirement Community located , both of which are situated on Iron Point Road. Based on this information, the Planning Director has made the determination that the proposed project is consistent with the intent of the zoning district and compatible with other listed permitted land uses.

The project is consistent with both the General Plan land use designation and the zoning designation for the site, as senior residential developments have been determined by the Planning Director to be a permitted land use within the zoning designation for this site with approval of a Conditional Use Permit. In addition, the proposed project meets the development requirements established by the Broadstone Unit No. 3 Specific Plan with respect to building height, building setbacks, and building coverage. Development standards for lot area, lot width, and parking are established through the Planned Development Permit process as discussed later within this report.

B. Conditional Use Permit

Land Use Compatibility

The proposed project is located on an undeveloped, 6.29-acre commercially zoned property situated at the northeast corner of the intersection of Serpa Way and Healthy Way within the Broadstone Unit No. 3 Specific Plan Area. As described in the Background section of this staff report, the project site is bounded by open space with Iron Point Road to the north, Healthy Way to the south with Life Time Fitness and U.S. Highway 50 beyond, Serpa Way to the west with Green Acres Nursery beyond, and open space to the east with the Pique Apartment Community beyond.

The applicant is requesting approval of a Conditional Use Permit to develop and operate a 154-unit active-adult senior apartment community on the subject 6.29-acre project site located at 115 Healthy Way. In order to approve this request for a Conditional Use Permit, the Commission must find that the “establishment, maintenance, or operation of the use or building applied for will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use, or be detrimental or injurious to property and improvements in the neighborhood, or to the general welfare of the City.”

In reviewing the request for a Conditional Use Permit, staff took into consideration the compatibility of the proposed land use in relation to the existing land uses in the immediate project vicinity. Potential noise impacts, traffic, and aesthetic impacts were also analyzed and are addressed within separate sections of this report. As mentioned earlier within this report, the project site is located in close proximity to a major arterial roadway (Iron Point Road) and within a development-intensive corridor populated with a mixture of commercial, residential, and retail land uses.

The most prominent land uses in the immediate project area are a health and fitness club (Life Time Fitness), a nursery and supply company (Green Acres Nursery), a wholesale discount store (Costco), and a multi-family residential complex (Pique Apartment Community). Residential land uses in close proximity to the site include the Broadstone Unit No. 3 Subdivision (approximately 500 feet to the north across a designated open space area and Iron Point Road) and the Pique Apartments (approximately 400 feet to the east across a designated open space area). Additional commercial retail, professional office, and medical office development is located west of the project site along the Iron Point Road corridor and additional single-family residential development is situated north and east of the project site along Serpa Way and Iron Point Road respectively.

The proposed Avenida Senior Living Community is an active-adult apartment project that will provide housing opportunities for approximately 250 residents. Given the residential nature of the proposed use, staff has determined that the proposed project will be complimentary to the existing multi-family and single-family residential land uses located in the immediate project vicinity. In addition, taking into account the unique needs of senior residential facilities, staff has determined that the proposed project is also complimentary with surrounding non-residential uses in the vicinity providing fitness and retail, restaurant and service uses to future senior residents.

C. Planned Development Permit

The purpose of the Planned Development Permit process is to allow greater flexibility in the design of integrated developments than otherwise possible through strict application of land use regulations. The Planned Development Permit process is also designed to encourage creative and efficient uses of land. The following are proposed as part of the applicant’s Planned Development Permit:

- Development Standards
- Building Architecture and Design

Development Standards

The applicant’s intent with the subject application is to create a set of development standards that will comply with the development standards established within the Broadstone Unit No. 3 Specific Plan for commercially-zoned (C-2) properties. The following table outlines the existing and proposed development standards for the Avenida Senior Living Community:

TABLE 1: DEVELOPMENT STANDARDS TABLE

Development Standards Table Avenida Senior Living Community							
	Lot Area	Lot Width	Building Coverage	Front Yard Setback	Rear Yard Setback	Side Yard Setbacks	Building Height limit
Broadstone Unit No. 3 Specific Plan	PD	PD	50%	30 feet	20 feet	20 feet	60 feet (four-stories)
Proposed Project	273,992 s.f.	950 feet	19%	42 feet	40 feet	170 feet and 60 feet	50 feet (four-stories)

As shown on the development standards table, the proposed project meets or exceeds all development standards established for the C-2 (Community Commercial) zoning district within the Broadstone Unit No. 3 Specific Plan. Parking is addressed separately within the Parking Section of this staff report.

Building Architecture and Design

As detailed in the Project Description section of this report, the proposed project includes development of an E-shaped, four-story, 201,798-square-foot apartment building. The design concept for the apartment building features a simple form with Spanish-style architecture, including white stucco walls, terracotta-colored clay tile roofs, vertical tower elements, arch colonnades, black wrought-iron balconies and details, faux wood shutters, and cantilevered balconies. The building entry on the southern elevation is marked by a porte-cochere and grand two-story lobby space. Horizontal and vertical elements, arch colonnades and balconies repeat on each of the elevations to create architectural interest and reduce the overall massing of the structure. The body of the building will be painted white with black, crimson red, terracotta and dark brown colors on architectural accents, awnings, shutters, and balconies. Proposed building elevations and a building rendering are shown below and on the following pages.

FIGURE 2: FRONT AND REAR BUILDING ELEVATIONS



FIGURE 3: LEFT AND RIGHT BUILDING ELEVATIONS



FIGURE 4: RENDERING OF BUILDING



The proposed project is subject to the design guidelines established within the Broadstone Unit No. 3 Specific Plan (Attachment 25). The design guidelines are intended to ensure a unified development character for both residential and commercial development while also providing flexibility and guidance for individual projects. The following are general architectural and design recommendations provided by the design guidelines:

- The architectural theme and building forms should be reflective of an urban character blending with the site.
- The building heights, signage, setbacks and other standards will be in conformance with the development standards as outlined in Section 4 of the Specific Plan for each land use designation.
- The architectural design of buildings should consider the site, relationship to other structures, streetscapes, and climatic orientations.
- Structures with long uninterrupted exterior walls should be avoided where possible. Walls should have varied forms to create shadows and provide relief that softens the architecture.
- Natural materials such as stone, wood, granite, marble, and masonry will be encouraged. Materials such as textured or patterned concrete are compatible building accents.
- The character of commercial buildings should be compatible with the adjoining structures. Buildings and structures should accentuate and promote an urban plaza character through consistent use of materials, color, and detailing.
- Openings in buildings should be accentuated architecturally through indentation and roof variations.
- The finish colors of the general wall areas should be of natural earthtones or variations of these tones. Limited accent colors of compatible schemes may be used for trim, window areas, balconies, and doors.

In addition to the Broadstone Unit No. 3 Design Guidelines, the proposed project is subject to the City's Design Guidelines for Multi-Family Development. The Design Guidelines for Multi-Family Development recommend that multi-family projects be designed in a manner that compliments the surrounding community. The following are some of the specific design recommendations suggested by the Design Guidelines:

- Variety and distinctness in design are desirable
- Expanses of uninterrupted wall area, unbroken roof forms, and box-like structures shall be prohibited. Balconies, porches, bay windows, chimneys, and other design elements with projections and varied setbacks shall be used to break up the physical characteristics of structures.

- Separations and changes in the height of roof planes shall be used to visually separate the units. Articulation such as roof dormers, hips, gables, balconies, wall projections, and porches shall be used to break up the visual massing of building facades.
- The use of a variety and combination of building materials is encouraged. Building materials selected for multi-family projects shall be very durable and require low maintenance including, but not limited to, stucco, stone, and brick. Building materials shall integrate quality design elements consistent with the design of the development and the surrounding neighborhood.
- Predominant roof materials shall be of high quality, durable material such as, but not limited to, clay or concrete roof tiles and asphalt shingles.
- Exterior building colors shall be compatible with the surrounding neighborhood setting and shall not be out of character or in visual competition with the existing surrounding design elements.
- All accessory structures, including carports, garages, and solid waste enclosures, shall be designed with materials and in a manner consistent with the architectural design characteristics of the development.

As illustrated on the building elevations and color renderings (Attachments 15 and 16), the proposing apartment building incorporates many of the key design features recommended by the Broadstone Unit No. 3 Design Guidelines and the Design Guidelines for Multi-Family Development including the use of varied building shapes to create a sense of depth, use of varied forms to create visual relief, use of multiple building heights to create visual interest, and the inclusion of unique design details to reinforce the Spanish-style design theme.

As shown on the color and materials board (Attachment 18), the proposed project utilizes a variety of natural building materials to enhance the appearance of the building. In staying with the traditional color scheme of the Broadstone Unit No.3 development, and to accentuate the Spanish-style design theme, the applicant is proposing to utilize white as the primary building color, supplemented with black, crimson red, terracotta and dark brown colors on other architectural elements. While white is not typically considered an earth tone color, staff has determined that the use of white as a primary color is integral to the Spanish-style design theme. In addition, staff has determined that the proposed accent colors combined with the primary white color create a blended appearance that will be compatible with surrounding development in the project area.

Based on the aforementioned analysis, staff has determined that the proposed project features a high-quality design that is consistent with the design recommendations of the Broadstone Unit No.3 Design Guidelines and the Design Guidelines for Multi-Family Development. As a result, staff recommends approval of the applicant's design with the following conditions:

1. This approval is for a four-story, 201,798-square foot apartment building associated with the Avenida Senior Living project. The applicant shall submit building plans that comply with this approval and the attached building elevations and color renderings dated January 30, 2020 and March 18, 2020 respectively.
2. The design, materials, and colors of the proposed Avenida Senior Living apartment building shall be consistent with the submitted building elevations, color renderings, materials samples, and color scheme to the satisfaction of the Community Development Department.
3. Brick pavers or another type of colored masonry material (ADA compliant) shall be used to designate pedestrian crosswalks on the project site, in addition to where pedestrian paths cross drive aisles, and shall be incorporated as a design feature at the driveway entrance at Healthy Way to the satisfaction of the Community Development Department.
4. Roof-mounted mechanical equipment, including satellite dish antennas, shall not extend above the height of the parapet walls. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis type features.
5. Utility equipment such as transformers, electric and gas meters, electrical panels, and junction boxes shall be screened by walls and or landscaping.

These recommendations are included in the conditions of approval (Condition No. 73) presented for consideration by the Planning Commission.

D. Traffic/Access/Circulation

Existing Roadway Network

The project site is located on the north side of Healthy Way, slightly east of the intersection of Serpa Way and Healthy Way. Primary vehicle access to the project site is provided by a new driveway located on the north side of Healthy Way, opposite the primary driveway for the Life Time Fitness project located directly to the south.

Significant roadways in the project vicinity include U.S. Highway 50, Iron Point Road, East Bidwell Street, Serpa Way, and Health Way. U.S. Highway 50 is a six-lane east-west highway with a 65-mph posted speed limit that passes through Folsom and connects the Sacramento region to Lake Tahoe and points beyond. Iron Point Road is a six-lane east-west arterial roadway with a 45-mph posted speed limit that runs from Folsom Boulevard to the eastern city limit. East Bidwell Street is a six-lane north-south arterial roadway with a 45-mph posted speed limit that extends from Riley Street to U.S. Highway 50. Serpa Way is a two-lane north-south roadway with a 25-mph unposted speed limit that connects Broadstone Parkway to Healthy Way. Healthy Way is a two-lane east-west roadway with a 25-mph unposted speed limit that connects Serpa Way to the Life Time Fitness site and the proposed project site.

The traffic, access, and circulation analysis associated with the proposed project is based on the results of a Transportation Impact Study that was prepared in May 2020 by T. Kear Transportation Planning and Management, Inc. The transportation study analyzed traffic operations at the following five study intersections in the vicinity of the project site:

- Healthy Way/Project Driveway
- Serpa Way/Healthy Way
- Iron Point Road/Serpa Way
- Iron Point Road/Cavitt Drive
- Iron Point Road/East Bidwell Street

Seven different scenarios were evaluated in reviewing traffic operations at the five aforementioned study intersections including; Existing 2020 Condition without Project Condition (without Saratoga Way extension), Baseline 2020 without Project Condition (with Saratoga Way extension), Baseline 2020 with Project Condition, Existing Plus Approved Projects (EPAP) 2025 without Project Condition, Existing Plus Approved Project Condition, Cumulative 2035 without Project Condition; and Cumulative 2035 with Project Condition.

The proposed Avenida Senior Living project is expected to generate a total of 51 vehicle-trips during the weekday AM peak hour (15 inbound and 36 outbound) and 51 during the weekday PM peak hour trips (30 inbound and 21 outbound). Overall, the proposed project is projected to generate a total of 594 daily vehicle trips. Based on the relatively low volume of project-related vehicle trips, the Transportation Study concluded that the proposed project would not have a significant impact on vehicle level of service (LOS).

The Governors' Office of Planning and Research (OPR) has published guidance recommending a CEQA threshold for transportation impacts of land use projects of a 15 percent Vehicle Miles Traveled (VMT) reduction per capita, relative to either city or regional averages, based on the California's Climate Scoping Plan¹. Qualitative assessment of VMT reduction was determined to be acceptable to screen projects². Under State Law (SB 743), VMT became the only CEQA threshold of significance for transportation impacts on July 1, 2020.

As described throughout this report, the proposed project is age-restricted senior multi-family housing. Age-restricted housing has a daily vehicle trip generation rate that is 32 percent below that of non age-restricted multi-family housing and a trip generation rate that is 61 percent below the that of single-family housing. In addition to generating fewer trips, age-restricted housing generates shorter trips than traditional housing because there are fewer commute trips. Commute trips are typically the longest trips made by households. In addition, the proposed project is located adjacent to numerous

¹ OPR (2018) Technical Advisory on Evaluating Transportation Impacts In CEQA, http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

² OPR's webinar on SB 743 implementation, 4/16/2020.

commercial land uses, which will potentially reduce the number of trips necessary for commercial goods.

The subject property has a General Plan land use designation of RCC and an underlying land use designation of C-2 PD. If the subject property were developed with a commercial land use, as is permitted by the existing General Plan and zoning design, vehicle trip generation, and therefore VMT, would be substantially higher than the proposed senior apartment project. As an example, the 6.29-acre project site would be able to accommodate approximately 50,000 square feet of retail space, which would generate approximately 3,752 daily vehicle trips. Using these figures, the proposed project would generate approximately 84 percent fewer vehicle trips than a retail project would on the subject site.

The Transportation Study determined that the project's per capita VMT is anticipated to be at least 32 percent below the City and regional average per capita VMT. Based on the OPR's guidance, staff has determined that the proposed project will not have a significant impact relative to vehicle trip generation in that the project will result in an approximately 32 percent reduction in VMT whereas a 15 percent reduction in VMT is recommended. It is important to note that the proposed project will operate a small private shuttle bus for scheduled local trips by residents including medical appointments, shopping, and recreational activities, further reducing the amount of vehicle trips.

Project Access and On-Site Circulation

As shown on the submitted site plan (Attachment 6), vehicular access to and from the project site is provided by one new driveway located on the north side of Healthy Way, opposite the primary access point for the Life Time Fitness project to the south. With the addition of the proposed project driveway, there will be a four-way, stop-sign controlled intersection at this location on Healthy Way. The project driveway, which is proposed to feature stop-sign control, will accommodate all turning movements. Internal vehicle circulation consists of a 27-foot-wide drive aisle that loops around the perimeter of the project site and a 25-foot-wide drive aisle that provides access to a parking area in the southeastern portion of the project site.

In addition to intersection level of service and VMT analysis described above, the Transportation Study prepared for the proposed project evaluated the operation and configuration of the project access system in terms of driveway throat depth and emergency vehicle access. In relation to driveway throat depth, the Study determined that the proposed 50-foot-deep driveway throat depths meets the City's standard for minimum required throat depth. With regard to emergency vehicle access, the Study determined that the proposed driveway and drive aisle (27-foot-wide primary drive aisle) configuration meets the City's minimum requirements and will accommodate all access and circulation needs of emergency access vehicles.

With regard to pedestrian circulation, existing sidewalks are present along Healthy Way, Serpa Way, and Iron Point Road. The proposed project includes construction of

accessible pathways that will provide connectivity throughout the project site as well access to the existing sidewalks located on Healthy Way. Additional pedestrian connections directly to sidewalks along Healthy Way, Serpa Way, and Iron Point Road are not feasible given the severe slopes present on the project site and the presence of sensitive natural open space areas to the north and east of the property.

On-street (“Class II”) bike lanes exist on both sides of Iron Point Road, Serpa Way, and Healthy Way in the vicinity of the proposed project. These bicycle lanes should adequately meet the needs of bicyclists, and no additional bicycle facilities are recommended.

To ensure implementation of the traffic control measures identified on the submitted site plan, staff recommends the following recommendations be included as conditions of approval for the project (Condition No. 67)

- A “stop” sign and appropriate pavement markings shall be installed at the project driveway located on Healthy Way.
- “stop” signs and appropriate pavement markings shall be installed at the three internal drive aisle approaches to the project driveway in the southeast corner of the project site.

E. Parking

The Broadstone Unit No. 3 Specific Plan and the Folsom Municipal Code do not include specific parking standards for active senior (55+) residential uses. Standard apartment parking requirements are not appropriate because the following factors cause age-restricted senior complexes to vary in demand and to require less parking: smaller household size, on-site services such as dining, salons and recreation facilities, van/bus shuttle transportation for residents, average age of residents, and preferences for driving.

To assist staff with the analysis of the project’s parking needs, the applicant was required to provide a parking analysis/justification. A Parking Evaluation (Attachment 23) for the Avenida Living Community was prepared by Walker Consultants in June, 2020. The Parking Evaluation compared the parking proposed for the Avenida Senior Living Community with other similar facilities in the region as well as to industry standard parking rates using the Institute of Transportation Engineers (ITE) recommendations and the National Parking Association’s (NPA) most up-to-date Shared Parking Model recommended number of parking spaces.

As noted earlier in this report, the Avenida Senior Living project includes development of a four-story apartment building that features 154 units including 93 one-bedroom units and 61 two-bedroom units. The proposed project includes a total staff of approximately 7 full and part time employees. There will be a 24 hour a day staff presence seven days a week in the community.

Parking will be provided for 168 cars in off-street parking spaces located around the perimeter of the apartment building. The parking supply consists of 100 uncovered parking spaces and 63 carport-covered parking spaces, including six (6) accessible spaces. The ratio of parking provided is 1.09 spaces per unit. The parking supply also includes 18 electric vehicle charging station spaces.

The Parking Evaluation reviewed senior living communities in the region to compare the parking ratio to the percentage of occupied parking. The Parking Evaluation showed that the observed number of parking spaces per apartment unit ranged with the average being consistent with the 1.09 parking spaces per unit planned in the project.

The Parking Evaluation considered recommended parking ratios provided by the ITE Parking Generation Rate Manual (4th edition, 2010), which provides the average and the 85th percentile weekday parking generation rates for “Senior Adult Attached Housing.” Specifically, the ITE Parking Generation publication documents an average peak parking demand ratio of 0.59 parking spaces per unit and an 85th-percentile value of 0.66 parking spaces per unit. Using these parking rates with the 154 proposed dwelling units, the total parking stalls predicted to be occupied for an average weekday is 91 parking stalls with 102 parking stalls being occupied for the 85th percentile.

The Parking Evaluation also utilized the NPA Shared Parking Model (2019) to calculate the recommended number of parking spaces for the proposed project. The NPA model projects parking between approximately the 85th and 95th percentile and parses out the recommended number of parking spaces for a project. The NPA model determined that the appropriate parking ratio for the proposed project is 0.85 parking spaces per unit during the weekday and 0.72 parking spaces per unit on weekends.

In addition to the Parking Analysis provided by the project applicant. City staff evaluated parking details associated with other senior living communities that have been approved recently. Below is a table showing the parking ratios for approved senior living projects within the City.

TABLE 1: PARKING STANDARDS TABLE

Parking Standards Table Approved Senior Living Communities			
Project Name	Apartment Units	Parking Provided	Parking Ratio
Proposed Project	154 Units	168 Spaces	1.09 Spaces Per Unit
Revel Senior Living	166 Units	135 Spaces	0.81 Spaces Per Unit
Iron Point Senior Living	126 Units	127 Spaces	1.01 Spaces Per Unit
Oakmont Senior Living*	60 Units	30 Spaces	0.50 Spaces Per Unit
Countryhouse Senior Living*	45 Units	24 Spaces	.53 Spaces Per Unit

As shown in the table above, the proposed project has a parking ratio that is higher than any of the other senior living community projects in the City. It is important to note that the Oakmont Senior Living* and Countryhouse Senior Living* Communities include assisted living and memory care components which have a lower the parking demand.

Based on the above-referenced analyses, staff has determined that the 168 parking spaces (1.09 parking spaces per unit) proposed for the project will be sufficient to serve the needs of residents, employees, and visitors of the Avenida Senior Living Community.

As shown on the submitted site plan (Attachment 6), the applicant is proposing to provide 32 bicycle parking spaces evenly distributed among four, eight-space bicycle racks located near the building's primary entrance on the south elevation and adjacent to one of the buildings rear entrances on the north elevation. Staff has determined that the proposed project meets the bicycle parking requirements established by the Folsom Municipal Code (FMC, Section 17.57.090) by providing 32 bicycle parking spaces whereas 31 bicycle parking spaces are required.

F. Noise Impacts

Based on the proximity of the project site to Serpa Way, Iron Point Road, U.S. Highway 50, and existing commercial land uses to the south and west, acoustical measurements and modeling were prepared by HELIX Environmental Planning, Inc. (HELIX) on March 12, 2020 to analyze potential noise impacts at the proposed Avenida Senior Living project (project) site. The purpose of the noise analysis was to quantify existing noise levels associated with traffic on Serpa Way, Iron Point Road, and U.S. Highway 50 and to compare those noise levels against the applicable City of Folsom noise standards for acceptable noise exposure at the project site. In addition, noise generated by the proposed project including construction activities, on-site parking/circulation, and mechanical equipment noise, was also evaluated in the noise analysis.

Two aspects of noise impacts were evaluated relative to the proposed apartment community, noise directed at the proposed project, and noise caused by the proposed project. As noted previously, the predominant existing noise sources in the project vicinity that cause an impact to the project site are from vehicles traveling on Serpa Way, Iron Point Road, and U.S. Highway 50, as well as background noises from adjacent nearby commercial land uses. Potential noise impacts that might result from development of the Avenida Senior Living community are construction-related activities and operational activities. Construction-related noise would have a short-term effect, while operational noise would continue throughout the lifetime of the project.

The Noise Element of the City of Folsom General Plan regulates noise emissions from public roadway traffic on new development of residential or other noise sensitive land uses. The Noise Element states that noise from traffic on public roadways shall not exceed 60 CNEL for outdoor use areas and 45 CNEL for interior use areas. To evaluate such potential noise impacts to the proposed project, HELIX conducted ambient noise

measurements to calibrate the predictive noise modeling program that estimates noise levels based on estimated future traffic noise affecting the project site. The model evaluated four locations around the proposed site/buildings that represent residential units closest to roadway noise sources and resident outdoor use areas.

As stated above, a significant direct noise impact would occur if traffic-related noise levels exceed 60 CNEL at the proposed project's designated outdoor use areas. Because these outdoor use areas are planned to be screened by the proposed building's exterior facades, noise levels were conservatively modeled at the project's facades nearest each roadway. Noise levels from U.S. Highway 50 at the project's southern façade were modeled to be 53.3 CNEL. Noise levels from Iron Point Road at the project's northern façade were modeled to be 49.9 CNEL. Noise levels from Serpa Way at the project's western façade are modeled to be 50.2 CNEL. Based on these projected noise levels at the project site's exterior use areas, staff has determined that the proposed project would comply with the City's exterior noise threshold.

As referenced above, a significant direct noise impact would also occur if the project's interior use areas would be exposed to noise levels greater than 45 CNEL from roadway traffic. A 45 CNEL interior limit would be achieved if exterior locations are exposed to a noise level of 60 CNEL or less, based on a typical attenuation of 15 dB by standard residential building construction. Because noise levels at the project's facades are modeled to be below 60 CNEL from roadway traffic, staff has determined that interior noise levels would comply with the 45 CNEL standard.

Construction of the Avenida Senior Living community would temporarily increase noise levels in the project vicinity during the construction period, which would take approximately 18 to 20 months. Construction activities, including site clearing, excavation, grading, building construction, and paving, would be considered an intermittent noise impact throughout the construction period of the project. The City's Noise Ordinance excludes construction activities from meeting the General Plan Noise Element standards, provided that all phases of construction are limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays, and between 8:00 a.m. and 5:00 p.m. on Saturdays. To ensure compliance with the City's Noise Control Ordinance and General Plan Noise Element, staff recommends that hours of construction operation be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays with no construction permitted on Sundays or holidays. In addition, staff recommends that construction equipment be muffled and shrouded to minimize noise levels. Condition No. 70 is included to reflect these requirements.

Operational noises generated by the proposed project include sounds associated with new vehicle trips, vehicle parking, and mechanical equipment associated with the senior living facility. Persons and activities potentially sensitive to noise in the project vicinity include residents within the Broadstone Unit No. 3 Subdivision (500 feet from project site) across Iron Point Road to the north of the project site and residents within the Pique Apartment Community (450 feet from project site) across open space to the east. Due to

the limited volume of project-generated vehicle trips (594 daily vehicle trips), vehicle noise exposure would increase only slightly as compared to existing conditions in the project vicinity. Based on the significant distance and buffers between the project site and the nearby residential land uses, staff has determined that potential noise impacts relative to these operational noise sources will not be significant.

G. Walls/Fencing

As shown on the preliminary grading and drainage plan (Attachment 8), a decorative stone retaining wall that ranges from 2 to 9 feet in height is proposed in the southwest corner of the project site at the top of the fill slope. A four-foot-tall decorative tubular metal fence is proposed at the top of the fill slopes on the west, north, and southwest portions of the project site adjacent to parking lot areas. A six-foot-tall decorative tubular metal fence is planned around the pool area which is located in an interior courtyard area adjacent to the apartment building. Lastly, a six-foot-tall coated chain-link fence is proposed around the pickleball court which is situated within the eastern portion of the project site. Staff recommends that the final location, design, height, materials, and colors of the retaining walls and fencing be subject to review and approval by the Community Development Department. Condition No. 72 is included to reflect this requirement.

H. Site Lighting

The applicant is proposing to use a combination of pole-mounted parking lot lighting, carport lighting, building-attached lighting, and bollard lights along the walkways on the project site. All lighting would be designed to minimize light/glare impacts to the adjacent properties by ensuring that all exterior lighting is shielded and directed downward. Staff recommends that the final exterior building and site lighting plans be submitted for review and approval by Community Development Department for location, height, aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. In addition, staff recommends all lighting is designed to be shielded and directed downward onto the project site and away from adjacent properties and public rights-of-way. Condition No. 24 is included to reflect these requirements.

I. Trash/Recycling

The proposed project includes two indoor trash rooms located on the north side of the apartment building (ground level) which will house trash compactors, three-yard trash dumpsters, and three-yard recycling dumpsters. On each floor of the building, there are two common trash rooms where residents will dispose of trash and recycling. In trash rooms on the upper levels, separate chutes for trash and recycling will empty refuse into dumpsters on the ground level. Large or bulky items that don't fit in the trash chute may be left in the trash rooms, and Avenida maintenance staff will break them down and deliver to the ground floor trash rooms.

To manage the collection trash and recycling by the City's solid waste vehicles, the applicant is proposing to designate two concrete apron trash/recycling collection zones on the north side of the apartment building adjacent to the perimeter drive aisle. On the day of collection, trash and recycling dumpsters will be rolled out of the ground level trash rooms by Avenida maintenance staff and onto the concrete aprons for pickup by the City's solid waste vehicles. Following collection, trash and recycling dumpsters will immediately be moved back to the trash rooms by Avenida maintenance staff. Private landscape contractors will be responsible for hauling green waste (organic) from the project site. The City's Solid Waste Division has reviewed the proposed trash and recycling plan and determined that it is acceptable. However, staff recommends that the final location and design of the two concrete aprons utilized as trash/recycling collections zones be subject to review by the Community Development Department and the Solid Waste Division. Condition No. 72 is included to reflect this requirement.

J. Signage

The proposed project includes two monument identification signs which are located at the northeast corner of the intersection of Serpa Way and Healthy Way and at the northwest corner of the intersection of Healthy Way and the project drive respectively. The two proposed monument signs have been integrated into a decorative four-foot-tall wall as part of a landscape feature at each of the aforementioned areas. The single-faced monument signs, which are approximately 12 square feet in size, feature text that reads "Avenida Folsom" and a corporate logo in the form of the letter "a". Staff has determined that the design of the proposed monument signs are complementary to the design of the proposed senior living community building.

The Broadstone Unit No. 3 Specific Plan states the monument signs are an acceptable form of identification for a project. The Specific Plan indicates that specific requirements (location, height, size, design, etc.) for a monument sign(s) shall be determined as part of the Planned Development Permit process. Staff has determined that the number, location, and size of the two proposed monument signs is appropriate given the unique location of the project site and the large scale of the apartment community. Staff recommends that the owner/applicant obtain a sign permit prior to installation of the two monument signs. Condition No. 75 is included to reflect this requirement.

K. Existing and Proposed Landscaping

The 6.29-acre project site, which has previously been disturbed by grading activities, is vegetated in patches primarily with non-native grasses and forbs and contains no native trees. A ten-foot-wide landscape easement, which is located on the north side of Healthy way, includes a combination of trees, shrubs, and groundcover that were installed as part of the Life Time Fitness project.

As shown on the landscape plans (Attachment 9), enhanced landscape areas are planned at the project entry on Healthy Way, at the northeast corner of Serpa Way and Healthy Way, around the perimeter of the apartment building, adjacent to retaining walls, and around the outdoor gathering spaces. Proposed landscaping features California-native and low water-use trees, shrubs, and groundcover selections intended to comply with the requirements of the Model Water Efficiency Landscape Ordinance (MWELo).

Proposed landscape improvements include a variety of drought-tolerant trees, shrubs, and groundcover. Among the proposed trees are; Blue Oak, Chinese Pistache, Cork Oak, Deodar Cedar, Eastern Redbud, Flowering Crabapple, Skyrocket Juniper, Strawberry Tree, and Trident Maple. Proposed shrubs and groundcover include; African Iris, Blue Glow Agave, Cape Rush, Cast Iron Plant, Delta Bluegrass, Deer Grass, Dwarf Bottlebrush, Green Lavender Cotton, Pineapple Guava, Red Yucca, Silver Carpet, and Spanish Lavender. The preliminary landscape plan meets the City shade requirement (40%) by providing 48% shade in the parking lot area within fifteen (15) years. Staff recommends that the final landscape plans be reviewed and approved by the Community Development Department. Condition No. 33 is included to reflect this requirement.

L. Biological Resources

The project site, which has previously been disturbed by grading activities, is relatively flat and contains sparse vegetation consisting primarily of non-native grasses. The project site is generally rocky and lacks the fertile topsoil needed to support traditional grassland and other vegetation. However, the open space area to the north of the project site contains an ephemeral stream and associated seep that supports a large Himalayan Blackberry bramble that is between 0.5 to 1.0-acres in size. This bramble supports a nesting colony of the California-threatened Tricolored Blackbird. In addition to the Tricolored Blackbird, the project area may provide habitat for a number of other protected bird species including the Burrowing Owl, White-Tailed Kite, Loggerhead Shrike, and Nesting Songbirds. To mitigate for potential impacts to the aforementioned bird species, a number of mitigation measures are included as conditions of approval (Condition Nos. 37-60).

M. Conformance with Relevant General Plan Goals and Policies

The recently approved City of Folsom General Plan (2035) outlines a number of goals, policies, and implementation programs designed to guide the physical, economic, and environmental growth of the City. Staff has determined that the proposed project is consistent with the General Plan goals and policies as outlined and discussed below:

APPLICABLE GENERAL PLAN GOALS AND POLICIES

GP GOAL LU 1.1 (Land Use/Growth and Change)

Retain and enhance Folsom's quality of life, unique identity, and sense of community while continuing to grow and change.

GP POLICY LU 1.1.12-1 (Infill Development)

Respect the local context: New development should improve the character and connectivity of the neighborhood in which it occurs. Physical design should respond to the scale and features of the surrounding community, while improving critical elements such as transparency and permeability.

The proposed project is consistent with this policy in that the project features significant site and design improvements which will enhance the overall character of the area including introducing new senior apartment units with a traditional residential design intended to compliment the design of existing residential and commercial buildings in the vicinity.

GP POLICY LU 1.1.12-2 (Infill Development)

Work with neighbors: Infill development requires neighborhood consultation to understand the concerns, goals, and needs of existing neighborhoods. Ensure the planning and design process provides proper avenues for neighborhood input while fulfilling the community's larger goals for walkability and compact development.

The proposed project is consistent with this policy in that the project applicant held two separate neighborhood outreach meetings (June 16, 2020 and June 18, 2020) at which residents within the neighboring Broadstone Unit No. 3 Subdivision were invited to learn more about the proposed project and provide feedback. No members of the public attended either of the two outreach events.

GP POLICY LU 1.1.15 (SACOG Blueprint Principles)

Strive to adhere to the Sacramento Regional Blueprint Growth Principles.

The proposed project is consistent with this policy in that the project has been designed to adhere to the primary SACOG Blueprint Principles including Compact Development, Housing Choice and Diversity, Use of Existing Assets, and Quality Design. Compact Development involves creating environments that are more compactly built and use space in an efficient but attractive manner and helps to encourage more walking, biking, and transit use and shorter auto trips. Housing Choice and Diversity includes providing a variety of places where people can live (apartments, townhomes, condominiums, and single-family detached homes) and also creating opportunities for the variety of people who need them such as families, singles, seniors, and people with special needs. Use of Existing Assets entails intensification of the existing use or redevelopment in order to make better use of existing public infrastructure, including roads. Quality Design focuses on the design details of any land development (such as relationship to the street, placement of buildings, sidewalks, street widths, landscaping, etc.), which are all factors that influence the attractiveness of living in a compact development and facilitate the ease of walking within and in and out of a community.

APPLICABLE GENERAL PLAN GOALS AND POLICIES

GP GOAL LU 6.1 (Residential Neighborhoods)

Allow for a variety of housing types and mix of uses that provide choices for Folsom residents, create complete and livable neighborhoods, and encourage walking and biking.

GP POLICY LU 6.1.3 (Efficiency through Density)

Support an overall increase in average residential densities in identified urban centers and mixed-use districts. Encourage new housing types to shift from lower-density, large-lot developments to higher-density, small-lot and multifamily developments, as a means to increase energy efficiency, conserve water, reduce waste, as well as increase access to services and amenities (e.g., open space) through an emphasis of mixed uses in these higher-density developments.

The proposed project is consistent with this policy in that the project is providing a senior multi-family residential project developed at a residential density of 25.5 units per acre. In addition, the proposed project design incorporates sustainable features (mechanical, electrical, plumbing, and HVAC systems) that are consistent with California Green Building Standards Code (CALGreen). In addition, the proposed project includes electric vehicle parking spaces, electric vehicle charging stations, and cool surface paving materials consistent with CALGreen.

GP GOAL LU 9.1 (Land Use/Community Design)

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

GP POLICY LU 9.1.10 (Renewable and Alternative Energy Generation Systems)

Require the use of solar, wind, and other on-site renewable energy generation systems as part of the design of new planned developments.

The proposed project is consistent with this policy in that the project includes 18 electric vehicle parking spaces equipped with electric vehicle charging stations. In addition, the proposed project includes the use of cool paving materials that will be utilized for hardscape features throughout the project site including the exterior courtyards, concrete refuse pads, pedestrian paths, adjacent to the pickleball court, and the driveway entry treatment.

GP GOAL M 4.1 (Vehicle Traffic and Parking)

Ensure a safe and efficient network of streets for car and trucks, as well as provide an adequate supply of vehicle parking.

GP POLICY M 4.1.3 (Level of Service)

Strive to achieve a least traffic Level of Service "D" (or better) for local streets and roadways throughout the City. In designing transportation improvements, the City will prioritize use of smart technologies and innovative solutions that maximize efficiencies

and safety while minimizing the physical footprint. During the course of Plan buildout it may occur that temporarily higher Levels of Service result where roadway improvements have not been adequately phased as development proceeds. However, this situation will be minimized based on annual traffic studies and monitoring programs. Staff will report to the City Council at regular intervals via the Capital improvement Program process for the Council to prioritize project integral to achieving Level of Service D or better.

The proposed project is consistent with this policy in that the project will not result in a change in the level of service (LOS) at any of the five study intersections. In addition, the proposed project will result in a 32% reduction in Vehicle Miles Traveled (VMT), consistent with new State Law that took effect July 1, 2020 (SB 743).

GP GOAL M 4.2 (Vehicle Traffic and Parking)

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

GP POLICY M 4.2.4 (Electric Vehicle Charging Stations)

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

The proposed project is consistent with this policy in that the project includes 18 electric vehicles parking spaces equipped with electric vehicle charging stations for exclusive use by residents of the senior apartment community. The number of proposed electric vehicle charging station is consistent with the California Green Buildings Standards Code's provisions for multi-family residential development.

GP GOAL H-1 (Adequate Land Supply for 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 POLICY H 1.3

The City shall encourage home builders to develop their projects on multi-family-designated land at the high end of the applicable density range.

The proposed project is consistent with this policy in that the project is providing a senior multi-family residential project developed at a residential density of 25.5 units per acre on commercially-zoned property that was not originally anticipated to be development with residential units. The proposed project would be considered a high density multi-family residential development given that it falls within the density range (20-30 dwelling units per acre) established for the City's MHD (Multi-family High Density) General Plan land use designation.

GP GOAL H-2 (Removing Barriers to the Production of Housing)

To minimize governmental constraints on the development of housing for households of all income levels.

GP POLICY H 2.7

The City shall educate the community on the needs, the realities and the benefits of affordable and high-density housing.

The proposed project is consistent with this policy in that the project will result in development of a high-density senior apartment community on a commercially-zoned property that was not originally anticipated to be developed with a residential land use.

GP GOAL H-5 (Housing Opportunities for Special Needs Groups)

To provide a range of housing services for Folsom residents with special needs, including seniors, persons with disabilities, single parents, large families, the homeless, and residents with extremely low incomes.

N. Conformance with Relevant Specific Plan Goals, Objectives, and Policies

The Broadstone Unit No. 3 Specific Plan identifies a number of goals, objectives, and policies designed to guide the physical, economic, and environmental growth of the Specific Plan Area. Staff has determined that the proposed project is consistent with the Specific Plan goals, objectives, and policies as outlined and discussed below:

SP GOAL 2 (Land Use)

Compatibility between land uses.

SP OBJECTIVE 2.3

Coordinate architectural compatibility between the plan's various land uses

SP POLICY 2.1

Provide buffers between dissimilar land uses with the use of landscaping and setbacks.

The proposed project is consistent with this policy in that the project site includes significant existing open space buffer to the north and east. In addition, the project includes substantial building setbacks that far exceed the minimum setback requirements established by the Specific Plan. Lastly, the project includes an enhanced landscape plan that will provide an additional visual buffer between the project site and nearby land uses.

SP GOAL 8 (Community Design)

A community environment that is visually attractive and efficient with a consistent design theme.

SP Objective 8.1

Reinforce the identity of the Broadstone Community by utilizing the design quality, theme, and consistency established in the adjacent Broadstone Unit No. 1 and No. 2 communities.

SP Policy 8.1

Enforce Design Guidelines for architecture, signage, landscaping, and project identity.

The project is consistent with this policy in that the proposed apartment building incorporates many of the key design features recommended by the Broadstone Unit No. 3 Design Guidelines including the use of varied building shapes to create a sense of depth, use of varied forms to create visual relief, use of multiple building heights to create visual interest, and the inclusion of unique design details to reinforce the Spanish-style design theme. In addition, the proposed project includes a landscape plan the focuses on the use of native plants and materials as recommended by the Specific Plan. Lastly, the project includes an attractive set of project identification signs which are blended into landscape and hardscape features.

ENVIRONMENTAL REVIEW

Staff has prepared an Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program (Attachment 24) for the project in accordance with the California Environmental Quality Act (CEQA) regulations and determined that with the proposed mitigations, the project will not have a significant effect on the environment. The Mitigated Negative Declaration has been prepared and noticed for public comment on the project, and mitigation measures have been included as Conditions of Approval. To date, no written comments have been received from the public during the Mitigated Negative Declaration public review period (June 22, 2020 to July 13, 2020).

RECOMMENDATION/PLANNING COMMISSION ACTION

Move to recommend that the Planning Commission:

- Adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program prepared for the Avenida Senior Living Community project (PN 19-413) per Attachment 23; and
- Approve a Conditional Use Permit to allow the Avenida Senior Living Community to develop and operate a 154-unit active-adult senior apartment community on the subject 6.29-acre project site located at 115 Healthy Way, and
- Approve a Planned Development Permit to establish development standards and to provide for the building architecture and design.

These approvals are subject to the proposed findings below (Findings A-O) and the

recommended conditions of approval (Conditions 1-82) attached to this report.

GENERAL FINDINGS

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

CEQA FINDINGS

- C. A MITIGATED NEGATIVE DECLARATION HAS BEEN PREPARED FOR THE PROJECT IN ACCORDANCE WITH CEQA.
- D. THE PLANNING COMMISSION HAS CONSIDERED THE PROPOSED MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM BEFORE MAKING A DECISION REGARDING THE PROJECT.
- E. ON THE BASIS OF THE WHOLE RECORD BEFORE THE PLANNING COMMISSION, THERE IS NO SUBSTANTIAL EVIDENCE THAT THE PROJECT, AS CONDITIONED, WILL HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.
- F. THE MITIGATED NEGATIVE DECLARATION REFLECTS THE INDEPENDENT JUDGMENT AND ANALYSIS OF THE CITY OF FOLSOM.
- G. THE MITIGATED NEGATIVE DECLARATION HAS DETERMINED THAT THE PROPOSED PROJECT, AS CONDITIONED AND CONSISTENT WITH THE REQUIRED MITIGATION MONITORING AND REPORTING PROGRAM, WOULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT WITH MITIGATION MEASURES.

PLANNED DEVELOPMENT PERMIT FINDINGS

- H. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF CHAPTER 17.38 (PLANNED DEVELOPMENT DISTRICT) OF THE FOLSOM MUNICIPAL CODE AND OTHER APPLICABLE ORDINANCES OF THE CITY.
- I. THE PROPOSED PROJECT IS CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY.

- J. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS IS ACCEPTABLE.
- K. THERE ARE AVAILABLE PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO, WATER, SEWER AND DRAINAGE TO ALLOW FOR THE DEVELOPMENT OF THE PROJECT SITE IN A MANNER CONSISTENT WITH THIS PROPOSAL.
- L. THE PROPOSED PROJECT WILL NOT CAUSE UNACCEPTABLE VEHICULAR TRAFFIC LEVELS ON SURROUNDING ROADWAYS, AND THE PROPOSED PROJECT WILL PROVIDE ADEQUATE INTERNAL CIRCULATION.
- M. THE PROPOSED PROJECT WILL NOT BE DETRIMENTAL TO THE HEALTH, SAFETY AND GENERAL WELFARE OF THE PERSONS OR PROPERTY WITHIN THE VICINITY OF THE PROJECT SITE, AND THE CITY AS A WHOLE.
- N. ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICES AND EMERGENCY PUBLIC SAFETY SERVICES TO THE PROJECT.

CONDITIONAL USE PERMIT FINDING

- O. THE ESTABLISHMENT, MAINTENANCE, OR OPERATION OF THE USE OR BUILDING APPLIED FOR WILL NOT, UNDER THE CIRCUMSTANCES OF THE PARTICULAR CASE, BE DETRIMENTAL TO THE HEALTH, SAFETY, PEACE, MORALS, COMFORT AND GENERAL WELFARE OF PERSONS RESIDING OR WORKING IN THE NEIGHBORHOOD OF SUCH PROPOSED USE, OR BE DETRIMENTAL OR INJURIOUS TO PROPERTY AND IMPROVEMENTS IN THE NEIGHBORHOOD, OR TO THE GENERAL WELFARE OF THE CITY BECAUSE THE PROPOSED LAND USE WILL NOT HAVE A NEGATIVE IMPACT.

Attachment 4

Conditions of Approval

CONDITIONS OF APPROVAL FOR THE AVENIDA SENIOR LIVING COMMUNITY PROJECT (PN 19-413) CONDITIONAL USE PERMIT AND PLANNED DEVELOPMENT PERMIT NORTHEAST CORNER OF SERPA WAY AND HEALTHY WAY (115 HEALTHY WAY)				
1.		<p>The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> 1. Preliminary Site Plan, dated June 5, 2020 2. Preliminary Utility Plan, dated June 5, 2020 3. Preliminary Grading and Drainage Plan, dated June 5, 2020 4. Preliminary Landscape Plan and Details, dated June 25, 2020 5. Preliminary Access and Circulation Plan, dated June 5, 2020 6. Preliminary Fire Access Plan, dated June 3, 2020 7. Preliminary Fence Exhibit, dated May 13, 2020 8. Preliminary Lighting Plan, dated February 4, 2020 9. Preliminary Site Details, dated February 7, 2020 10. Building Elevations and Floor Plans, dated January 30, 2020 11. Color Renderings, dated March 18, 2020 12. Carport and Building Section Details, dated January 30, 2020 13. Color and Materials Board, dated January 30, 2020 14. Building and Parking Summary, dated January 30, 2020 15. Site Photographs 16. Transportation Impact Study, dated May, 2020 17. Parking Evaluation, dated June, 2020 <p>The project is approved for the development and operation of the 154-unit Avenida Senior Living Community, which includes a four-story, 201,798-square-foot apartment building and associated site improvements. Implementation of the project shall be consistent with the above-referenced items as modified by these conditions of approval.</p>	B	CD (P)(E)

2.		Building plans, and all civil engineering and landscape plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.	I, B	CD (P)(E)(B)
3.		The project approvals (Conditional Use Permit and Planned Development Permit) granted under this staff report shall remain in effect for two years from final date of approval (July 15, 2022). Failure to obtain the relevant building (or other) permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval.	B	CD (P)
4.		If the Community Development Director finds evidence that conditions of approval for the Avenida Senior Living Community have not been fulfilled or that the use has resulted in a substantial adverse effect on the health, and/or general welfare of users of adjacent or proximate property, or have a substantial adverse impact on public facilities or services, the Director will refer the use permit to the Planning Commission for review. If, upon such review, the Planning Commission finds that any of the above-stated results have occurred, the Commission may modify or revoke the Conditional Use Permit.	OG	CD (P)(B)(E) PW, PR, FD, PD
5.		<p>The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney’s fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD

6.	✓	The owner/applicant shall be required to 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 Mitigated Negative Declaration prepared for this project 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 with a check mark (✓) in the mitigation measure column.	G, I	CD (P)(E)
DEVELOPMENT COSTS AND FEE REQUIREMENTS				
7.		The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	I, B	CD (P)(E)
8.		If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	B	CD (E)
9.		The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	I	CD (P)(E)
10.		If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the improvement plans or beginning inspection, whichever is applicable.	I, B	CD (P)(E)
11.		This project shall be subject to all City-wide development impact fees, unless exempt by previous agreement. This project shall be subject to all City-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, fees for fire protection, park facilities, park equipment, Quimby, Humbug-Willow Creek Parkway, Light Rail, TSM, capital facilities and traffic impacts. The 90-day protest period for all fees, dedications, reservations or other exactions imposed on this project has begun. The fees shall be calculated at the fee rate in effect at the time of building permit issuance.	B	CD (P)(E), PW, PK

12.		The owner/applicant agrees to pay to the Folsom-Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970) of the Government Code; and Sections 65995, 65995.5 and 65995.7 of the Government Code.	B	CD (P)
SITE DEVELOPMENT REQUIREMENTS				
13.		Prior to the issuance of any grading and/or building permit, the owner/applicant shall have a geotechnical report prepared by an appropriately licensed engineer that includes an analysis of site suitability, proposed foundation design for all proposed structures, and roadway and pavement design.	G, B	CD (E)
14.		Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the current edition of the City of Folsom <i>Standard Construction Specifications</i> and the <i>Design and Procedures Manual and Improvement Standards</i> . All necessary rights-of-way and/or easements shall be dedicated to the City of Folsom for these improvements.	I, B	CD (P)(E)
15.		The applicant/owner shall submit water, sewer and drainage studies to the satisfaction of the Community Development Department and provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the current edition of the City of Folsom <i>Standard Construction Specifications</i> and the <i>Design and Procedures Manual and Improvement Standards</i> .	I	CD (E)
16.		The improvement plans for the required public and private improvements shall be reviewed and approved by the Community Development Department prior to issuance of a building permit for the project.	B	CD (E)
17.		Final lot and building configurations may be modified to allow for overland release of storm events greater than the capacity of the underground system.	B	CD (E)
18.		The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.).	I	CD (P)(E)

19.		The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.	O	CD (E)
20.		For any improvements constructed on private property that are not under ownership or control of the owner/applicant, a right-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City prior to issuance of a grading permit and/or approval of improvement plans.	G, I	CD (E)
21.		The on-site water and sewer systems shall be privately owned and maintained. The fire protection system shall be separate from the domestic water system. The fire system shall be constructed to meet the National Fire Protection Association Standard 24. The domestic water and irrigation system shall be metered per City of Folsom <i>Standard Construction Specifications</i> .	I	CD (E)
22.		Any reimbursement for public improvements constructed by the applicant shall be in accordance with a formal reimbursement agreement entered into between the City and the owner/applicant prior to approval of the improvement plans.	I	CD (E)
23.		The owner/applicant shall dedicate a 12.5-foot-wide public utility easement for underground facilities and appurtenances adjacent to all public rights-of-way.	I	CD (E)
24.		Final exterior building and site lighting plans shall be submitted for review and approval by Community Development Department for location, height, aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. All lighting, including but not limited to free-standing parking lot lights, building-attached lights, and landscape lights shall be designed to be screened, shielded, and directed downward onto the project site and away from adjacent properties and public rights-of-way. The final design of the building-attached lights shall be subject to review and approval by the Community Development Department. Lighting shall be equipped with a timer or photo condenser. In addition, pole-mounted parking lot lights shall utilize a low-intensity, energy efficient lighting method.	I, B	CD (P)
STORM WATER POLLUTION/CLEAN WATER ACT REQUIREMENTS				
25.		The owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).	G, I, B	CD (E)

26.		The storm drain swale or onsite improvement plans shall provide for “Best Management Practices” that meet the requirements of the water quality standards of the City’s National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.	G, I, B, O	CD (E)
27.		Erosion and sedimentation control measures shall be incorporated into construction plans. These measures shall conform to the City of Folsom requirements and the County of Sacramento <i>Erosion and Sedimentation Control Standards and Specifications</i> -current edition and as directed by the Community Development Department.	G, I	CD (E)
28.		The proposed development is considered commercial land use and will add over 1 acre of new impervious area to the site; therefore, stormwater quality treatment shall be provided. The City requires developers to utilize the <i>Guidance Manual for On-Site Stormwater Quality Treatment Control Measures</i> (January 2000) (“On-Site Manual”) in selecting and designing source control and post-construction facilities to treat runoff from the project.	G, I	CD (E)
29.	✓	Prior to issuance of grading permits, the owner/applicant shall submit detailed drainage plans for evaluation by the City. Approved plans shall be implemented prior to project occupancy. The drainage plans shall include measures to minimize the total amount of additional surface runoff and to limit the flows released to off-site receiving waters to existing pre-development levels in accordance with the requirements of the City of Folsom Public Works Department.	G, I	CD (E), PW
30.	✓	Prior to issuance of grading permits, the owner/applicant shall submit erosion control plans and other monitoring programs for the construction and operational phases of the proposed project for review by the City. The plan shall include Best Management Practices (BMP) to minimize and control the level of pollutants in stormwater runoff, and in runoff released to off-site receiving waters. Specific techniques may be based on geotechnical reports or the Erosion and Sediment Control Handbook of the California Department of Conservation, and shall comply with current City standards.	G, I	CD (E), PW
31.	✓	Prior to issuance of grading permits, the owner/applicant shall obtain coverage under the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific Storm Water Pollution Prevention Plan (SWPPP) at the time the Notice of Intent (NOI) is filed. The project applicant shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to the City of Folsom.	G, I	CD (E), PW

LANDSCAPE/TREE PRESERVATION REQUIREMENTS

32.		The owner/applicant shall be responsible for on-site landscape maintenance throughout the life of the project to the satisfaction of the Community Development Department. Vegetation or planting shall not be less than that depicted on the final landscape plan, unless tree removal is approved by the Community Development Department because the spacing between trees will be too close on center as they mature.	B, OG	CD (P)(E)
33.		<p>Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans shall comply with all State and local rules, regulations, Governor’s declarations and restrictions pertaining to water conservation and outdoor landscaping.</p> <p>Landscaping of the parking area shall meet shade requirements as outlined in the Folsom Municipal Code Chapter 17.57. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (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 Avenida Senior Living project.</p>	I	CD(P)(E)

CULTURAL RESOURCE REQUIREMENTS

34.	✓	In the event that cultural resources are exposed during ground-disturbing activities, construction activities should be halted in the immediate vicinity of the discovery. If the site cannot be avoided during the remainder of construction, an archaeologist who meets the Secretary of the Interior’s Professional Qualifications Standards should then be retained to evaluate the find’s significance under the California Environmental Quality Act (CEQA). If the discovery proves to be significant, additional work, such as data recovery excavation, may be warranted and should be discussed in consultation with the City.	G, I, B	CD (P)(E)
35.	✓	If TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find. A Native American Representative from traditionally and culturally affiliated Native American Tribes that requested consultation on the Project shall be immediately contacted and invited to assess the significance of the find and make recommendations for further evaluation and treatment, as necessary. If deemed necessary by the City, a qualified cultural resources specialist meeting the Secretary of Interior’s Standards and Qualifications for Archaeology, may also assess the significance of the find in joint consultation with Native American Representatives to ensure that tribal values are considered. Work at the discovery location cannot resume until the City, in consultation as appropriate and in good faith, determines that the discovery is either not a TCR, or has been subjected to treatment directed by the City.	G, I, B	CD (P)(E)

36.	✓	<p>Although there is no evidence to suggest the presence of human remains, the discovery of human remains is always a possibility during a project. If such an event did occur, the specific procedures outlined by the NAHC, in accordance with Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the Public Resources Code, will be followed:</p> <ol style="list-style-type: none"> 1. All excavation activities within 60-feet of the remains will immediately stop, and the area will be protected with flagging or by posting a monitor or construction worker to ensure that no additional disturbance occurs. 2. The project owner or their authorized representative will contact the County Coroner. 3. The coroner will have two working days to examine the remains after being notified in accordance with HSC 7050.5. If the coroner determines that the remains are Native American and are not subject to the coroner's authority, the coroner will notify NAHC of the discovery within 24 hours. 4. NAHC will immediately notify the Most Likely Descendant (MLD), who will have 48 hours after being granted access to the location of the remains to inspect them and make recommendations for treatment of them. Work will be suspended in the area of the find until the senior archaeologist approves the proposed treatment of human remains. 5. If the coroner determines that the human remains are neither subject to the coroner's authority nor of Native American origin, then the senior archaeologist will determine mitigation measures appropriate to the discovery. 	G, I, B	CD (P)(E)
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BIOLOGICAL RESOURCE REQUIREMENTS

37.	✓	<p><u>Tricolored Blackbird</u> Mitigation Measure BIO-01: Avian Protection Plan: Prior to the start of construction, an avian protection plan shall be developed and submitted to the City of Folsom outlining the protective measures to be taken during construction, long-term operational measures, monitoring plan, adaptive management actions, and reporting requirements. These protective measures shall include for example, installation of a visual and sound barrier between the project and the nesting colony and having all trash containers stored inside the planned building during the operation of the facility. The monitoring plan shall describe monitoring methods, reporting, and procedures required of monitor in response to observations on the site. The avian protection plan shall also include performance standards associated with each protective measure such as making repairs to the visual/sound barrier if needed within 24 hours or having an employee tasked with routinely ensuring trash receptacles are within the building except during trash collection periods.</p>	G, I	CD (E)(P)
38.	✓	<p><u>Tricolored Blackbird</u> Mitigation Measure BIO-02: Worker Environmental Awareness Training: Before any ground-disturbing or vegetation-removal activities, a Worker Environmental Awareness Training (WEAT) shall be prepared and administered to the construction workers. The WEAT shall include the following: discussion of the state Endangered Species Act, CEQA mitigation measures; consequences and penalties for violation or noncompliance with these laws and regulations; identification of special-status wildlife including tricolored blackbird; and the contact person (biological monitor) in the event of the discovery of a special-status wildlife species within the project area. The WEAT shall also discuss the different habitats used by the species' different life stages and the annual timing of these life stages. A handout summarizing the WEAT information shall be provided to workers to keep on-site for future reference. Upon completion of the WEAT training, workers shall sign a form stating that they attended the training, understand the information presented and shall comply with the regulations discussed. Workers shall be familiarized with “avoidance areas” from which workers shall be restricted to minimize the potential for inadvertent impacts to the tricolored blackbird nesting colony.</p>	G, I	CD (E)(P)

39.	✓	<p><u>Tricolored Blackbird</u> Mitigation Measure BIO-03: Environmentally Sensitive Area Fence for Noise Barrier: Prior to the start of construction, the contractor shall install an Environmentally Sensitive Area (ESA) fence along the portion of the northern Project boundary. See Figure 2 in Appendix D for the location of the ESA fence. The ESA fence shall be eight feet in height and constructed of solid plywood or oriented strand board and shall be designed to withstand moderate to strong winds. The fence shall be in place from March 1 through July 31 during each year of construction. The ESA fence shall serve three purposes:</p> <ul style="list-style-type: none"> • Delineate the project boundary and prevent workers from entering the open space near the nesting colony; • Minimize construction-related noise from impacting the nesting colony by providing a solid rather than open fence; and, • Create a visual barrier for the tricolored blackbirds to cause them to fly up and over the project activities or choose a different route when they leave the colony to forage. 	G, I	CD (E)(P)
40.	✓	<p><u>Tricolored Blackbird</u> Mitigation Measure BIO-04: Pre-Nesting Season Surveys: Two weeks prior and one week prior to the defined start of the nesting season (March 1), a qualified biologist shall visit the tricolored blackbird nesting colony to in order to detect unanticipated early nesting activity. If the qualified biologist documents nesting activities are occurring during either survey, mitigation measures that apply as of March 1 would be implemented. If tricolored birds are present, but not exhibiting nesting behavior then nesting season mitigation measures would not apply until nesting behavior is observed or March 1, whichever is sooner.</p>	G, I	CD (E)(P)

41.	✓	<u>Tricolored Blackbird</u> Mitigation Measure BIO-05: Determination of No Nesting Activity: If construction activities are underway prior to the tricolored blackbird nesting season, but will continue after March 1, a qualified biologist shall survey the nesting location once between March 1 and March 15. If nesting is found during any of the surveys, then mitigation measures that apply as of March 1 would be implemented. If the surveys are negative, the qualified biologist shall conduct follow up surveys every 48 hours until April 15. If no nests have been established by April 15, the biologist shall coordinate with CDFW to determine if nesting is likely to occur. If the nesting location is determined, in coordination with CDFW, to be inactive for the year, construction may proceed as allowed outside the nesting season.	G, I	CD (E)(P)
42.	✓	<u>Tricolored Blackbird</u> Mitigation Measure BIO-06: Limits on Grading During the Nesting Season: No rough grading will occur during the nesting season (March 1 to July 31) unless the biological monitor has determined in coordination with CDFW that the tricolored blackbirds are not nesting during that year or the biological monitor has determined that the tricolored blackbirds have not begun or have completed nesting and left the nesting site.	G, I	CD (E)(P)

43.	✓	<p><u>Tricolored Blackbird</u> Mitigation Measure BIO-07: Continuous Biological Monitoring for Work During the Nesting Season: From March 1 to July 31 continuous monitoring by a qualified biological monitor shall occur. Continuous biological monitoring is defined as having a biological monitor present at all times when work is taking place within the project area. No monitoring is required on days when no work is occurring.</p> <p>During each visit, the biological monitor shall record basic survey data including date, biologist name, time of survey, weather conditions, approximate number of birds observed at the nesting colony, general behavior characteristics (time and approximate number of foraging group departures and arrivals), construction activity description, and a discussion of any disturbances and or recommendations for the prevention of construction-related disturbances to the nesting colony. Monitoring reports shall be submitted weekly to the Project Proponent, the City of Folsom, and CDFW.</p> <p>Continuous biological monitoring shall not be required 1) between August 1 and February 28, 2) if nesting is determined in coordination with CDFW to have been skipped for the year, 3) when it is determined by a qualified biologist that the nesting colony is no longer active, 4) when construction has moved into Month 6 activities as outlined under Periodic Biological Monitoring, or 5) when it is determined by a qualified biologist that all of the young of the year birds are no longer dependent on their nest or parents.</p>	G, I, OG	CD (E)(P)
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44.	✓	<p><u>Tricolored Blackbird</u> Mitigation Measure BIO-08: Periodic Biological Monitoring During Construction Month 6 Activities and Beyond: Construction activities in Month 6 and later include work on apartment building itself, consisting of framing, utility installation, siding, roofing, painting, finish work, work to complete the grounds of the project, including the installation of hardscaping, landscaping irrigation, permanent fencing, and pavement striping. If these activities take place during March 1 to July 31, a qualified biological monitor shall conduct monitoring visits three times per week. The monitoring site visits shall be timed during the peak activity of the species (dawn to 10 am). During each visit, the biological monitor shall record basic survey data including date, biologist name, time of survey, weather conditions, approximate number of birds observed at the nesting colony, general behavior characteristics (time and number of foraging group departures and arrivals), construction activity description, and a discussion of any disturbances and or recommendations for the prevention of construction-related disturbances to the nesting colony. Monitoring reports shall be submitted weekly to the Project Proponent, the City of Folsom, and CDFW.</p> <p>Periodic biological monitoring shall not be required 1) between August 1 and February 28, 2) if nesting is determined in coordination with CDFW to have been skipped for the year, 3) when it is determined by a qualified biologist that the nesting colony is no longer active, or 4) when it is determined by a qualified biologist that all of the young of the year birds are no longer dependent on their nest or parents.</p>	G, I, OG	CD (E)(P)
45.	✓	<p><u>Tricolored Blackbird</u> Mitigation Measure BIO-09: Restricted Speed Limit During Construction: A speed limit of 15 miles per hour shall be enforced throughout the construction duration of the project to avoid collisions with tricolored blackbirds.</p>	G, I, OG	CD (E)(P)
46.	✓	<p><u>Tricolored Blackbird</u> Mitigation Measure BIO-10: Manage Outdoor Food: Eating areas for construction workers shall be restricted to the inside of construction trailers and a designated area adjacent to Healthy Way. All food-related material and trash shall be secured in trash receptacles to prevent attracting potential predators and providing an onsite food source for the blackbird. Mobile food vendors shall be prohibited on the site.</p>	G, I, OG	CD (E)(P)

47.	✓	<u>Tricolored Blackbird</u> Mitigation Measure BIO-11: Bird Safety Film: To minimize potential future bird mortality due to window collisions, install horizontal bird safety film (SOLYX film or similar product) on exterior window surfaces on the north building elevation. Applicant shall routinely inspect the bird safety film and replace the film as needed, approximately every 5-7 years.	B, O	CD (E)(P)
48.	✓	<u>Tricolored Blackbird</u> Mitigation Measure BIO-12: Barrier on North Property Line: On the north property line of the project, a four-foot tubular steel open fence shall be designed and installed to create a barrier between the project and the adjacent open space area to prevent humans and dogs from entering the open space and the tricolored blackbird nesting colony.	B	CD (E)(P)
49.	✓	<u>Tricolored Blackbird</u> Mitigation Measure BIO-13: Educational Signage: signage informing and sensitizing the public to the tricolored blackbird colony shall be posted on the fence.	B	CD (E)(P)
50.	✓	<u>Tricolored Blackbird</u> Mitigation Measure BIO-14: Contain Lighting Onsite: All project lighting shall be directed downward and away from the tricolored blackbird nesting colony and shall be designed to minimize overspill into the area between the project boundary and the tricolored blackbird nesting colony.	B	CD (E)(P)

51.	✓	<p><u>Tricolored Blackbird</u> Mitigation Measure BIO-15: Staff and Resident Awareness Information: Information about the presence of the tricolored blackbird colony and measures to reduce impacts and coexist with the birds shall be provided to staff and residents. The information shall address:</p> <ul style="list-style-type: none"> • Information about the colony; • Keeping house cats indoors; • Keeping the facility outdoors clean of all trash and food debris; • Securing all trash receptacles to prevent attracting potential predators and providing food sources to the blackbird; • Prohibitions on bird feeding; • Restrictions on loud outdoor events during nesting season (March 1 through July 31); • Prohibition of staff and resident access to adjacent open space parcel; and, • Speed limit restrictions. 	O	CD (E)(P)
52.	✓	<p><u>Tricolored Blackbird</u> Mitigation Measure BIO-16: Restrict Speed Limit During Operations: The speed limit on the site shall be limited to 15 miles per hour to avoid collisions with tricolored blackbirds.</p>	G, I	CD (E)(P)
53.	✓	<p><u>Tricolored Blackbird</u> Mitigation Measure BIO-17: Manage Outdoor Food and Trash: All outdoor eating areas shall include trash receptacles and trash shall be secured in trash receptacles to prevent attracting potential predators and providing an onsite food source for the blackbird. Mobile food vendors shall be prohibited on the site.</p>	OG	CD (E)(P)
54.	✓	<p><u>Tricolored Blackbird</u> Mitigation Measure BIO-18: Store Trash Dumpsters Indoors: Refuse (trash, recycling, organic waste) dumpsters for the project shall be stored in indoor trash rooms rather than in outdoor trash enclosures. Dumpsters shall be moved from the trash rooms outdoors one day per week for refuse collection. Following collection, the dumpsters shall be promptly returned to the indoor trash rooms.</p>	OG	CD (E)(P)

55.	✓	<u>Tricolored Blackbird</u> Mitigation Measure BIO-19: Restrict Domestic Cats to Indoors: Domestic cats belonging to tenants shall be restricted to indoors. Tenant leases shall require that cats be kept indoors.	OG	CD (E)(P)
56.	✓	<u>Burrowing Owl</u> Mitigation Measure BIO-20: Prior to the start of construction, a take avoidance pre-construction survey shall be conducted for burrowing owl. The survey shall follow the CDFG 2012 Staff Report on Burrowing Owl Mitigation (Staff Report). If no active burrowing owl burrows are identified during the take avoidance pre-construction survey, no further mitigation is required. If active burrowing owl burrows are identified during the pre-construction survey, Mitigation Measures BIO-21 or BIO-22 shall apply.	G, I	CD (E)(P)
57.	✓	<u>Burrowing Owl</u> Mitigation Measure BIO-21: During Breeding Season: If the start of construction occurs during the burrowing owl breeding season (February 1 through August 31) and the qualified biologist finds evidence of burrowing owls nesting within the study area or the 500-foot survey buffer specified by the Staff Report, all project-related activities shall avoid nest sites during the remainder of the breeding season or while the active burrow remains occupied by adults with young or young (nest occupation includes individuals or family groups foraging on or near the site following fledging). A qualified biologist in coordination with the City shall establish a no-disturbance buffer around the active burrow. The buffer distance shall be determined based upon the location of the burrow in relation to construction activity and may be reduced in coordination with the City if visual and noise-attenuation barriers are installed in conjunction with biological monitoring. Construction and other project-related activities may occur outside of the buffer zone. Construction and other project-related activities may be allowed inside of the non-disturbance buffer during the breeding season if the biological monitor determines that those activities do not disturb the owls and the project activities are monitored daily by a qualified biological monitor. If monitoring by a qualified biologist indicates that the nest is abandoned prior to the end of nesting season and the burrow is no longer in use, the non-disturbance buffer zone may be removed if approved by the City. After receiving approval from CDFW, the qualified biologist may excavate the burrow in accordance with the latest CDFW guidelines for burrowing owl to prevent reoccupation.	G, I	CD (E)(P)

58.	✓	<p><u>Burrowing Owl</u> Mitigation Measure BIO-22: During Non-Breeding Season: If the start of construction occurs during the non-breeding season (September 1 through January 31) and the qualified biologist finds evidence of burrowing owls residing within the study area or the 500-foot survey buffer specified by the Staff Report, the qualified biologist shall establish an appropriate non-disturbance buffer around the occupied burrow(s) in coordination with the City. Construction activities outside of this buffer shall be allowed.</p> <p>If construction activities require that the occupied burrow be disturbed, then exclusion of the owl(s) is allowed if the following criteria are met:</p> <ul style="list-style-type: none"> • A burrowing owl exclusion plan shall be developed for the project and approved by the CDFW. This plan shall include the results of the preconstruction surveys and proposed methods for the installation and monitoring of one-way doors and the exclusion of burrowing owls; • Upon approval by the CDFW, a qualified biologist shall install one-way door at the entrance of each occupied burrow. The project shall then be monitored twice daily for 48 hours to ensure that the owls have vacated the burrow. After the burrows have been vacated at the end of the 48-hour monitoring period, the one-way doors shall be removed, and the burrow shall be hand-excavated to its terminus and completely backfilled. The project area and survey buffer shall be monitored daily for one week to ensure that the burrowing owls have not returned prior to construction. 	G, I	CD (E)(P)
59.	✓	<p><u>Nesting Migratory Birds, Including Raptors and Songbirds</u> Mitigation Measure BIO-23: If ground disturbance, vegetation thinning, or other construction activities are proposed during the migratory bird nesting season (February 1 – August 31), a preconstruction survey for nesting raptors and migratory bird nests shall be conducted by a qualified biologist within 15 days prior to the beginning of construction activities in order to identify active nests. This survey shall be conducted within the proposed construction area and all accessible areas within 500 feet of the construction area.</p>	G, I	CD (E)(P)

60.	✓	<p><u>Nesting Migratory Birds, Including Raptors and Songbirds</u> Mitigation Measure BIO-24: If active nests are found, a qualified biologist in coordination with the City shall establish a no-disturbance buffer around the active nest. The buffer distance shall be determined based upon the bird species and the location of the nest in relation to construction activity and may be reduced if visual and noise-attenuation barriers are installed. Construction and other project-related activities may occur outside of the buffer zone. Construction and other project-related activities may be allowed inside of the non-disturbance buffer during the nesting season if the monitoring biologist determines that those activities do not disturb the nesting birds, and the project activities are monitored continuously by a qualified biological monitor. The no-disturbance buffer shall remain in place until the young have fledged or the nest is no longer active. The perimeter of the buffer area shall be staked in the field by the contractor. No construction activities or personnel shall enter the buffer area, except with approval of the biological monitor. If no active nests are found during the preconstruction survey, no further mitigation shall be required. If a lapse in construction work of 15 days or longer occurs during the nesting season, additional nest surveys shall be required before construction may be reinitiated.</p>	G, I	CD (E)(P)
AIR QUALITY REQUIREMENTS				
61.		<p>In compliance with Rule 201 of the Sacramento Metropolitan Air Quality Management District (SMAQMD), the applicant/developer of the project shall verify with SMAQMD if a permit is required before equipment capable of releasing emissions to the atmosphere are used at the project site. The applicant/developer shall comply with the approved permit or provide evidence that a permit is not required.</p>	G, I, B	CD (P)(E)(B)
62.		<p>In compliance with Rule 442 of the Sacramento Metropolitan Air Quality Management District (SMAQMD), the applicant/developer of the project shall use architectural coatings that comply with the volatile organic compound content limits specified in the general rule.</p>	G, I, B	CD (P)(E)(B)
63.		<p>Dust generated on the project site shall be controlled by selective watering of exposed areas, especially during clearing and grading operations. All unpaved areas of the project site that are being graded, excavated or used as construction haul roadways shall be sprayed with water as often as is necessary to assure that fugitive dust does not impact nearby properties. Stockpiles of soil or other fine materials being left for periods in excess of one day during site construction shall be sprayed and track walked after stockpiling is complete.</p>	I, B	CD (P)(E)(B)

64.		Paving shall be completed as soon as is practicable to reduce the time that bare surfaces and soils are exposed. In areas where construction is delayed for an extended period of time, the ground shall be revegetated to minimize the generation of dust.	G, I, B	CD (P)(E)(B)
65.		Street sweeping shall be conducted to control dust and dirt tracked from the project site onto any of the surrounding roadways. Construction equipment access shall be restricted to defined entry and exit points to control the amount of soil deposition.	G, I, B	CD (P)(E)(B)

66.		<p>Control of fugitive dust is required by District Rule 403 and enforced by SMAQMD staff. The owner/applicant shall implement the following measures as identified by the SMAQMD:</p> <ul style="list-style-type: none"> • Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. • Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. • Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. • Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). • All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. • Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site. • Maintain all construction equipment in proper working condition according to manufacturer’s specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated. 	G, I, B	CD (P)(E)(B)
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TRAFFIC, ACCESS, CIRCULATION, AND PARKING

67.		<p>To further ensure safe travel within the project site, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> • A “stop” sign and appropriate pavement markings shall be installed at the project driveway located on Healthy Way. • “stop” signs and appropriate pavement markings shall be installed at the three internal drive aisle approaches to the project driveway in the southeast corner of the project site. 	I	CD (P)(E)
68.		A minimum of 168 on-site parking spaces shall be provided for the project.	I, O	CD (P)(E)
69.		A minimum of 31 on-site bicycle parking spaces shall be provided for the project at a location in close proximity to the primary building entrances.	I, O	CD (P)(E)
NOISE REQUIREMENTS				
70.		Compliance with Noise Control Ordinance and General Plan Noise Element shall be required. Hours of construction operation shall be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays. Construction equipment shall be muffled and shrouded to minimize noise levels.	G, I, B	CD (P)(E)
ARCHITECTURE/SITE DESIGN REQUIREMENTS				
71.		The final location and design of the two concrete aprons utilized as trash/recycling collections zones shall be subject to review by the Community Development Department and the Solid Waste Division.	I, B	CD (P)(E) EWR
72.		The final location, height, design, materials, and colors for the proposed retaining walls and fencing shall be subject to review and approval by the Community Development Department.	I, B	CD (P)(E)

73.		<p>The project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> 1. This approval is for a four-story, 201,798-square foot apartment building associated with the Avenida Senior Living project. The applicant shall submit building plans that comply with this approval and the attached building elevations and color renderings dated January 30, 2020 and March 18, 2020 respectively. 2. The design, materials, and colors of the proposed Avenida Senior Living apartment building shall be consistent with the submitted building elevations, color renderings, materials samples, and color scheme to the satisfaction of the Community Development Department. 3. Brick pavers or another type of colored masonry material (ADA compliant) shall be used to designate pedestrian crosswalks on the project site, in addition to where pedestrian paths cross drive aisles, and shall be incorporated as a design feature at the driveway entrance at Healthy Way to the satisfaction of the Community Development Department. 4. Roof-mounted mechanical equipment, including satellite dish antennas, shall not extend above the height of the parapet walls. Ground-mounted mechanical equipment shall be shielded by landscaping or trellis type features. 5. Utility equipment such as transformers, electric and gas meters, electrical panels, and junction boxes shall be screened by walls and or landscaping. 	I, B	CD (P)
GRADING REQUIREMENT				
74.		<p>Prior to the approval of the final facilities design and the initiation of construction activities, the applicant shall submit an erosion control plan to the City for review and approval. The plan shall identify protective measures to be taken during excavation, temporary stockpiling, any reuse or disposal, and revegetation. Specific techniques may be based upon geotechnical reports, the <u>Erosion and Sediment Control Handbook</u> of the State of California Department of Conservation, and shall comply with all updated City standards.</p>	G, I	CD (E)
SIGN REQUIREMENT				
75.		<p>The owner/applicant shall obtain a sign permit prior to installation of the two monument signs.</p>	B	CD (P)

OTHER AGENCY REQUIREMENT

76.		The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review and approval of any grading or improvement plan.	G, I	CD (P)(E)
FIRE DEPARTMENT REQUIREMENTS				
77.		The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Marshal.	I	FD
78.		Prior to the issuance of any improvement plans or building permits, the Community Development and Fire Departments shall review and approve all detailed design plans for accessibility of emergency fire equipment, fire hydrant flow location, and other construction features.	I, B	FD
79.		All fire protection devices shall be designed to be located on site: fire hydrants, fire department connections, post indicator valves, etc. off-site devices cannot be used to serve the building. A water model analysis that proves the minimum fire flow will be required before any permits are issued. The fire sprinkler riser location shall be inside a Fire Control Room (5' X 7' minimum) with a full-sized 3'-0" door. This room can be a shared with other building utilities. The room shall only be accessible from the exterior.	I, B	FD
80.		All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on site. All-weather access is defined as 6" of compacted AB from May 1 to September 30 and 2"AC over 6" AB from October 1 to April 30.	I, B	FD
POLICE/SECURITY REQUIREMENT				
81.		The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be required: <ul style="list-style-type: none"> • A security guard shall be on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. (This requirement shall be included on the approved construction drawings). • Security measures for the safety of all construction equipment and unit appliances shall be employed. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting. 	G, I, B	PD

MISCELLANEOUS REQUIREMENTS

82.		The proposed project shall comply with all State and local rules, regulations, Governor’s Declarations, and restrictions including but not limited to: Executive Order B-29-15 issued by the Governor of California on April 1, 2015 relative to water usage and conservation, requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the <u>Folsom Municipal Code, (Section 13.26 Water Conservation)</u> , or amended from time to time.	I, B, OG	CD (P)(E)
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Attachment 5

Vicinity Map

Vicinity Map

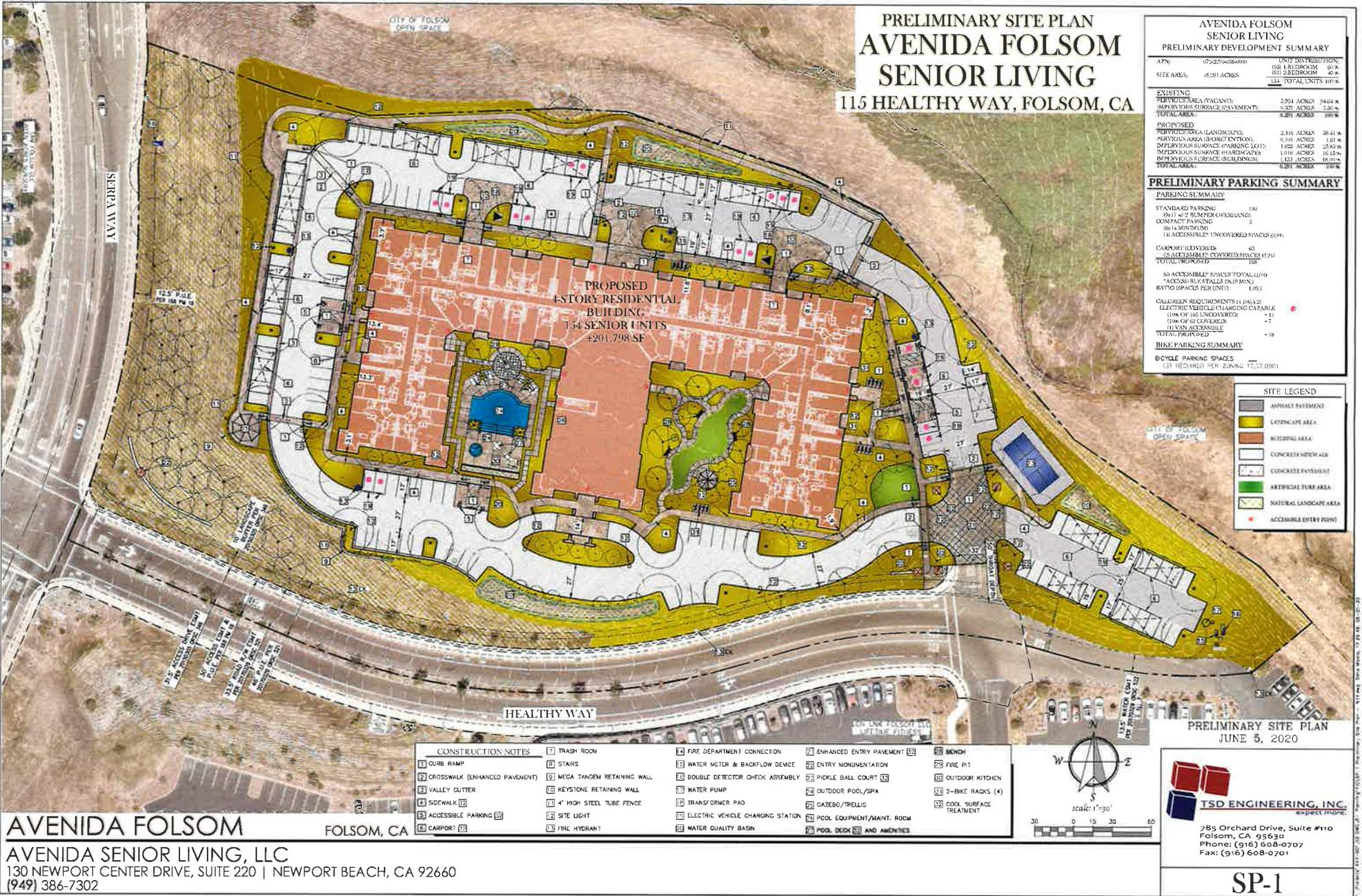


CITY OF
FOLSOM



Attachment 6

Preliminary Site Plan, dated June 5, 2020



PRELIMINARY SITE PLAN
AVENIDA FOLSOM
SENIOR LIVING
 115 HEALTHY WAY, FOLSOM, CA

AVENIDA FOLSOM SENIOR LIVING PRELIMINARY DEVELOPMENT SUMMARY

APN:	0722704064000	UNIT DISTRIBUTION:
125 PALE PER 156 PM 13		031 1 1/2 BDR ROOM 69.9
		051 2 BDR ROOM 40.9
		134 TOTAL UNITS 1079.6

EXISTING

PERVIOUS AREA (PAVED)	2.951 ACRES	94.64 %
IMPERVIOUS SURFACE (PAVEMENT)	0.337 ACRES	1.30 %
TOTAL AREA	3.288 ACRES	100 %

PROPOSED

PERVIOUS AREA (LANDSCAPE)	2.416 ACRES	88.41 %
PERVIOUS AREA (DRORET ENTRYS)	0.191 ACRES	1.61 %
IMPERVIOUS SURFACE (PARKING LOT)	1.029 ACRES	25.00 %
IMPERVIOUS SURFACE (HARDSCAPE)	1.016 ACRES	10.15 %
IMPERVIOUS SURFACE (BUILDINGS)	1.123 ACRES	18.01 %
TOTAL AREA	5.775 ACRES	100 %

PRELIMINARY PARKING SUMMARY

PARKING SUMMARY

STANDARD PARKING	100
16' x 7' w/ 2' BUMPER OVERLAP	2
COMPACT PARKING (8' x 4' MINIMUM)	2
14' ACCESSIBLE UNCOVERED SPACES (EV)	0
CARPPOOL (DESIGNED)	63
(2) ACCESSIBLE UNCOVERED SPACES (EV)	108
TOTAL PROPOSED	188

10 ACCESSIBLE SPACES TOTAL (11/9)
 2 ACCESSIBLE STALLS (11/9 MIN)
 RATIO SPACES PER UNIT 1.391

CHALLENGE REQUIREMENTS (11/9/16)
 ELECTRIC VEHICLE CHARGING CAPABLE (10% OF 185 UNCOVERED) - 11
 10% OF 60 COVERED - 7
 11 VAN ACCESSIBLE - 7
TOTAL PROPOSED - 18

BIKE PARKING SUMMARY

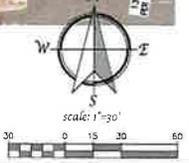
BIKE PARKING SPACES
 118 REQUIRED (PER ZONING 17.17.03D)

SITE LEGEND

- ASPHALT PAVEMENT
- LANDSCAPE AREA
- REDUCED AREA
- CONCRETE INTERIOR
- CONCRETE EXTERIOR
- ARTIFICIAL TURF AREA
- NATURAL LANDSCAPE AREA
- ACCESSIBLE ENTRY POINT

CONSTRUCTION NOTES

1 CURB RAMP	21 TRASH ROOM	34 FIRE DEPARTMENT CONNECTION	47 ENHANCED ENTRY PAVEMENT
2 CROSSWALK (ENHANCED PAVEMENT)	22 STAIRS	35 WATER METER & BACKFLOW DEVICE	48 ENTRY MONUMENTATION
3 VALLEY CUTTER	23 MEGA TANDEM RETAINING WALL	36 DOUBLE DETECTOR CHECK ASSEMBLY	49 PICKLE BALL COURT
4 SIDEWALK	24 KEYSTONE RETAINING WALL	37 WATER PUMP	50 OUTDOOR POOL/SPA
5 ACCESSIBLE PARKING	25 4' HIGH STEEL TUBE FENCE	38 TRANSFORMER PAD	51 GAZEBO/TRELIS
6 CARPORT	26 SITE LIGHT	39 ELECTRIC VEHICLE CHARGING STATION	52 POOL EQUIPMENT/MAINT. ROOM
	27 FIRE HYDRANT	40 WATER QUALITY BASIN	53 POOL DECK AND AMENITIES
			54 BENCH
			55 FIRE P1
			56 OUTDOOR KITCHEN
			57 2-BKC RACKS (4)
			58 COOL SURFACE TREATMENT



AVENIDA FOLSOM FOLSOM, CA
AVENIDA SENIOR LIVING, LLC
 130 NEWPORT CENTER DRIVE, SUITE 220 | NEWPORT BEACH, CA 92660
 (949) 386-7302

PRELIMINARY SITE PLAN
 JUNE 5, 2020

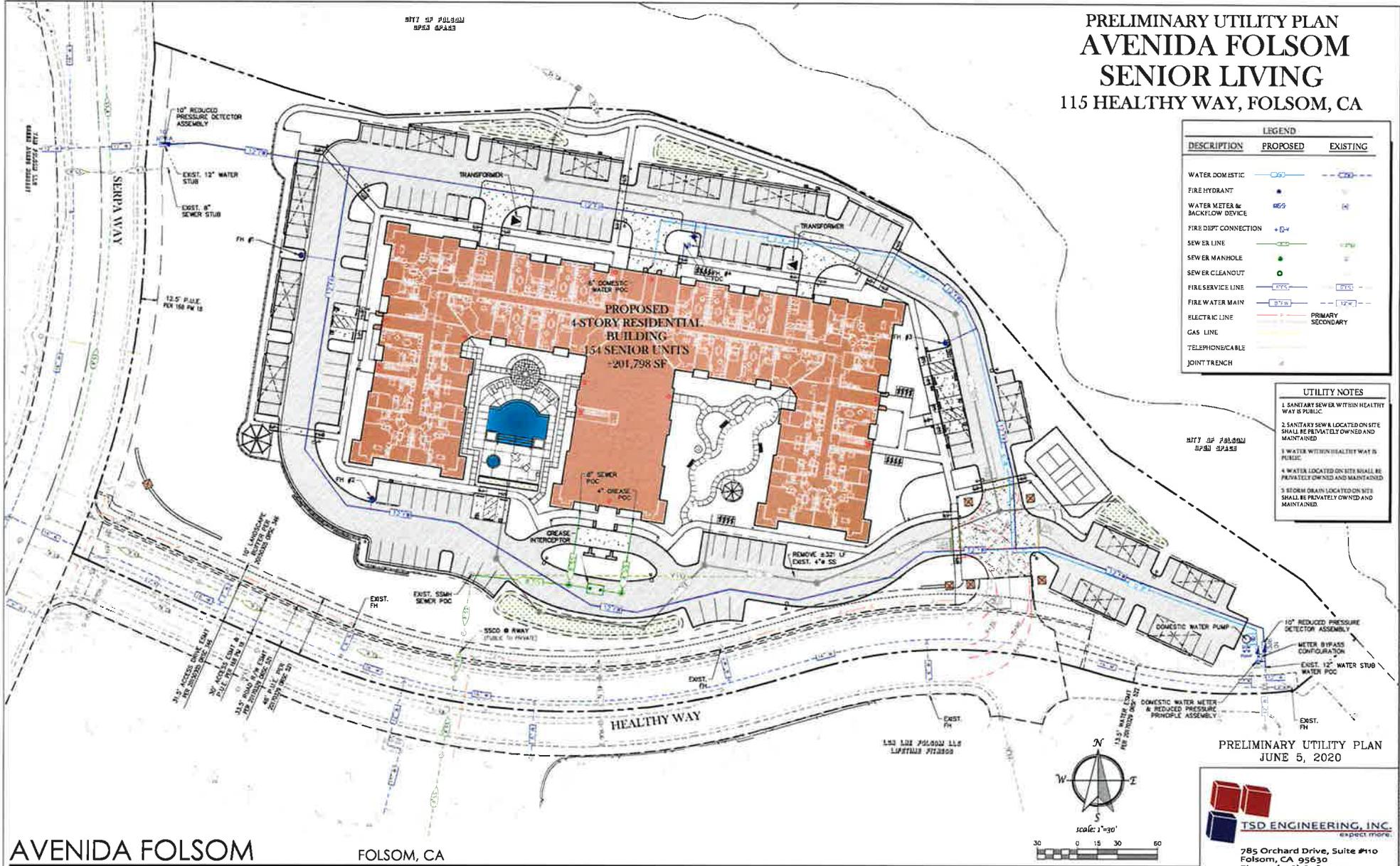
TSD ENGINEERING, INC.
 785 Orchard Drive, Suite #110
 Folsom, CA 95630
 Phone: (916) 608-0707
 Fax: (916) 608-0701

SP-1

Attachment 7

Preliminary Utility Plan, dated June 5, 2020

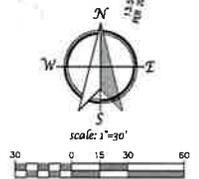
PRELIMINARY UTILITY PLAN
AVENIDA FOLSOM
SENIOR LIVING
 115 HEALTHY WAY, FOLSOM, CA



DESCRIPTION	LEGEND	
	PROPOSED	EXISTING
WATER DOMESTIC		
FIRE HYDRANT		
WATER METER & BACKFLOW DEVICE		
FIRE DEPT CONNECTION		
SEWER LINE		
SEWER MANHOLE		
SEWER CLEANOUT		
FIRE SERVICE LINE		
FIRE WATER MAIN		
ELECTRIC LINE		
GAS LINE		
TELEPHONE/CABLE		
JOINT TRENCH		

- UTILITY NOTES**
1. SANITARY SEWER WITHIN HEALTHY WAY IS PUBLIC.
 2. SANITARY SEWER LOCATED ON SITE SHALL BE PRIVATELY OWNED AND MAINTAINED.
 3. WATER WITHIN HEALTHY WAY IS PUBLIC.
 4. WATER LOCATED ON SITE SHALL BE PRIVATELY OWNED AND MAINTAINED.
 5. SEWER DRAIN LOCATED ON SITE SHALL BE PRIVATELY OWNED AND MAINTAINED.

AVENIDA FOLSOM FOLSOM, CA
AVENIDA SENIOR LIVING, LLC
 130 NEWPORT CENTER DRIVE, SUITE 220 | NEWPORT BEACH, CA 92660
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PRELIMINARY UTILITY PLAN
 JUNE 5, 2020

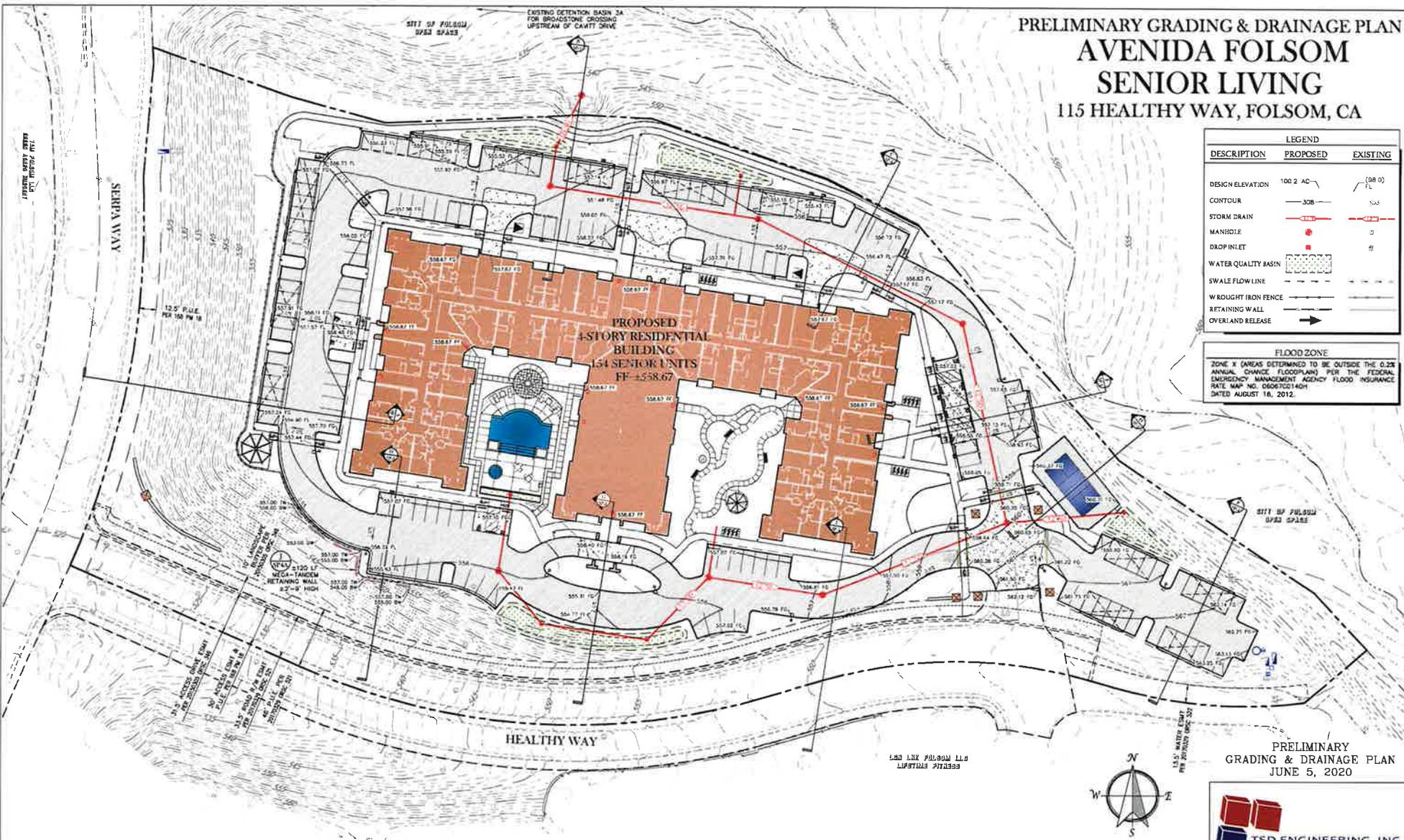
TSD ENGINEERING, INC.
 785 Orchard Drive, Suite #110
 Folsom, CA 95630
 Phone: (916) 608-0707
 Fax: (916) 608-0701

SP-2

Attachment 8

Preliminary Grading and Drainage Plan Dated June 5, 2020

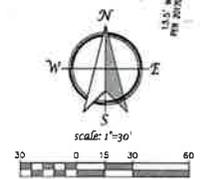
PRELIMINARY GRADING & DRAINAGE PLAN
AVENIDA FOLSOM
SENIOR LIVING
 115 HEALTHY WAY, FOLSOM, CA



LEGEND		
DESCRIPTION	PROPOSED	EXISTING
DESIGN ELEVATION	100.2 AC	(98.0) FL
CONTOUR	— 308 —	— 303 —
STORM DRAIN	— (12.5) —	— (12.5) —
MANHOLE	●	○
DROP INLET	■	□
WATER QUALITY BASIN	[Pattern]	[Pattern]
SWALE FLOW LINE	—	—
WROUGHT IRON FENCE	—	—
RETAINING WALL	—	—
OVERLAND RELEASE	→	→

FLOOD ZONE
 ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) PER THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP NO. 0606700140H DATED AUGUST 16, 2012.

AVENIDA FOLSOM FOLSOM, CA
AVENIDA SENIOR LIVING, LLC
 130 NEWPORT CENTER DRIVE, SUITE 220 | NEWPORT BEACH, CA 92660
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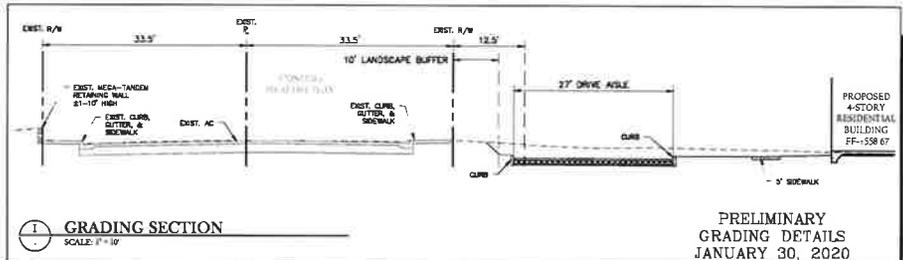
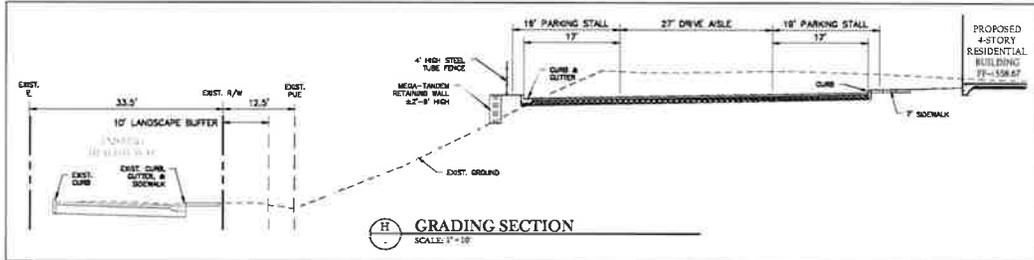
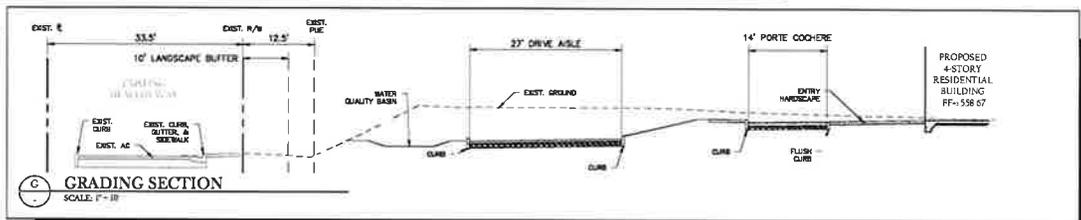
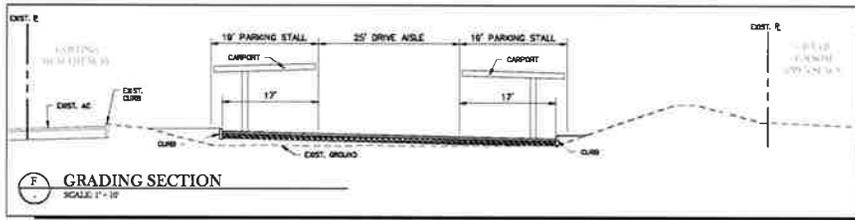
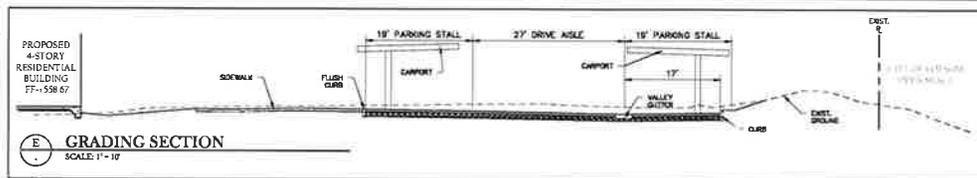
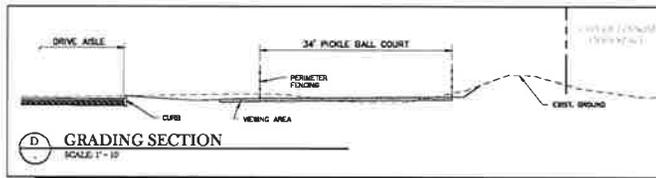
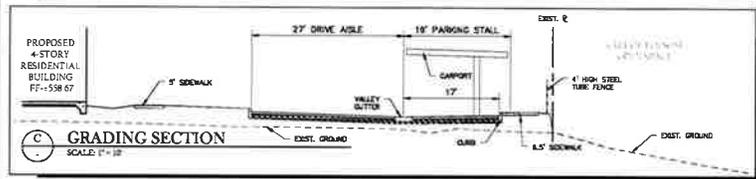
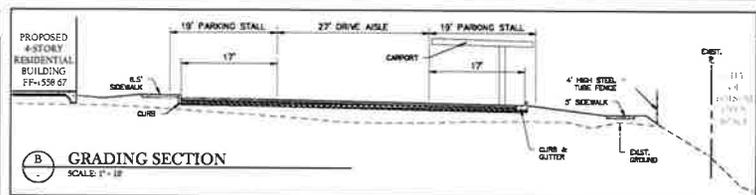
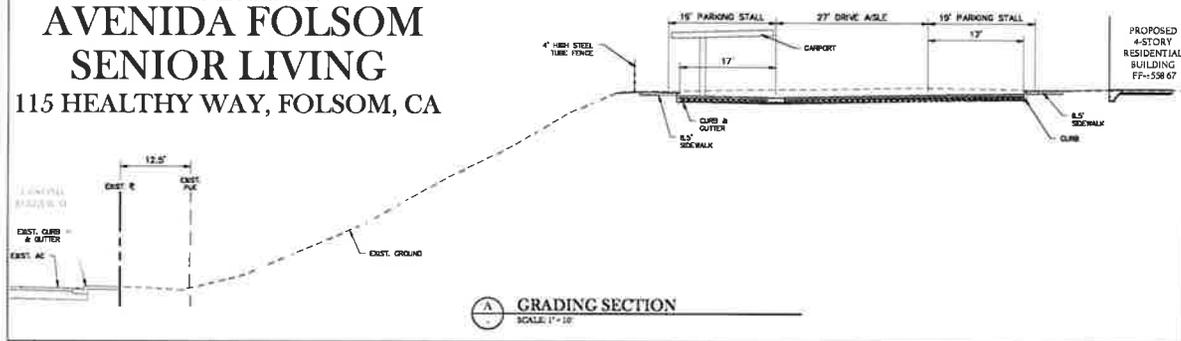


PRELIMINARY GRADING & DRAINAGE PLAN
 JUNE 5, 2020

TSD ENGINEERING, INC.
 expect more.
 785 Orchard Drive, Suite #110
 Folsom, CA 95630
 Phone: (916) 608-0707
 Fax: (916) 608-0701

SP-3

PRELIMINARY GRADING DETAILS
AVENIDA FOLSOM
SENIOR LIVING
 115 HEALTHY WAY, FOLSOM, CA



PRELIMINARY GRADING DETAILS
 JANUARY 30, 2020

AVENIDA FOLSOM FOLSOM, CA
AVENIDA SENIOR LIVING, LLC
 130 NEWPORT CENTER DRIVE, SUITE 220 | NEWPORT BEACH, CA 92660
 (949) 386-7302

TSD ENGINEERING, INC.
 785 Orchard Drive, Suite #110
 Folsom, CA 95630
 Phone: (916) 608-0707
 Fax: (916) 608-0701

SP-4

Attachment 9

Preliminary Landscape Plan and Details Dated June 24, 2020

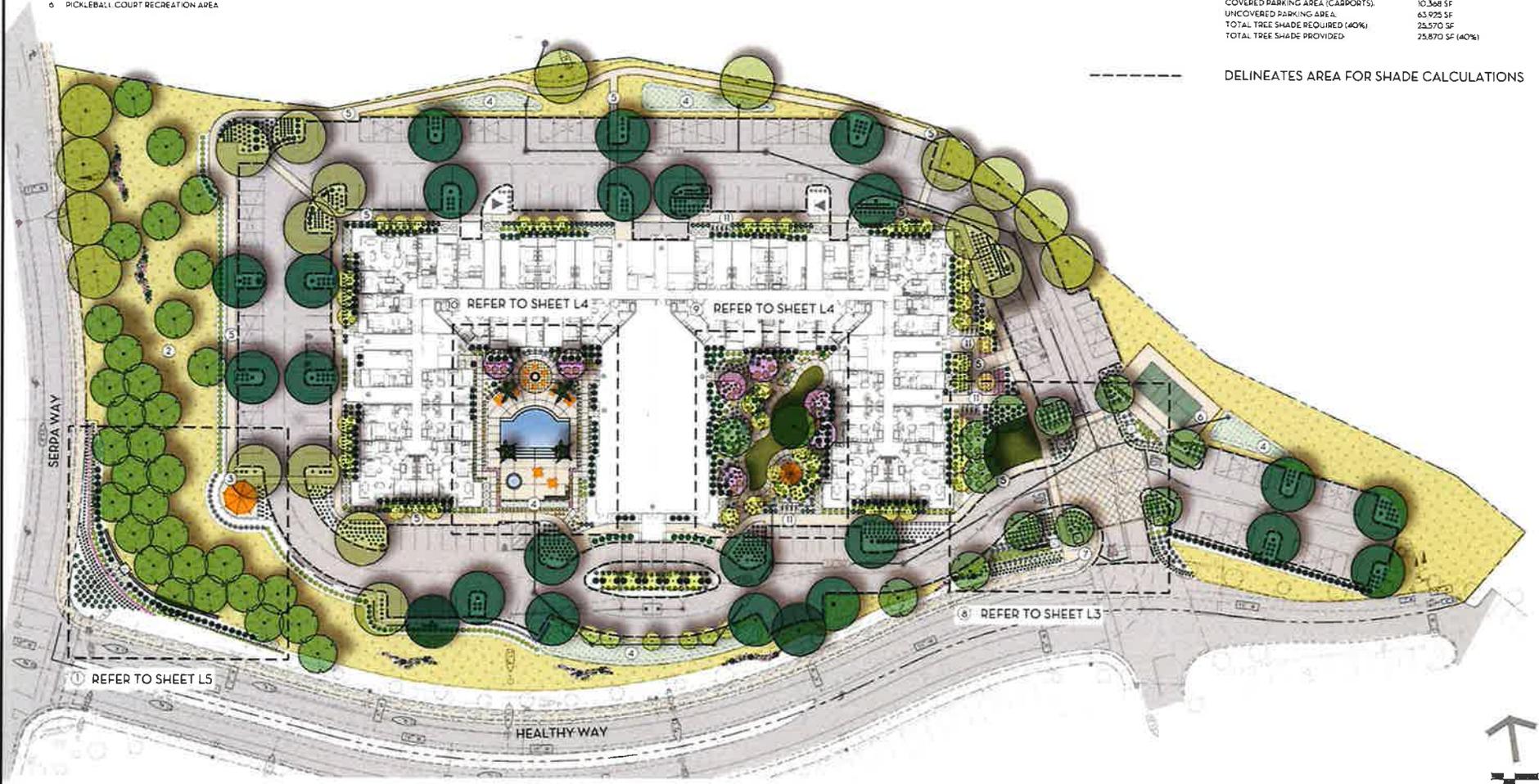
LAYOUT KEYNOTES

- | | |
|---|--|
| 1. PROJECT ENTRY AND GAZEBO OVERLOOK ENLARGEMENT, REFER TO SHEET L5 | 7. PEDESTRIAN ENTRY |
| 2. HILLSIDE OLIVE ORCHARD - STYLE PLANTING | 8. SITE ENTRY ENLARGEMENT, REFER TO SHEET L3 |
| 3. PRIMARY GAZEBO OVERLOOK TO VALLEY VIEWS | 9. GARDEN COURTYARD ENLARGEMENT, REFER TO SHEET L4 |
| 4. WATER QUALITY BASIN, TYP. | 10. POOL COURTYARD ENLARGEMENT, REFER TO SHEET L4 |
| 5. LOOP / PERIMETER PEDESTRIAN WALKWAY | 11. BIKE RACK LOCATION, REFER TO SHEET L3 |
| 6. PICKLEBALL COURT RECREATION AREA | |

PARKING LOT SHADE CALCULATIONS

TREE SIZE	#	TC	W	Q	TOTAL
35" DIA	8@721 7,296	14@721 10,094	13@481 6,253	3@240 720	24,763 SF
25" DIA	0@91 0	0@368 0	4@246 984	1@123 123	1,107 SF
TOTAL PARKING LOT AREA					74,293 SF
COVERED PARKING AREA (CASPORTS)					10,368 SF
UNCOVERED PARKING AREA					63,925 SF
TOTAL TREE SHADE REQUIRED (40%)					25,570 SF
TOTAL TREE SHADE PROVIDED					25,870 SF (40%)

----- DELINEATES AREA FOR SHADE CALCULATIONS



AVENIDA FOLSOM
115 HEALTHY WAY, FOLSOM, CA

PRELIMINARY LANDSCAPE PLAN **L1**

JUNE 24, 2020



PLANT LEGEND

TYPE	BOTANICAL NAME	COMMON NAME	WATER USE	SIZE	NOTES	QTY
30'-35" DIA. LARGE TREES						
●	CEDRUS DEODARA	DEODAR CEDAR	L	15 GAL	60'407	0
●	PISTACIA CHINENSIS KEITH DAVEY	FRUITLESS CHINESE PISTACHE	L	15 GAL	30'330	0
●	QUERCUS DOUGLASHI	BLUE OAK	VL	15 GAL	40'450	0
●	QUERCUS SUBER	CORK OAK	L	15 GAL	50'450	0
20'-25" DIA. LARGE SHADE TREES						
●	ACER BUERGERIANUM	TRIDENT MAPLE	M	15 GAL	20'220	0
●	ABUTILUS UNICHO	STRAWBERRY TREE	L	15 GAL	20'220	0
●	CARPINUS BETULUS FASTIGIATA	EUROPEAN HORNBEAM	M	15 GAL	35'225	0
●	CERCIS CANADENSIS	EASTERN REDBUD	M	15 GAL	25'225	0
●	FELOJA SELLOWIANA	PINEAPPLE GUAVA	L	15 GAL	20'220	0
●	GINKGO BILOBA 'AUTUMN GOLD'	MAIDENHAIR TREE	M	15 GAL	35'225	0
ACCENT TREES						
●	CORNUS 'EDDIE'S WHITE WONDER'	EDDIE'S WHITE WONDER	M	15 GAL	15'112	0
●	CERCIS CANADENSIS 'OKLAHOMA'	DOGWOOD	M	15 GAL	25'225	0
●	JUNIPERUS VIRGINIANA 'SKYROCKET'	SKYROCKET JUNIPER	L	15 GAL	15'112	0
●	LAURUS NOBILIS	SWEET BAY	L	24" BOX	20'225	0
●	MALLUS PRARIFERA	FLOWERING CRABAPPLE	M	15 GAL	20'220	0
●	OLEA EUROPAEA 'WILSONII'	LOW FRUITING OLIVE	VL	15 GAL	30'330	0
PALM TREES						
★	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	M	10' BTH	10'435	0

TYPE	BOTANICAL NAME	COMMON NAME	WATER USE	SIZE	NOTES	QTY
SCREENING SHRUBS						
●	DODONAEA VISCOSA 'PURPUREA'	PURPLE HORSEBUSH	L	15 GAL	10' x 8'	
●	FELOJA SELLOWIANA	PINEAPPLE GUAVA	L	15 GAL	10' x 10'	
●	OLEA EUROPAEA 'LITTLE OLLIE'	LITTLE OLLIE OLIVE	VL	15 GAL	6' x 6'	
●	PRUNUS CAROLINIANA 'BRIGHT 'N' TIGHT'	CAROLINA CHERRY LAUREL	L	15 GAL	6' x 6'	
FOUNDATION SHRUBS						
●	ASPIDISTRA ELATOR	CAST IRON PLANT	L	5 GAL	3' x 3'	
●	CALLISTEMON V. LITTLE JOHN	DWARF BOTTLEBRUSH	L	5 GAL	3' x 3'	
●	DAPHNE ODOBA 'AUROMAGNATA'	VARIEGATED WINTER DAPHNE	L	5 GAL	4' x 4'	
●	DIETES IRIDIODES	AFRICAN IRIS	L	5 GAL	3.5' x 3.5'	
●	HESPERALOE PARVIFLORA	RED YUCCA	L	5 GAL	3.5' x 3.5'	
●	NANDINA DOMESTICA 'LEMON LIME'	LEMON LIME NANDINA	L	5 GAL	3.5' x 3.5'	
●	RHAPHILOPIS UMBELLATA 'MINOR'	DWARF YERBONIMO HAWTHORN	L	5 GAL	3.5' x 3.5'	
●	SALVIA CLEVELANDII	CLEVELAND SAGE	L	5 GAL	2.5' x 2.5'	
●	SALVIA LEUCANTHA 'SANTA BARBARA'	COMPACT MEXICAN BUSH SAGE	L	5 GAL	2.5' x 2.5'	
●	WESTRINGIA R. 'MORNING LIGHT'	VARIEGATED COAST ROSEMARY	L	5 GAL	3' x 3'	
●	WESTRINGIA FRUTICOSA 'SMOKEY'	SMOKEY COAST ROSEMARY	L	5 GAL	4' x 4'	
ACCENT SHRUBS						
●	AGAVE BLUE GLOW	BLUE GLOW AGAVE	L	1 GAL	15' x 25'	
●	ANGOZANTHOS HYBRID ORANGE	ORANGE KANGAROO P&W	L	1 GAL	3.5' x 2.5'	
●	BOUTELOIA G. 'BLONDE AMBITION'	BLONDE AMBITION BLUE GRAMA	L	1 GAL	1.5' x 1.5'	
●	DIANELLA REYNOLTA 'LITTLE PEE'	LITTLE PEE FLAX LILY	L	1 GAL	2.5' x 1.5'	
●	LAVANDULA STOECHAS OTTO QUAST	SPANISH LAVENDER	L	5 GAL	2.5' x 2.5'	
●	MUHLBERGIA CAPILLARIS	PINK MUHLY	L	5 GAL	3' x 6'	
●	PEROVSKIA A. 'BLUE SPIRES'	RUSSIAN SAGE	L	5 GAL	3.5' x 3.5'	
●	PHORMIUM TENAX 'BROCKE BABY'	NEW ZEALAND FLAX	L	1 GAL	2.5' x 2.5'	
●	PHOENIX TENAX 'VARIEGATA'	VARIEGATED NEW ZEALAND FLAX	L	5 GAL	6' x 6'	
GROUNDCOVERS						
●	DYMONDIA MARGARETAE	SILVER CARPET	L	1 GAL	1' x 1' 24" O.C.	
●	FESTUCA ELIJAH BLUE	BLUE FESCUE	L	1 GAL	1' x 1' 18" O.C.	
●	LANTANA MONTEVIDENSIS	TREELING WHITE LANTANA	L	1 GAL	7' x 6' 48" O.C.	
●	'SPREADING WHITE'		L	1 GAL	1' x 1' 18" O.C.	
●	LAVANDULA ANGSTIFOLIA	DWARF ENGLISH LAVENDER	L	1 GAL	1.5' x 1.5' 18" O.C.	
●	MUNSTAD		L	1 GAL	0.5' x 9' 60" O.C.	
●	HYPOCHOERIS PARVIFOLIUM	CREEPING HYPOCHOERIS	L	1 GAL	2' x 3' 36" O.C.	
●	SANTOLINA VIRENS	GREEN LAVENDER COTTON	L	1 GAL	2' x 3' 36" O.C.	

BIO-FILTRATION AREA

●	CHONDRORETALUM TECTORIUM	CAPE RUSH	L	1 GAL	3' x 6'
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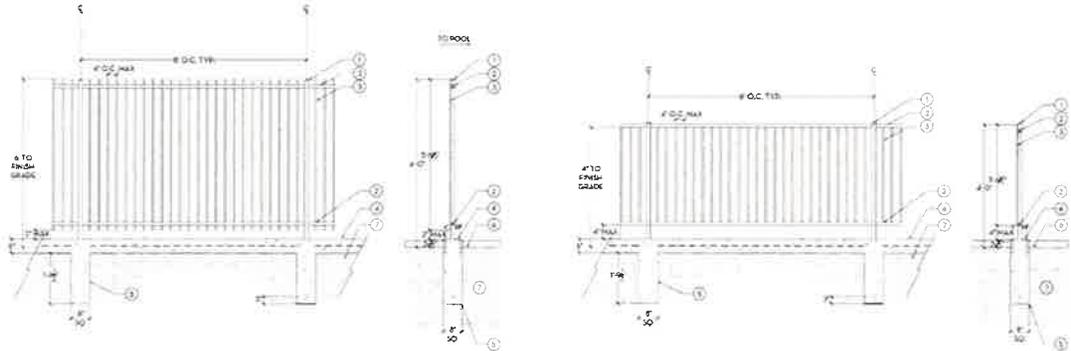
HILLSIDE PLANTING

●	MUHLBERGIA DUBIA	PINE MUHLY	L	1 GAL	7' x 3'
●	MUHLBERGIA RICHENS	DEER GRASS	L	1 GAL	4' x 4'

TURF

●	BOLELO PLUS, 100% BOLELO DWARF FESCUE & 10% KENTUCKY BLUEGRASS *AS AVAILABLE FROM DELTA BLUEGRASS		H	SOD	
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WALK ON ORGANIC CHIP MULCH



- KEY NOTES**
1. 1-3/8" x 1-1/2" SQ. POST & O.C. POWDER COAT BLACK
 2. 1-1/4" SQ. RAIL, 1/8" WELD TO POSTS.
 3. 3/4" SQ. PICKET, 1/8" G 4" O.C., WELDED TO RAILS.
 4. 6" x 6" CONCRETE MOW CURB, POUR FLUSH WITH CONCRETE FOOTING.
 5. 8" x 24" CONCRETE FOOTING.
 6. FINISH GRADE.
 7. SUBGRADE COMPACTED TO 90% RD.

- KEY NOTES**
1. 1-3/8" x 1-1/2" SQ. POST & O.C. POWDER COAT BLACK
 2. 1-1/4" SQ. RAIL, 1/8" WELD TO POSTS.
 3. 3/4" SQ. PICKET, 1/8" G 4" O.C., WELDED TO RAILS.
 4. 6" x 6" CONCRETE MOW CURB, POUR FLUSH WITH CONCRETE FOOTING.
 5. 8" x 24" CONCRETE FOOTING.
 6. FINISH GRADE.
 7. SUBGRADE COMPACTED TO 90% RD.

A TUBE STEEL FENCE - POOL
1/2" x 1-0"

B TUBE STEEL FENCE - GARDEN AND PERIMETER
1/2" x 1-0"

AVENIDA FOLSOM
115 HEALTHY WAY, FOLSOM, CA

PRELIMINARY LANDSCAPE LEGEND AND FENCE DETAILS **L2**

JUNE 24, 2020

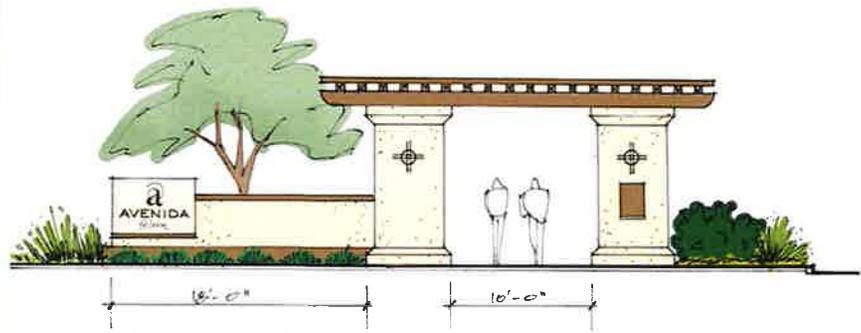




PLAN VIEW

LAYOUT KEYNOTES

- 1 PEDESTRIAN SITE ENTRY, SEE ELEVATION
- 2 PROJECT MONUMENT SIGN, SEE ELEVATION
- 3 LOOP / PERIMETER PEDESTRIAN WALKWAY
- 4 NATURAL TURF AREA
- 5 PROJECT MONUMENT COLUMN WITH DIIRECTIONAL SIGNAGE
- 6 PICKLEBALL COURT RECREATION AREA
- 7 WATER QUALITY BASIN
- 8 ENHANCED VEHICULAR PAVING AT ENTRY
- 9 BIKE RACK LOCATION SEE DETAIL THIS SHEET



MONUMENT SIGN: ELEVATION

SCALE 1/4" = 1'-0"



LOOP BIKE RACK BY LANDSCAPE FORMS
 30" L x 31" H x 14" D, TYP. OF (4) @ (4) LOCATIONS (16) TOTAL
 COLOR AND FINISH TBD
 EMBEDDED MOUNT TO CONCRETE SURFACE
 LANDSCAPEFORMS.COM

BIKE RACK

AVENIDA FOLSOM
 115 HEALTHY WAY, FOLSOM, CA

ENTRY ELEVATION L3
 JUNE 24, 2020





POOL COURTYARD

LAYOUT KEYNOTES

- 1 POOL - 27 X 45 PRIMARY SWIM AREA
- 2 SPA - 10' DIAMETER (APPROXIMATE)
- 3 POOL AREA / COURTYARD EXIT WALK
- 4 BUILDING ENTRY / EXIT
- 5 SUN / LOUNGE AREA
- 6 FIREPIT SEATING AREA
- 7 SPECIMEN TREES IN TREE GRATES, TYP. OF (2)
- 8 RAISED PLANTER / SEAT WALLS WITH SPECIMEN TREES, TYP. OF (2)
- 9 PATIO TABLE / SEATING AREA WITH OUTDOOR KITCHEN AND BBQ
- 10 HIGH TUBE STEEL POOL FENCE SEE DETAIL A, SHEET L2



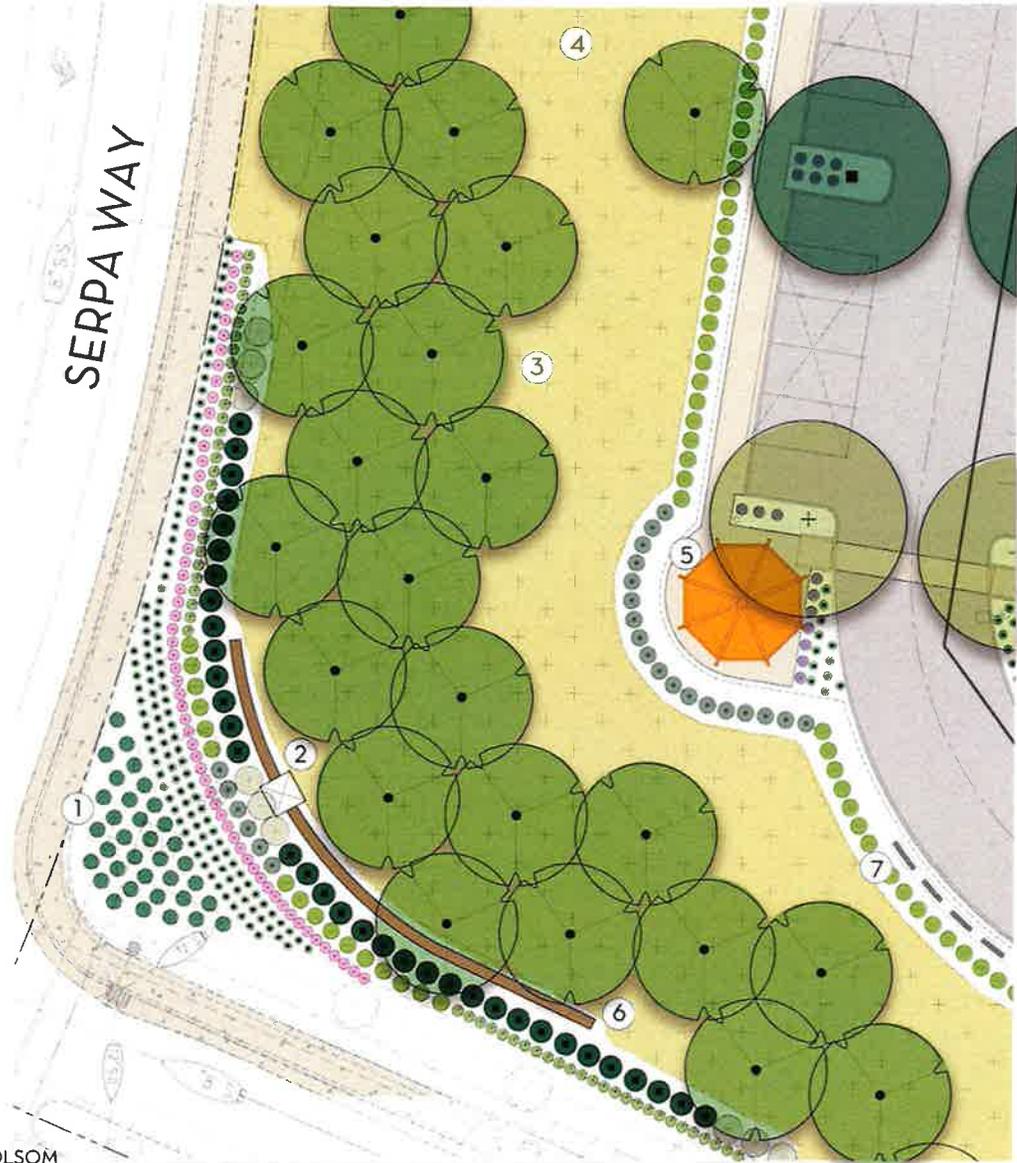
GARDEN COURTYARD

LAYOUT KEYNOTES

- 1 GARDEN CIRCUIT WALKWAY - CONCRETE
- 2 GAZEBO / SHADE STRUCTURE AND SEATING AREA
- 3 GARDEN FOUNTAIN
- 4 NATURAL TURF / PET AREA
- 5 FOCAL POINT SPECIMEN TREE
- 6 BENCH SEATING, TYP. OF (3)
- 7 ACCENT TREE PLANTING AROUND GAZEBO
- 8 LOOP / PERIMETER PEDESTRIAN WALKWAY CONNECTION
- 9 4' HIGH TUBE STEEL GARDEN FENCE. SEE DETAIL B, SHEET L3
- 10 BUILDING ENTRY / EXIT
- 11 BIKE RACK LOCATION. REFER TO SHEET L3

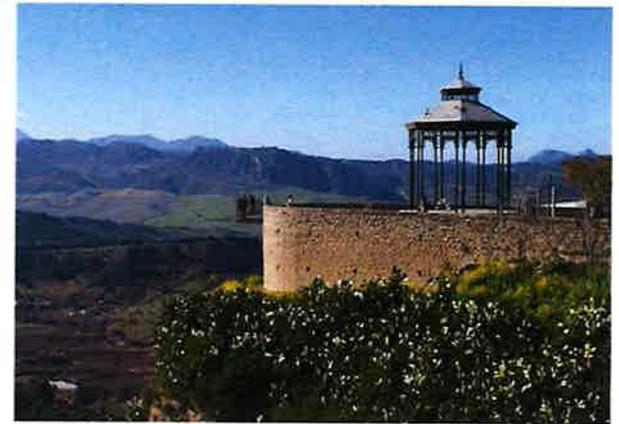
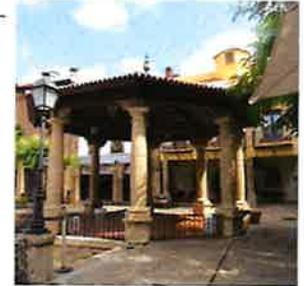


SERPA WAY



LAYOUT KEYNOTES

- 1 ENHANCED PROJECT ENTRY LANDSCAPE AT CORNER
- 2 PROJECT ENTRY MONUMENT AND SIGN, SEE ELEVATION
- 3 HILLSIDE OLIVE ORCHARD - STYLE PLANTING
- 4 HILLSIDE EROSION CONTROL PLANTING
- 5 PRIMARY GAZEBO OVERLOOK TO VALLEY VIEWS
- 6 ENTRY MONUMENT WALL TAPERS TO GRADE UPHILL
- 7 FOUNDATION PLANTING AT RETAINING WALL

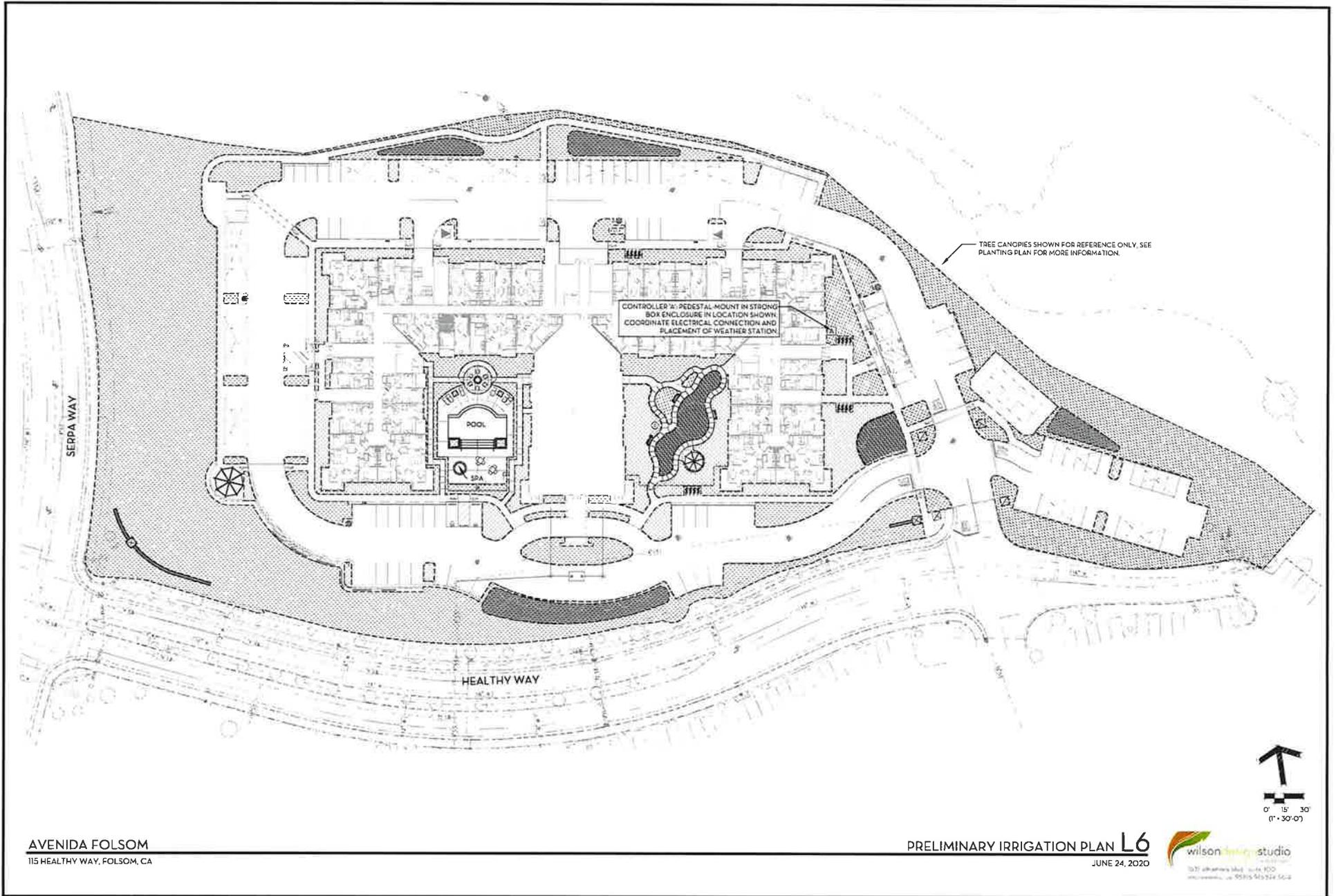


AVENIDA FOLSOM
115 HEALTHY WAY, FOLSOM, CA

GAZEBO OVERLOOK L5

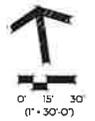
JUNE 24, 2020





AVENIDA FOLSOM
115 HEALTHY WAY, FOLSOM, CA

PRELIMINARY IRRIGATION PLAN L6
JUNE 24, 2020



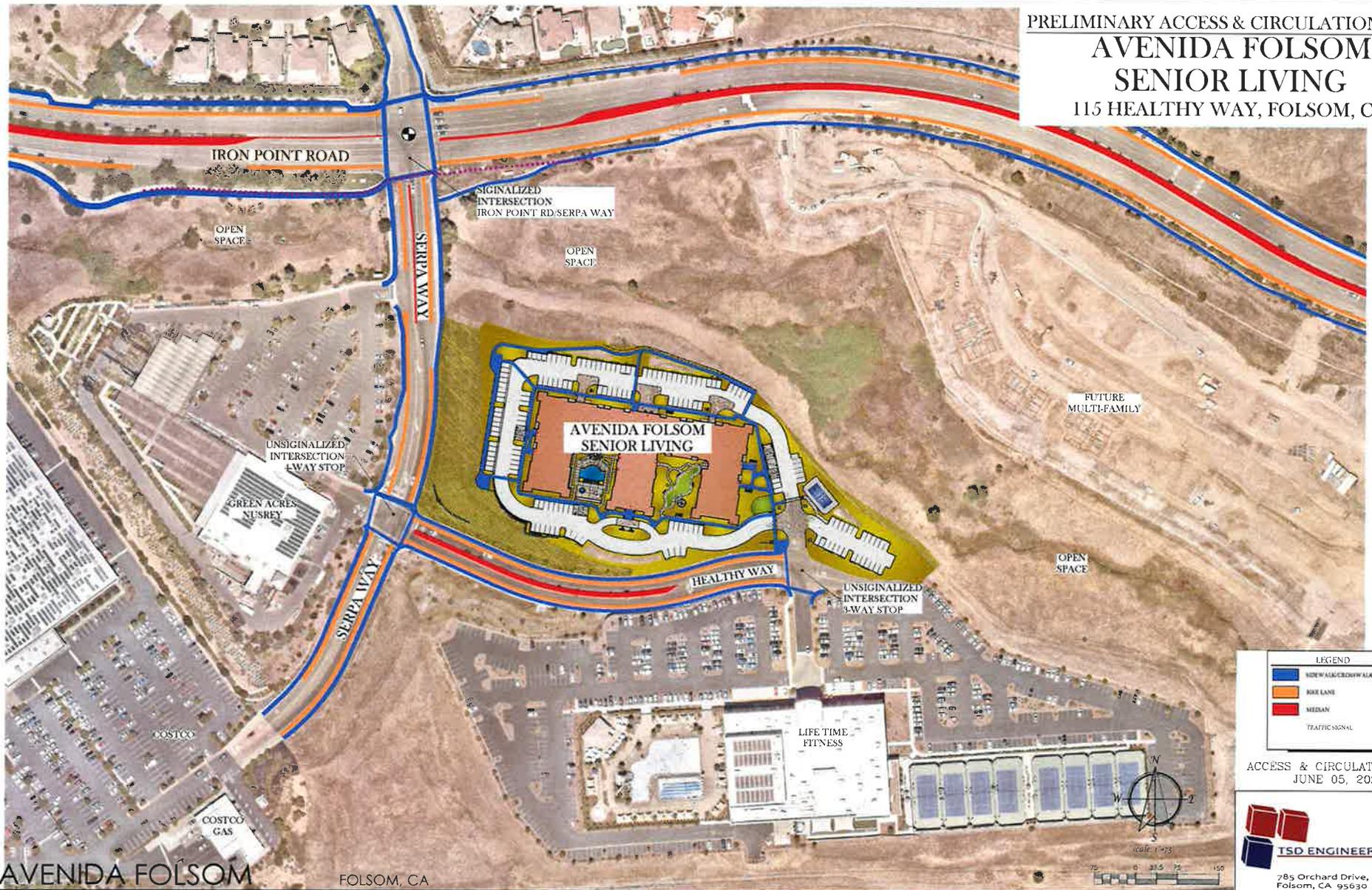
Attachment 10

Preliminary Access and Circulation Plan Dated June 5, 2020

PRELIMINARY ACCESS & CIRCULATION PLAN

AVENIDA FOLSOM
SENIOR LIVING

115 HEALTHY WAY, FOLSOM, CA



AVENIDA FOLSOM FOLSOM, CA
AVENIDA SENIOR LIVING, LLC
130 NEWPORT CENTER DRIVE, SUITE 220 | NEWPORT BEACH, CA 92660
(949) 386-7302

LEGEND	
	SIDEWALK/CROSSWALK
	BIKE LANE
	MEDIAN
	TRAFFIC SIGNAL

ACCESS & CIRCULATION PLAN
JUNE 05, 2020



785 Orchard Drive, Suite #110
Folsom, CA 95630
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SP-6

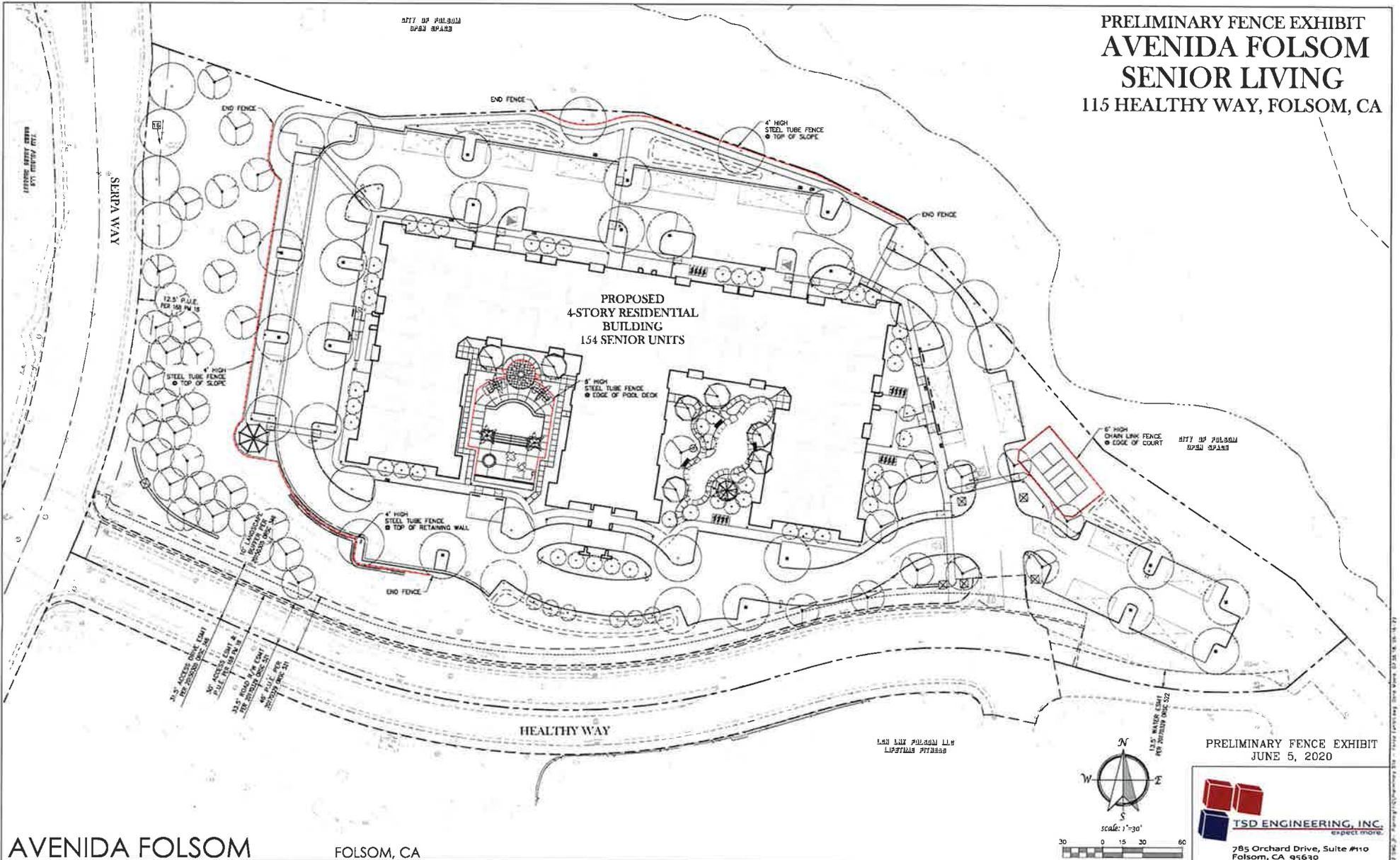
Attachment 11

Preliminary Fire Access Plan Dated June 3, 2020

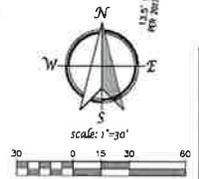
Attachment 12

Preliminary Fence Exhibit, dated May 13, 2020

PRELIMINARY FENCE EXHIBIT
AVENIDA FOLSOM
SENIOR LIVING
 115 HEALTHY WAY, FOLSOM, CA



AVENIDA FOLSOM FOLSOM, CA
AVENIDA SENIOR LIVING, LLC
 130 NEWPORT CENTER DRIVE, SUITE 220 | NEWPORT BEACH, CA 92660
 (949) 386-7302



PRELIMINARY FENCE EXHIBIT
 JUNE 5, 2020

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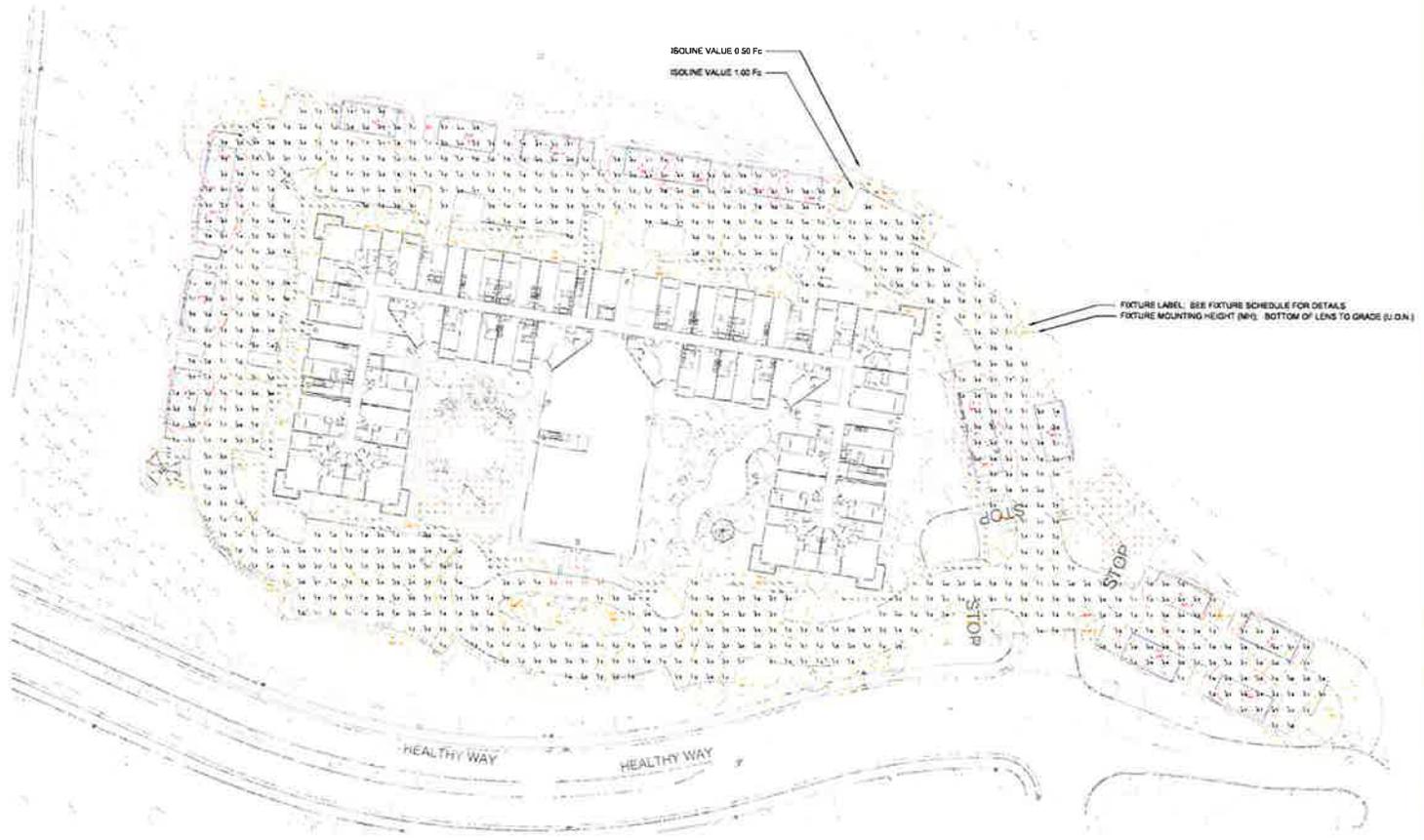
SP-1

Attachment 13

Preliminary Lighting Plan Dated February 4, 2020

Symbol	Qty	Label	Arrangement	Description	Lum. Lumens	LLF	Filename
	18	C1	SINGLE	HADCO SVPG-140L-800-NW-G3-SM-1R-UNV	3513	0.900	img-140-800-nw-g3-1r.unv
	8	S1	SINGLE	HADCO CL32DzozWozVozSocoo	8478	0.800	cl32dzozwozvzsooo-cl32
	18	S2	SINGLE	HADCO CL32DzozWozVozSocoo	8859	0.900	cl32dzozwozvzsooo-cl32

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
PARKING	Illuminance	Fc	1.96	5.8	0.5	3.92	11.20
WALKWAY	Illuminance	Fc	0.72	2.6	0.1	7.00	25.00



LIGHTING PLAN - PHOTOMETRIC ANALYSIS - LAYOUT VERIFICATION
 SCALE: 1" = 30'-0" (ALL VALUES SHOWN ARE MAINTAINED HORIZONTAL FOOTCANDLES AT FINISHED GRADE, U.O.N.)

Note: Unless otherwise specified - the lamp lumen depreciation (LLD) for legacy sources used in these calculations is based on published manufacturer ratings by major lamp manufacturers: 0.80 LLD for public street metal halide; 0.80 LLD for high pressure sodium; 0.80 LLD for Fluor T8 and T5 fluorescent; 0.86 LLD for compact fluorescent and induction; 0.88 LLD for Cosmo and Elite lamps; 0.94 LLD for all LED fixtures. (Unless otherwise noted - 0.80 luminaire dirt depreciation (LDD) is commonly applied. In cases where appropriate - Ballast Factor (BF) is applied. Additional user defined factors (UDF) may be applied if necessary to represent luminaire performance to a higher degree of accuracy. Total light loss factor (LLF) is the product of all multiplied loss factors.

PRELIMINARY - NOT FOR CONSTRUCTION

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 Fax: 303.751.1112
 Email: info@alr.com

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 10000 W. 10th Ave., Suite 100
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 Fax: 303.7

Attachment 14

Preliminary Site Details, dated February 7, 2020

PRELIMINARY SITE DETAILS
AVENIDA FOLSOM
SENIOR LIVING
 115 HEALTHY WAY, FOLSOM, CA



BELGARD
 Mega-Tandem™
 Mass Segmental Retaining Wall (MSRW)™

Color and style to match 110 Healthy Way

MEGA TANDEM RETAINING WALL
 (NOT TO SCALE)

Benefits of Belgard® Mega-Tandem™

Benefits by the numbers

Mega-Tandem™ Contracting Members

HADCO In @ignify

Urban
 Refractive globe with LumiLock LED
 CUSHIONED Frost Free



CL32/CL52 Refractive globe with LumiLock LED Post top

CL32 Performance

Product	Height	Width	Weight	Material	Finish	Color	Notes
CL32-12	12	12	15	Aluminum	Matte	Black	Standard
CL32-18	18	18	25	Aluminum	Matte	Black	Standard
CL32-24	24	24	35	Aluminum	Matte	Black	Standard

CL52 Performance

Product	Height	Width	Weight	Material	Finish	Color	Notes
CL52-12	12	12	15	Aluminum	Matte	Black	Standard
CL52-18	18	18	25	Aluminum	Matte	Black	Standard
CL52-24	24	24	35	Aluminum	Matte	Black	Standard

CL52 LED Lighting Options

Best Sales: Frost-Free System, No Options, Cap System

Ordering guide

ignify

HADCO In @ignify

Landscape
 LED
 BEES LED System



Ordering Guide
 Example: CL32-A-AI-IG-E

Product	Height	Width	Weight	Material	Finish	Color	Notes
CL32-A-AI-IG-E	12	12	15	Aluminum	Matte	Black	Standard

ignify

GARDCO In @ignify

Garage & Canopy
 Softener
 BEAM Adjustable Lighting



Ordering Guide

Product	Height	Width	Weight	Material	Finish	Color	Notes
CL32-A-AI-IG-E	12	12	15	Aluminum	Matte	Black	Standard

ignify

AVENIDA FOLSOM FOLSOM, CA
AVENIDA SENIOR LIVING, LLC
 130 NEWPORT CENTER DRIVE, SUITE 220 | NEWPORT BEACH, CA 92660
 (949) 386-7302

PRELIMINARY
 SITE DETAILS
 FEBRUARY 7, 2020

TSD ENGINEERING, INC.
 785 Orchard Drive, Suite #110
 Folsom, CA 95630
 Phone: (916) 608-0707
 Fax: (916) 608-0701

SP-4A

Attachment 15

Building Elevations and Floor Plans Dated January 30, 2020

GENERAL NOTES

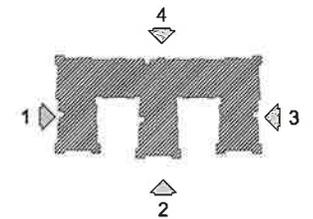
REFER TO SHEETS A3.0 FOR ENLARGED ELEVATIONS WITH MATERIALS KEYNOTED



WEST ELEVATION 1



EAST ELEVATION 3



AVENIDA FOLSOM

AVENIDA SENIOR LIVING, LLC
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(949) 386-7302

FOLSOM, CA

CONCEPTUAL BUILDING ELEVATIONS

A3.2

DATE: 01-30-20
JOB NO.: 2019-443

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860





UNIT AS: 1BR / 1BA
 LIVABLE AREA: 879 SQ. FT.
 PATIO/BALCONY: 75 SQ. FT.
 COUNT: 31 + 1%



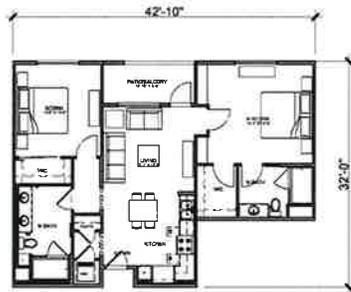
UNIT AJ: 1BR / 1BA
 LIVABLE AREA: 794 SQ. FT.
 PATIO/BALCONY: 81 SQ. FT.
 COUNT: 22 + 14%



UNIT AR: 1BR / 1BA
 LIVABLE AREA: 718 SQ. FT.
 PATIO/BALCONY: 59 SQ. FT.
 COUNT: 31 + 20%



UNIT AX: 1BR / DEN / 1BA
 LIVABLE AREA: 838 SQ. FT.
 PATIO/BALCONY: 78 SQ. FT.
 COUNT: 19 + 8%



UNIT BX: 2BR / 2BA
 LIVABLE AREA: 1124 SQ. FT.
 PATIO/BALCONY: 71 SQ. FT.
 COUNT: 3 + 2%



UNIT BX: 2BR / DEN / 2BA
 LIVABLE AREA: 1178 SQ. FT.
 PATIO/BALCONY: 71 SQ. FT.
 COUNT: 6 + 4%



UNIT BR: 2BR / 2BA
 LIVABLE AREA: 1075 SQ. FT.
 PATIO/BALCONY: 88 SQ. FT.
 COUNT: 23 + 14%



UNIT BL: 2BR / 2BA
 LIVABLE AREA: 1301 SQ. FT.
 PATIO/BALCONY: 140 SQ. FT.
 COUNT: 30 + 19%



CONCEPTUAL UNIT PLANS

A4.0

AVENIDA FOLSOM

FOLSOM, CA

AVENIDA SENIOR LIVING, LLC

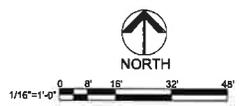
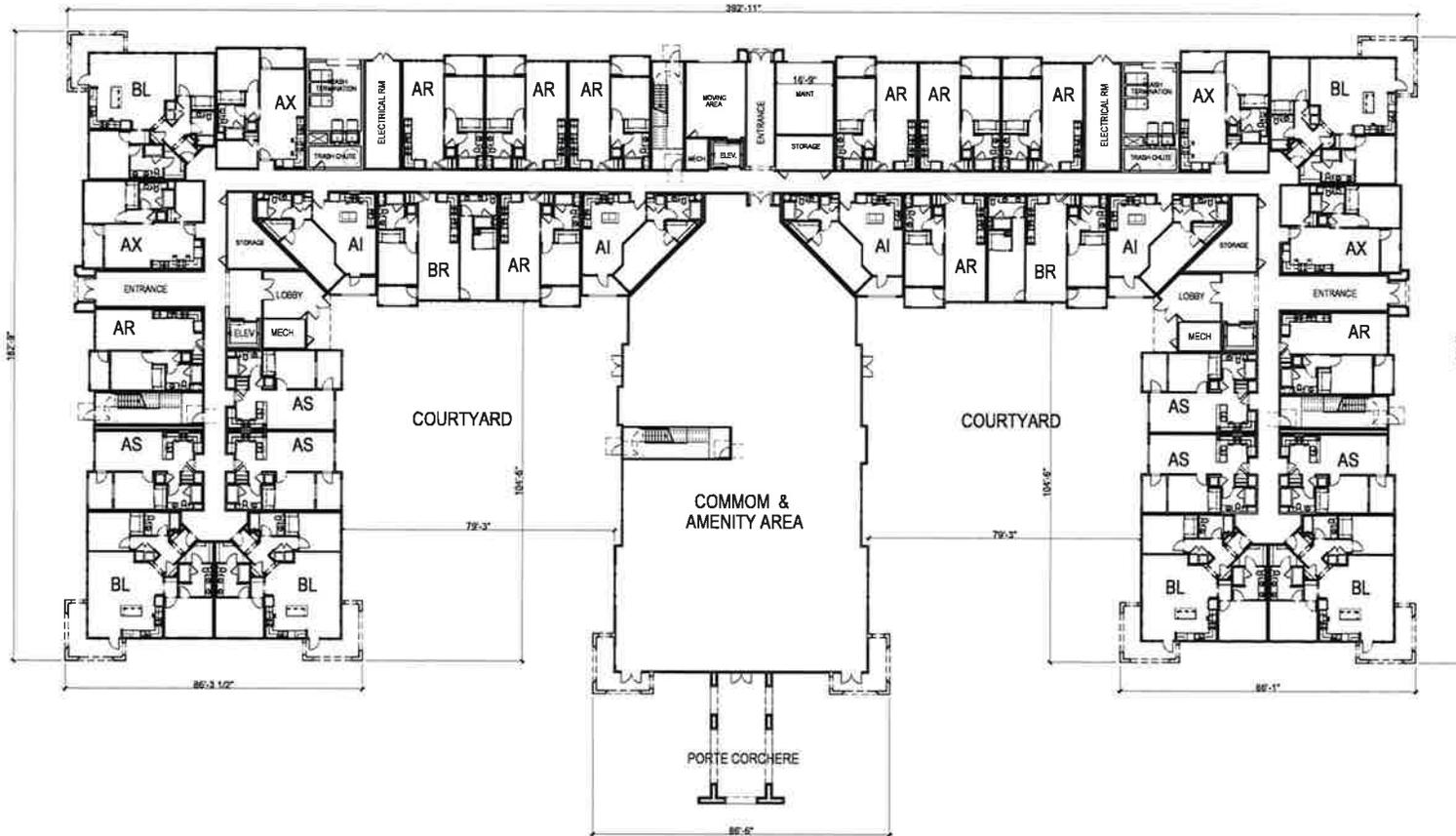
130 NEWPORT CENTER DR. SUITE 220 | NEWPORT BEACH, CA 92660
 (949) 386-7302

DATE: 01-30-20
 JOB NO.: 2019-443

AO ARCHITECTS

144 NORTH ORANGE ST., ORANGE, CA 92866
 (714) 639-9860





BUILDING COMPOSITE PLAN - FIRST LEVEL

A2.0

AVENIDA FOLSOM

FOLSOM, CA

AVENIDA SENIOR LIVING, LLC

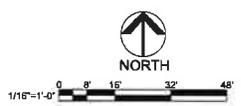
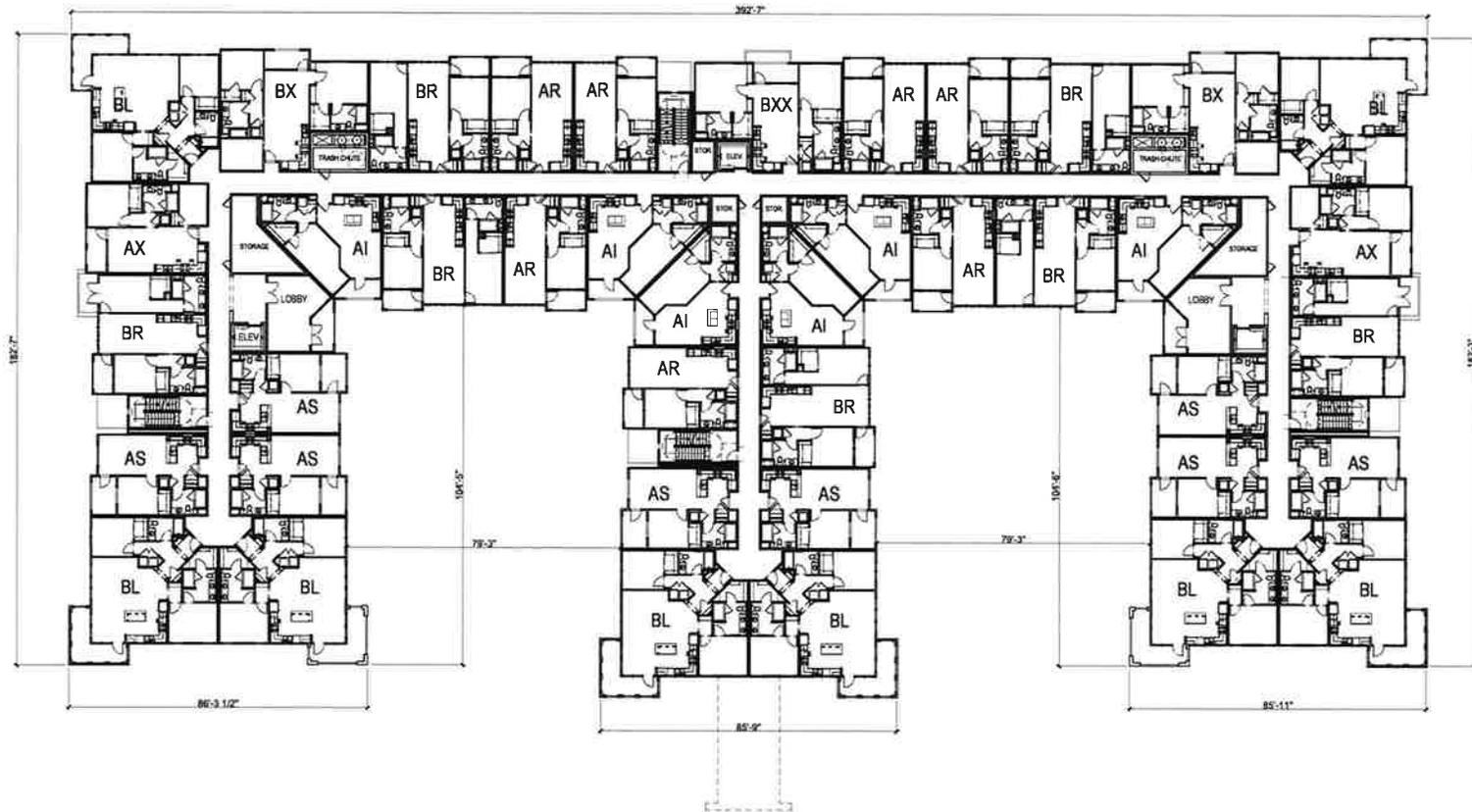
130 NEWPORT CENTER DR. SUITE 220 | NEWPORT BEACH, CA 92660
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DATE: 01-30-20
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1.046_01/30/20 2019_24-16.DWG
 R:\2019\2019_130 AVENIDA SENIOR LIVING PARTNERSHIP\130_A2.0_130 BUILDING COMPOSITE PLAN.DWG



BUILDING COMPOSITE PLAN - SECOND LEVEL

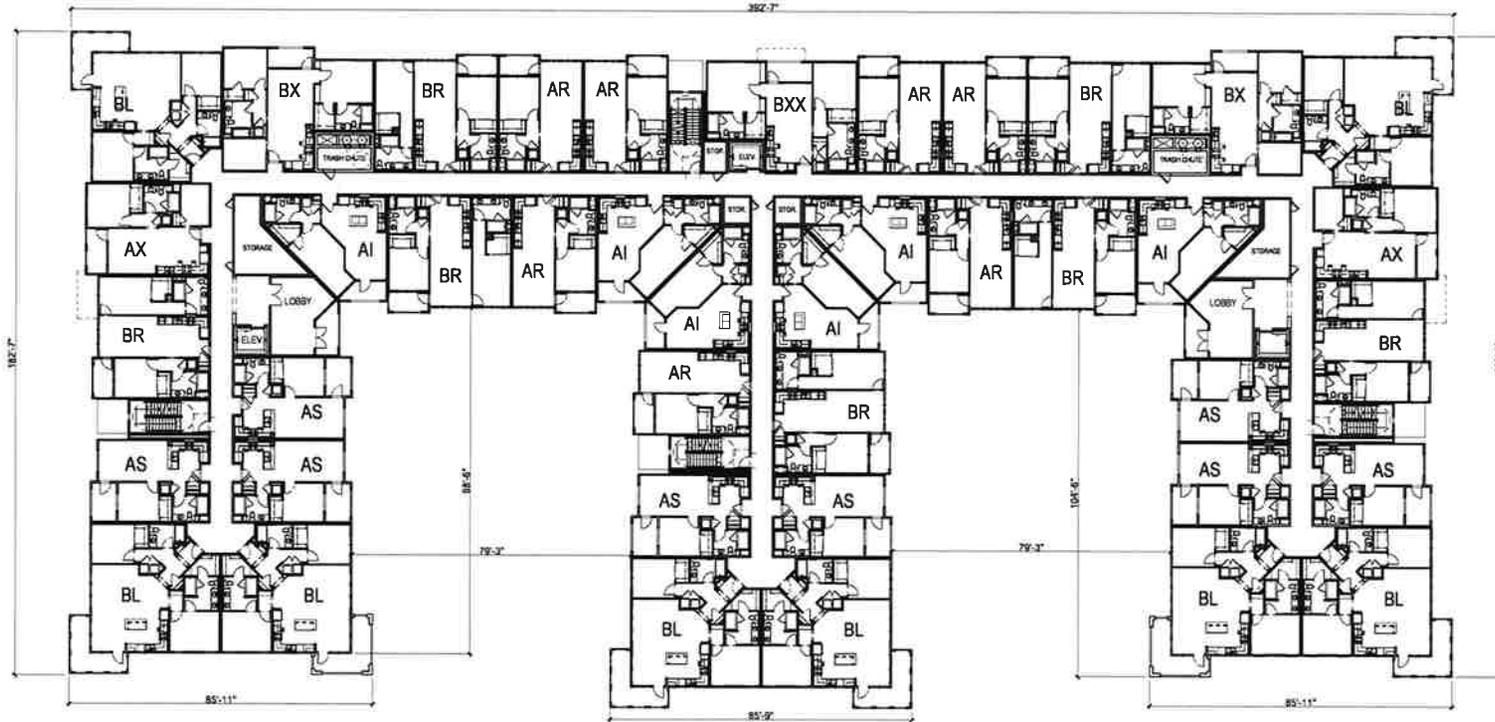
A2.1

AVENIDA FOLSOM
 AVENIDA SENIOR LIVING, LLC
 130 NEWPORT CENTER DR. SUITE 220 | NEWPORT BEACH, CA 92660
 (949) 386-7302

FOLSOM, CA

DATE: 01-30-20
 JOB NO.: 2019-443
AO ARCHITECTS
 144 NORTH ORANGE ST., ORANGE, CA 92866
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NORTH



BUILDING COMPOSITE PLAN - THIRD LEVEL

A2.3

AVENIDA FOLSOM

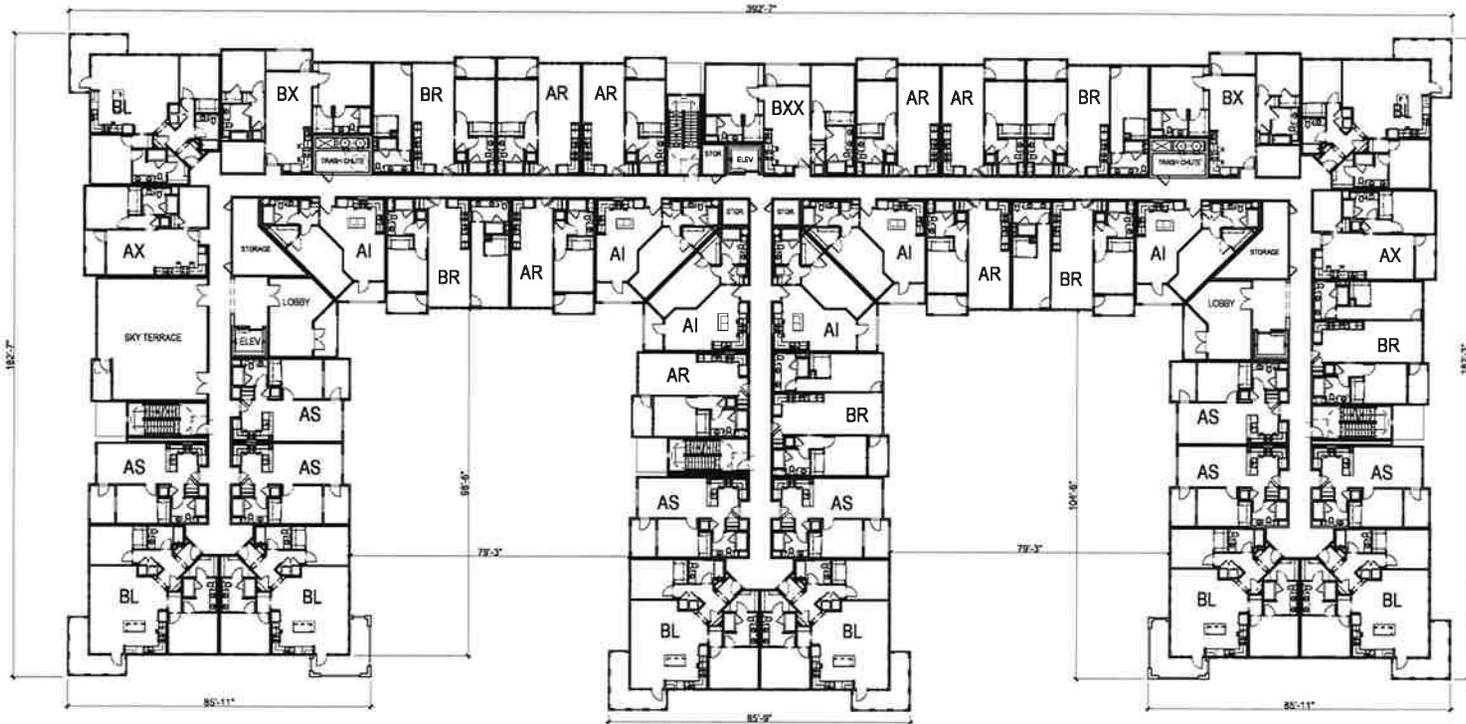
AVENIDA SENIOR LIVING, LLC
 130 NEWPORT CENTER DR. SUITE 220 | NEWPORT BEACH, CA 92660
 (949) 386-7302

FOLSOM, CA

DATE: 01-30-20
 JOB NO.: 2019-443

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BUILDING COMPOSITE PLAN - FOURTH LEVEL

A2.4

AVENIDA FOLSOM
 AVENIDA SENIOR LIVING, LLC
 130 NEWPORT CENTER DR. SUITE 220 | NEWPORT BEACH, CA 92660
 (949) 386-7302

FOLSOM, CA

DATE: 01-30-20
 JOB NO.: 2019-443
AO ARCHITECTS
 144 NORTH ORANGE ST., ORANGE, CA 92866
 (714) 639-9860



Attachment 16

Color Renderings, dated March 18, 2020



Key Plan





A: Serpa Way and Healthy Way





B: Serpa Way and Iron Point Road





C: Iron Point Road (Northeast of Site)





D: Open Space near parking lot (East)





E: Pool Courtyard



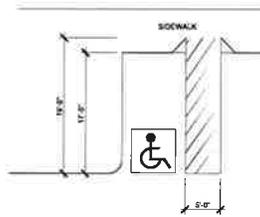


F: Park Courtyard

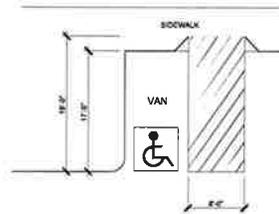


Attachment 17

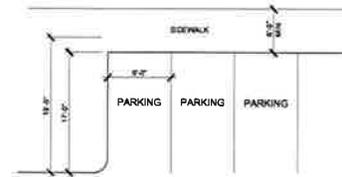
Carport and Building Section Details Dated January 20, 2020



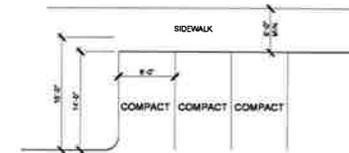
ACCESIBLE CAR



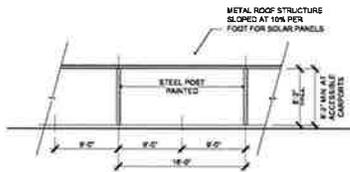
ACCESIBLE VAN



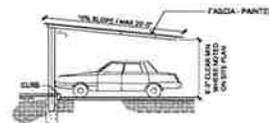
STANDARD PARKING (TYP.)



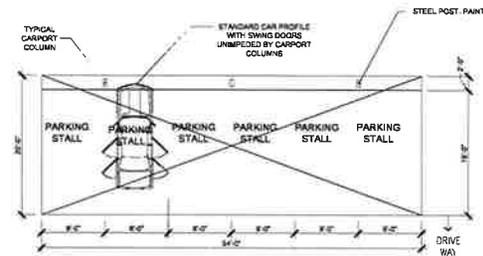
COMPACT PARKING (TYP.)



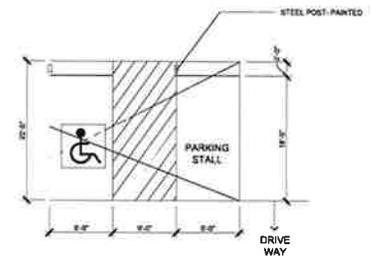
FRONT VIEW CARPORT (TYP.)



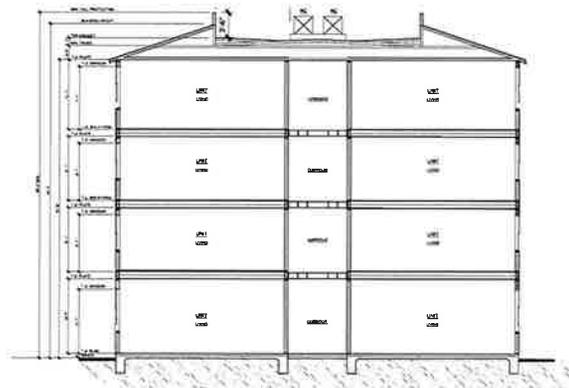
SIDE VIEW CARPORT (TYP.)



CARPORT (TYP.)



ACCESIBLE SPACE AT CARPORT



BUILDING SECTION (TYP.)

PARKING, CARPORT & BUILDING SECTION (TYP.)

A4.1

AVENIDA FOLSOM

FOLSOM, CA

AVENIDA SENIOR LIVING, LLC

130 NEWPORT CENTER DR. SUITE 220 | NEWPORT BEACH, CA 92660
(949) 386-7302

DATE: 01-30-20
JOB NO.: 2019-443

AO ARCHITECTS

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

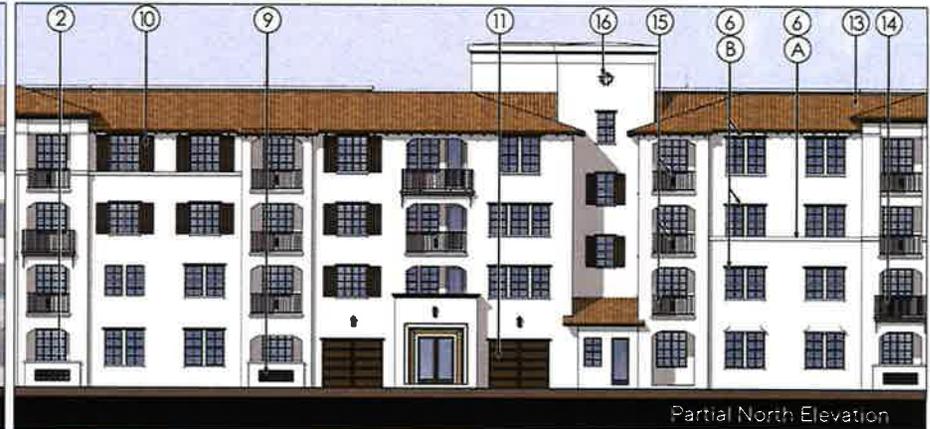


Attachment 18

Color and Materials Board Dated January 30, 2020



Partial South Elevation



Partial North Elevation

(A) Snowbound SW7004
Sherwin Williams



(B) French Roast SW6069
Sherwin Williams



(C) Black Magic SW6991
Sherwin Williams



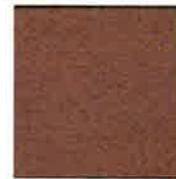
(11) Garages
To match Paint Spec B or similar



(1) Exterior Plaster
20/30 Sand Finish to match Paint Specs



(2) Architectural Foam Trims
to resemble precast
to match Paint Spec A



(3) Endicott Triple -
Medium Iron Spot 77 Smooth



(4) Decorative Finial
to match Paint Spec C



(5) Decorative Ceramic Tile
La Quinto Malibu Ceramic Tile - 30839



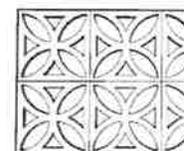
(6) Decorative Foam Trim,
Corbels
Shapes will vary. To match Paint Specs



(7) Vinyl Windows
White



(8) Storefront System
Dark Bronze



(9) Decorative Foam Blocks
Or similar to match Paint Spec A



(10) Faux Wood Shutters
To match Paint Spec B



(12) Sunbrella Fabric Awning
Apex Crimson 2646-0000



(13) Eagle Roofing - Capistrano
3814 San Pablo Blend



(14) Metal Balcony
Or similar to match Paint Spec C



(15) Decorative Metal Railing/
Gates
Or similar to match Paint Spec C



(16) Decorative Gable Grills
Or similar to match Paint Spec C

COLOR MATERIALS

A5.0

AVENIDA FOLSOM

FOLSOM, CA

AVENIDA SENIOR LIVING, LLC

130 NEWPORT CENTER DR. SUITE 220 | NEWPORT BEACH, CA 92666
(949) 386-7302

DATE: 01-30-20
JOB NO.: 2019-443

AO ARCHITECTS

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860



Attachment 19

Building and Parking Summary Dated January 30, 2020

Monday, February 10, 2020 11:59:29 AM R:\2019\2019-443 AVENIDA PARTNERS HEALTHY WAY FOLSOM\03 DESIGN\DESIGN\19-443_G1.1 PROJECT INFORMATION.DWG

AVENIDA FOLSOM

FOLSOM, CA

AVENIDA SENIOR LIVING, LLC

130 NEWPORT CENTER DR. SUITE 220 | NEWPORT BEACH, CA 92660
(949) 386-7302

PARKING SUMMARY		
UNCOVERED PARKING		RATIO
STANDARD PARKING (9'X17' WITH 2' OVERHANG)	96	
COMPACT PARKING (8'X14' MIN.)	5	
ACCESSIBLE UNCOVERED SPACES	4	
TOTAL	105	63%
COVERED PARKING (CARPORT)		
CARPORT SPACES	61	
ACCESSIBLE CARPORT SPACES	2	
TOTAL	63	38%
TOTAL PARKING PROVIDED	168	100%
SPACES PER UNITS		1.09

CAL GREEN REQUIREMENTS		
ELECTRIC VEHICAL CHARGING CAPABLE	% OF TOTAL	NUMBER
UNCOVERED PARKING	10% of 105	11
COVERED PARKING	10% of 63	7
TOTAL		18
TOTAL PROVIDED (INCLUDE 1 VAN)		18

BIKE PARKING SUMMARY		
1 BICYCLE PARKING PER 5 UNITS		NUMBER
UNITS	154	31
TOTAL		31

RESIDENTIAL BLDG. GROSS SQ. FT.	
LEVEL 1	51,310 SQ. FT.
LEVEL 2	50,294 SQ. FT.
LEVEL 3	50,097 SQ. FT.
LEVEL 4	50,097 SQ. FT.
TOTAL	201,798 SQ. FT.

PRIVATE OPEN SPACE				
UNIT	PATIO/ BALC. MINIMUM	QTY	TOTAL	S.F.
AI	61	22	1,342	
AR	60	31	1,860	
AS	76	30	2,280	
AX	70	10	700	
BL	140	30	4,200	
BX	71	6	426	
BXX	71	3	213	
BR	60	22	1,320	
TOTAL PROV'D.		154	12,341	

COMMON OPEN SPACE SUMMARY		
AMENITIES:		S.F.
COMMON AND AMENITY AREA AT 1ST LEVEL		8,992
SKY TERRACE AT 4TH LEVEL		1,135
TOTAL COMMON OPEN SPACE PROVIDED		10,127

STORAGE	
LEVEL 1	782 SQ. FT.
LEVEL 2	797 SQ. FT.
LEVEL 3	797 SQ. FT.
LEVEL 4	797 SQ. FT.
TOTAL	3,173 SQ. FT.

LOT COVERAGE SUMMARY		
LOT SITE	ACRES	%
LANDSCAPE AREA	2.416	38.40%
BIORETENTION	0.101	1.61%
PARKING LOT	1.625	25.83%
HARDSCAPE	1.016	16.15%
BUILDINGS	1.133	18.01%
TOTAL	6.291	100%

GENERAL DISCLAIMER

THESE CONCEPTUAL ARCHITECTURAL PLANS ARE FOR PLANNING & DEVELOPMENT PURPOSES ONLY. REVISIONS MAY BE REQUIRED DUE TO FURTHER REQUIREMENTS, INVESTIGATION FROM GOVERNING AGENCIES AND BUILDING CODE ANALYSIS. DIMENSIONS SHOWN ARE APPROXIMATE AND ARE BASED UPON THE INFORMATION AND SURVEYS AVAILABLE. PLEASE REFER TO CIVIL SURVEYS, DRAWINGS AND EXHIBITS FOR TECHNICAL INFORMATION AND MEASUREMENTS. PLEASE REFER TO THE LANDSCAPE ARCHITECT'S DRAWINGS AND EXHIBITS FOR ALL LANDSCAPE PLANTING, IRRIGATION, DESIGN AND SPECIFICATIONS.

AVENIDA SENIOR LIVING, LLC

AVENIDA FOLSOM

PROJECT DESCRIPTION

A 154 UNIT PROJECT CONSISTING OF A 4-STORY TYPE V-A RESIDENTIAL BUILDING

PARCEL 6, APN 072-2270-006-0000

SITE GROSS AREA: 6.895 ACRES
SITE NET AREA: 6.291 ACRES

TOTAL UNITS: 154 UNITS
DENSITY ON GROSS AREA: 22.34 DU/AC
DENSITY ON NET AREA: 24.48 DU/AC

EXISTING ZONING: - C2 - SP 95-1

RESIDENTIAL BUILDING SUMMARY

UNITS	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	%	TOTAL
AI	4	6	6	6	14%	22
AR	10	7	7	7	20%	31
AS	6	8	8	8	19%	30
AX	4	2	2	2	6%	10
1 BR'S	24	23	23	23	60%	93
BL	6	8	8	8	19%	30
BX	0	2	2	2	4%	6
BXX	0	1	1	1	2%	3
BR	2	7	7	6	14%	22
2 BR'S	8	18	18	17	40%	61
TOTAL	32	41	41	40	100%	154

UNIT SUMMARY

UNIT TYPE	UNIT NET SQ. FT.	NUMBER OF UNITS	TOTAL NET SQ. FT.	%	UNIT %
AI	754	22	16,588	14%	60%
AR	718	31	22,258	20%	
AS	679	30	20,370	6%	
AX	836	10	8,360	60%	
BL	1,301	30	39,030	4%	40%
BX	1,178	6	7,068	2%	
BXX	1,124	3	3,372	14%	
BR	1,070	22	23,540	40%	
TOTAL	913	154	140,586	100%	

CODE SUMMARY

CODE	ADOPTED EDITION
BUILDING CODE	2019 CALIFORNIA BUILDING CODE
FIRE CODE	2019 CALIFORNIA FIRE CODE
ENERGY CODE	2019 BUILDING EFFICIENCY STANDARDS FOR RESIDENTIAL AND NON RESIDENTIAL BUILDINGS
MECHANICAL CODE	2019 CALIFORNIA MECHANICAL CODE
PLUMBING CODE	2019 CALIFORNIA PLUMBING CODE
ELECTRICAL CODE	2019 CALIFORNIA ELECTRICAL CODE
POOL CODE	2015 UNIFORM SWIMMING POOL CODE
CAL GREEN	2019 CALIFORNIA GREEN CODE
PLANNING CODE	FOLSOM MUNICIPAL CODE

PROJECT INFORMATION - UNIT SUMMARY, PARKING ANALYSIS

DATE: 01-30-20
JOB NO.: 2019-443

AO ARCHITECTS

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

G1.1



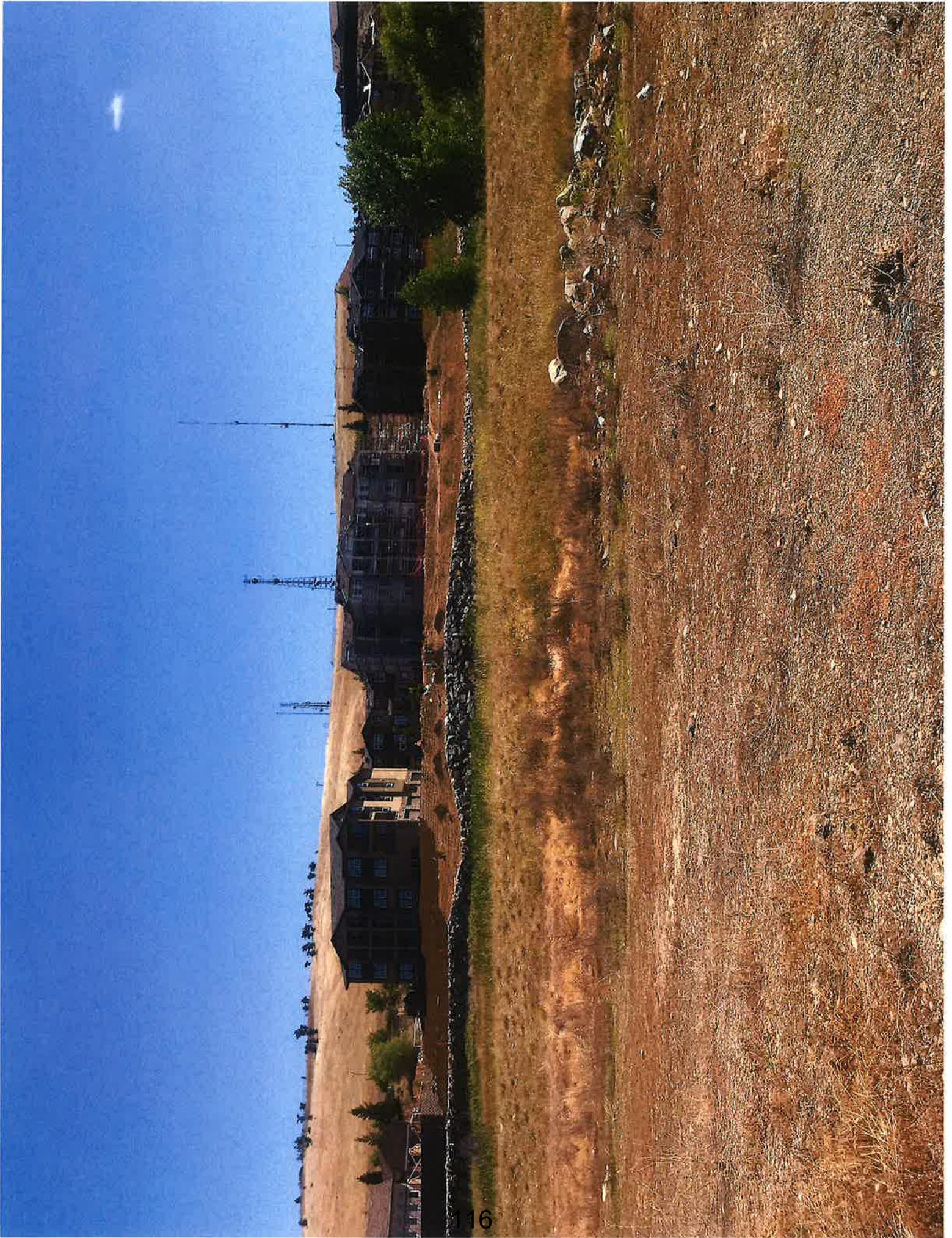
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Avenida Senior Living Community Booklet (Separate Bound Document)

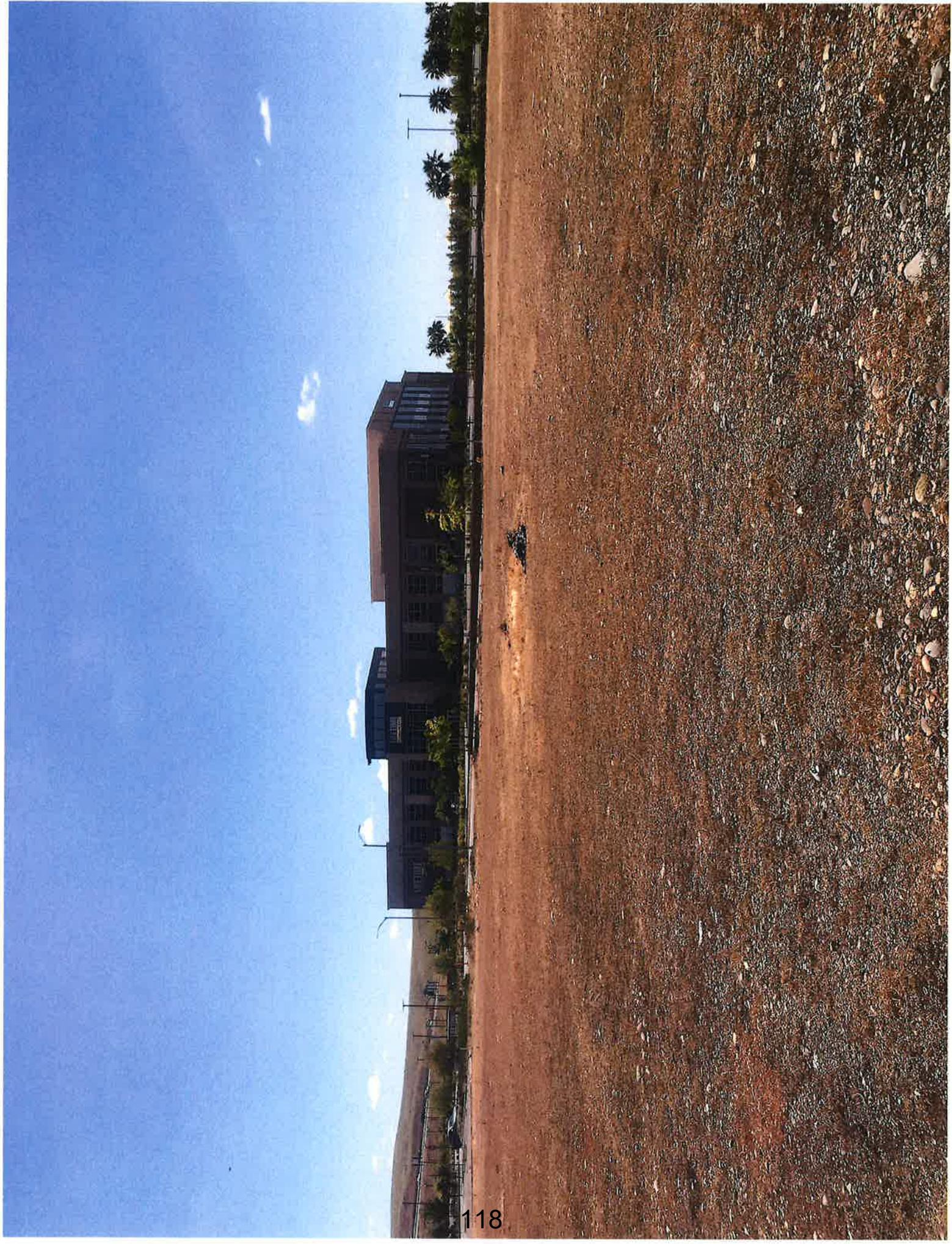
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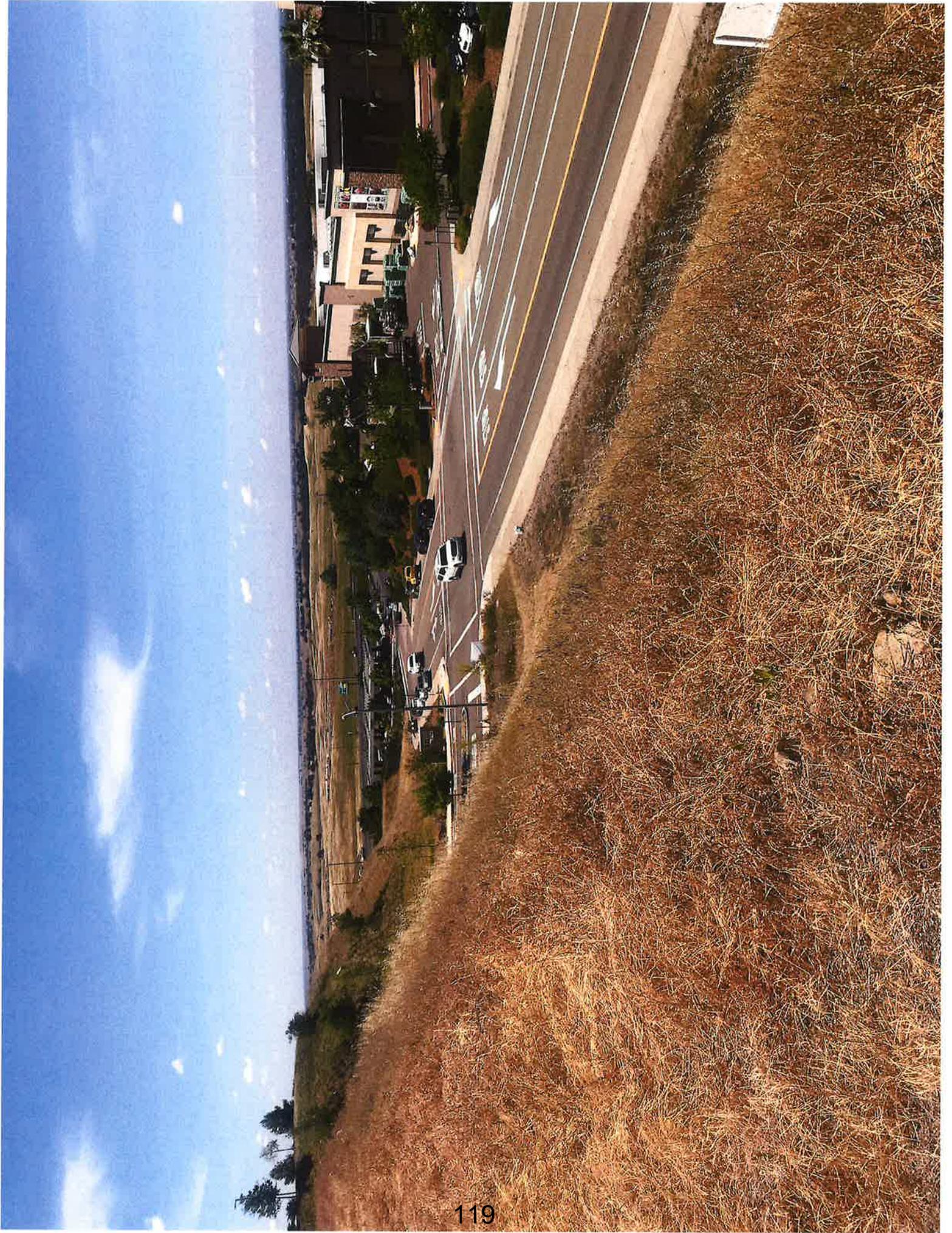
Site Photographs



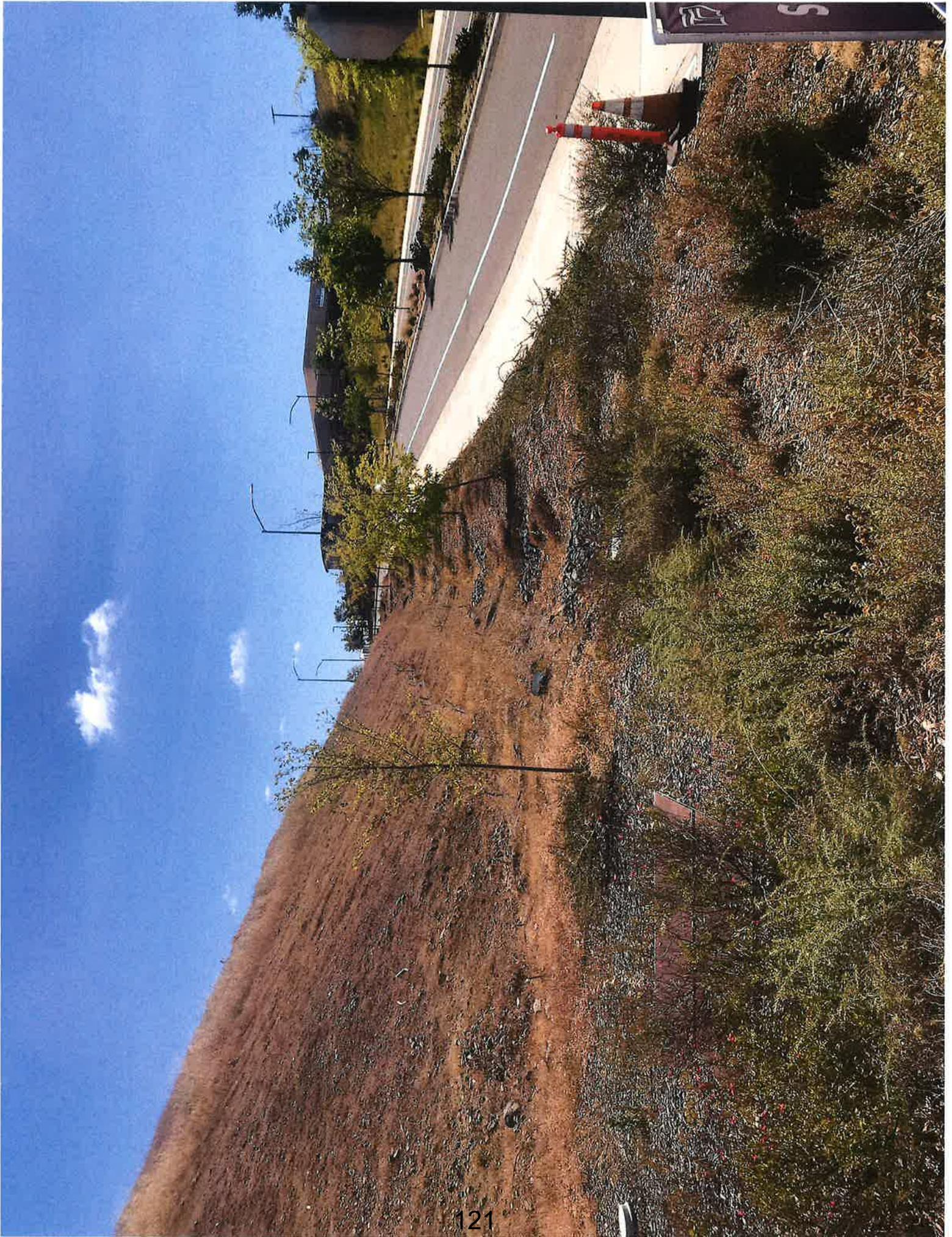












Attachment 22

Transportation Impact Study, dated May 2020

Avenida Folsom Senior Living Transportation Impact Study
Folsom, California

Prepared for:
City of Folsom
Helix Environmental, Inc.
Avenida Folsom Senior Living

Prepared By



TRANSPORTATION PLANNING
& MANAGEMENT, INC.

Contact: Tom Kear PhD, PE,
tkear@tkearinc.com,
(916) 340-4811
www.tkearinc.com



May 2020

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REVISION HISTORY

Date	Title	Comment
April 20, 2020	Draft TIS	
May 11, 2020	Final TIS	Updated site plan, updated parking discussion, updated VMT discussion, updated recommended conditions.

EXECUTIVE SUMMARY

This transportation impact study identifies impacts of the proposed Avenida Folsom Senior Living project (the Project) on the motorized and unmotorized transportation systems in Folsom, California. This study has been prepared for the City of Folsom, Helix Environmental Inc., and Avenida Senior Living.

Project Description

Figure ES-1 provides a project vicinity map. The Project consists of 154 age-restricted senior apartment units located on an undeveloped parcel at 115 Healthy Way in the northeast quadrant of the Serpa Way/Healthy Way intersection in Folsom, CA. Ninety-three (93) of the proposed units will be one-bedroom, and sixty-one (61) will be two-bedroom. All apartment units will be market-rate units. Ancillary uses include community rooms, dining, and fitness facilities to serve residents. Primary vehicle access to the site would be from an existing access point at the eastern end of Healthy Way. 168 parking spaces will be provided, sixty-three (63) of which will be covered. A preliminary site plan is provided in **Figure ES-2**.

Analysis Scope

The analysis considers the traffic operations at intersections in Folsom that could potentially be impacted by project traffic. Study intersections and segments are shown in **Figure ES-3** and listed in **Table ES-1**. This transportation impact study considers seven study scenarios:

- Existing 2020 without Project condition (without Saratoga Way extension);
- Baseline 2020 without Project condition (with Saratoga Way extension);
- Baseline 2020 with Project condition;
- Existing Plus Approved Projects (EPAP) 2025 without Project condition;
- EPAP 2025 with Project condition;
- Cumulative 2035 without Project condition; and
- Cumulative 2035 with Project condition.

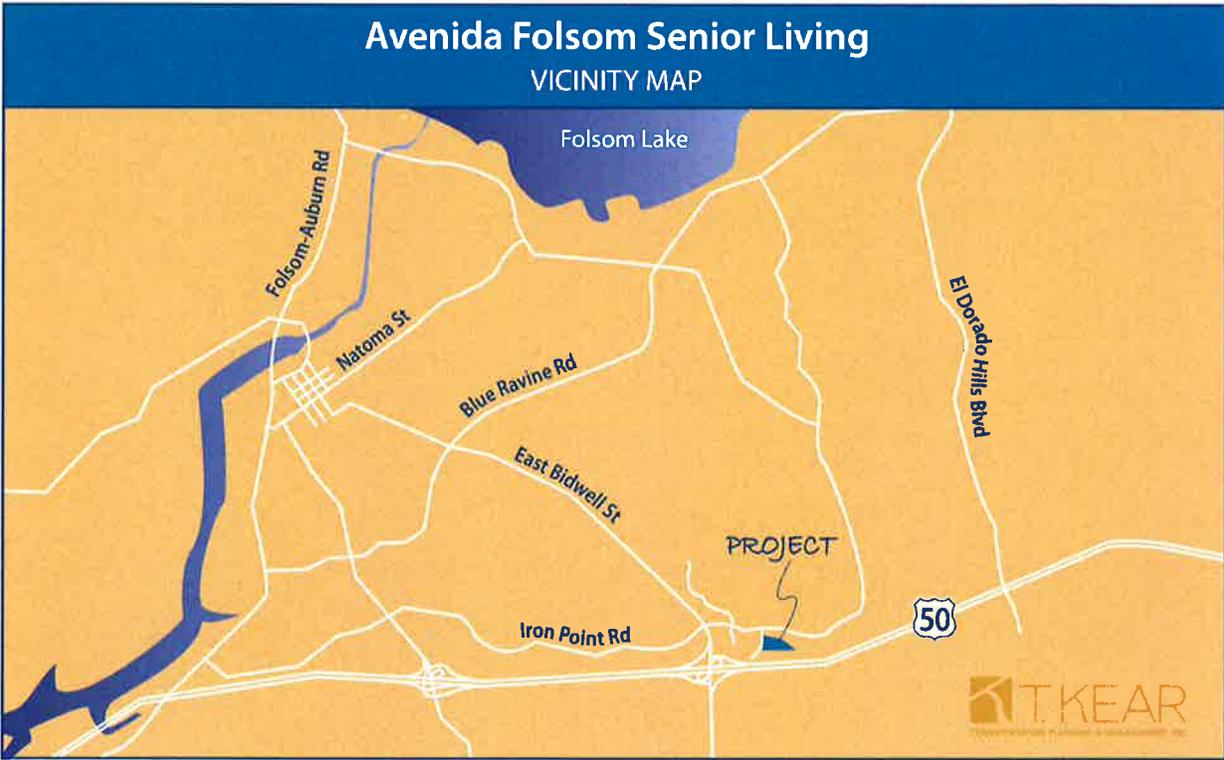


Figure ES-1. Avenida Folsom Senior Living Vicinity Map

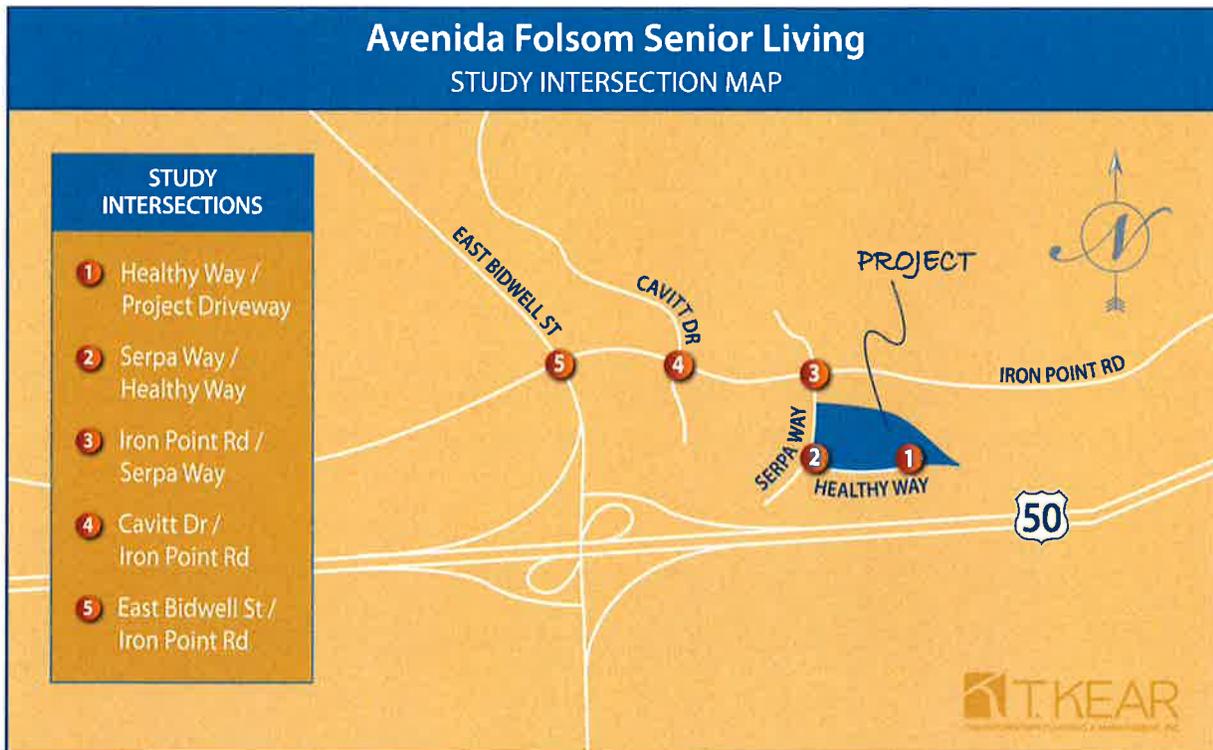


Figure ES-3. Project area roadways including study intersections and study road segments

Table ES-1. Study Intersections

Location	Control
1. Healthy Way/Project Driveway	AWSC*
2. Serpa Way/Healthy Way	AWSC*
3. Iron Point Road/Serpa Way	Signal
4. Iron Point Road/Cavitt Drive	Signal
5. Iron Point Road/East Bidwell Street	Signal

* All way stop control

Findings

The Project is anticipated to generate 594 daily vehicle trips, 51 AM peak-hour vehicle trips, and 51 PM peak-hour vehicle trips¹. Fewer than 50 of these peak-hour trips are anticipated to pass through any of the signalized intersections.

The Project is anticipated to have a **less-than-significant** impact on vehicle level-of-service, bike and pedestrian activity and facilities, transit operations and facilities, and VMT.

Parking supply at a ratio of 1.09 spaces per apartment is sufficient to meet the anticipated parking demand.

The proposed driveway throat depth of 50-feet meets the City of Folsom’s Minimum Required Throat-Depth (MRTD).

¹ Note that these estimates are based on the ITE equation trip generation rates when those rates are higher than average trip generation. Equation based rates reflect the impact that a developments size can have on trip generation rates. Peak hour trip generation utilizes rates for the “peak-hour of generation” rather than the peak-hour of adjacent street traffic. The use of equation based trip generation rates and “peak-hour of generation” rates. Produces conservatively high estimates to insure that any potential VMT or level-of-service impacts data are identified.

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1. INTRODUCTION

This transportation impact study identifies impacts of the proposed Avenida Folsom Senior Living Senior Living project (the Project) on the motorized and unmotorized transportation systems in Folsom, California. This study has been prepared for the City of Folsom, Helix Environmental Inc., and Avenida Folsom Senior Living.

1.1 Project Description

Figure 1 provides a project vicinity map. The Project consists of 154 age-restricted senior apartment units located on an undeveloped parcel at 115 Healthy Way in the northeast quadrant of the Serpa Way/Healthy Way intersection in Folsom, CA. Ninety-three (93) of the proposed units will be one-bedroom, and sixty-one (61) will be two-bedroom. All apartment units will be market-rate units. Ancillary uses include community rooms, dining, and fitness facilities to serve residents. Primary vehicle access to the site would be from an existing access point at the eastern end of Healthy Way. 168 parking spaces will be provided, sixty-three (63) of which will be covered. A preliminary site plan is provided in **Figure 2**.

The project parcel (APN 072-2270-006) is approximately 6.3 acres. It is designated as a Regional Commercial Center (RCC) in the General Plan and is part of the General Plan's East Bidwell Corridor overlay. The Project is consistent with the existing General Plan designations. The parcel is also part of Broadstone Unit 3 Specific Plan and is designated as Community Commercial (C-2) in that Specific Plan.

The applicant is requesting: (1) a Planned Development Permit for an 154-unit multi-family senior residential project; (2) a text amendment to the Broadstone Unit 3 Specific Plan (BSP) to add "Senior Citizens Residential Complex" as a conditionally-permitted use within the Community Commercial (C-2) designation; and (3) a Conditional Use Permit for a 154-unit age-restricted apartment complex in the C-2 zone.

1.2 Report Organization

The following sections are discussed after this Introduction: Setting and Study Area (key roadways and intersections, the regulatory setting, and analysis scenarios); Methodology (detailing the analysis procedures); Seven analysis sections; and, the final sections identifying project impacts, mitigations, triggers for those mitigations, and recommended conditions of approval.

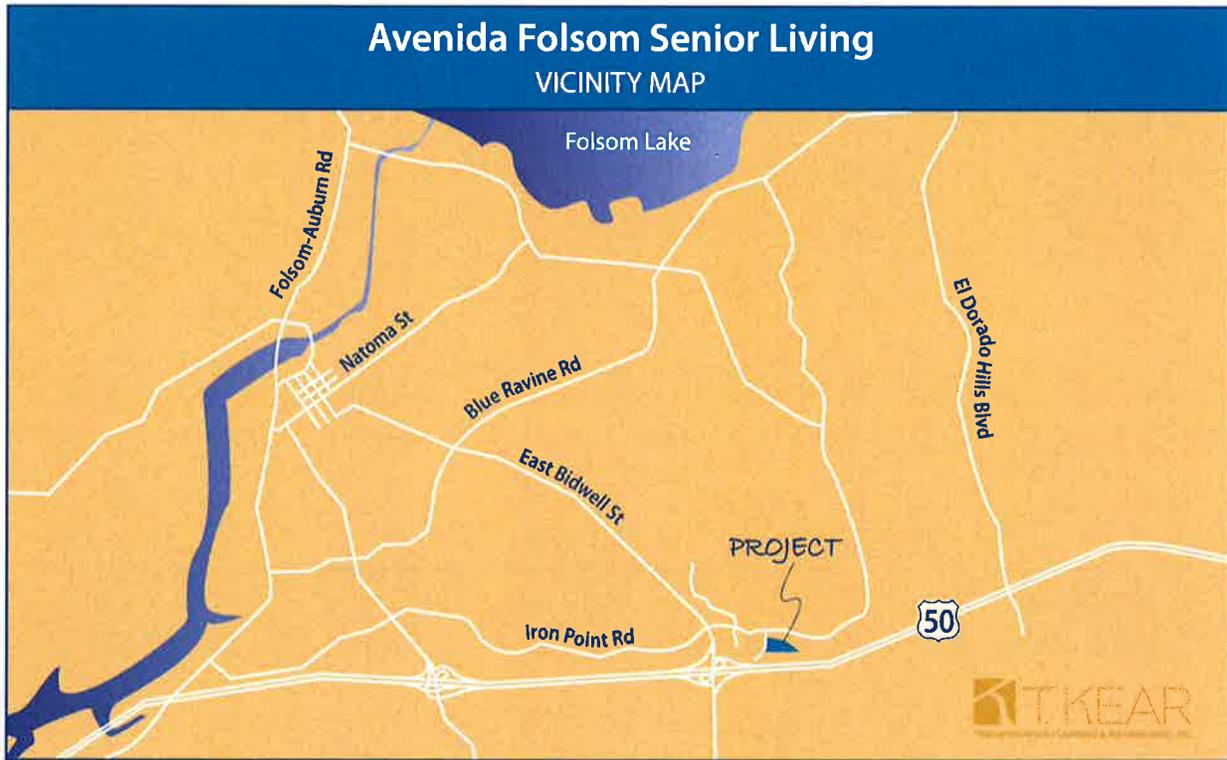


Figure 1. Avenida Folsom Senior Living Vicinity Map

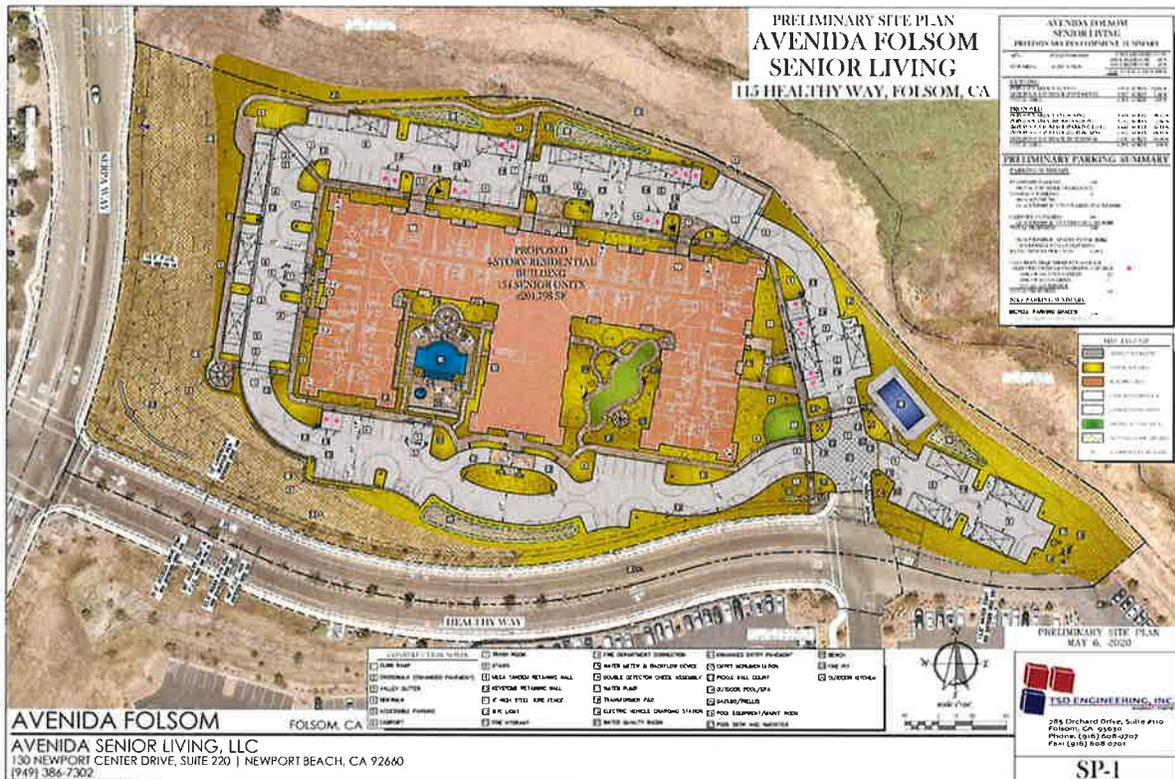


Figure 2. Preliminary Site Plan

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2. SCENARIOS, SETTING AND STUDY AREA

The transportation impact study area generally consists of the region along the portion of Iron Point Road between East Bidwell Street and Serpa Way, Serpa Way between Iron Point Road and Healthy Way, and Healthy Way, within the City of Folsom, California. Key roadways within the study area, and study intersections, are shown in **Figure 3**.

2.1 Study Scenarios

Seven 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 under the following scenarios:

- Existing 2020 without Project condition (without Saratoga Way extension);
- Baseline 2020 without Project condition (with Saratoga Way extension);
- Baseline 2020 with Project condition;
- Existing Plus Approved Projects (EPAP) 2025 without Project condition;
- EPAP 2025 with Project condition;
- Cumulative 2035 without Project condition; and
- Cumulative 2035 with Project condition.

Existing 2020 Condition with Project

Analysis of the existing condition reflects the traffic volumes and roadway geometry at the time the study began. This scenario quantifies performance measures for the existing condition and serves as a known reference point for those familiar with the study area. The Saratoga Way extension, connecting Iron Point Road to El Dorado Hills Boulevard, opened after the March 5, 2020 traffic counts were collected and will be fully operational before the Project begins construction. Therefore, only existing 2020 without Project conditions are analyzed. The Baseline 2020 Condition discussed next reflects traffic with Saratoga Way extension, both with and without the Project.

Baseline 2020 Condition, and, Baseline 2020 with Project Condition

The Baseline 2020 Condition reflects existing traffic volumes, re-assigned to the road network to account for the anticipated effect of the Saratoga Way extension opening in April 2020. Saratoga Way provides parallel capacity to relieve traffic on US 50 between the East Bidwell Street and El Dorado Hills Boulevard interchanges. These scenarios, with and without the Project, identify project related impacts anticipated to occur if the project opened in 2020.

EPAP 2025 Condition, and, EPAP 2025 with Project Condition

EPAP scenarios, with and without the project, analyze conditions with the addition of traffic from approved and reasonably foreseeable 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 may be necessary to accommodate traffic from all approved and anticipated tentative maps over the next five years.



Figure 3. Project Area Roadways Including Study Intersections and Study Road Segments

Cumulative 2035 Condition, and, Cumulative 2035 with Project Condition Cumulative scenarios, with and without the project, analyze conditions at the “horizon year” of the City’s adopted General Plan and reflect traffic from market rate absorption of the General Plan’s land uses through 2035.

2.2 Project Area Roadways

Brief descriptions of the key roadways serving the Project site are provided below.

East Bidwell Street runs through the City of Folsom from White Rock Road 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 bike lanes, sidewalk, curb, and gutter. Turn pockets are provided at intersections. The speed limit on East Bidwell Street north of US 50 is 45 mph.

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, bike lanes, sidewalk, curb, and gutter. The posted speed limit is 45 mph. Turn pockets are provided at intersections.

Cavitt Drive is a north-south two-lane collector that runs northward from Costco to Folsom Lake College. Within the vicinity of the Project, Cavitt Drive has bike lanes, sidewalk, curb, and gutter. Turn pockets are provided at intersections.

Serpa Way is a north-south two-lane local road that runs northward from Costco to Broadstone Parkway. Within the vicinity of the Project, Serpa Way has bike lanes, sidewalk, curb, and gutter. Turn pockets are provided at intersections.

Healthy Way is a short east-west two-lane local road that runs between Serpa Way and the Project driveway/Lifetime Fitness driveway. Within the vicinity of the Project, Healthy Way has bike lanes, sidewalk, curb, and gutter.

2.3 Study Intersections

There are five study intersections (Table 1). No segments were selected for analysis.

Table 1. Study Intersections and Control

Location	Control
1. Healthy Way/Project Driveway	AWSC*
2. Serpa Way/Healthy Way	AWSC*
3. Iron Point Road/Serpa Way	Signal
4. Iron Point Road/Cavitt Drive	Signal
5. Iron Point Road/East Bidwell Street	Signal

* All way stop control

2.4 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. Since February 4, 2019 Folsom Stage Lines has been operated by Sacramento RT. There is no weekend service available. There are currently ten buses running on three routes. They are routes 10, 20 and 30 (Figure 4). 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 are one morning bus and two afternoon buses on Route 20.
- Route 30 - Serves Folsom State Prison, City Hall, and Woodmere Drive during peak hours (6 a.m. – 8:10 a.m. and 2:35 p.m. – 4:55 p.m.) with four AM peak-period buses and five PM peak-period buses.

Dial-A-Ride is a curb-to-curb transportation service that operates with 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

Sacramento Regional Transit (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.

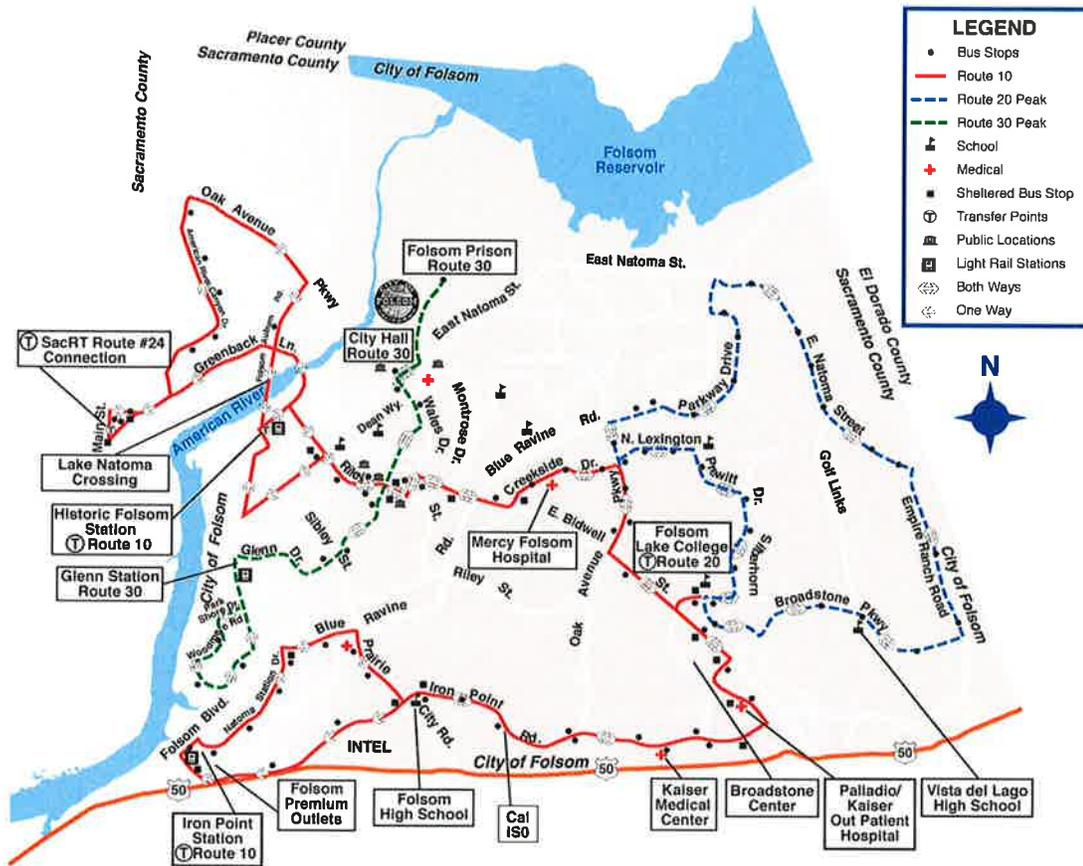


Figure 4. Folsom Stage Lines Routes 10, 20 and 30

2.5 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 Plan² 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. (Note that there is an updated bike plan under development as part of the Folsom Active Transportation Plan. There are four types of bicycle facilities (Class 1, 2, 3, and 4) used in Folsom. **Figure 5** provides a Folsom bike map. All road segments in the study area include Class 2 bike lanes. There are existing and

² Folsom (2007) Bikeway Master Plan, www.folsom.ca.us/city_hall/depts/parks/parks_n_trails/trails/bikeway_master_plan.asp.

planned Class 1 trails along Iron Point Road, as well as a class 1 trail connecting under US 50 paralleling the rail line located to the east of East Bidwell Street.

Class I Bikeway (Bike Trail)

Class I bikeways, unless adjacent to an adequate pedestrian facility, are for the exclusive use of bicycles and pedestrians, therefore any facility serving pedestrians must meet accessibility requirements. Note that sidewalks are not Class I bikeways because they are primarily intended to serve pedestrians, generally cannot meet the design standards for Class I bikeways, and do not minimize vehicle cross flows. Motor vehicles are prohibited from bike paths per the California Vehicle Code (CVC). These prohibitions can be reinforced with signs. Within the Project vicinity there are Class 1 trails along the east side of the American River/Lake Natoma, the east side of Folsom Boulevard, and connections between those two trails both north and south of the Project site.

Generally, bike paths should be used to serve corridors not served by streets and highways or where a wide right-of-way exists, permitting such facilities to be constructed away from the influence of parallel streets. Bike paths should offer opportunities not provided by the road system. They can either provide a recreational opportunity, or in some instances, can serve as direct high-speed commute routes if cross flow by motor vehicles and pedestrian conflicts can be minimized. The most common applications are along rivers, ocean fronts, canals, utility right of way, abandoned railroad right of way, within school campuses, or within and between parks. There may also be situations where such facilities can be provided as part of planned developments. Another common application of Class I facilities is to close gaps to bicycle travel caused by construction of freeways or because of the existence of natural barriers (rivers, mountains, etc.).

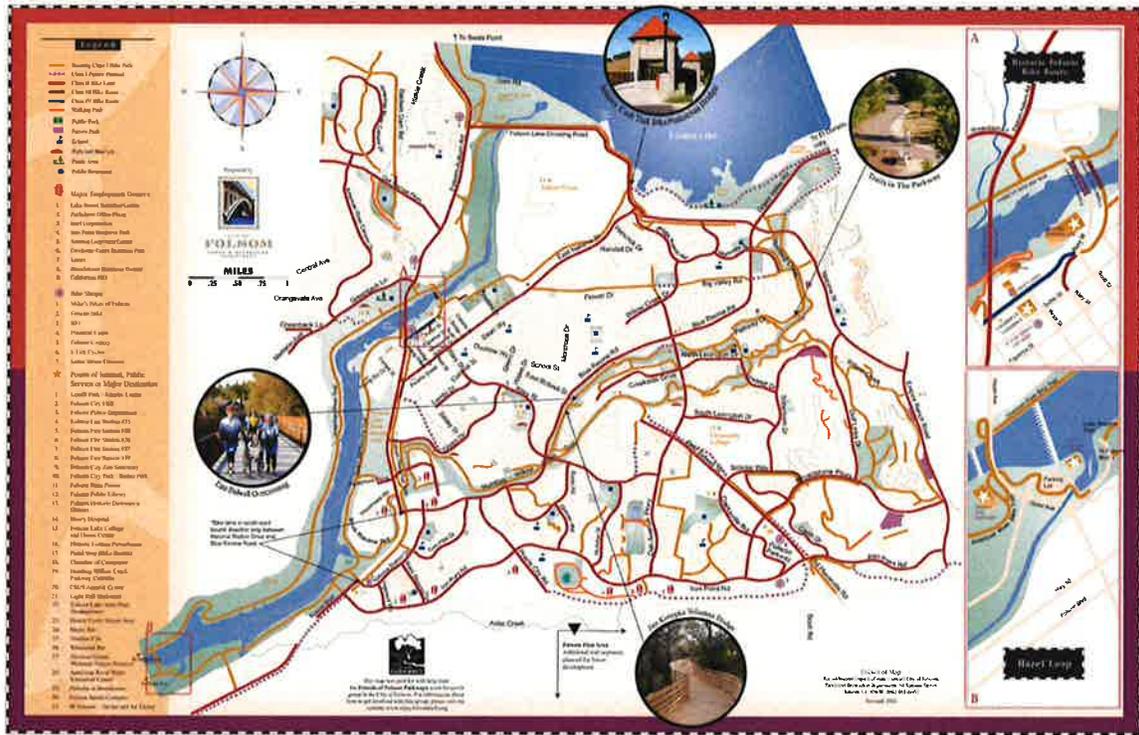


Figure 5. Folsom Bike Map

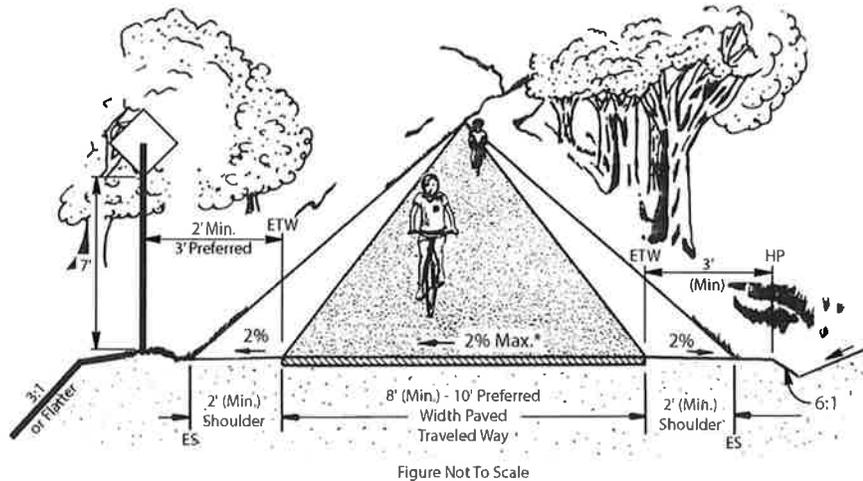


Figure 6. Two-Way Class I Bikeway (Source: Caltrans 2012 HDM Figure 1003.1A)

Class II Bikeway (Bike Lane)

Class II Bikeways are bike lanes generally striped along streets in corridors where there is significant bicycle demand, and where there are distinct needs that can be served by them. The purpose should be to improve conditions for bicyclists in the corridors. Bike lanes are intended to delineate the right-of-way assigned to bicyclists and motorists and to provide for more predictable movements by each. But a more important reason for constructing bike lanes is to better accommodate bicyclists through corridors where insufficient room exists for side-by-side sharing of existing streets by motorists and bicyclists. This can be accomplished by reducing the number of lanes, reducing lane width, or prohibiting or reconfiguring parking on given streets in order to delineate bike lanes. In addition, other things can be done on bike lane streets to improve the situation for bicyclists that might not be possible on all streets (e.g., improvements to the surface, augmented sweeping programs, special signal facilities, etc.). Generally, pavement markings alone will not measurably enhance bicycling.

If bicycle travel is to be provided by delineation, attention should be made to assure that high levels of service are provided with these lanes. It is important to meet bicyclist expectations and increase bicyclist perception of service quality where capacity analysis demonstrates service quality measures are improved, from the bicyclist's point of view.

Class III Bikeway (Bike Route)

Bike routes are unstriped, shared facilities which serve either to:

- Provide continuity to other bicycle facilities (usually Class II bikeways); or

- Designate preferred routes through high demand corridors.

As with bike lanes, designation of bike routes should indicate to bicyclists that there are advantages to using these routes as compared with alternative routes. This means that responsible agencies have taken actions to assure that these routes are suitable as shared routes and will be maintained in a manner consistent with the needs of bicyclists. Normally, bike routes are shared with motor vehicles.

A variant on Class III bikeways, shared lanes, or “sharrow” lanes, are becoming more common. Sharrows are a form of Class III bikeways where the general-purpose lane is too narrow for a bicycle and a vehicle to travel safely side-by-side within the same lane. A sharrow symbol painted (Figure 7) on the roadway is used to indicate the likely lateral location of bikes in the lane to inform motor vehicles.



Figure 7. Sharrow

Class IV Bikeway (Separated Bikeway or “Cycle Track”)

The Protected Bikeways Act of 2014 (Assembly Bill 1193 - Ting, Chapter 495) established Class IV bikeways for California. Class IV bikeways provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. An example is shown in Figure 8.



Figure 8. Class IV Bikeway

(source: Gary Kavanagh image 1272: <https://flic.kr/p/hxp5eL>)

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 2020 Condition were determined from observed traffic counts taken on Thursday, March 5, 2020.
- Baseline condition volumes were based on observed March 5, 2020 traffic counts and changes in travel demand model circulation patterns with Saratoga Way connected to Iron Point Road.
- EPAP volumes were based on five years of growth from the travel demand model, and crosschecked against growth from any reasonably foreseeable projects effecting the study intersections.
- Cumulative volumes were based on existing traffic count and fifteen years of growth from the travel demand model.
- Study intersection 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.

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 the Highway Capacity Manual (HCM) 6th Edition³, 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

³ Transportation Research Board (2016) Highway Capacity Manual, Washington, D.C.

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 intersections is presented in Table 2. 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 2. Level-of-Service Criteria for Signalized Intersections

Level -of- Service	Description	Average Delay ¹ (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 (2016) Highway Capacity Manual 6th Edition, Washington D.C.

Unsignalized Intersections

The methodology from HCM 6th Edition 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 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 3** presents the average delay criteria used to determine the level-of-service at TWSC and 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 3**. 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 3. Level-of-Service Criteria for Unsignalized Intersections

Level of Service (LOS)	Description	TWSC ¹	AWSC ²
		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 (2016) Highway Capacity Manual 6th Edition, Washington D.C.

Signal Warrants

At each unsignalized intersection, the potential need for a traffic signal was evaluated. Traffic signal warrants are a series of standards that provide guidelines for determining if a traffic signal is appropriate. Signal warrant analyses are typically conducted at intersections of uncontrolled major streets and stop sign-controlled minor streets. If one or more signal warrants are met, signalization of the intersection may be appropriate. However, a signal should not be installed if none of the warrants are met, since the installation of signals would increase delays on the previously uncontrolled major street, and, may increase the occurrence of particular types of accidents.

As stated in the 2014 California Edition of the Manual on Uniform Traffic Control Devices (California MUTCD 2014)⁴, *“An engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location.*

The investigation of the need for a traffic control signal shall include an analysis of factors related to the existing operation and safety at the study location and the potential to improve these conditions, and the applicable factors contained in the following traffic signal warrants:

- *Warrant 1, Eight-hour Vehicular Volume*
- *Warrant 2, Four-hour Vehicular Volume*
- *Warrant 3, Peak-hour*
- *Warrant 4, Pedestrian Volume*
- *Warrant 5, School Crossing*
- *Warrant 6, Coordinated Signal System*
- *Warrant 7, Crash Experience*
- *Warrant 8, Roadway Network*
- *Warrant 9, Intersection Near a Grade Crossing*

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.”

Consistent with the industry standard of practice, this Traffic Impact Analysis did not evaluate the full panoply of warrants for traffic signals, but instead focused on the peak-hour warrant. The MUTCD states that, *“This [peak-hour] signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.”* So, the peak-hour warrant is being used in this impact analysis study as an “indicator” of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed the peak-hour warrant are considered (for the purposes of this impact analysis) to be likely to meet

⁴ Caltrans (2019) California Manual on Uniform Traffic Control Devices - FHWA’s MUTCD 2009 Edition as amended for use in California - 2014 Edition - Revision 4, March 29, 2019. Section 4C.

one or more of the other signal warrants (such as the 4-hour or 8-hour warrants). This peak-hour analysis is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

Unsignalized intersections were evaluated using the Peak-hour Volume Warrant (Warrant No. 3) in the California MUTCD 2014. The Peak-hour Volume Warrant was applied where the minor street experiences long delays in entering or crossing the major street for at least one hour in a day.

Even if the Peak-hour Volume Warrant is met, a more detailed signal warrant study is recommended before a signal is installed. The more detailed study should consider volumes during the daily peak-hours of roadway traffic, pedestrian traffic, and accident histories.

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 M 4.13 of the City of Folsom General (adopted August 28, 2018) Plan calls for the City to:

Strive to achieve at least traffic Level of Service "D" (or better) for local streets and roadways throughout the city. In designing transportation improvements, the City will prioritize use of smart technologies and innovative solutions that maximize efficiencies and safety while minimizing the physical footprint. During the course of Plan buildout, it may occur that temporally higher levels-of-service result where roadway improvements have not been adequately phased as development proceeds. However, this situation will be minimized based on annual traffic studies and monitoring programs. City Staff will report to the City Council at regular intervals via the Capital Improvement Program process for the Council to prioritize projects integral to achieving level-of-service D or better.

Consistent with historical practice within the City of Folsom, the General Plan EIR also includes a criterion addressing potential impacts at locations that operate at level-of-service E or F under no-project conditions. Under that standard, a significant impact would occur if the proposed project would:

Increase the average delay by five seconds or more at an intersection that currently operates (or is projected to operate) at an unacceptable level-of-service under "no-project" conditions.

For the purposes of this analysis, an impact is considered potentially significant if implementation of the Project would result in any of the following:

- Cause an intersection in Folsom 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 that currently operates (or is projected to operate) at an unacceptable level-of-service E or F.

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.

3.6 Analysis Tools

Control delay and level-of-service for study intersections were calculated using the Synchro/SimTraffic 11, and PTV Vistro⁵ analysis software (Version 2020 SP 0-3). Both software packages model vehicle delay and optimizing traffic signal timings and implement the methodologies of the 6th Ed. of the Highway Capacity Manual for signalized and unsignalized intersections. Vistro also evaluates traffic signal warrants. Both programs require 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. Heavy vehicle percentages of 2% were assumed during the peak-hour (observer counts were generally 1% or less). Peak-hour factors were based on observed counts.

⁵ PTV (2018) Vistro, PTV America, Portland OR.

4. EXISTING 2020 CONDITION

This section presents the Existing Condition. For purposes of this study, Existing Conditions represent typical midweek, non-holiday, traffic volumes in early March of 2020 prior to the start of the onset of the COVID-19 pandemic.

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 4** shows the key items included in the geometric data and the source for each item.

Table 4. 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 early March 2020, prior to the onset of the COVID-19 pandemic. 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 conservatively reflect existing traffic flows⁶. Observed intersection peak-hour factors (PHF) were applied. **Figure 9** provides a summary of the intersection lane geometry and peak-period turning movements under Existing Conditions.

Existing Condition Intersection and Segment Level-of-Service

Table 5 presents a summary of level-of-service results for the study intersections under Existing Conditions. The results indicate that Iron Point Road/East Bidwell Street intersection exceeds the level-of-service standard prior to the addition of project traffic. This location is shown in a bold font. Calculation sheets for intersection delay and level-of-service are provided in **Appendix B**.

Table 5. Existing 2020 Intersection Delay and Level-of-Service

Location	Control	2020 Existing AM	2020 Existing PM
1. Healthy Way/Project Driveway	AWSC	8.3/A	9.7/A
2. Serpa Way/Healthy Way	AWSC	9.8/A	15.9/C
3. Iron Point Rd/Serpa Way	Signal	18.0/B	21.0/C
4. Iron Point Rd/Cavitt Dr	Signal	12.2/B	19.0/B
5. Iron Point Ed/E Bidwell St	Signal	119.3/F	119.9/F

⁶ Where discrepancies were small enough to have been caused by a single cycle of an adjacent traffic signal, no adjustments were made.

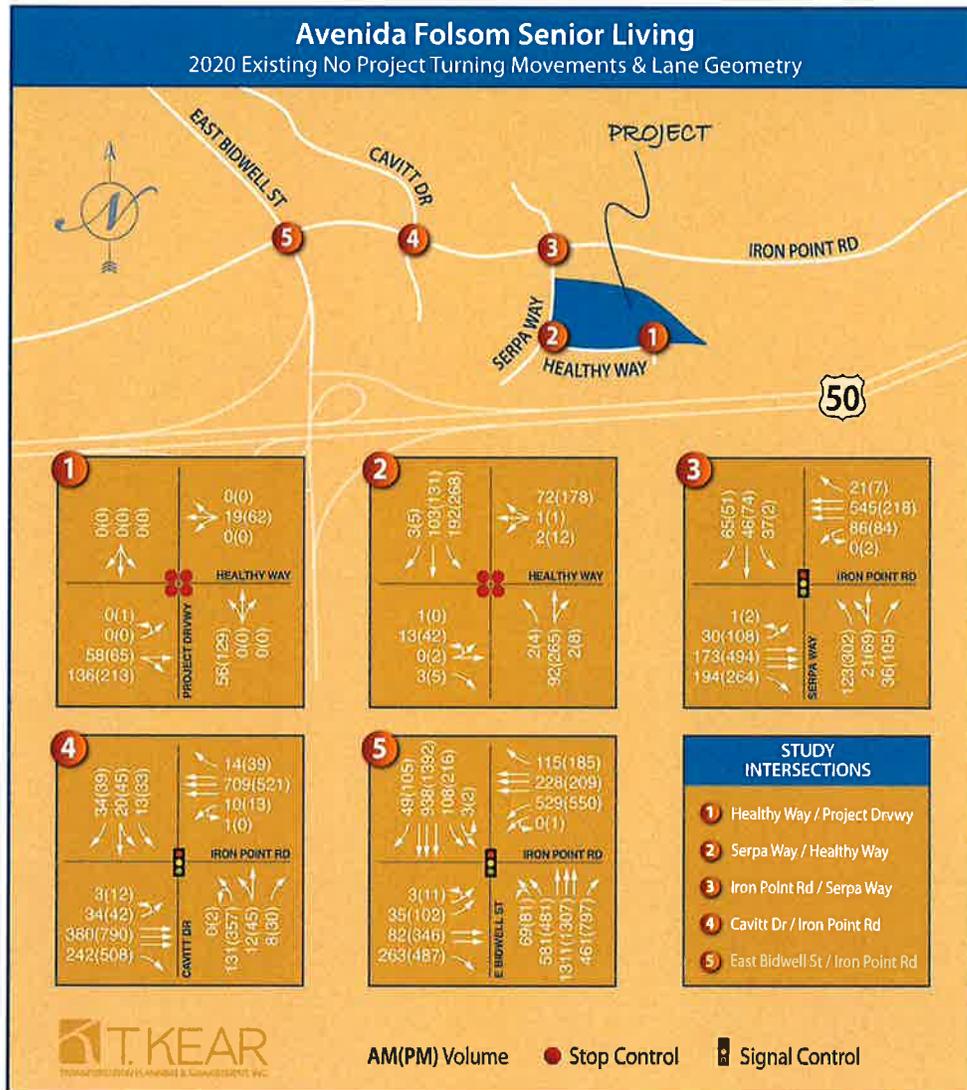


Figure 9. Existing Condition Turn Movements and Geometry

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5. BASELINE 2020 CONDITION WITH AND WITHOUT PROJECT

This section presents the Baseline 2020 Condition and Baseline 2020 with Project Condition, and an evaluation of the project trip generation and distribution. For purposes of this study, Baseline Conditions represent anticipated typical midweek, non-holiday, traffic volumes in 2020 after the opening of the Saratoga Way extension.

Traffic forecasting for Baseline 2020 was performed as follows:

- The City of Folsom General Plan travel demand model (TDM) was run. 2015 base-year and 2035 horizon-year TDM output was interpolated to 2020 and compared with observed counts to estimate calibration factors for local road segments. In this case, the 2035 model run did not include Saratoga Way, the Empire Ranch interchange, the Oak Avenue Parkway interchange, or the Rowberry Drive undercrossing
- The TDM was rerun with the Saratoga Way extension included, and without the Empire Ranch interchange, the Oak Avenue Parkway interchange, or the Rowberry Drive undercrossing. Outputs were then interpolated to 2020 and the local calibration factors from the above bullet point were applied. This provides a TDM forecast for baseline 2020 conditions.
- The NCHRP 255 process was applied using observed counts and the baseline 2020 TDM forecast to estimate 2020 turning movements at study intersections under baseline (no project) conditions.
- The estimated 2025 turning movements were checked against observed traffic counts, with the observed counts being used as a “floor” for several movements:
 - All EB/WB through movements on Iron Point Road;
 - All WB right turn movements from Iron Point Road;
 - All SB left turn movements to Iron Point Road;
 - NB right turn movements from Cavitt Drive and Serpa Way; and
 - WB left turn movements to Cavitt Drive and Serpa Way.

The use of this “floor” ensures that turning movements are conservatively high.

Travel demand model plots and NCHRP 255 calculations are provided in **Appendix C**.

5.1 Baseline 2020 Condition

Baseline 2020 Conditions analysis utilizes lane configurations and signal timing plans from the Existing Conditions. **Figure 10** provides a summary of the intersection lane geometry and peak-period turning movements. **Table 6** presents a summary of level-of-service results for the study intersections. The results indicate that level-of-service at the Iron Point Road/East Bidwell Street intersection is anticipated to improve from “F” to “D” in the morning and “F” to “E” in the afternoon. Locations anticipated to exceed the level-of-service standard are shown in a bold font. Calculation sheets for intersection delay and level-of-service are provided in **Appendix B**.

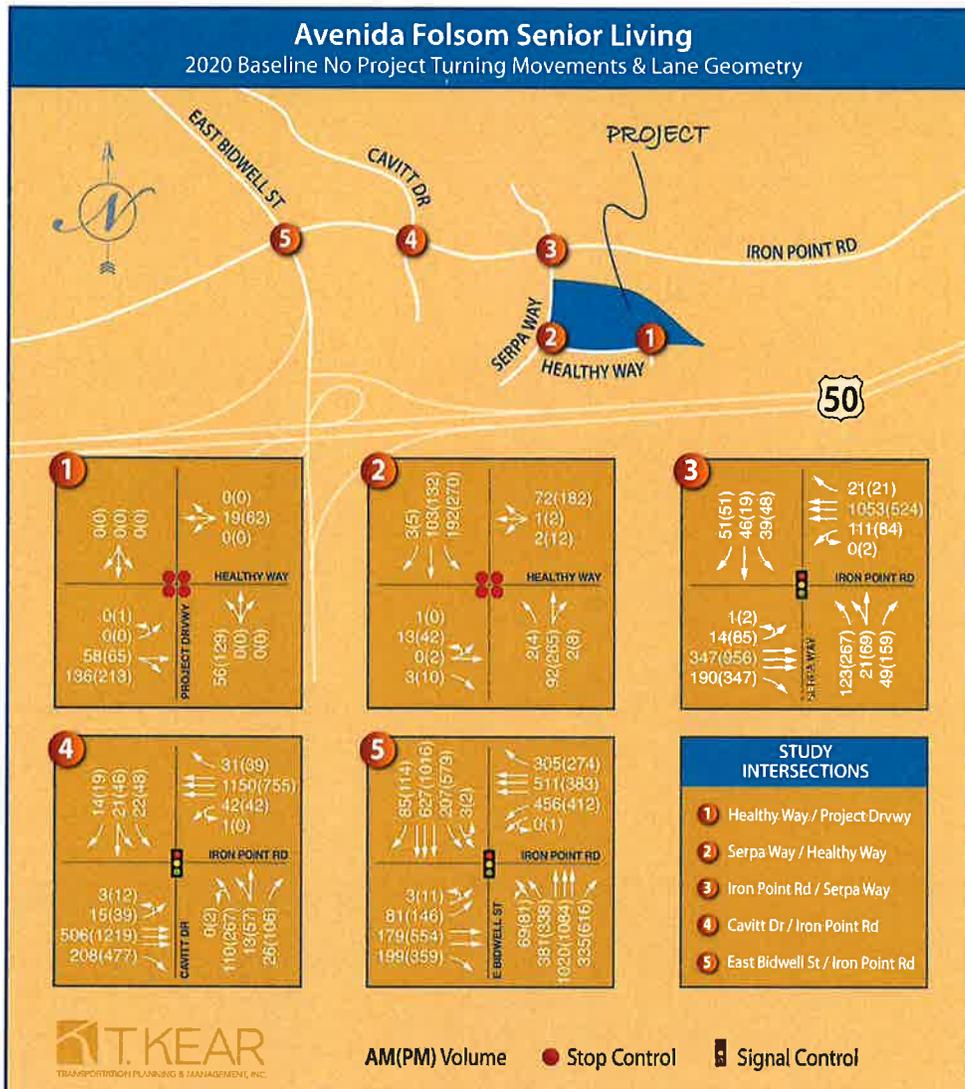


Figure 10. Baseline 2020 Condition Turn Movements and Geometry

Table 6. Baseline 2020 Intersection Delay and Level-of-Service

Location	Control	2020 Baseline AM	2020 Baseline PM
1. Healthy Way/Project Driveway	AWSC	8.3/A	9.7/A
2. Serpa Way/Healthy Way	AWSC	9.8/A	16.4/C
3. Iron Point Rd/Serpa Way	Signal	17.5/B	22.6/C
4. Iron Point Rd/Cavitt Dr	Signal	11.5/B	17.0/B
5. Iron Point Ed/E Bidwell St	Signal	54.8/D	68.3/E

5.2 Assessment of Proposed Project

Trip Generation

Traffic generated by the proposed project was based on Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition (2017), and is provided in **Table 7** below.

Table 7. Project Trip Generation

Description	ITE Land Use	Quantity	Metric	Daily	AM Peak-Hour			PM Peak-Hour		
					Total	In	Out	Total	In	Out
Senior Adult Housing - Attached	252	154	Rate	3.86	0.33	47%	53%	0.33	53%	47%
		Dwelling Units	Trips	594	51	24	27	51	27	24

Daily: $T = 4.02(X) - 25.37$ (50% inbound, 50% outbound)

AM Peak: Average rate, peak-hour of generation.

PM Peak: $T = 0.36(X) - 4.50$, peak-hour of generation

Source: ITE(2017) Trip Generation Manual, Institute of Transportation Engineers, Washington DC.

Trip Distribution

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

- 4% to/from the south on Serpa Way;
- 22% to/from the south on East Bidwell Street;
- 20% to/from the west on Iron Point Road;
- 25% to/from the north on East Bidwell Street;
- 1% to/from the north on Cavitt Drive;
- 4% to/from the north on Serpa Way; and
- 24% to/from the east on Iron Point Road.

Project trip assignment is seen visually in **Figure 11**.

5.3 Baseline 2020 with Project Conditions

Peak-hour traffic associated with the Project was added to the anticipated Baseline 2020 turning volumes at each intersection. Delay and level-of-service were determined at the study intersections. **Figure 12** summarizes the turning movements and lane configurations for the Existing with Project Condition. **Table 8** presents a summary of the level-of-service results for the study intersections.

The results indicate that the Iron Point Road/East Bidwell Street intersections continues to exceed the City's level-of-service threshold during the afternoon, though the additional 0.2 seconds of delay added by project traffic is not considered to be a potentially significant impact. Intersections that do not achieve level-of-service thresholds are shown in a bold font. Calculation sheets for intersection delay and level-of-service are provided in **Appendix B**.

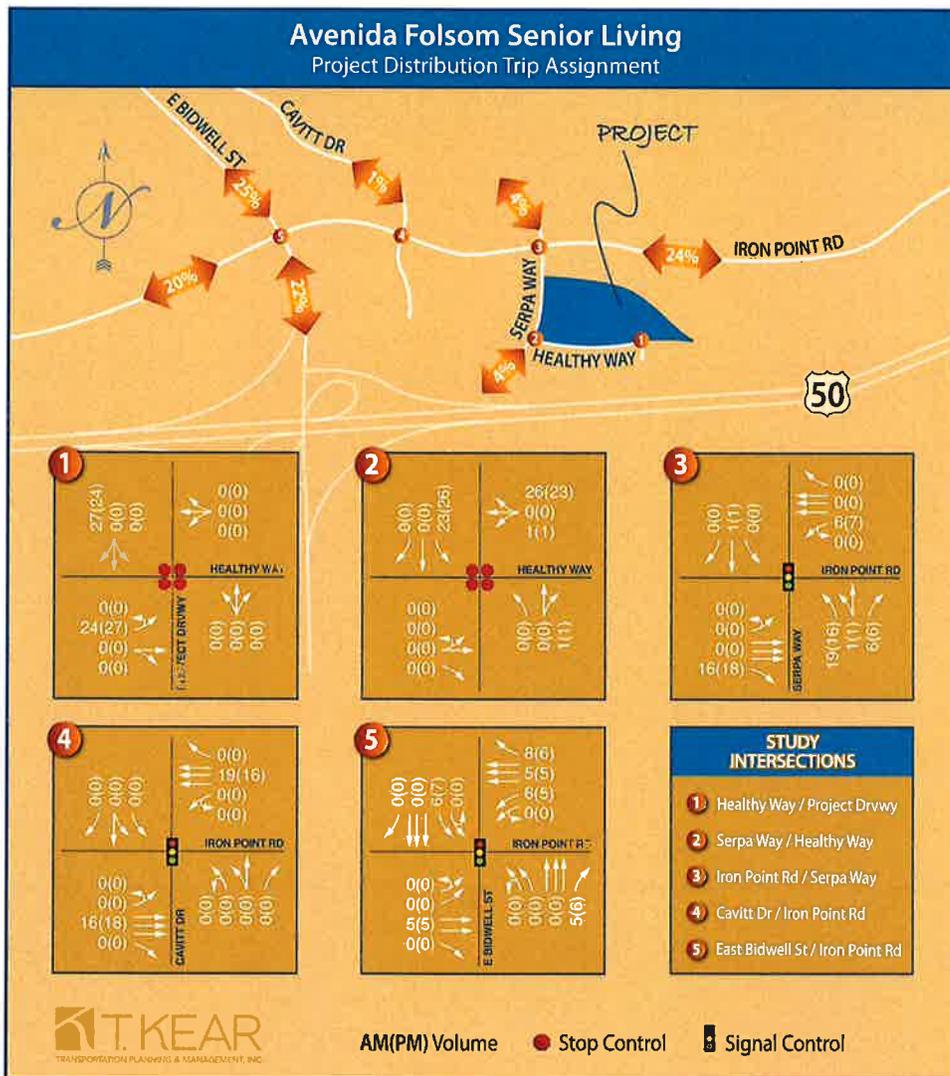


Figure 11. Project Trip Assignment

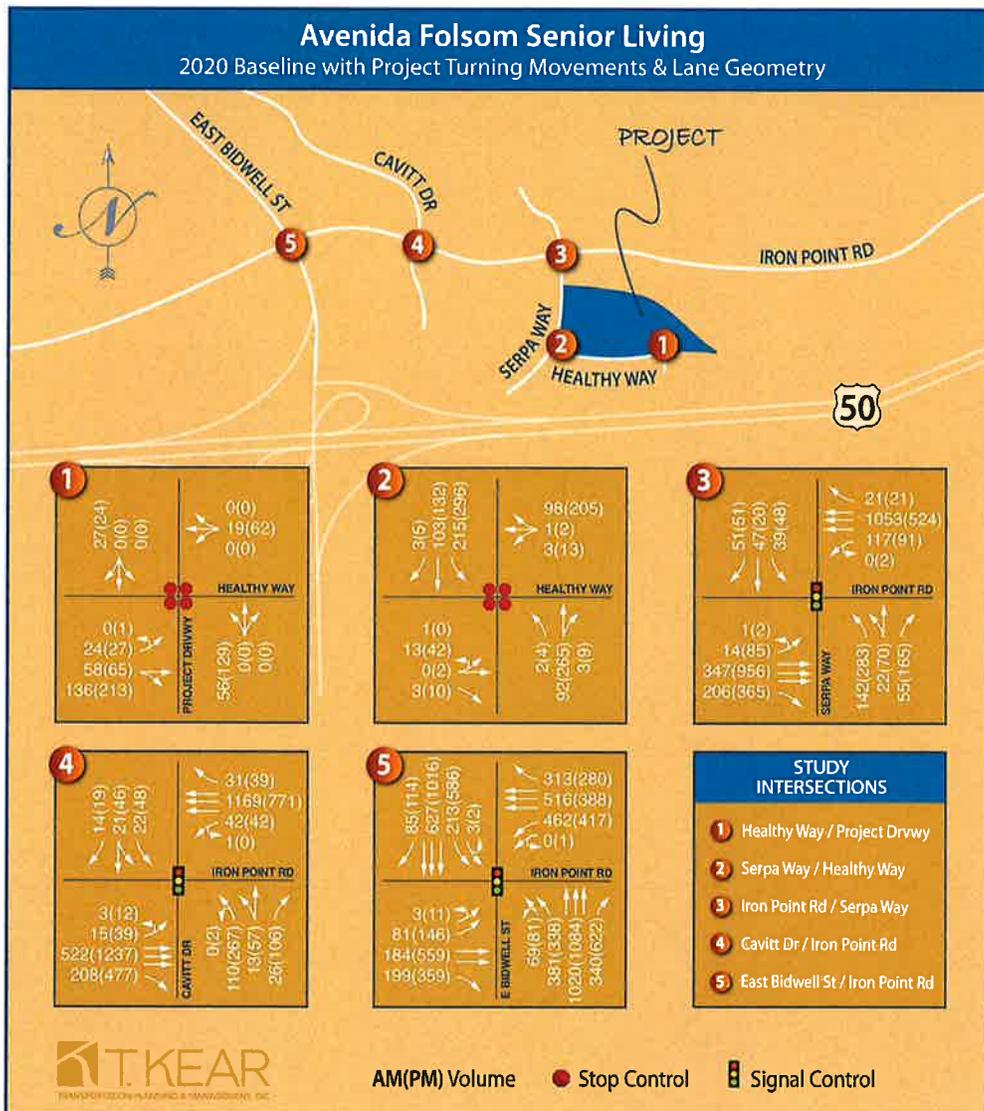


Figure 12. Baseline 2020 with Project Condition Turning Movements and Lane Geometry

Table 8. Baseline 2020 Intersection Delay and Level-of-Service, with and without Project

Location	Control	2020 Baseline AM	2020 Baseline PM	2020 Baseline W/Project AM	2020 Baseline W/Project PM
1. Healthy Way/Project Driveway	AWSC	8.3/A	9.7/A	8.3/A	9.6/A
2. Serpa Way/Healthy Way	AWSC	9.8/A	16.4/C	10.3/B	18.2/C
3. Iron Point Rd/Serpa Way	Signal	17.5/B	22.6/C	17.8/B	23.6/C
4. Iron Point Rd/Cavitt Dr	Signal	11.5/B	17.0/B	11.5/B	17.0/B
5. Iron Point Ed/E Bidwell St	Signal	54.8/D	68.3/E	54.8/D (Note 1)	68.5/E

Bold denotes deficient level-of-service.

Note (1) Synchro reported 54.1/D. Without project was used as floor.

6. EXISTING PLUS APPROVED PROJECTS (EPAP) 2025 CONDITION WITH AND WITHOUT PROJECT

This section presents Existing Condition traffic plus traffic from planned and approved projects that are reasonably expected to be constructed by the time the project is constructed, corresponding to five years' worth of growth. Five-year traffic forecasts were developed using two different methodologies, and the higher (more conservative) volume projections were used for this analysis.

The first method was based on the traffic anticipated from approved projects that have not been fully built as of March 2020. A list of 31 recent project applications was reviewed with City of Folsom staff. Twelve projects were identified with the potential to impact study intersections as listed below:

- The Pique Apartments at Iron Point Road: 50% of 327 dwelling units remaining.
- Broadstone Crossing Parcel 1: 22,230 square feet of restaurant remaining
- Talavera Apartments (304 dwelling units, now leasing)
- Folsom Ranch residential (Mangini Phase 1 Subdivision, Mangini Phase 2 Subdivision, Broadstone Estates Subdivision, Folsom Heights Subdivision, Russell Ranch Subdivision, Enclave Subdivision, White Rock Springs Ranch and Carr Trust Subdivision, Toll Brothers at Folsom Ranch Subdivision): approximately 500 dwelling units per year or 2,500 dwelling units over five years.
- Folsom Ranch commercial (Shops at Folsom Ranch): 27,900 square feet of commercial space (including retail, restaurants, and fuel station)

The second method was based on five years of estimated growth from the travel demand model. Travel demand model growth was estimated based on linearly interpolating the travel demand model outputs described in Section 5 above (page 25), applying the local calibration factors derived in Section 5 above (page 25), and applying the NCHRP 255 adjustment. The anticipated growth from the travel demand model was large enough to accommodate the anticipated growth from the twelve identified projects. Travel demand model plots and NCHRP 255 calculations are provided in **Appendix C**.

6.1 EPAP 2025 Conditions

EPAP Conditions analysis utilizes lane configurations and signal timing plans from the Existing Conditions. **Figure 13** summarizes the turning movements and lane configurations for the EPAP 2025 Conditions scenario. **Table 9** presents a summary of level-of-service results for the study intersections under EPAP 2025 Conditions. The results indicate that Delay and level-of-service at the Iron Point Road/East Bidwell Street intersection is anticipated to continue to be deficient during the afternoon, prior to the addition of project traffic, this location is shown in a bold font. Calculation sheets for intersection delay and level-of-service are provided in **Appendix B**.

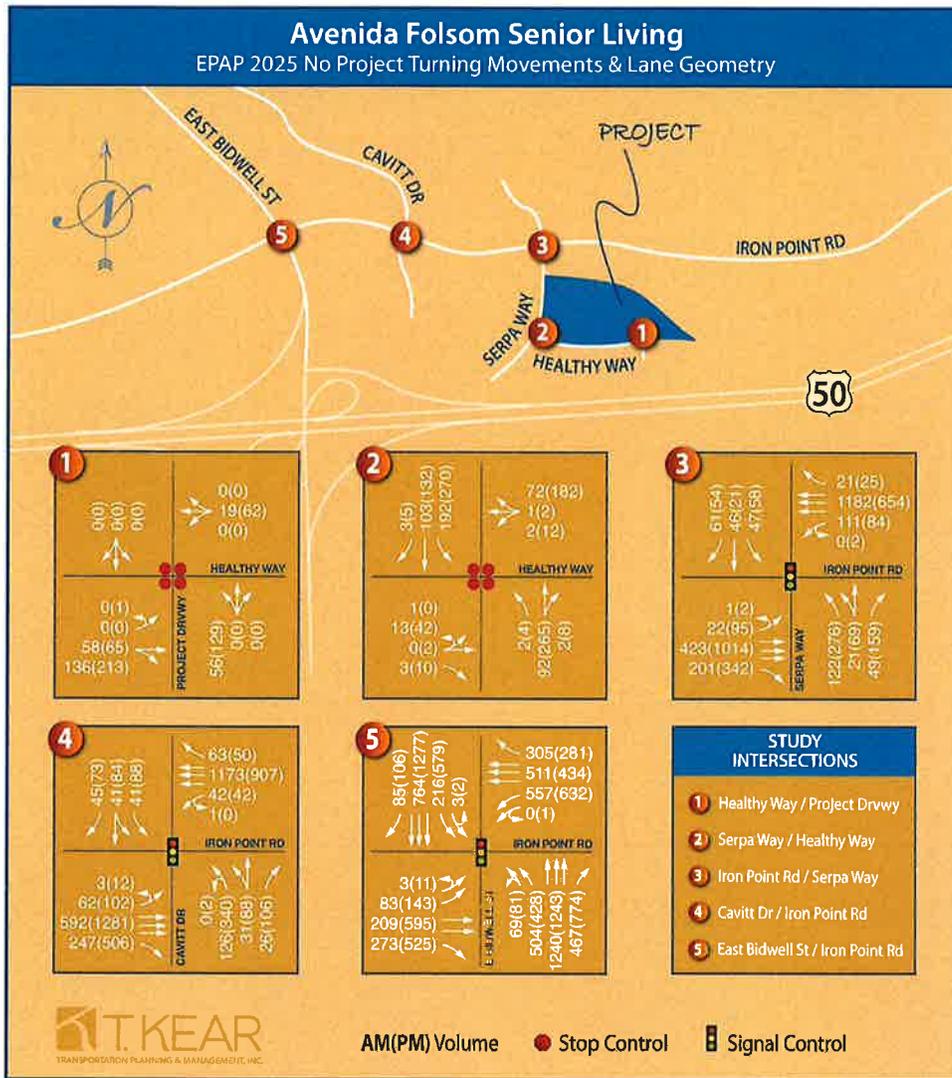


Figure 13. EPAP 2025 Condition Turn Movements and Geometry

Table 9. EPAP 2025 Intersection Delay and Level-of-Service

Location	Control	2025 EPAP AM	2025 EPAP PM
1. Healthy Way/Project Driveway	AWSC	8.3/A	9.7/A
2. Serpa Way/Healthy Way	AWSC	9.8/A	16.4/C
3. Iron Point Rd/Serpa Way	Signal	17.7/8	23.0/C
4. Iron Point Rd/Cavitt Dr	Signal	14.9/B	23.6/C
5. Iron Point Ed/E Bidwell St	Signal	71.1/E	99.7/F

Bold denotes deficient level-of-service.

6.2 EPAP 2025 with Project Condition

Peak-hour traffic associated with the Project was added to anticipated EPAP 2025 turning volumes at each intersection. Delay and level-of-service were then determined at the study intersections. **Figure 14** summarizes the turning movements and lane configurations for the EPAP 2025 with Project Condition. **Table 10** presents a summary of the level-of-service results for the study intersections.

The results indicate that the Iron Point Road/East Bidwell Street intersections continues to exceed the City's level-of-service threshold during the afternoon, though the additional 0.3 seconds of delay added by project traffic is not considered to be a potentially significant impact. Intersections that do not achieve level-of-service thresholds are shown in a bold font. Calculation sheets for intersection delay and level-of-service are provided in **Appendix B**.

Table 10. EPAP 2025 Intersection Delay and Level-of-Service, with and without Project

Location	Control	2025 EPAP AM	2025 EPAP PM	2025 EPAP W/Project AM	2025 EPAP W/Project PM
1. Healthy Way/Project Driveway	AWSC	8.3/A	9.7/A	8.3/A	9.6/A
2. Serpa Way/Healthy Way	AWSC	9.8/A	16.4/C	10.3/B	18.2/C
3. Iron Point Rd/Serpa Way	Signal	17.7/8	23.0/C	18.1/B	23.9/C
4. Iron Point Rd/Cavitt Dr	Signal	14.9/B	23.6/C	14.9/B	23.6/C
5. Iron Point Ed/E Bidwell St	Signal	71.1/E	99.7/F	71.1/E (Note 1)	100.0/F

Bold denotes deficient level-of-service.

Note (1) Synchro reported 70.0/F. Without project was used as floor.

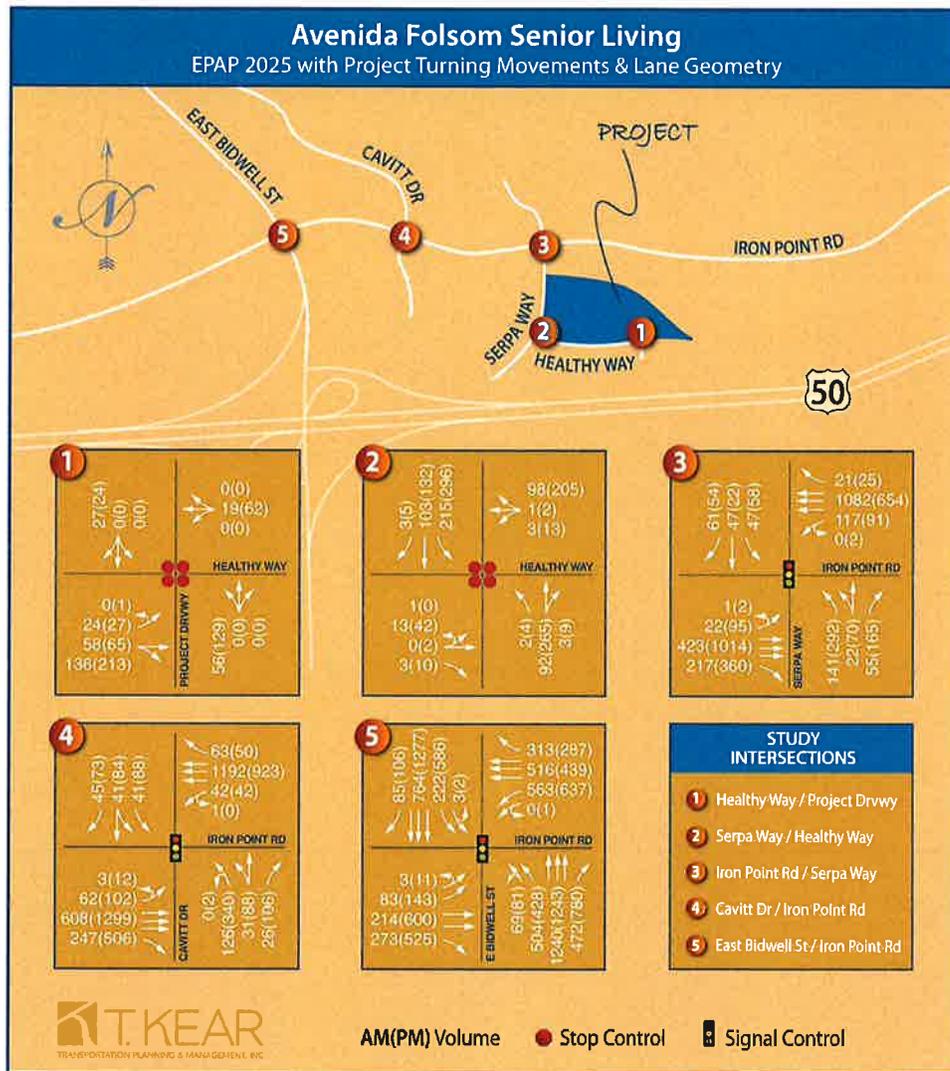


Figure 14. EPAP 2025 with Project Turning Movements and Lane Geometry

7. CUMULATIVE 2035 CONDITION WITH AND WITHOUT PROJECT

This section presents Cumulative 2035 Condition traffic with and without Project traffic. Cumulative traffic forecasts were derived by adding 2020 to 2035 growth from the Folsom General Plan travel demand model to observed traffic volumes and then applying the NCHRP 255 adjustment process. EPAP 2025 north-south traffic at intersections 1-4 was used as a floor to be conservative. Several key road network improvements are assumed to be open by 2035, including the Empire Ranch interchange, Oak Avenue Parkway interchange, and the Rowberry undercrossing. Travel demand model plots and NCHRP 255 calculations are provided in **Appendix C**.

7.1 Cumulative 2035 Conditions

Cumulative Conditions analysis utilizes lane configurations and signal timing plans from the Existing Conditions. **Figure 15** summarizes the turning movements and lane configurations for the Cumulative 2035 Conditions scenario. **Table 11** presents a summary of level-of-service results for the study intersections under EPAP 2025 Conditions. The results indicate that Delay and level-of-service at the Iron Point Road/East Bidwell Street improves from the opening of additional interchanges that take traffic off of the East Bidwell Street interchange. However, the Iron Point Road/East Bidwell Street intersection is anticipated to continue to operate deficiently during the afternoon, prior to the addition of project traffic, this location is shown in a bold font. Calculation sheets for intersection delay and level-of-service are provided in **Appendix B**.

Table 11. Cumulative 2035 Intersection Delay and Level-of-Service

Location	Control	2035 Cum AM	2035 Cum PM
1. Healthy Way/Project Driveway	AWSC	8.3/A	9.7/A
2. Serpa Way/Healthy Way	AWSC	9.8/A	16.4/C
3. Iron Point Rd/Serpa Way	Signal	18.3/B	23.8/C
4. Iron Point Rd/Cavitt Dr	Signal	20.0/C	35.4/D
5. Iron Point Ed/E Bidwell St	Signal	40.4/D	78.0/E

Bold denotes deficient level-of-service.

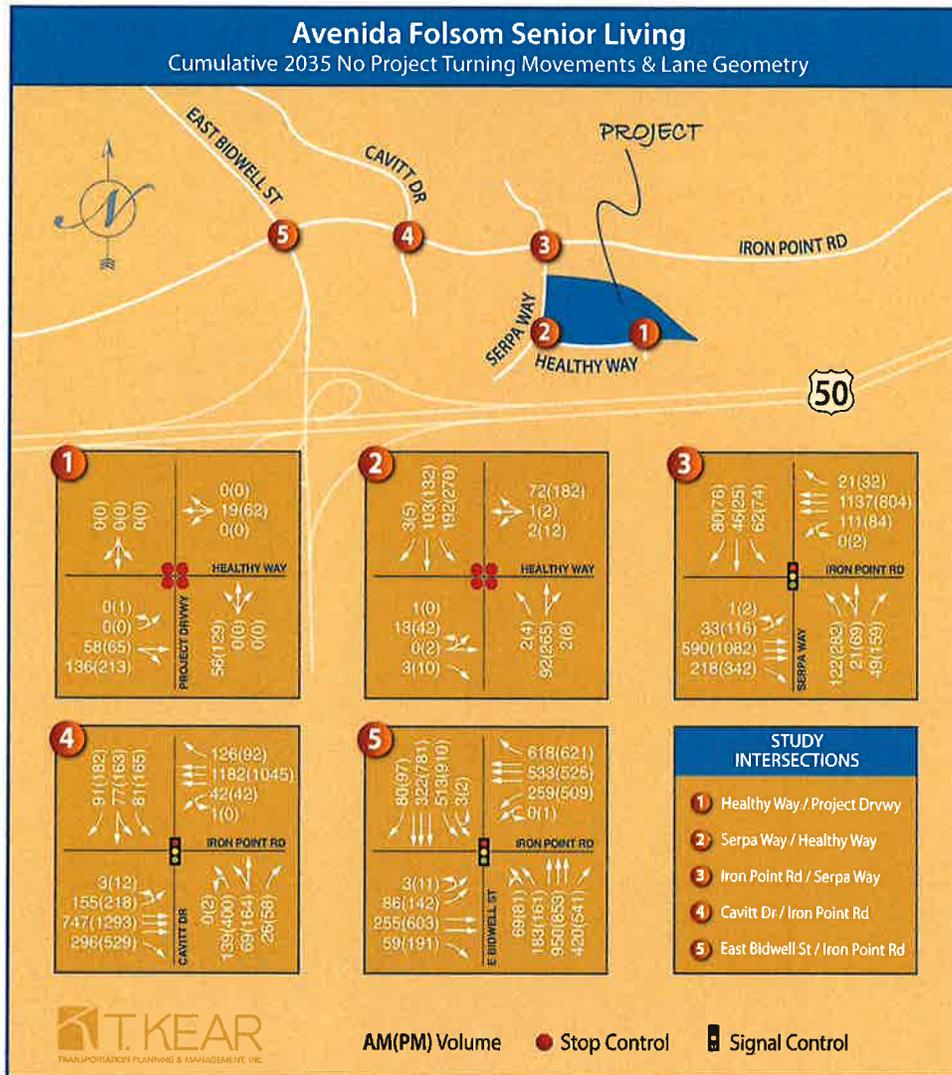


Figure 15. Cumulative 2035 Condition Turn Movements and Geometry

7.2 Cumulative 2035 with Project Condition

Peak-hour traffic associated with the Project was added to anticipated Cumulative 2035 turning volumes at each intersection. Delay and level-of-service were then determined at the study intersections. **Figure 16** summarizes the turning movements and lane configurations for the EPAP 2025 with Project Condition. **Table 12** presents a summary of the level-of-service results for the study intersections.

The results indicate that the Iron Point Road/East Bidwell Street intersections continues to exceed the City’s level-of-service threshold during the afternoon, though the additional 1.1 seconds of delay added by project traffic is not considered to be a potentially significant impact. Intersections that do not achieve level-of-service thresholds are shown in a bold font. Calculation sheets for intersection delay and level-of-service are provided in **Appendix B**.

Table 12. Cumulative 2035 Intersection Delay and Level-of-Service, with and without Project

Location	Control	2035 Cum AM	2035 Cum PM	2035 Cum W/Project AM	2035 Cum W/Project PM
1. Healthy Way/Project Driveway	AWSC	8.3/A	9.7/A	8.3/A	9.6/A
2. Serpa Way/Healthy Way	AWSC	9.8/A	16.4/C	10.3/B	18.2/C
3. Iron Point Rd/Serpa Way	Signal	18.3/B	23.8/C	18.5/B	24.7/C
4. Iron Point Rd/Cavitt Dr	Signal	20.0/C	35.4/D	20.0/C	35.5/D
5. Iron Point Ed/E Bidwell St	Signal	40.4/D	78.0/E	40.6/D	79.1/E

Bold denotes deficient level-of-service.

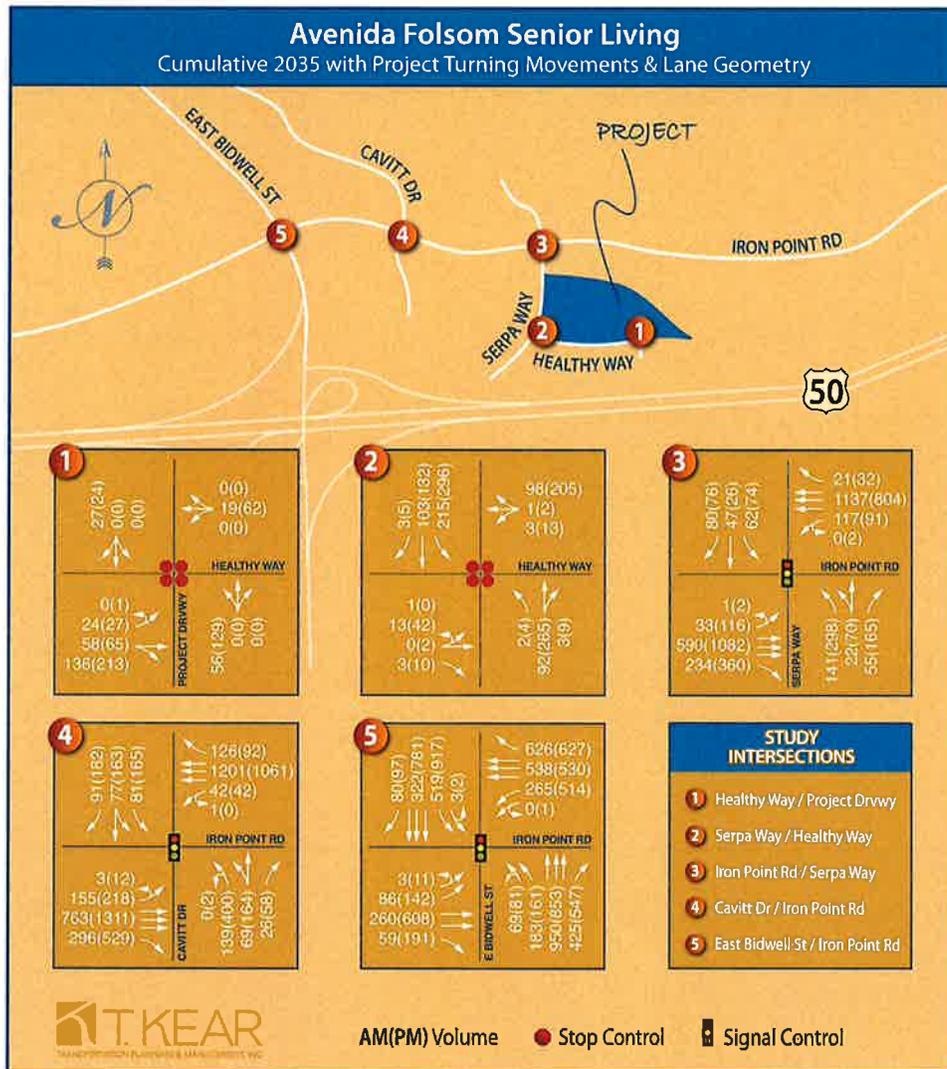


Figure 16. Cumulative 2035 with Project Turning Movements and Lane Geometry

8. PROJECT IMPACTS AND MITIGATION

8.1 Level-of-Service Impacts

One intersection (#5 Iron Point Road/East Bidwell Street) operates, and is anticipated to continue to operate, worse than the Folsom level-of-service “D” General Plan Policy⁷ under all study scenarios, both with and without the addition of project traffic. Traffic from the project is anticipated to increase delay at this location by less than five seconds which is considered a less than significant impact. In addition, all potential intersection level-of-service impacts are considered less-than-significant.

8.2 SB Vehicle Miles Traveled (VMT)

Folsom General Plan policy NCR 3.1.3 addressed vehicle miles traveled (VMT) as shown below:

Policy NCR 3.1.3 “Encourage efforts to reduce the amount of vehicle miles traveled (VMT). These efforts could include encouraging mixed-use development promoting a jobs/housing balance, and, encouraging alternative transportation such as walking, cycling, and public transit.”

The Governors’ Office of Planning and Research (OPR) has published guidance recommending a CEQA threshold for transportation impacts of land use projects of a 15% VMT reduction per capita, relative to either city or regional averages, based on the California’s Climate Scoping Plan⁸. Qualitative assessment of VMT reduction is acceptable to screen projects⁹.

Under State Law (SB 743), VMT will become the only CEQA threshold of significance for transportation impacts on July 1, 2020. Without specific General Plan guidance for VMT thresholds, this analysis uses a qualitative screening against OPR’s guidance of a 15% per capita VMT reduction.

The Project is age-restricted senior multi-family housing. Age-restricted housing has a daily trip generation rate that is 32% below that of non-age-restricted conventional multi-family housing and 61% below the that of single-family housing. In addition to generating fewer trips, age-restricted housing generates shorter trips than traditional housing because there are fewer commute trips. Commute trips are typically the longest trips made by households. In addition, the project is proposed adjacent to commercial land uses which will potentially reduce the number of trips necessary for commercial goods. Therefore, the Project’s per Capita VMT is anticipated to be at least 32% below the City and regional average per capita VMT. Based on the OPR’s guidance, the project is anticipated to have a **less-than-significant** impact on per capita VMT.

⁷ Policy M 4.13 of the City of Folsom General (adopted August 28, 2018).

⁸ OPR (2018) Technical Advisory on Evaluating Transportation Impacts In CEQA, http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

⁹ OPR’s webinar on SB 743 implementation, 4/16/2020.

Relative to the project parcels approved general plan designation and zoning, trip generation, and therefore VMT, would also be substantially lower with the proposed age-restricted housing use. For example, as a shopping center, the 6.3-acre parcel could easily accommodate 50,000 square feet of retail generating 3,752 daily vehicle trips. The proposed age restricted Avenida Folsom Senior Living project is anticipated to generate 84% fewer daily vehicle trips than what might be expected from a retail project on the same parcel.

9. OTHER CONSIDERATIONS

9.1 Internal Circulation and Site Plan Review

A preliminary site plan was provided as **Figure 2**, (page 3). This section reviews parking, driveway throat-depth, and emergency vehicle access.

Parking Requirements

Senior multiple-family structures and complexes: Established through the Planned Development Permit process.

Proposed Project Parking: 168 spaces (1.09 parking spaces per unit)

Parking analysis: The Folsom Municipal Code does not specify an age-restricted parking standard. Age-restricted households tend to have a lower auto-ownership rate and thus create less of a parking demand. The ITE Parking Generation Manual¹⁰ lists an average peak parking demand of 0.59 vehicles per dwelling unit for land use 252 (“Senior Adult Housing-Attached”), with a standard deviation of 0.12. The ITE sample size is small (3 observations), yet the proposed parking ratio of 1.09 is more than 3.5 standard deviations greater than the mean parking requirement. As a result, the proposed parking for the project has been determined to be sufficient to meet the anticipated parking demand.

For comparison, Revel Senior Living, a similar project approved by Folsom in 2018 had a parking ratio of 0.81 spaces per dwelling unit. The Revel project conducted a parking survey of six similar Sacramento area facilities. All six facilities were found to use less than 0.60 spaces per dwelling unit during peak parking demand hours (consistent with the ITE parking demand data referenced above.) A second parking review for the Revel Senior Living project surveyed local jurisdictions parking requirements for senior housing. Only two jurisdictions in the vicinity of Folsom were found to directly address the issue parking needs of senior independent living facilities. Both of those zoning code requirements from other jurisdictions are lower than the proposed parking supply for the Avenida Folsom Senior Living project.

Minimum Required Throat-Depth

Minimum Required Throat-Depth (MRTD): For an 81-160 unit apartment complex, MRTD is 50 feet¹¹. This 50-foot distance represents vehicle storage equivalents, which means the total required distance may be achieved by summing the throat depths for several access points if more than one access point is to serve the site.

Throat-Depth provided: Primary driveway throat depth is 50 feet.

MRTD analysis: MRTD requirements are met as the primary driveway throat depth is 50 feet.

¹⁰ ITE (2010) Parking Generation 4th Edition, Institute of Transportation Engineers, Washington DC.

¹¹ Folsom (2020) Design and Procedures Manual and Improvement Standards, site access Table 12-1, <https://www.folsom.ca.us/civicax/filebank/blobdload.aspx?t=66183.89&BlobID=38340>.

Emergency Vehicle Access

The Project’s internal drive isles have 25-foot inner/50-foot outer minimum turning radii to accommodate fire department access. Emergency vehicle access is anticipated to be adequate.

9.2 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.

9.3 Queuing

Anticipated 95th-percentile left turn queue lengths were reviewed at the Iron Point Road/East Bidwell Street intersection. The 95th-percentile queue is defined to be the queue length (in feet) that has only a 5-percent probability of being exceeded during the analysis time period. It is a useful parameter for determining the appropriate length of turn pockets, but it is not typical of what an average driver would experience.

The westbound 95th percentile left turn queue is anticipated to exceed the available storage length under most study scenarios. Project traffic is anticipated to add 3 feet to 8 feet to that queue length as shown in Table 13 below. Note that the project is not anticipated to add to other left turn queues that exceed available storage.

Table 13. Analysis of 95th Percentile Westbound Left Turn Queues.

Scenario	Storage Length	No Project	With Project	Change
Baseline 2020 AM	240'	237'	241'	4'
Baseline 2020 PM	240'	272'	280'	8'
EPAP 2025 AM	240'	323'	328'	5'
EPAP 2025 PM	240'	479'	485'	6'
Cumulative 2035 AM	240'	< 240'	<240'	n/a
Cumulative 2035 PM	240'	339'	342'	3'

The Project is anticipated to add less than one vehicle length to the left turn queues. There is not a significance threshold for queue spillbacks, though the incremental additional queue length associated with the project would likely be difficult for road users to detect.

10. FINDINGS

The Project is anticipated to generate 594 daily vehicle trips, 51 AM peak-hour vehicle trips, and 51 PM peak-hour vehicle trips¹². Fewer than 50 of these peak-hour trips are anticipated to pass through any signalized intersection.

The Project is anticipated to have a **less-than-significant** impact on vehicle level-of-service, bike and pedestrian activity and facilities, transit operations and facilities, and VMT.

Parking supply at a ratio of 1.09 spaces per apartment is sufficient to meet the anticipated parking demand.

The proposed driveway throat depth of 50-feet meets the City of Folsom's Minimum Required Throat-Depth (MRTD).

¹² Note that these estimates are based on the ITE equation trip generation rates when those rates are higher than average trip generation. Equation based rates reflect the impact that a developments size can have on trip generation rates. Peak-hour trip generation utilizes rates for the "peak-hour of generation" rather than the peak-hour of adjacent street traffic. The use of equation based trip generation rates and "peak-hour of generation" rates produces conservatively high estimates to insure that any potential VMT or level-of-service impacts data are identified.

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Attachment 23

Parking Evaluation, dated June, 2020

Avenida Senior Living Parking Evaluation

June 2020

The following evaluates the proposed parking supply for the Avenida Senior Living project, a 154-unit, market-rate senior (age-restricted) apartment community at the northeast corner of Healthy Way and Serpa Way in Folsom.

Proposed Project. The proposed project is a 154-unit, market-rate senior multi-family apartment community with a mix of one (93 units) and two-bedroom (61 units) residential units in a 201,798 square foot (sf), four-story building. The target market for the project is active adults 55 years old and older. The project site includes surface parking lots arranged around the building, landscaping, and indoor and outdoor amenities.

General Plan and Zoning. The site is designated as Regional Commercial Center (RCC) in the Folsom 2035 General Plan. The zoning designation of the site is C-2 PD (Commercial, Planned Development District). The site is within the Broadstone Unit No. 3 Specific Plan (SP-95-1) (BSP) area and is designated C-2 (Community Commercial).

Proposed Parking. The project includes 168 off-street parking spaces in off-street parking areas surrounding the building. The parking supply consists of 100 uncovered and 63 carport-covered parking spaces, including six (6) accessible spaces. The ratio of parking provided is 1.09 spaces per unit. The parking supply includes 18 electric vehicle charging station spaces.

Parking Demands of Age-Restricted Uses. Age-restricted (also known as active adult) multi-family uses have a lower demand for parking than non-age-restricted (conventional) projects. In an age-restricted project, household size is smaller and fewer residents own vehicles. The proposed project provides on-site services such as dining, salons, fitness, and recreation facilities, and services are located nearby. The project will provide shuttle transportation for local trips to medical, retail, and other destinations.

Comparison of Parking Standards and Guidelines

City of Folsom Zoning Code. Section 17.57.040 of the Folsom Municipal Code addresses off-street parking requirements by land use and does not specify a parking standard for age-restricted multi-family residential uses.

Broadstone Unit No. 3 Specific Plan. The project site is within the Broadstone Unit No 3 Specific Plan, which does not include specific parking standards for age-restricted multi-family residential uses.

Design Guidelines for Multi-Family Development. The Design Guidelines for Multi-Family Development (1998) recommend multi-family apartment projects provide 1.5 parking spaces for one-bedroom units, 1.75 parking spaces for two-bedroom units, and 0.2 guest parking spaces for each unit

within the development. Applying this parking guideline would require that the project provide 278 parking spaces.

This guideline considers the parking demands of conventional (family) multi-family development projects, not age-restricted units. Typically, age-restricted households tend to have a lower auto-ownership rate and thus demand less parking. The parking recommendation from the Design Guidelines for Multi-Family Development was adopted in 1998 and does not reflect current market trends and parking demands applicable to age-restricted communities.

ITE Parking Generation. In the Institute of Transportation Engineers (ITE), *Parking Generation* (2010), the proposed project is categorized as Senior Adult Housing — Attached¹ defined as attached independent living developments, including retirement communities, age-restricted housing, and active adult communities. The definition further describes residents who live independently, are typically active (requiring little to no medical supervision), and may or may not be retired.

The peak parking for the Senior Adult Housing – Attached is from 11:00 pm to 5:00 am. During the peak time, an average of 0.59 occupied spaces per dwelling unit was observed. The range for this sample is 0.45 - 0.67 vehicles per dwelling unit, and the 85th percentile for the sample is 0.66. Applying these ratios to the project would require 91 and 102 spaces, and 168 are proposed.

Shared Parking. The *Shared Parking* (2019) model projects parking between approximately the 85th and 95th percentile and parses out the recommended number of spaces. The NPA model projects the parking ratio for the project is 0.85 parking spaces per unit during the weekday and 0.72 on weekends.

Standards from Other Jurisdictions. The City of Folsom does not have an off-street parking standard for age-restricted multi-family residential uses. In the region, three jurisdictions (Sacramento County, Elk Grove, and Roseville) have parking standards for age-restricted multi-family residential uses. When applied to the proposed project, the parking standards from other jurisdictions require between 116 and 170 parking spaces.

Jurisdiction	Parking Standard	Equivalent Ratio	Required Parking for Project (154 units)
Elk Grove	0.5 spaces per unit and 0.25 spaces per unit for guests	0.75	116
Roseville	1 space per unit and 1 space per unit for guests	1.1	170
Sacramento County	0.5 spaces per unit and 0.5 spaces per unit overflow	1.0	154

¹ Institute of Transportation Engineers, *Parking Generation*, Fourth Edition, 2010.

Comparison of Parking Rates for Senior Projects

Comparable Senior Projects. A parking analysis² of twenty-three senior living communities in the country, including five projects in the Sacramento region, compared the ratio of parking provided to parking occupied. The number of parking spaces per unit ranged from 0.41 to 1.61, with an average of 1.08 spaces per unit. At most of the senior communities studied, parking appeared to be overbuilt. The actual ratio of parked cars per unit ranged from 0.32 to 0.98, with an average of 0.66 parked cars per unit. The analysis found that the number of parking spaces per occupied dwelling unit ranged from 0.32 to 1.20, with an average of 0.73 spaces per unit. Appendix A includes a list of the projects evaluated.

Avenida Projects. Avenida operates senior multi-family projects in other markets across the country. The parking ratio for the proposed project (1.09 spaces per unit) is higher than the parking ratio for Avenida’s comparable age-restricted multi-family projects nationwide (0.86 spaces per unit).

Conclusion

The project’s proposed parking ratio (1.09 spaces per unit) is consistent with parking ratios in similar age-restricted multi-family projects, standards from other jurisdictions, and greater than the parking ratio for Avenida’s comparable age-restricted multi-family projects nationwide (0.86 spaces per unit).

	Parking Ratio	Parking Spaces for Project
Proposed Project (154 units)	1.09	168
Folsom Municipal Code	No standard	-
Broadstone Unit No. 3 Specific Plan	No standard	-
Design Guidelines for Multi-Family Development	1.81	278
ITE Parking Generation		
Average peak	0.59	91
85 th percentile	0.66	102
Shared Parking		
Weekday Parking	0.85	132
Weekend Parking	0.72	111
Other Jurisdictions		
Elk Grove	0.75	116
Roseville	1.1	170
Sacramento County	1.0	154
Comparable Senior Projects	1.08	166
Comparable Avenida Senior Projects	0.86	133

The proposed parking supply of 168 spaces is ample and appropriate because the project is age-restricted to seniors over 55 years of age. Residents of age-restricted residential communities drive less and have a lower rate of vehicle ownership than those of conventional (family) multi-family

² Walker Consultants, March 25, 2020.

communities. The reduced parking demand for age-restricted communities is also the result of reduced household sizes occupied by residents who no longer drive vehicles.

Appendix A

Parking Characteristics of Senior Multi-Family Projects

Community	Total Units	Occupied Units	Number of Parking Spaces	Parking Spaces Occupied	Parking Spaces Per Unit	Cars Parked per Unit	Parked Cars per Occupied Unit
Affinity at Lafayette	120	120	104	66	0.87	0.55	0.55
Affinity at Olympia	170	170	208	155	1.22	0.91	0.91
Affinity of Loveland	155	146	249	121	1.61	0.78	0.83
Anderson Farms	122	122	147	98	1.20	0.80	0.80
Benjamin Court	254	249	337	165	1.33	0.65	0.66
Camden Royal Oaks	340	324	442	-	1.30	-	-
Champion Cove Apartments	150	139	180	-	1.20	-	-
Concordia on the Lake	217	217	108	69	0.50	0.32	0.32
Fountain Glen-Sea Cliff	271	-	288	-	1.06	-	-
Hanover Place	150	148	146	82	0.97	0.55	0.55
Homestead at Morton Grove	82	59	92	71	1.12	0.87	1.20
Nora Commons	272	269	274	172	1.01	0.63	0.64
Overlook at Anaheim	259	255	284	150	1.10	0.55	0.59
Overture Plano	169	154	176	105	1.04	0.62	0.68
Overture Riverwalk 1	204	184	156	114	0.76	0.56	0.62
Overture Riverwalk 2	204	196	229	200	1.12	0.98	1.02
Plantation at Quail Valley	124	124	183	-	1.48	-	-
Remington Place	154	149	202	150	1.31	0.97	1.01
Silver Ridge Apartments	156	156	272	100	1.10	0.64	0.64
Seasons Apartments	222	220	108	116	0.49	0.52	0.53
Vintage Laguna Apartments	158	-	155	77	0.98	0.49	-
Vintage Square at Westpark	152	-	110	69	0.72	0.45	-
Vintage Willow Creek	184	-	185	117	1.01	0.64	-
Average	186	179	199	116	1.08	0.66	0.73
Avenida Folsom (Proposed)	154		164		1.09		

- Information unavailable or could not compute

Source: Walker Consultants, March 2020

Attachment 24

Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program Dated June, 2020

Avenida Senior Living Project

Initial Study/Mitigated Negative Declaration

Prepared for:

City of Folsom
Community Development Department
50 Natoma Street
Folsom, CA 95630

Prepared by:

HELIX Environmental Planning, Inc.
11 Natoma Street, Suite 155
Folsom, CA 95630

June 2020 | COF-31

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ADA	Americans with Disabilities Act
APN	Assessors Parcel Number
BMP	Best Management Practices
BRA	Biological Resources Assessment
CalEEMod	California Emissions Estimator Model
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CARB	California Air Resources Control Board
CBC	California Building Code
CCAA	California Clean Air Act
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH ₄	Methane
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
CNDDDB	California Natural Diversity Database
cy	Cubic Yards
DTSC	Department of Toxic Substances Control
EBC	East Bidwell Corridor
EIR	Environmental Impact Report
EO	Executive Order
EPA	U.S. Environmental Protection Agency
EPAP	Existing plus Approved Project
ESA	Environmentally Sensitive Area
FPASP	Folsom Plan Area Specific Plan
GHG	Greenhouse Gas Emissions
GWh	Gigawatt hours
GWP	Global Warming Potential
HFC	Hydrofluorocarbons
ISMND	Initial Study/Mitigated Negative Declaration
LOS	Level of Service
MLD	Most Likely Descendent
MMRP	Mitigation Monitoring and Reporting Program
MPH	Miles per Hour
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCIC	North Center Information Center
NOX	Nitrogen Oxides
NOI	Notice of Intent
NPDES	National Pollution Discharge Elimination System
NRCS	Natural Resources Conservation Service
N ₂ O	Nitrous Oxide

OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
O ₃	Ozone
PACE	Property Assessed Clean Energy
PD	Planned Development
PFC	Perfluorocarbons
PM	Particulate Matter
PRC	Public Resources Code
RCC	Regional Commercial Center
RHNA	Regional Housing Needs Allocation
ROG	Reactive Organic Gases
RS	Redesignation Substitution
SCS	Sustainable Communities Strategy
sf	Square foot/feet
SF ₆	Sulfur Hexafluoride
SIP	State Implementation Plan
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utilities District
SSO	Sanitary Sewer Overflows
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
SVAB	Sacramento Valley Air Basin
TCB	Tricolored Blackbird
TCR	Tribal Cultural Resources
UAIC	United Auburn Indian Community
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey

1.0 INTRODUCTION

Avenida Senior Living, Inc. (project applicant) proposes the Avenida Senior Living project (proposed project), a 154-unit, market-rate senior (age-restricted) apartment community on an estimated 6.9-acre site at the northeast corner of Healthy Way and Serpa Way in the City of Folsom.

This Initial Study addresses the proposed project and whether it may cause significant effects on the environment. These potential environmental effects are further evaluated to determine whether they were examined in the Folsom General Plan 2035 Environmental Impact Report (EIR; 2018). In particular, consistent with Public Resources Code (PRC) §21083.3, this Initial Study focuses on any effects on the environment which are specific to the proposed project, or to the parcels on which the project would be located, which were not analyzed as potentially significant effects in the General Plan EIR, or for which substantial new information shows that identified effects would be more significant than described in the previous EIRs. For additional information regarding the relationship between the proposed project and the previous EIRs, see Section 6 of this Initial Study.

The Initial Study is also intended to assess whether any environmental effects of the project are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or by other means [§15152(b)(2)] of the California Environmental Quality Act (CEQA) Guidelines. If such revisions, conditions, or other means are identified, they will be identified as mitigation measures.

This Initial Study relies on State CEQA Guidelines Sections §§15064 and 15064.4 in its determination of the significance of environmental effects. According to §15064, the finding as to whether a project may have one or more significant effects shall be based on substantial evidence in the record, and that controversy alone, without substantial evidence of a significant effect, does not trigger the need for an EIR.

2.0 PROJECT BACKGROUND

The proposed project is comprised of Assessor Parcel Number [APN] 072-2270-006 and falls within the plan area for the Broadstone Unit No. 3 Specific Plan (SP 95-1). The Broadstone Unit No. 3 Specific Plan area encompasses approximately 570 acres between East Bidwell Street and the Empire Ranch Specific Plan area and is bounded by Folsom Lake College to the north and U.S. Highway 50 to the south. An EIR for the Specific Plan was certified by the City Council in September 1994.

The Specific Plan establishes guidance and regulations for development within the plan area. The analysis contained in the EIR prepared for the Specific Plan are incorporated into this Initial Study, as applicable. Additionally, the following technical reports, quantified analysis and/or surveys were used in preparation of this Initial Study and are incorporated by reference:

- Air Quality and Greenhouse Gas Emissions Analysis, performed by HELIX Environmental Planning, Inc. (March 2020).
- Avenida Folsom Senior Living Transportation Impact Study, prepared by T. Kear Transportation Planning and Management, Inc. (May 2020).
- Avenida Folsom Senior Living – Preliminary Drainage Study Memo, TSD Engineering, Inc. (February 2020).

- Biological Resources Assessment, prepared by Madrone Ecological Consultants (June 2020).
- Cultural Resources Assessment for Avenida Senior Living, prepared by HELIX Environmental Planning (March 2020).
- Geotechnical Engineering Study Update for Broadstone Crossing Parcel 6, prepared by Youngdahl Consulting Group (April 2019).
- Noise Analysis, performed by HELIX Environmental Planning, Inc. (March 2020).
- Phase I Environmental Site Assessment for 115 Healthy Way, prepared by Youngdahl Consulting Group (May 2019).
- Tribal Consultation Record for Compliance with Assembly Bill 52 and CEQA for Avenida Senior Living Project, prepared by ECORP Consulting, Inc. (April 2020).

3.0 PROJECT DESCRIPTION

3.1 Project Location

The site is located at 115 Healthy Way, east of Serpa Way, south of Iron Point Road and north of Healthy Way in the City of Folsom (City) in Sacramento County, California. Known as Broadstone Crossing Parcel 6, the site is approximately 6.9-acres (gross), 4.9-acres (net), and is identified as Assessor's Parcel Number (APN) 072-2270-006. The site is located within Section 9, Township 9 North, Range 8 East (Mount Diablo Base and Meridian, United States Geological Survey 7.5-minute "Clarksville Quadrangle"). Refer to **Figure 1** for the project location and **Figure 2** for the APNs and parcel boundaries on an aerial photograph; all referenced figures are located in **Appendix A**. The property is owned by Elliott Homes, Inc.

3.2 Project Setting and Surrounding Land Uses

3.2.1. Physical Landscape

The site is irregularly shaped, unoccupied, and consists of a previously graded building pad with approximately 35-foot fill slopes on the west and southwest boundaries. In late 2002, the mass grading of a larger area, including the site, occurred as part of the Broadstone Crossing Development project. Additional fill construction occurred in 2007 with the creation of an earthen berm on the north edge of the property, adjacent to the open space. A concrete-paved area in the southeast portion of the site was used to accommodate portable trailers associated with the construction of the LifeTime Fitness facility. For erosion control, the fill slopes and relatively flat pad were vegetated with nonnative grasses. Underground improvements include irrigation and utilities at the southeast corner of the property.

An open space area is south of Iron Point Road and wraps around the north and east property lines. Serpa Way is west, Green Acres Nursery & Supply, and Costco Wholesale are west and southwest, respectively. LifeTime Fitness Athletic Club is south across Healthy Way and Highway 50 is south of Costco. Additional commercial, office, hotel, and residential uses are nearby.

Neighboring land uses are summarized in **Table 1**.

Table 1. Neighboring Land Uses

Direction	Land Use
North	Open space, Single Family residential development
East	Open space, Multifamily Medium Density residential development
South	Healthy Way, Regional Commercial Center/commercial development (LifeTime Fitness Athletic Club)
West	Serpa Way, Regional Commercial Center/commercial development (Green Acres Nursery & Supply)

3.2.2. General Plan Land Use Designation and Zoning

The site is designated as Regional Commercial Center (RCC) in the Folsom 2035 General Plan. The RCC designation provides for highway-oriented, large-scale regional retail, entertainment, business, lodging, and public uses.

The General Plan also designates the site within the East Bidwell Corridor overlay (EBC Overlay), which allows mixed-use development and allows commercial and residential uses that are mutually compatible along East Bidwell Street. The EBC Overlay allows multi-family housing, retail commercial, restaurants, office, and other compatible uses. The density range is 20-30 dwelling units per acre, and the floor area ratio is 0.5 to 1.5. The proposed multi-family use is consistent with the existing General Plan designation.

The zoning designation of the site is C-2 PD (Commercial, Planned Development District). In the C-2 (Central Business) zone, the proposed senior multi-family project is considered a Senior Citizens Residential Complex and is a conditionally-permitted use with a conditional use permit to the Planning Commission (Zoning Code 17.22.030E).

The Planned Development District (PD) component of the zoning designation requires a Planned Development Permit Review (PD Permit) entitlement for design review purposes (Zoning Code 17.38.050). The purpose of the PD Permit is to allow greater flexibility in the design of integrated developments than otherwise possible through strict application of land use regulations. With the PD Permit, the project's site plan, elevations, and overall project design will be evaluated, and specific development standards defined.

3.3 Project Characteristics

The proposed project is a 154-unit, market-rate senior multi-family apartment community with a mix of one and two-bedroom residential units in an estimated 201,798 square foot (sf), four-story building. The project site includes surface parking lots arranged around the building to accommodate 168 vehicles, landscaping, and indoor and outdoor amenities (**Table 2**). The net and gross densities of the proposed project are 24.5 and 22.3 units per acre, respectively.

Table 2. Summary of Project Features

Project Feature	Units/Spaces	Square Feet
<i>Buildings</i>		
One multi-family apartment building	154 units	201,798
<i>Parking</i>		
Parking spaces in off-street parking areas	168 spaces	--
<i>Total Parking Spaces/Square Footage</i>	168	201,798

The proposed building would be E-shaped and would extend around two large courtyards that include recreation amenities and landscaping. On the south elevation, a grand porte-cochere would identify the building entry and two-story lobby. Apartment units are planned on each of the four levels of the building and would be accessible from hallway corridors.

The pool courtyard is designed with a swimming pool, sun lounge area, and an outdoor fire ring seating area. Seasonal recreation activities would be available, including a spa, and patio area with an outdoor kitchen. The courtyard would include palms in the sun lounge area, two raised planter and seat walls adjacent to the pool, and shade structures.

On the east side of the building, the garden courtyard would feature an informal garden and natural landscape with a curvilinear circuit walkway, gazebo, ornamental fountain, and accent landscape plantings. The garden courtyard space would be used by residents for various activities, including relaxation, dog walking, and garden walks. The courtyard walkway would connect to the walking route planned on the perimeter of the site. The courtyards have a southern exposure to provide for natural sunlight.

3.3.1. Residential and Community Buildings

Residential units are planned in a mix of unit types: 93 one-bedroom (60 percent of units) and 61 two-bedroom (40 percent of units) for a total of 154 units. Apartment home floor plans would consist of one-bedroom/one-bath (679 to 836 sf), two-bedroom/two-bath (1,070 to 1,301 sf). All units would be accessible from interior hallways and include a full kitchen, living space, storage closets, bedrooms, bathrooms, and outdoor patio/balcony. Some unit floor plans include a den. Common area interior features include a leasing lobby, library, fitness and yoga studios, bistro, great room, club room, private dining room, creative arts studio, meeting space, and laundry facilities. Please refer to **Figure 3** for an overall site plan of the proposed development.

3.3.2. Parking and Circulation

Primary vehicle access to the site would be from a driveway off an unsignalized intersection on Healthy Way. From Healthy Way, an access drive would extend and loop through the site to access parking areas. Accessible pathways are planned around the building to provide a walking path for residents.

The project includes 168 parking spaces in off-street parking areas surrounding the building. The parking supply consists of 100 uncovered and 63 carport-covered parking spaces, including six Americans with

Disabilities Act (ADA) accessible spaces. The ratio of parking provided is approximately 1.09 spaces per unit. The parking supply includes 18 electric vehicle charging station spaces.

The Folsom Municipal Code does not address specific parking standards for senior residential uses. The Design Guidelines for Multi-Family Development (1998) require multi-family apartment projects to provide 1.5 parking spaces for a one-bedroom unit, 1.75 parking spaces for a two-bedroom unit, and 0.2 guest parking spaces for each apartment. Applying the parking recommendations of the Design Guidelines for Multi-Family Development, the proposed project would require 278 spaces, which exceeds the 168 spaces in the project.

The proposed parking supply of 168 spaces is ample and appropriate because the project is age-restricted to seniors over 55 years of age. Residents of age-restricted residential communities drive less and have a lower rate of vehicle ownership than those of conventional (family) multi-family communities. The reduced parking demand of age-restricted communities is also the result of reduced household sizes occupied by residents who no longer drive vehicles.

The project's proposed parking ratio is comparable to other age-restricted multi-family projects in the City and region. The parking ratio for the project (1.09 spaces per unit) is higher than the parking ratio for Avenida's comparable age-restricted multi-family projects nationwide (0.86 spaces per unit).

The Folsom Municipal Code requires one bicycle parking space for every five units that equates to 31 bicycle parking spaces required for the project. The project provides 32 bicycle parking spaces in four eight-space racks located on the north, south, east sides of the building.

3.3.3. Utilities

Proposed utilities include domestic water, sanitary sewer line, fire service line and fire water main, primary and secondary electric lines, gas line, and telephone/cable. Domestic water would tie-in with existing public domestic water on Healthy Way. Water located on-site would be privately owned and maintained. A sanitary sewer line would connect to existing public sewer lines on Healthy Way. Sanitary sewer located on-site would be privately owned and maintained. The fire service line and fire water main would also connect from Healthy Way. A joint trench along the south boundary of the site would include primary and secondary electric lines, gas line, and telephone/cable. The on-site storm drain would conform to City of Folsom standards. Water quality basins are proposed within the project site.

3.3.4. Trash/Recycling

Two indoor trash rooms on the north side of the building (ground level) would house three-yard trash dumpsters, and three-yard recycling dumpsters. On each level of the building, there are two common trash rooms where residents would dispose of trash and recycling. In trash rooms on the upper levels, separate chutes for trash and recycling chutes would empty refuse into dumpsters on the ground level. Large or bulky items that do not fit in the trash chute may be left in the trash rooms, and Avenida maintenance staff would break them down and deliver to the ground floor trash rooms.

Concrete aprons located directly outside of the trash rooms would accommodate the turning movement of refuse vehicles. On the days of collection, trash and recycling dumpsters would be rolled out of the ground level trash rooms onto the concrete aprons. After collection, dumpsters would be moved back to the trash rooms. Avenida maintenance staff would move bins in and out of the building on the same days as refuse collection. Landscape contractors would haul green waste (organic) from the site.

3.3.5. Fencing and Signage

A four-foot tubular steel fence is planned at the tops of the slopes on the west, north, and southwest edges of the parking areas. A six-foot tubular steel fence is planned around the pool, and a six-foot chain-link fence is planned around the pickleball court.

Monument signage planned in the landscaped area north of the intersection of Serpa Way and Healthy Way and at the project entry on Healthy Way would be incorporated into architectural features of the building.

3.3.6. Landscaping

Outdoor features include a pool, spa, outdoor lounge seating, pickleball recreation area, landscaped courtyards, gardens, perimeter walking path, and gazebos. A path on the site perimeter would provide residents with a looped walking route with viewpoints, gazebos, and benches.

The proposed landscape would feature California-native and low water-use ornamental plant selections. Natives would be emphasized next to the natural open space to complement the existing habitat and large trees would create shade in parking areas and on the access driveway. Landscaped areas are planned at the project entry on Healthy Way, adjacent to the building, retaining walls, and around outdoor gathering spaces.

Landscaping on the west and south slopes of the site, adjacent to Serpa Way and Healthy Way, respectively, features trees rather than turf. At the bottom of the slope at street level, a monument sign would be incorporated into an adjoining accent wall that wraps around and tapers on the Healthy Way frontage. In the southwest corner of the parking lot, a jewel-box gazebo with seating would provide a lookout point with views over the Sacramento Valley. The landscaping is consistent with the State Model Water Efficient Landscape Ordinance.

3.3.7. Sustainable Features

The project design incorporates sustainable features that are consistent with General Plan Goal LU 9.1 and the California Green Building Standards Code (CALGreen). CALGreen includes green building standards for mechanical, electrical, plumbing, and HVAC systems. The project provides electric vehicle parking spaces and charging stations consistent with CALGreen.

The position of the building in a north-south orientation maximizes passive solar access and natural lighting within the two courtyards and for south-facing units. Cool paving materials would be used for hardscapes throughout the site, including the courtyards, concrete refuse pads, pedestrian paths, adjacent to the pickleball court, and the driveway entry treatment.

3.4 Construction and Phasing

The site would be graded in a single phase and would move 6,500 cubic yards (cy) of cut and 5,000 cy of fill, with a net import of 1,500 cy of material. The project would be graded and constructed in a single phase and would take approximately 18-20 months to complete. Construction would include minor demolition of an existing parking lot with curb and gutter, grading, utilities, foundations, and slab-on-grade activities. Vertical construction would consist of a Type V four-story, wood-framed structure with elements of stucco, siding, and architectural details.

3.5 City Regulation of Urban Development

3.5.1. General Plan

The site is designated as Regional Commercial Center (RCC) in the Folsom 2035 General Plan. The RCC designation provides for highway-oriented, large-scale regional retail, entertainment, business, lodging, and public uses.

The General Plan also designates the site within the East Bidwell Corridor overlay (EBC Overlay), which allows mixed-use development and allows commercial and residential uses that are mutually compatible along East Bidwell Street. The EBC Overlay allows multi-family housing as well as retail commercial, restaurants, office, and other compatible uses. The density range is 20-30 units per acre, and the floor area ratio is 0.5 to 1.5. The proposed multi-family use is consistent with the existing General Plan designation.

3.5.2. Zoning Ordinance

The zoning designation of the site is C-2 PD (Commercial, Planned Development District) (**Table 3**). In the C-2 (Central Business) zone, the proposed senior multi-family project is considered a Senior Citizens Residential Complex and is a conditionally-permitted use, requiring a conditional use permit approval by the Planning Commission (Zoning Code 17.22.030E).

The Planned Development District (PD) component of the zoning designation requires a Planned Development Permit Review (PD Permit) entitlement for design review purposes (Zoning Code 17.38.050). The purpose of the PD Permit is to allow greater flexibility in the design of integrated developments than otherwise possible through strict application of land use regulations. With the PD Permit, the project's site plan, elevations, and overall project design would be evaluated, and specific development standards defined. Except for building height and rear yard setback, additional development standards would be established with the PD Permit (Zoning Code 17.38.090) based on the design of the project.

The project is consistent with applicable development standards for the C-2 zoning district (Zoning Code 17.22.050).

Table 3. City of Folsom Development Standards for C-2 Zoning District

	Development Standard	Project
Lot Area	N/A	N/A
Lot Width	N/A	N/A
Building Coverage	N/A	N/A
Front Yard Setback	N/A	N/A
Rear Yard Setback	12 feet	93 feet
Side Yard Setback	N/A	N/A
Building Height Limit	Four stories	Four stories, 50 feet

3.5.3. Specific Plan Designation

The site is within the Broadstone Unit No. 3 Specific Plan (SP-95-1) (BSP) area and is designated C-2 (Community Commercial). Within the BSP, apartments, senior apartments, and senior housing are not permitted uses within the C-2 designation.

A text amendment to the BSP is proposed to add Senior Citizens Residential Complex as a conditionally permitted use within the C-2 designation with a conditional use permit. The Senior Citizens Residential Complex is the category name that would include senior multi-family residential (apartments). The text amendment would modify the text of the BSP only; no change would occur to the C-2 zoning designation. With the specific plan amendment adding Senior Citizen Residential Complex as a conditionally-permitted use, the proposed project would be consistent with the BSP with a conditional use permit.

3.6 Other City Regulation of Urban Development

3.6.1. Community Development Department Standard Construction Conditions

The City's standard construction requirements are set forth in the City of Folsom, Community Development Standard Construction Specifications updated in April 23, 2015. A summary of these requirements is set forth below and incorporated by reference into the project description. Copies of these documents may be reviewed at the City of Folsom, Community Development Department, 50 East Natoma Street, Folsom, California 95630.

The Department's standard construction specifications are required to be adhered to by any contractor constructing a public or private project within the City.

Use of Pesticides – Requires contractors to store, use, and apply a wide range of chemicals consistent with all local, state, and federal rules and regulations.

Air Pollution Control – Requires compliance with all Sacramento Metropolitan Air Quality Management District (SMAQMD) and City air pollution regulations.

Water Pollution – Requires compliance with City water pollution regulations, including National Pollutant Discharge Elimination System (NPDES) provisions.

Noise Control – Requires that all construction work comply with the Folsom Noise Ordinance (discussed further below), and that all construction vehicles be equipped with a muffler to control sound levels.

Naturally Occurring Asbestos – Requires compliance with all SMAQMD and City air pollution regulations, including preparation and implementation of an Asbestos Dust Mitigation Plan consistent with the requirements of Section 93105 of the State Government Code.

Weekend, Holiday, and Night Work – Prohibits construction work during evening hours, or on Sunday or holidays, to reduce noise and other construction nuisance effects.

Public Convenience – Regulates traffic through the work area, operations of existing traffic signals, roadway cuts for pipelines and cable installation, effects to adjacent property owners, and notification of adjacent property owners and businesses.

Public Safety and Traffic Control – Regulates signage and other traffic safety devices through work zones.

Existing Utilities – Regulates the relocation and protection of utilities.

Preservation of Property – Requires preservation of trees and shrubbery and prohibits adverse effects to adjacent property and fixtures.

Cultural Resources – Requires that contractors stop work upon the discovery of unknown cultural or historic resources, and that an archaeologist be retained to evaluate the significance of the resource and to establish mitigation requirements, if necessary.

Protection of Existing Trees – Specifies measures necessary to protect both ornamental and native oak trees.

Clearing and Grubbing – Specifies protection standards for signs, mailboxes, underground structures, drainage facilities, sprinklers and lights, trees and shrubbery, and fencing. It also requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP) to control erosion and siltation of receiving waters.

Reseeding – Specifies seed mixes and methods for reseeding of graded areas.

3.6.2. City of Folsom Municipal Code

The City regulates many aspects of construction and development through requirements and ordinances established in the Folsom Municipal Code. These requirements are summarized in **Table 4**, and hereby incorporated by reference into the Project Description as though fully set forth herein. Copies of these documents may be reviewed at the City of Folsom, Office of the City Clerk, 50 East Natoma Street, Folsom, California 95630.

Table 4. City of Folsom Municipal Code Regulating Construction and Development

Code Section	Code Name	Effect of Code
8.42	Noise Control	Establishes interior and exterior noise standards that may not be exceeded within structures, including residences; establishes time periods for construction operations.
8.70	Stormwater Management and Discharge Control	Establishes conditions and requirements for the discharge of urban pollutants and sediments to the storm-drainage system; requires preparation and implementation of Stormwater Pollution Prevention Plans.
9.34	Hazardous Materials Disclosure	Defines hazardous materials; requires filing of a Hazardous Material Disclosure Form by businesses that manufacture, use, or store such materials.

Code Section	Code Name	Effect of Code
9.35	Underground Storage of Hazardous Substances	Establishes standards for the construction and monitoring of facilities used for the underground storage of hazardous substances and establishes a procedure for issuance of permits for the use of these facilities.
12.16	Tree Preservation	Regulates the cutting or modification of trees, including oaks and specified other trees; requires a Tree Permit prior to cutting or modification; establishes mitigation requirements for cut or damaged trees.
13.26	Water Conservation	Prohibits the wasteful use of water; establishes sustainable landscape requirements; defines water use restrictions.
14.19	Energy Code	Adopts the California Energy Code, 2010 Edition, published as Part 6, Title 24, C.C.R. to require energy efficiency standards for structures.
14.20	Green Building Standards Code	Adopts the California Green Building Standards Code (CALGreen Code), 2010 Edition, excluding Appendix Chapters A4 and A5, published as Part 11, Title 24, C.C.R. to promote and require the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices.
14.29	Grading Code	Requires a grading permit prior to the initiation of any grading, excavation, fill or dredging; establishes standards, conditions, and requirements for grading, erosion control, stormwater drainage, and revegetation.
14.32	Flood Damage Prevention	Restricts or prohibits uses that cause water or erosion hazards, or that result in damaging increases in erosion or in flood heights; requires that uses vulnerable to floods be protected against flood damage; controls the modification of floodways; regulates activities that may increase flood damage or that could divert floodwaters.

Source: City of Folsom 2018.

4.0 PROJECT OBJECTIVES

The project objectives are to:

- Provide an age-restricted housing community for seniors in the City of Folsom.
- Contribute residential units to the City's multi-family housing stock and assist the City in meeting a portion of its Regional Housing Needs Allocation (RHNA) obligation.
- Develop an infill site served by existing streets, sidewalks, and utilities.
- Improve vehicle miles travelled by providing senior housing at an infill location proximate to existing commercial uses.

5.0 REQUIRED APPROVALS

A listing and brief description of the regulatory permits and approvals required to implement the proposed project is provided below. This environmental document is intended to address the environmental impacts associated with all of the following decision actions and approvals:

- Specific Plan Amendment to amend the Broadstone Specific Plan to include Senior Citizens Residential Complex as a conditionally permitted use in the C-2 zone;
- Conditional Use Permit for a Senior Citizen Residential Complex in the C-2 zone; and,
- Planned Development Permit for a Senior Citizen Residential Complex (154-unit multi-family residential project) in the C-2 zone.

The City of Folsom has the following additional discretionary powers related to the proposed project:

- Adoption of the ISMND: The Folsom City Council will act as the lead agency as defined by the California Environmental Quality Act (CEQA) and will have authority to determine if the ISMND is adequate under CEQA.
- Approval of project: The Folsom City Council will consider approval of the project and all entitlements as described above.

6.0 PREVIOUS RELEVANT ENVIRONMENTAL ANALYSIS

6.1 City of Folsom General Plan

The Program EIR for the City of Folsom General Plan (2018) provides relevant policy guidance for this environmental analysis. The EIR evaluated the environmental impacts that could result from implementation of the City of Folsom 2035 General Plan (2035 General Plan) (City of Folsom 2018a). The Program EIR is intended to provide information to the public and to decision makers regarding the potential effects of adoption and implementation of the 2035 General Plan, which consists of a comprehensive update of Folsom's current General Plan. The 2035 General Plan consists of a policy document, including Land Use and Circulation Diagrams.

6.2 Tiering

"Tiering" refers to the relationship between a program-level EIR (where long-range programmatic cumulative impacts are the focus of the environmental analysis) and subsequent environmental analyses such as the subject document, which focus primarily on issues unique to a smaller project within the larger program or plan. Through tiering a subsequent environmental analysis can incorporate, by reference, discussion that summarizes general environmental data found in the program EIR that establishes cumulative impacts and mitigation measures, the planning context, and/or the regulatory background. These broad-based issues need not be reevaluated subsequently, having been previously identified and evaluated at the program stage.

Tiering focuses the environmental review on the project-specific significant effects that were not examined in the prior environmental review, or that are susceptible to substantial reduction or avoidance by specific revisions in the project, by the imposition of conditions or by other means. Section 21093(b) of the Public Resources Code requires the tiering of environmental review whenever feasible, as determined by the Lead Agency.

In the case of the proposed project, this Initial Study tiers from the EIR for the Broadstone Unit No. 3 Specific Plan, and the EIR for the City of Folsom General Plan. The Folsom General Plan, as amended, is a project that is related to the proposed project and, pursuant to §15152(a) of the State CEQA Guidelines, tiering of environmental documents is appropriate. State CEQA Guidelines §15152(g) specifically provides that:

“[w]hen tiering is used, the later EIRs or Negative Declarations shall refer to the prior EIR and state where a copy of the prior EIR may be examined. The later [environmental document] should state that the Lead Agency is using the tiering concept and that the [environmental document] is being tiered with the earlier EIR.”

The above mentioned EIRs can be reviewed at the following location:

City of Folsom
Community Development Department
50 East Natoma Street
Folsom, CA 95630
Contact: Mr. Steve Banks, Principal Planner
(916) 461-6207

6.3 Incorporation of the Folsom 2035 General Plan and Broadstone Unit No. 3 Specific Plan EIRs by Reference

The EIRs for the Folsom 2035 General Plan and the Broadstone Unit No. 3 Specific Plan are comprehensive documents. Due to various references to the Folsom 2035 General Plan and Broadstone Unit No. 3 Specific Plan EIRs in this proposed project, and to its importance relative to understanding the environmental analysis that has occurred to date with respect to development in the Folsom area, both documents are hereby incorporated by reference pursuant to State CEQA Guidelines §15150.

7.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources	<input type="checkbox"/> Air Quality
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Energy
<input type="checkbox"/> Geology and Soils	<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards and Hazardous Materials
<input checked="" type="checkbox"/> Hydrology and Water Quality	<input type="checkbox"/> Land Use and Planning	<input type="checkbox"/> Mineral Resources
<input type="checkbox"/> Noise	<input type="checkbox"/> Population and Housing	<input type="checkbox"/> Public Services
<input type="checkbox"/> Recreation	<input type="checkbox"/> Transportation	<input checked="" type="checkbox"/> Tribal Cultural Resources
<input type="checkbox"/> Utilities and Service Systems	<input type="checkbox"/> Wildfire	<input type="checkbox"/> Mandatory Findings of Significance

7.1 DETERMINATION

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Printed Name

For

8.0 ENVIRONMENTAL INITIAL STUDY CHECKLIST

The lead agency has defined the column headings in the environmental checklist as follows:

- A. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant even with the incorporation of mitigation. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- B. "Less Than Significant with Mitigation Incorporated" applies where the inclusion of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." All mitigation measures are described, including a brief explanation of how the measures reduce the effect to a less than significant level. Mitigation measures from earlier analyses may be cross-referenced.
- C. "Less Than Significant Impact" applies where the project does not create an impact that exceeds a stated significance threshold.
- D. "No Impact" applies where a project does not create an impact in that category. "No Impact" answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency which show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project specific screening analysis).

The explanation of each issue identifies the significance criteria or threshold used to evaluate each question; and the mitigation measure identified, if any, to reduce the impact to less than significance. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [CEQA Guidelines Section 15063(c)(3)(D)]. Where appropriate, the discussion identifies the following:

- a) Earlier Analyses Used. Identifies where earlier analyses are available for review.
- b) Impacts Adequately Addressed. Identifies which effects from the checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and states whether such effects were addressed by mitigation measures based on the earlier analysis.
- c) Mitigation Measures. For effects that are "Less Than Significant with Mitigation Incorporated," 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.

I. AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The project site is currently unoccupied and graded with a flat building pad. An existing paved parking area is in the project site with a driveway connecting to Healthy Way. The project site is bounded by open space to the north, open space and multi-family residential development to the east, Healthy Way and commercial development (Life Time Fitness) to the south, and Serpa Way and commercial development (Green Acres Nursery & Supply) to the west. The regional setting is characterized by commercial shopping to the west, US Highway 50 to the south, and residential to the north and east.

The proposed project includes the construction of one hundred fifty-four new senior multi-family apartment units within one E-shaped, 201,798 sf building. The proposed apartment building would be four-stories tall.

The preliminary landscape plan includes a pool courtyard and a garden courtyard at the apartment building. Trees of various sizes would be planted in the parking lot areas surrounding the apartment building. The west side of the project site would include hillside olive orchard-style plantings. Additionally, a gazebo overlook would be placed at the southwest corner and the front, south-facing elevation of the building would include a covered (porte-cochere) entrance.

Existing trees and vegetation outside of the project grading limits to the north and east would not be removed. The project would blend proposed landscaping in with the existing surrounding landscaping.

Evaluation of Aesthetics

- a) Have a substantial adverse effect on a scenic vista?

No impact. Neither the project site nor the surrounding areas are scenic vistas due to the existing nearby commercial and residential developments. Further, neither the project site, nor views to or from the project site, have been designated as important scenic resources by the City of Folsom or any other public agency. Therefore, the proposed development would not interfere with or degrade a scenic vista, and no impact would occur.

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No impact. The project site contains a graded building pad, small parking lot, and planted ornamental trees along Healthy Way. Potential removal of the trees would be mitigated through provisions in a tree permit, if required. No potential scenic resources are noted at the project site. The nearest officially designated state scenic highway is the segment of US Highway 50 from Placerville to Echo Summit, approximately 18 miles east. The proposed project would have no impact on scenic resources, such as trees, rock outcroppings or historic buildings within a state scenic highway.

- c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than significant impact. Areas along U.S. Highway 50 are rapidly urbanizing and westbound motorists could potentially have views of the project site. Views from the highway, however, would be fleeting and largely obstructed by the Green Acres Garden Supply and LifeTime Fitness buildings.

The project site would also be visible from the north by residences and motorists along Iron Point Road. Although the proposed project would alter the existing visual character of the site and the surrounding area, the proposed project is consistent with the land uses for the site included in the Specific Plans and the General Plan. Renderings of the proposed project are included in **Appendix B**.

The proposed project would be required to comply with the City's Hillside Development Guidelines which include key design principles and issues applicable to the proposed project such as grading and drainage, landscaping, architecture and site design (including building materials and colors), fencing and walls, and lighting. Further, the project would be required to comply with the goals and policies of the Broadstone Unit No. 3 Specific Plan Design Guidelines. The proposed land use is consistent with the overall suburban character and ongoing development in the vicinity, and is expected to integrate into the existing and planned development of the area. The proposed project would have a less than significant impact on visual character and no mitigation is necessary.

- d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Less than significant impact. The project includes a combination of free-standing parking lot lights, recessed carport lights, walkway lights, and building-attached lights. To minimize potential lighting-related impacts, free-standing parking lot lights and recessed carport lights will be screened, shielded, and directed downward to minimize glare towards the surrounding properties. New lighting associated with the development of the proposed project would be subject to City standard practices regarding night lighting that would be made a condition of approval of the Planned Development Permit. The proposed apartment buildings and other project features would comply with design standards outlined in the Folsom Municipal Code. The exterior of the proposed apartment buildings would not be made of reflective materials that would introduce a new source of glare, and existing City standards would limit light spillover and intensity. Mitigation outlined in the Biological Resources section of this ISMND require the use of horizontal bird safety film on exterior window surfaces on the north building elevation to deter birds from the windows. The bird safety film reduces window reflectivity. Therefore, impacts would be a less than significant impact, and no mitigation is necessary.

II. AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 or conversion of forest land to non- forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

No agricultural activities or timber management occur on the project site or in adjacent areas and the project site is not designated for agricultural or timberland uses. The California Important Farmlands Map prepared for Sacramento County by the California Resources Agency classifies the project site as Grazing Land, and immediately adjacent areas are Urban and Built-Up Land (California Department of Conservation 2016). Other land is defined by the California Resources Agency as “land on which the existing vegetation is suited to the grazing of livestock.” Urban and Built-Up Land is land occupied by structures or infrastructure to accommodate a building density of at least one unit to one and one-half acres, or approximately six structures to 10 acres (Natural Resources Agency 2006).

The Natural Resources Conservation Service (NRCS) soil survey report generated for the project site (NRCS 2020) indicates that the soil unit at the site, Auburn-Argonaut-Rock outcrop complex, 8 to 30 percent slopes, is not Prime Farmland, Farmland of Statewide Importance, Farmland of Local Importance, or Unique Farmland.

Evaluation of Agriculture and Forestry Resources

- 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?

No impact. The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide importance (Farmland), as indicated in the Sacramento County Important Farmland 2016 Map (California Department of Conservation 2016). Therefore, the project would have no impact on these farmland resources.

- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No impact. The project site is not zoned for agricultural use or Williamson Act contract.

- c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No impact. The project site is not zoned or designated as farmland, and the surrounding land uses are primarily residential developments. Therefore, the nature and location of the project would not directly or indirectly result in the conversion of Farmland to non-agricultural uses. No impact would occur.

- d) Result in the loss of forest land or conversion of forest land to non-forest use?

OR

- 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 or conversion of forest land to non-forest use?

No impact. Because no portion of the City or the project site are zoned for forest land or timberland, no impact would occur for questions d) and e).

III. AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Climate in the Folsom area is characterized by hot, dry summers and cold, rainy winters. During summer's longer daylight hours, plentiful sunshine provides the energy needed to fuel photochemical reactions between oxides of nitrogen (NOX) and reactive organic gasses (ROG), which result in ozone (O3) formation. High concentrations of O3 are reached in the Folsom area due to intense heat, strong and low morning inversions, greatly restricted vertical mixing during the day, and daytime subsidence that strengthens the inversion layer. Currently, the greatest pollution problem in the Folsom area is from NOX.

The City lies within the eastern edge of the Sacramento Valley Air Basin (SVAB). The Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for implementing emissions standards and other requirements of federal and state laws in the project area. As required by the California Clean Air Act (CCAA), SMAQMD has published various air quality planning documents as discussed below to address requirements to achieve compliance with the federal and state ambient air quality standards. The Air Quality Attainment Plans are incorporated into the State Implementation Plan, which is subsequently submitted to the U.S. Environmental Protection Agency (EPA), the federal agency that administrates the Federal Clean Air Act of 1970, as amended in 1990.

Ambient air quality is described in terms of compliance with state and national standards, and the levels of air pollutant concentrations considered safe to protect the public health and welfare. These standards are designed to protect people most sensitive to respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. The EPA has established national ambient air quality standards (NAAQS) for

seven air pollution constituents. As permitted by the Clean Air Act, California has adopted more stringent air emissions standards (CAAQS) and expanded the number of regulated air constituents. The California Air Resources Board (CARB) is required to designate areas of the state as attainment, nonattainment, or unclassified for any state standard. An “attainment” designation for an area signifies that pollutant concentrations do not violate the standard for that pollutant in that area. A “nonattainment” designation indicates that a pollutant concentration violated the standard at least once. The air quality attainment status of the SVAB, including the City, is shown in **Table 5**.

Table 5. Sacramento Valley Air Basin – Attainment Status

POLLUTANT	STATE OF CALIFORNIA ATTAINMENT STATUS	FEDERAL ATTAINMENT STATUS
Ozone	Nonattainment	Nonattainment
Suspended Particulate Matter (PM ₁₀)	Nonattainment	Attainment
Fine Particulate Matter (PM _{2.5})	Attainment	Nonattainment
Carbon Monoxide	Attainment	Attainment/Unclassified
Nitrogen Dioxide	Attainment	Attainment/Unclassified
Lead	Attainment	Attainment/Unclassified
Sulfur Dioxide	Attainment	Unclassified
Sulfates	Attainment	No Federal Standard
Hydrogen Sulfide	Unclassified	No Federal Standard
Visibility Reducing Particles	Unclassified	No Federal Standard

Sources: CARB 2020a; EPA 2020.

The Sacramento County/Sacramento Metropolitan Area portion of the SVAB is currently in nonattainment for federal and/or state ozone, PM₁₀, and PM_{2.5} standards. Concentrations of all other pollutants meet state and federal standards.

Ozone is not emitted directly into the environment, but is generated from complex chemical reactions between ROG, or non-methane hydrocarbons, and NO_x that occur in the presence of sunlight. ROG and NO_x generators in Sacramento County include motor vehicles, recreational boats, other transportation sources, and industrial processes. PM₁₀ and PM_{2.5} arise from a variety of sources, including road dust, diesel exhaust, fuel combustion, tire and brake wear, construction operations and windblown dust.

Air Quality Monitoring

CARB’s air quality monitoring network provides information on ambient concentrations of air pollutants in the SVAB. SMAQMD operates a monitoring station in the City, where the air quality data for ozone and PM_{2.5} were obtained. Other data are reported from one additional location in Sacramento County. **Table 6** compares a three-year summary of the highest annual criteria air pollutant emissions collected at these monitoring stations with applicable CAAQS, which are more stringent than the corresponding NAAQS. The concentrations of the pollutants ozone, PM_{2.5}, and PM₁₀ are expected to be fairly representative of the project site, due to the regional nature of these pollutants.

Table 6. Summary of Annual Air Quality Data for Folsom Area Air Quality Monitoring Stations

POLLUTANT	2016	2017	2018
<i>Ozone (O₃) 1-hour: Monitoring location: Folsom – East Natoma Street</i>			
Maximum Concentration (ppm)	0.111	0.107	0.105
Days Exceeding State Standard (1-hr avg. 0.09 ppm)	6	4	5
<i>Ozone (O₃) 8-hour: Monitoring location: Folsom – East Natoma Street</i>			
Maximum Concentration (ppm)	0.094	0.086	0.093
Days Exceeding State Standard (8-hr avg. 0.070 ppm)	23	17	18
Days Exceeding National Standard (8-hr avg. 0.075 ppm)	13	7	9
<i>PM₁₀: Monitoring location: Sacramento – Branch Center Road 2</i>			
Maximum State 24-Hour Concentration (µg/m ³)	44.0	81.0	212.0
Days Exceeding State Standard (Daily Standard 50 µg/m ³)	0	3	4
Maximum National 24-Hour Concentration (µg/m ³)	45.0	79.0	200.0
Days Exceeding Federal Standard (Daily Standard 150 µg/m ³)	0	0	1
<i>PM_{2.5}: Monitoring location: Folsom – East Natoma Street</i>			
Maximum National 24-Hour Concentration (µg/m ³)	25.7	33.2	104.5
Days Exceeding National 2006 Standard (Daily Standard 35 µg/m ³)	0	0	9

Source: CARB 2020.

As indicated in **Table 6**, ozone standards have been exceeded in Folsom over the past three years. PM₁₀ standards were exceeded in 2017 and 2018. PM_{2.5} standards were exceeded in 2018.

Air Quality Attainment Planning

In order to work towards attainment for ozone, PM₁₀, and PM_{2.5}, the EPA Office of Air Quality Planning & Standards requires that each state containing nonattainment areas develop a written plan for cleaning the air in those areas. The plans developed are called State Implementation Plans (SIP). Through these plans, states outline efforts they will make to try to correct the levels of air pollution and bring their areas back into attainment. The status of air quality attainment planning for the Sacramento area is listed below (SMAQMD 2017):

- 8-Hour O₃.** The Sacramento region was classified by the EPA as a “serious” nonattainment area on June 15, 2004 for the federal 8-hour ozone standard, with an attainment deadline of June 15, 2013. Emission reductions needed to achieve the air quality standard were identified using an air quality modeling analysis. An evaluation of proposed control measures and associated ROG and NO_x emission reductions concluded that no set of feasible controls were available to provide the needed emission reductions before the attainment deadline year. Given the magnitude of the shortfall in emission reductions, and the schedule for implementing new control measures, the earliest possible attainment demonstration year for the Sacramento region was determined to be the “severe” area deadline of 2019. Section 181(b)(3) of the Clean Air Act permits a state to request that the EPA reclassify a nonattainment area to a higher classification and extend the time allowed for attainment. This process is appropriate for areas that must rely on longer-term strategies to achieve the emission reductions needed for attainment. The EPA approved this request on May 5, 2010. In 2013, the region developed an Ozone Attainment and Reasonable Further Progress Plan. This plan was approved and effective March 2, 2015 and addresses how the region would attain the 1997 8-hour standard. A follow-

up Ozone Attainment and Reasonable Further Progress Plan was developed and approved by the SMAQMD Board on August 24, 2017. This plan demonstrates attainment of the 2008 8-hour federal standard by an attainment year of 2024. The plan was approved by CARB on November 16, 2017 and will be forwarded to the EPA.

- **1-Hour O₃**. On May 9, 2011, EPA proposed to determine that California is no longer required to implement or submit a CAA Section 185 fee program for 1-hour ozone as a revision to the SIP for the Sacramento Metro 1-hour ozone nonattainment area. EPA has also taken an “interim final” action to stop sanctions from applying to the Sacramento Metro Area. On September 28, 2017, SMAQMD approved a Redesignation Substitution (RS) Request that demonstrates that the region met the EPA’s requirements to be redesignated as attainment for the revoked 1979 1-hour federal standard. The request has been forwarded to the EPA by CARB. Once approved, the RS Request will redesignate the region to attainment and remove the previous CAA obligations associated with that standard.
- **PM₁₀**. In March 2002, the EPA officially determined that Sacramento County had attained the PM₁₀ standards. In November 2010, the SMAQMD formally requested that the EPA redesignate Sacramento County from nonattainment to attainment for PM₁₀. The EPA approved this request effective October 28, 2013. The SMAQMD additionally adopted a PM₁₀ Maintenance Plan. The first Maintenance Plan showed maintenance from 2012 through 2022. A Second Maintenance Plan will be prepared and submitted by SMAQMD to demonstrate maintenance for ten additional years, through 2032.
- **PM_{2.5}**. The Sacramento PM_{2.5} nonattainment area designation met the PM_{2.5} NAAQS by December 31, 2011. On May 9, 2012, CARB submitted a request that EPA find the Sacramento region in attainment for the 2006 24-hour PM_{2.5} NAAQS. EPA issued a proposed rule for Determination of Attainment for the Sacramento Nonattainment Area on October 26, 2012 and a final rule for Determination of Attainment on July 15, 2013. EPA used the updated 2010-2012 ambient air quality data for determination and the final rule became effective on August 14, 2013 (SMAQMD 2017) (EPA 2013). On May 10, 2017, the EPA found the area attained the 2006 24-hour NAAQS by the attainment date of December 31, 2015 based on monitoring data for 2013-2015. The 2013 Maintenance Plan and will be updated and submitted in the future based on the clean data finding made by the EPA.
- **CO**. The region is currently designated attainment for 1-hour and 8-hour CO standards. The Maintenance Plan developed for CO in 1996 was revised in 2004 to extend the 1996 CO Maintenance Plan demonstration to 2018.

While the final determination of whether or not a project has a significant effect is within the purview of the lead agency pursuant to CEQA Guidelines Section 15064(b), SMAQMD recommends that its air pollution thresholds be used to determine the significance of project emissions. The criteria pollutant thresholds and various assessment recommendations are contained in SMAQMD’s Guide to Air Quality Assessment in Sacramento County (2009, revised), and are discussed under the checklist questions below.

Evaluation of Air Quality

- a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. In accordance with SMAQMD's Guide, construction-generated NO_x , PM_{10} , and $\text{PM}_{2.5}$, and operational-generated ROG and NO_x (all ozone precursors) are used to determine consistency with the Ozone Attainment Plan. The Guide states:

By exceeding the District's mass emission thresholds for operational emissions of ROG, NO_x , PM_{10} , or $\text{PM}_{2.5}$, the project would be considered to conflict with or obstruct implementation of the District's air quality planning efforts.

As shown in the discussion for question b below, the project's construction-generated emissions of NO_x , PM_{10} , and $\text{PM}_{2.5}$ and operation-generated emissions ROG and NO_x would not exceed SMAQMD thresholds. Impacts would be less than significant and no mitigation would be necessary.

- b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less than Significant Impact. The Sacramento region is in non-attainment for ozone (NO_x and ROG) and particulate matter ($\text{PM}_{2.5}$ and PM_{10}). The project's emissions of these criteria pollutants during construction and operation are evaluated below.

Construction Emissions

Regional Emissions

SMAQMD's Guide includes a construction screening level to determine if a project would exceed the NO_x threshold of significance. However, because the proposed project includes cut-and-fill operations, the NO_x construction screening level is not recommended for use. As such, the California Emissions Estimator Model (CalEEMod) version 2016.3.2 was used to quantify project-generated construction emissions. Construction emissions would be generated by vehicle engine exhaust from off-road construction equipment, on-road hauling trucks, vendor trips, and worker commuting trips.

The SMAQMD does not have a recommended threshold for construction-generated ROG; therefore, the maximum daily emissions of NO_x are analyzed below. As shown in **Table 7**, the proposed project would generate emissions of the ozone precursor NO_x that would be below the SMAQMD threshold. Impacts related to construction-generated NO_x emissions would be less than significant.

Table 7. Estimated Project Construction NO_x Emissions

CONSTRUCTION YEAR	NO_x (lbs./day)
2023	28
2024	17
<i>SMAQMD Threshold</i>	85
Threshold exceeded?	No

Source of emissions: CalEEMod output (Appendix C)

Source of threshold: SMAQMD 2017.

Local Emissions

The SMAQMD utilizes the same screening level as the NO_x emission screening level to assist a project proponent or lead agency in determining if PM₁₀ or PM_{2.5} emissions from constructing a project in Sacramento County will exceed the SMAQMD's construction significance thresholds. As with the NO_x screening presented above, because the proposed project includes cut-and-fill operations, the PM₁₀ and PM_{2.5} construction screening level is not recommended for use. As such, CalEEMod modeling was performed by HELIX Environmental Planning, Inc. to quantify project-generated construction emissions as discussed previously. CalEEMod results are included in **Appendix C**.

The maximum daily emissions of PM₁₀ and PM_{2.5} are shown below. As shown in **Table 8**, the proposed project would generate emissions of PM₁₀ and PM_{2.5} that would be below the SMAQMD thresholds. Impacts related to construction generated PM₁₀ and PM_{2.5} emissions would be less than significant.

Table 8. Estimated Project Construction PM Emissions

CONSTRUCTION YEAR	PM₁₀ (lbs./day)	PM_{2.5} (lbs./day)
2023	10	6
2024	2	1
<i>SMAQMD Threshold</i>	<i>80</i>	<i>82</i>
Threshold exceeded?	No	No

Source of emissions: CalEEMod output (Appendix C).

Source of threshold: SMAQMD 2017.

Operational Emissions

Regional Emissions

SMAQMD provides screening levels to identify when additional analysis is necessary to determine potential significance for operational ROG, NO_x, PM₁₀, or PM_{2.5} emissions. The operational screening levels represent the development size at which the operational emissions thresholds of significance would not be exceeded. The proposed project would qualify as the CalEEMod land use of mid-rise apartment under the general land use category of residential. According to the screening thresholds, if a proposed mid-rise apartment project is less than 740 dwelling units, then the project would not have the potential to exceed SMAQMD's recommended mass emission thresholds for NO_x or ROG during operation. The PM₁₀ and PM_{2.5} screening level is 1,485 dwelling units. The proposed project would be 154 dwelling units (93 one-bedroom units and 61 two-bedroom units) which is substantially less than the screening thresholds. Therefore, the proposed project would generate less than significant quantities of operational ROG, NO_x, PM₁₀, and PM_{2.5}, and project-specific modeling for operational emissions is not required.

Local Emissions

The primary pollutant of localized concern is mobile-source CO. Local mobile-source CO emissions near roadway intersections are a direct function of traffic volume, speed, and delay. Long-distance transport of CO is extremely limited because it disperses rapidly with distance from the source under normal meteorological conditions. Under specific meteorological conditions and traffic conditions, CO concentrations at receptors located near roadway intersections may reach unhealthy levels, when combined with background CO levels, creating a CO "hotspot".

The SMAQMD's two-tiered screening criteria identify when a project has the potential to contribute to a CO hotspot and if CO dispersion modeling is necessary. According to the first screening tier, the proposed project would result in a less-than-significant impact to air quality for local CO if:

1. Traffic generated by the proposed project will not result in deterioration of intersection level of service (LOS) to LOS E or F; and,
2. The project will not contribute additional traffic to an intersection that already operates at LOS E or F.

As detailed in the project's Transportation Impact Study (T. Kear Transportation Planning and Management, Inc.), the proposed project would not result in the deterioration of any intersection to LOS E or F. The project would, however, contribute additional traffic to an intersection that already operates at LOS E or F (Iron Point Road/East Bidwell Street). Under SMAQMD criteria, if the first tier of SMAQMD is exceeded, then the second tier screening criteria is examined. Under the second screening tier, a project would result in a less-than-significant CO impact if the project would not cause an affected intersection to experience more than 31,600 vehicles per hour. Based on the project's Transportation Impact Study, the Iron Point Road/East Bidwell Street intersection would not experience more than 31,600 vehicles per hour. Therefore, the project would not result in a CO hotspot, and impacts would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact.

Off-site Receptors

Sensitive receptors in the vicinity of the project include multi-family residences approximately 300 feet east of the project site and single-family residences approximately 500 feet north of the project site. During project construction, diesel particulate matter emissions would be released from on-site heavy construction equipment. As shown in **Table 8**, above, emissions of PM₁₀ (which includes equipment emissions of diesel particulate matter) during construction would be well below the SMAQMD threshold. Considering the low mass of diesel particulate emissions, distance to the nearest sensitive receptors, the relatively short duration of construction, and highly dispersive properties of diesel particulate matter, project construction-related impacts to off-site sensitive receptors would be less than significant. As discussed above, the project's operational emissions of NO_x, ROG, PM₁₀, and PM_{2.5} would be below SMAQMD thresholds and the project would not result in a CO hotspot. Therefore, project operation-related impacts to off-site sensitive receptors would be less than significant.

On-site Receptors

CARB siting recommendations within the *Air Quality and Land Use Handbook* suggest a detailed health risk assessment should be conducted for proposed sensitive receptors within 500 feet of a freeway (CARB 2005). While the project would develop a land use associated with sensitive receptors, the closest portion of the project site would be located approximately 600 feet from U.S. Highway 50; therefore, a detailed health risk assessment is not required and impacts to project residents from pollutant concentrations associated with U.S. Highway 50 would be less than significant.

- d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. Odors associated with diesel exhaust and ROG from application of asphalt and architectural coatings would be emitted during project construction. The odor of these emissions is objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not be at a level that would affect a substantial number of people. Further, construction activities would be temporary. As a result, impacts associated with temporary odors during construction are not considered significant.

As a residential development, operation of the project would not result in odors affecting a substantial number of people. Odors related to food preparation from the project's on-site bistro would not be substantial enough to be considered a nuisance due to the dilution of the odors over the distance to nearby sensitive receptors. Solid waste generated by the project would be collected by a contracted waste hauler, ensuring that any odors resulting from on-site waste would be managed and collected in a manner to prevent the proliferation of odors. Operational odor impacts would be less than significant.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion below is based in part on a biological resources assessment letter report prepared by Madrone Ecological Consulting, LLC. (Madrone Ecological Consulting, LLC. 2020), attached to this Initial Study as **Appendix D**.

Environmental Setting

Madrone Ecological Consulting conducted a biological survey of the project area on 07 February 2020. During the survey, the entire project area was surveyed by meandering transects on foot and the biologists assessed the suitability of habitats on-site to support special-status species. Vegetation communities were classified in accordance with the Manual of California Vegetation, Second Edition (Sawyer, Keeler-Wolf and Evens 2009) (MCV), and plant taxonomy was based on the nomenclature in the Jepson Manual, Second Edition (Baldwin et al. 2012) as accessed through the online Jepson Flora

Project (eds.)(2020). Mr. Brown conducted follow-up observation surveys of the existing tricolored blackbird (TCB) colony located just northeast of the project area on 10 March and 10 April 2020. During the surveys, Mr. Brown observed the location of the nesting colony and typical foraging flight patterns. Additionally, Mr. Brown surveyed the site for suitability of nesting, breeding, and foraging habitat for the species. Ms. VonderOhe visited the site on 12 June 2020 to observe the colony and status of construction surrounding the nesting colony.

The project area is predominantly composed of previously graded, highly disturbed, flat terrain with sparse vegetation consisting of non-native ruderal and European annual grass species dominated by filaree (*Erodium botrys*), soft-chess brome (*Bromus diandrus*), wild oat (*Avena fatua*), stinkwort (*Dittrichia graveolens*), medusa head grass (*Elymus caput-medusae*), short-podded mustard (*Hirschfeldia incana*). The project area is generally rocky and lacks fertile topsoil needed to support a traditional annual grassland. The flat graded portion of the project area appears from historic aerial photographs to be mowed annually for fire prevention. Due to these factors, the project area can be classified as disturbed land cover.

A linear ditch located outside of and immediately north of the project site gathers sheet flow precipitation runoff and conveys it to two shallow water quality/detention basins. When these basins fill, water then is released into the open space parcel immediately north of the project site through a steel culvert and armored outfall and overland flow. The ditch and basins were created during the grading of the site as water quality features to prevent sediment from running off the site into the adjacent open space parcel. These engineered features are created either on fill in historical uplands and/or are deemed non-jurisdictional waters of the U.S. and/or waters of the State. These features will not be impacted by the project and will remain intact to prevent sediment from entering into the adjacent open space.

The open space to the north contains a moderate- to high-gradient ephemeral stream. This stream generally flows from east to west, is level with the eastern project boundary, and drops to approximately 30 feet below the elevation of the western project boundary. No portion of this stream is located on the project site, and as such, will not be impacted by the project. Immediately north of the stream is a seep that supports a large Himalayan blackberry (*Rubus armeniacus*) bramble between 0.5 and 1-acre in size. This bramble supports a nesting colony of the California-threatened tricolored blackbird.

The Natural Resources Conservation Service has mapped one soil unit within the project area: (110) Auburn-Argonaut-Rock outcrop complex, 8 to 30 percent slopes.

Table 9 provides a list of special-status species that were evaluated, including their listing status, habitat associations, and their potential to occur in the project area. The following select set of criteria was used for each species' potential for occurrence on the site:

- Present: Species was observed on the site during field surveys.
- Moderate: The site is within the known range of the species and limited suitable habitat exists.
- Low: The site is within the known range of the species and there is marginally suitable habitat or the species was not observed during protocol-level surveys conducted on-site.

Table 9. Special-Status Species with Potential to Occur

Scientific Name (Common Name)	Federal Status	State Status	Habitat Requirements	Potential to Occur
<i>Agelaius tricolor</i> Tricolored blackbird	--	CT, CSC	Colonial nester in cattails, bulrush, or blackberries associated with marsh habitats.	Present. Observed in blackberry bramble located northeast of the study area in designated TCB open space. Species observed foraging in study area, however no nesting habitat exists on project site.
<i>Athene cunicularia</i> Burrowing owl	--	CSC	Nests in abandoned ground squirrel burrows, culverts, and debris piles associated with open grassland habitats.	Low. No ground squirrel burrows were observed and very limited debris piles within the study area that could provide surrogate burrows. The highly maintained nature of the site reduces the potential presence of this species.
<i>Eromophila alpestris actia</i> California horned lark	--	CSC	Forages and breeds in open grasslands and fields.	Present. Observed foraging within the study area and may nest within study area.
<i>Elanus leucurus</i> White-tailed kite	--	CFP	Open grasslands, field, and meadows used for foraging; isolated trees in	Moderate. The study area represents low quality foraging habitat for the species, and the trees and shrubs adjacent to the study area provide suitable nesting habitat.
<i>Lanius ludovicianus</i> Loggerhead shrike	--	CSC	Occurs in open areas with sparse trees, shrubs, and other perches.	Low. The study area supports suitable foraging habitat for loggerhead shrike. There is no suitable nesting habitat within the study area.

Source: Madrone Ecological Consultants, Inc. (2020)

Notes: CT= CDFW threatened, CSC= CDFW species of concern, CFP= CDFW fully protected.

Tricolored Blackbird

Tricolored blackbird (TCB) is state listed as threatened; in addition, TCB is listed by CDFW as a species of special concern. The California Natural Diversity Database (CNDDB) contains 14 active and inactive TCB breeding locations within 5-miles of the project area, in addition to the adjacent colony. Of these locations, 12 are located in the open grasslands south of White Rock Road, and the habitat appears to have been extirpated for the remaining two north of US Highway 50.

The adjacent nesting colony of TCB frequently utilizes a large Himalayan blackberry bramble northeast of the project area in the adjacent open space parcel. This bramble is located approximately 100-feet off the project area at approximately the same elevation. In 2018, a declaration of covenants and restrictions was recorded over a portion of the adjacent open space to protect the ability of the nesting colony to utilize the site in perpetuity. This nesting colony has been monitored since at least 2011 when

approximately 1,000 TCB were observed. Subsequent observations from 2013-2016 observed between 0 and 3,500 TCB. At the beginning of the nesting season in 2020, Madrone Ecological Consulting observed approximately 800 TCB at the colony location. Most commonly it appears the nesting colony is between 1,000 and 1,500 TCB. This represents less than one percent of the statewide population. Approximately 200 TCB were observed landing on the western portion of the study area during the site visit for brief moments and potentially feeding on seeds. Due to the possibility of itinerant breeding, this nesting location may be a first or second breeding location for the TCB that nest there. This means that the TCB that nest adjacent to the project area may nest again after they leave. Although unlikely, outside of the nesting season an occasional TCB may be present in the adjacent open space, but the majority of the TCB congregate in the agricultural lands of the Central Valley as the grain crops ripen as an abundant food source (Madrone Ecological Consulting 2020).

Construction near the nesting colony has occurred on and off since the area was originally graded for development between 2002 and 2003. LifeTime Fitness, which is located immediately adjacent to the project area to the south and east, was constructed in 2016 when the CNDDDB indicates the number of TCB seen at the colony during the nesting season was approximately 1,000. This is consistent with the numbers that Madrone Ecological Consulting observed in 2020. Additionally, phase one of the Pique Apartments project, located immediately adjacent to the nesting colony on the north side of the open space, was under construction starting in 2018; phase two, closest to the colony, is currently under construction. Over nearly a decade of construction of project proximate to the colony, the number of TCB individuals present at the nesting colony during nesting season has remained consistent and the birds continue to return to nest.

TCB within the colony do not have access to high-quality forage immediately adjacent to the colony. As such, historically and perhaps even prior to development of the colony, the TCB regularly fly several miles to obtain appropriate forage. In particular, TCB within the nesting colony fly to the annual grasslands south of US Highway 50 to obtain the insect forage they require for nesting. South of US Highway 50, nesting habitat is found in riparian habitat and blackberry brambles along Alder Creek and grasslands provide foraging habitat for TCB. In the Folsom Plan Area Specific Plan (FPASP), impacts to grasslands and TCB nesting colonies have been addressed in the FPASP EIR (2010). Mitigation Measure 3A.3-2e of the FPASP EIR addresses avoidance and minimization measures for TCB nesting colonies that reduce impacts to less than significant. The FPASP EIR also includes measures to mitigate the loss of grassland habitat within the FPASP that provides foraging habitat for TCB.

Additional undeveloped grasslands are present within 3-miles of the nesting colony that currently represent appropriate foraging opportunities. Accordingly, the proposed project will not impact the colony's foraging habitat because no such habitat is located within the project area and because TCB currently forage off-site and in some instances 3-miles or more away from the project area.

Burrowing Owl

Burrowing owl is not listed pursuant to either the California or federal Endangered Species Acts; however, it is designated as a species of special concern by the CDFW. They typically inhabit dry open rolling hills, grasslands, desert floors, and open bare ground with gullies and arroyos. This species typically uses burrows created by fossorial mammals, most notably the California ground squirrel, but may also use man-made structures such as culverts; cement, asphalt, or wood debris piles; or openings beneath cement or asphalt pavement. The breeding season extends from approximately February 1 through August 31 (Madrone Ecological Consulting).

There is a low potential for burrowing owl to be present within the project area, although potential burrowing owl nesting habitat is not noted within the project area. The project area does not provide suitable foraging as it does not contain a suitable prey base (vole and other rodent populations). However, burrowing owls may nest in the adjacent open space parcel to the north and east of the site. There are two documented occurrences of burrowing owl within 5-miles of the project area.

White-Tailed Kite

White-tailed kite is not federally or state listed, but is a CDFW fully protected species. There are four documented occurrences of white-tailed kite within 5-miles of the project area. The project area does not contain a suitable prey base (vole and other rodent populations) for the species and represents low quality potential foraging habitat for white-tailed kite. However, the species may forage and nest within the adjacent open space parcel north and east of the project area. There is a moderate potential for white-tailed kite to be present within the project area.

Loggerhead Shrike

The loggerhead shrike is not listed and protected pursuant to either the California or federal Endangered Species Acts; but is a CDFW species of special concern. There are no documented occurrences of loggerhead shrike within 5-miles of the project area. However, the species may forage and nest within the adjacent open space parcel north and east of the project area. There is a low potential for loggerhead shrike to be present within the project area.

Evaluation of Biological Resources

- 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 Wildlife or U.S. Fish and Wildlife Service?

Tricolored Blackbird

Impacts to the TCB nesting colony may occur during the nesting season as a result of construction from noise, vibration, dust, lighting, collision with equipment (individual birds), and increased human activity which may lead to nest failure, nest abandonment, and the death of TCB. Impacts to TCB may occur after the project is operational by individual birds flying into the north-facing windows of the building. Occupancy of the project could result in impacts to nesting TCB from noise, dust, human presence, trash/food containers, domestic cats, and/or night lighting. This is a potentially significant impact for which **Mitigation Measures BIO-01 through BIO-10** have been prescribed, as outlined below. With implementation of the prescribed mitigation, potential impacts related to substantial adverse effect to habitat and/or sensitive species are reduced to a level **less than significant**.

The flight path through the project area by TCB from the nesting colony may be modified with construction of the project but would not be precluded. In addition, there are other flight paths available to nesting TCB including southeast along the ephemeral drainage where the nesting colony resides, and between the LifeTime Fitness and the project area. Moreover, the TCB can continue to fly over the buildings as needed to travel to foraging habitat. This is a potentially significant impact for which **Mitigation Measures BIO-11 through BIO-19** have been prescribed, as outlined below. With

implementation of the prescribed mitigation, potential impacts related to TCB are reduced to a level **less than significant**.

Burrowing Owl

The project area does not contain suitable nesting or foraging habitat for the species. However, the species may inhabit the adjacent open space parcel. Impacts to burrowing owl may occur during construction from noise, vibration, and increased human activity which may lead to nest failure and abandonment and the death of burrowing owl chicks in the open space. This is a potentially significant impact for which **Mitigation Measures BIO-20 through BIO-22** have been prescribed, as outlined below. With implementation of the prescribed mitigation, potential impacts related to burrowing owl are reduced to a level **less than significant**.

White-Tailed Kite

The project area does not contain suitable nesting or foraging habitat for the species. However, the species may inhabit the adjacent open space parcel. Impacts to white-tailed kite may occur during construction from noise, vibration, and increased human activity which may lead to nest failure and abandonment and the death of white-tailed kite chicks. This is a potentially significant impact for which **Mitigation Measures BIO-23 and BIO-24** have been prescribed, as outlined below. With implementation of the prescribed mitigation, potential impacts related to white-tailed kite are reduced to a level **less than significant**.

Loggerhead Shrike

The project area does not contain suitable nesting habitat for the species. However, the species may inhabit the adjacent open space parcel. Impacts to loggerhead shrike may occur during construction from noise, vibration, and increased human activity which may lead to nest failure and abandonment and the death of loggerhead shrike chicks. This is a potentially significant impact for which **Mitigation Measures BIO-23 and BIO-24** have been prescribed, as outlined below. With implementation of the prescribed mitigation, potential impacts related to loggerhead shrike are reduced to a level **less than significant**.

Nesting Songbirds

Ground nesting songbirds including killdeer (*Charadrius vociferous*), western meadowlark (*Sturnella neglecta*), savanna sparrow (*Passerculus sandwichensis*), mourning dove (*Zenaidura macroura*), and horned lark (*Eromophila alpestris*), among others have the potential to nest within the project area. The initial grading of the project may cause direct mortality to songbirds and/or their nests. This is a potentially significant impact for which **Mitigation Measures BIO-23 and BIO-24** have been prescribed, as outlined below. With implementation of the prescribed mitigation, potential impacts related to nesting songbirds are reduced to a level **less than significant**.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less than significant impact. Construction and operation of the proposed project would not affect any riparian habitat or other sensitive natural community. The project site does not support Water of the US

or Waters of the State; an ephemeral stream is located in the adjacent open space to the north, or which a portion is protected by a conservation easement and will not be impacted by the proposed project. Implementation of the proposed project will have no effect on the adjacent open space or resources contained therein.

- c) 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?

No impact. The project area is previously disturbed and does not contain any state or federally protected wetlands. No impact would occur either due to project construction or operation.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less than significant impact. Construction and operation of the proposed project would not interfere with the movement of native resident or migratory fish or wildlife species or interfere with established native resident or migratory wildlife corridors or nursery sites. The project site does not support wildlife habitat nor would implementation of the proposed project interfere with movement by wildlife. As shown in Figure 2 of the biological resources evaluation (Appendix D), movement corridors for TCB from the adjacent nesting colony to foraging habitat located south of US Highway 50 are available even with project implementation. Implementation of the proposed project would not preclude the TCB flight corridors between the nesting colony and foraging habitat south of U.S. Highway 50.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No impact. The project area is previously disturbed and does not contain any natural vegetation communities and/or trees. No impact would occur either due to project construction or operation.

- 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?

No impact. No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan has been approved for the City of Folsom. Therefore, no impacts to an existing adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan would occur.

Mitigation Measures

Tricolored Blackbird

- BIO-01** Avian Protection Plan: Prior to the start of construction, an avian protection plan shall be developed and submitted to the City of Folsom outlining the protective measures to be taken during construction, long-term operational measures, monitoring plan, adaptive management actions, and reporting requirements. These protective measures shall include for example, installation of a visual and sound barrier between the project and the nesting colony and having all trash containers stored inside the planned building

during the operation of the facility. The monitoring plan shall describe monitoring methods, reporting, and procedures required of monitor in response to observations on the site. The avian protection plan shall also include performance standards associated with each protective measure such as making repairs to the visual/sound barrier if needed within 24 hours or having an employee tasked with routinely ensuring trash receptacles are within the building except during trash collection periods.

BIO-02

Worker Environmental Awareness Training: Before any ground-disturbing or vegetation-removal activities, a Worker Environmental Awareness Training (WEAT) shall be prepared and administered to the construction workers. The WEAT shall include the following: discussion of the state Endangered Species Act, CEQA mitigation measures; consequences and penalties for violation or noncompliance with these laws and regulations; identification of special-status wildlife including tricolored blackbird; and the contact person (biological monitor) in the event of the discovery of a special-status wildlife species within the project area. The WEAT shall also discuss the different habitats used by the species' different life stages and the annual timing of these life stages. A handout summarizing the WEAT information shall be provided to workers to keep on-site for future reference. Upon completion of the WEAT training, workers shall sign a form stating that they attended the training, understand the information presented and shall comply with the regulations discussed. Workers shall be familiarized with "avoidance areas" from which workers shall be restricted to minimize the potential for inadvertent impacts to the tricolored blackbird nesting colony.

BIO-03

Environmentally Sensitive Area Fence for Noise Barrier: Prior to the start of construction, the contractor shall install an Environmentally Sensitive Area (ESA) fence along the portion of the northern Project boundary. See Figure 2 in Appendix D for the location of the ESA fence. The ESA fence shall be eight feet in height and constructed of solid plywood or oriented strand board and shall be designed to withstand moderate to strong winds. The fence shall be in place from March 1 through July 31 during each year of construction. The ESA fence shall serve three purposes:

- Delineate the project boundary and prevent workers from entering the open space near the nesting colony;
- Minimize construction-related noise from impacting the nesting colony by providing a solid rather than open fence; and,
- Create a visual barrier for the tricolored blackbirds to cause them to fly up and over the project activities or choose a different route when they leave the colony to forage.

BIO-04

Pre-Nesting Season Surveys: Two weeks prior and one week prior to the defined start of the nesting season (March 1), a qualified biologist shall visit the tricolored blackbird nesting colony in order to detect unanticipated early nesting activity. If the qualified biologist documents nesting activities are occurring during either survey, mitigation measures that apply as of March 1 would be implemented. If tricolored birds are present, but not exhibiting nesting behavior then nesting season mitigation measures would not apply until nesting behavior is observed or March 1, whichever is sooner.

- BIO-05** Determination of No Nesting Activity: If construction activities are underway prior to the tricolored blackbird nesting season, but will continue after March 1, a qualified biologist shall survey the nesting location once between March 1 and March 15. If nesting is found during any of the surveys, then mitigation measures that apply as of March 1 would be implemented. If the surveys are negative, the qualified biologist shall conduct follow up surveys every 48 hours until April 15. If no nests have been established by April 15, the biologist shall coordinate with CDFW to determine if nesting is likely to occur. If the nesting location is determined, in coordination with CDFW, to be inactive for the year, construction may proceed as allowed outside the nesting season.
- BIO-06** Limits on Grading During the Nesting Season: No rough grading will occur during the nesting season (March 1 to July 31) unless the biological monitor has determined in coordination with CDFW that the tricolored blackbirds are not nesting during that year or the biological monitor has determined that the tricolored blackbirds have not begun or have completed nesting and left the nesting site.
- BIO-07** Continuous Biological Monitoring for Work During the Nesting Season: From March 1st to July 31st continuous monitoring by a qualified biological monitor shall occur. Continuous biological monitoring is defined as having a biological monitor present at all times when work is taking place within the Project Area. No monitoring is required on days when no work is occurring.
- During each visit, the biological monitor shall record basic survey data including date, biologist name, time of survey, weather conditions, approximate number of birds observed at the nesting colony, general behavior characteristics (time and approximate number of foraging group departures and arrivals), construction activity description, and a discussion of any disturbances and or recommendations for the prevention of construction-related disturbances to the nesting colony. Monitoring reports shall be submitted weekly to the Project Proponent, the City of Folsom, and CDFW.
- Continuous biological monitoring shall not be required 1) between August 1st and February 28th, 2) if nesting is determined in coordination with CDFW to have been skipped for the year, 3) when it is determined by a qualified biologist that the nesting colony is no longer active, 4) when construction has moved into Month 6 activities as outlined under Periodic Biological Monitoring, or 5) when it is determined by a qualified biologist that all of the young of the year birds are no longer dependent on their nest or parents..
- BIO-08** Periodic Biological Monitoring During Construction Month 6 Activities and Beyond: Construction activities in Month 6 and later include work on apartment building itself, consisting of framing, utility installation, siding, roofing, painting, finish work, work to complete the grounds of the Project, including the installation of hardscaping, landscaping irrigation, permanent fencing, and pavement striping. If these activities take place during March 1 to July 31, a qualified biological monitor shall conduct monitoring visits three times per week. The monitoring site visits shall be timed during the peak activity of the species (dawn to 10 am). During each visit, the biological monitor shall record basic survey data including date, biologist name, time of survey, weather conditions, approximate number of birds observed at the nesting colony, general

behavior characteristics (time and number of foraging group departures and arrivals), construction activity description, and a discussion of any disturbances and or recommendations for the prevention of construction-related disturbances to the nesting colony. Monitoring reports shall be submitted weekly to the Project Proponent, the City of Folsom, and CDFW.

Periodic biological monitoring shall not be required 1) between August 1 and February 28, 2) if nesting is determined in coordination with CDFW to have been skipped for the year, 3) when it is determined by a qualified biologist that the nesting colony is no longer active, or 4) when it is determined by a qualified biologist that all of the young of the year birds are no longer dependent on their nest or parents.

- BIO-09** Restricted Speed Limit During Construction: A speed limit of 15 miles per hour shall be enforced throughout the construction duration of the project to avoid collisions with tricolored blackbirds.
- BIO-10** Manage Outdoor Food: Eating areas for construction workers shall be restricted to the inside of construction trailers and a designated area adjacent to Healthy Way. All food-related material and trash shall be secured in trash receptacles to prevent attracting potential predators and providing an onsite food source for the blackbird. Mobile food vendors shall be prohibited on the site.
- BIO-11** Bird Safety Film: To minimize potential future bird mortality due to window collisions, install horizontal bird safety film (SOLYX film or similar product) on exterior window surfaces on the north building elevation. Applicant shall routinely inspect the bird safety film and replace the film as needed, approximately every 5-7 years.
- BIO-12** Barrier on North Property Line: On the north property line of the project, a four-foot tubular steel open fence shall be designed and installed to create a barrier between the Project and the adjacent open space area to prevent humans and dogs from entering the open space and the tricolored blackbird nesting colony.
- BIO-13** Educational Signage: signage informing and sensitizing the public to the tricolored blackbird colony shall be posted on the fence.
- BIO-14** Contain Lighting Onsite: All project lighting shall be directed downward and away from the tricolored blackbird nesting colony and shall be designed to minimize overspill into the area between the project boundary and the tricolored blackbird nesting colony.
- BIO-15** Staff and Resident Awareness Information: Information about the presence of the tricolored blackbird colony and measures to reduce impacts and coexist with the birds shall be provided to staff and residents. The information shall address:
- Information about the colony;
 - Keeping house cats indoors;
 - Keeping the facility outdoors clean of all trash and food debris;
 - Securing all trash receptacles to prevent attracting potential predators and providing food sources to the blackbird;
 - Prohibitions on bird feeding;

- Restrictions on loud outdoor events during nesting season (March 1 through July 31);
- Prohibition of staff and resident access to adjacent open space parcel; and,
- Speed limit restrictions.

BIO-16 Restrict Speed Limit During Operations: The speed limit on the site shall be limited to 15 miles per hour to avoid collisions with tricolored blackbirds.

BIO-17 Manage Outdoor Food and Trash: All outdoor eating areas shall include trash receptacles and trash shall be secured in trash receptacles to prevent attracting potential predators and providing an onsite food source for the blackbird. Mobile food vendors shall be prohibited on the site.

BIO-18 Store Trash Dumpsters Indoors: Refuse (trash, recycling, organic waste) dumpsters for the project shall be stored in indoor trash rooms rather than in outdoor trash enclosures. Dumpsters shall be moved from the trash rooms outdoors one day per week for refuse collection. Following collection, the dumpsters shall be promptly returned to the indoor trash rooms.

BIO-19 Restrict Domestic Cats to Indoors: Domestic cats belonging to tenants shall be restricted to indoors. Tenant leases shall require that cats be kept indoors.

Burrowing Owl

BIO-20 Prior to the start of construction, a take avoidance pre-construction survey shall be conducted for burrowing owl. The survey shall follow the CDFG 2012 Staff Report on Burrowing Owl Mitigation (Staff Report). If no active burrowing owl burrows are identified during the take avoidance pre-construction survey, no further mitigation is required. If active burrowing owl burrows are identified during the pre-construction survey, Mitigation Measures BIO-21 or BIO-22 shall apply.

BIO-21 During Breeding Season: If the start of construction occurs during the burrowing owl breeding season (February 1 through August 31) and the qualified biologist finds evidence of burrowing owls nesting within the study area or the 500-foot survey buffer specified by the Staff Report, all project-related activities shall avoid nest sites during the remainder of the breeding season or while the active burrow remains occupied by adults with young or young (nest occupation includes individuals or family groups foraging on or near the site following fledging). A qualified biologist in coordination with the City shall establish a no-disturbance buffer around the active burrow. The buffer distance shall be determined based upon the location of the burrow in relation to construction activity and may be reduced in coordination with the City if visual and noise-attenuation barriers are installed in conjunction with biological monitoring. Construction and other project-related activities may occur outside of the buffer zone. Construction and other project-related activities may be allowed inside of the non-disturbance buffer during the breeding season if the biological monitor determines that those activities do not disturb the owls and the project activities are monitored daily by a qualified biological monitor.

If monitoring by a qualified biologist indicates that the nest is abandoned prior to the end of nesting season and the burrow is no longer in use, the non-disturbance buffer zone may be removed if approved by the City. After receiving approval from CDFW, the qualified biologist may excavate the burrow in accordance with the latest CDFW guidelines for burrowing owl to prevent reoccupation.

BIO-22

During Non-Breeding Season: If the start of construction occurs during the non-breeding season (September 1 through January 31) and the qualified biologist finds evidence of burrowing owls residing within the study area or the 500-foot survey buffer specified by the Staff Report, the qualified biologist shall establish an appropriate non-disturbance buffer around the occupied burrow(s) in coordination with the City. Construction activities outside of this buffer shall be allowed.

If construction activities require that the occupied burrow be disturbed, then exclusion of the owl(s) is allowed if the following criteria are met:

- A burrowing owl exclusion plan shall be developed for the project and approved by the CDFW. This plan shall include the results of the preconstruction surveys and proposed methods for the installation and monitoring of one-way doors and the exclusion of burrowing owls;
- Upon approval by the CDFW, a qualified biologist shall install one-way door at the entrance of each occupied burrow. The project shall then be monitored twice daily for 48 hours to ensure that the owls have vacated the burrow. After the burrows have been vacated at the end of the 48-hour monitoring period, the one-way doors shall be removed, and the burrow shall be hand-excavated to its terminus and completely backfilled. The project area and survey buffer shall be monitored daily for one week to ensure that the burrowing owls have not returned prior to construction.

Nesting Migratory Birds, Including Raptors and Songbirds

BIO-23

If ground disturbance, vegetation thinning, or other construction activities are proposed during the migratory bird nesting season (February 1 – August 31), a preconstruction survey for nesting raptors and migratory bird nests shall be conducted by a qualified biologist within 15 days prior to the beginning of construction activities in order to identify active nests. This survey shall be conducted within the proposed construction area and all accessible areas within 500 feet of the construction area.

BIO-24

If active nests are found, a qualified biologist in coordination with the City shall establish a no-disturbance buffer around the active nest. The buffer distance shall be determined based upon the bird species and the location of the nest in relation to construction activity and may be reduced if visual and noise-attenuation barriers are installed. Construction and other project-related activities may occur outside of the buffer zone. Construction and other project-related activities may be allowed inside of the non-disturbance buffer during the nesting season if the monitoring biologist determines that those activities do not disturb the nesting birds, and the project activities are monitored continuously by a qualified biological monitor. The no-disturbance buffer shall remain in place until the young have fledged or the nest is no longer active. The perimeter of the

buffer area shall be staked in the field by the contractor. No construction activities or personnel shall enter the buffer area, except with approval of the biological monitor. If no active nests are found during the preconstruction survey, no further mitigation shall be required. If a lapse in construction work of 15 days or longer occurs during the nesting season, additional nest surveys shall be required before construction may be reinitiated.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The discussion below is based in part on a cultural resources assessment letter report prepared by HELIX Environmental Planning, Inc. (HELIX 2020), attached to this Initial Study as **Appendix E**.

Environmental Setting

State and federal legislation require the protection of historical and cultural resources. In 1971, President's Executive Order No. 11593 required that all federal agencies initiate procedures to preserve and maintain cultural resources by nomination and inclusion on the National Register of Historic Places. In 1980, the Governor's Executive Order No. B-64-80 required that state agencies inventory all "significant historic and cultural sites, structures, and objects under their jurisdiction which are over 50 years of age and which may qualify for listing on the National Register of Historic Places." Section 15064.5(b)(1) of the CEQA Guidelines specifies that projects that cause "...physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historic resource would be materially impaired" shall be found to have a significant impact on the environment. For the purposes of CEQA, an historical resource is a resource listed in, or determined eligible for listing in the California Register of Historical Resources. When a project could impact a resource, it must be determined whether the resource is an historical resource, which is defined as a resource that:

(A) is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political or cultural annals of California; and,

(B) Meets any of the following criteria: 1) is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; 2) is associated with the lives of persons important in our past; 3) embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or 4) has yielded, or may be likely to yield, information important in prehistory or history. The City of Folsom Standard Construction Specifications were developed and approved by the City of Folsom in May 2004 and updated in April 2015. They include Article 11 - Cultural Resources, which provides direction on actions to

be taken in the event that materials are discovered that may ultimately be identified as a historical or archaeological resource, or human remains (City of Folsom 2015).

Cultural Background

Following is a brief summary providing a context in which to understand the background and relevance of resources that may occur in the general project area. This section is not intended to be a comprehensive review of the current resources available; rather, it serves as a general overview. Further details can be found in ethnographic studies, mission records, and major published sources.

Southern Maidu

At the time of European contact, the Southern Maidu tribe of California Native Americans, previously referred to as the Nisenan, occupied the project vicinity. The Southern Maidu occupied the drainages of the Yuba, Bear, and American rivers and the lower drainages of the Feather River, bounded by the west bank of the Sacramento River to the west, the crest of the Sierra Nevada to the east, a few miles south of the American River to the south. The northern boundary is not well established due to the Southern Maidu's linguistic similarity with neighboring groups but extended somewhere between the Feather and Yuba rivers (HELIX 2020).

The Southern Maidu constructed villages on natural rises along streams and rivers ranging in size from three to fifty houses. The houses were typically dome or conical shaped and covered with earth, tule mats, or grasses, and major villages contained a semi-subterranean dance house structure covered by earth, tule, and brush (Wilson and Towne 1978). The Southern Maidu subsistence base varied and included gathering seeds and seasonal plant resources, hunting, and fishing. The Southern Maidu were not dependent on one staple, as their territory provided abundant year-round sources of different food. Acorns were a primary food source and were stored in granaries, in addition to buckeye nuts, digger and sugar pine nuts, and hazelnuts. Ethnographic reports indicate the Southern Maidu obtained large game such as deer, antelope, tule elk, mountain lions, and black bears, by game drives, snares, decoys, deadfalls, and bows and arrows. Rabbits and other small game were hunted with sticks, blunted arrows, traps, snares, nets, fire, and rodent hooks.

The Southern Maidu political organization was centered on the tribelet and each village was governed by a headman who served as an advisor and whose position was typically passed on patrilineally, although some chiefs were chosen by the villagers (Beals 1933; Wilson and Towne 1978). Very little contact existed for the Southern Maidu outside of their tribelet area, and outside contact was typically only for ceremonies, trade, and warfare (Beals 1933). Southern Maidu disposed of their dead by cremation and then burial, usually on the morning after the person died. The deceased person's property would be burned and their house moved or destroyed. After the cremation, the bones and ashes would be gathered and buried in the village cemetery. When a death occurred away from the person's village, they would be cremated where they died and their remains returned to their village to be buried (Wilson and Towne 1978).

Historic Background

The history of the northern Central Valley and Sierra Nevada foothills can be divided into several periods of influence; pertinent historic periods are briefly summarized below.

Spanish Period

The arrival and expansion of the Spanish did not have a significant effect on the Southern Maidu way of life, as contact with the Spanish was limited, and only in the southern edge of their territory. Spanish exploration of the greater Southern Maidu territory occurred when José Canizares explored the adjacent Plains Miwok territory in 1776. There is no recorded history of any Southern Maidu being removed and forced into the Spanish Mission system as neophytes, unlike their Miwok neighbors (Wilson and Towne 1978). There are numerous accounts of neophytes fleeing the missions, and a series of "Indian Wars" broke out when the Spanish tried to return them to the missions (Johnson 1978). The Southern Maidu received some of the escaped mission neophytes and felt pressure on their southern borders from displaced Miwok villages.

Mexican Period

With the declaration of Mexican independence in 1821, Spanish control of Alta California ended, although little change actually occurred. Political change did not take place until mission secularization in 1834, when Native Americans were released from missionary control and the mission lands were granted to private individuals. Shoup and Milliken (1999) state that mission secularization exposed Native Americans to further exploitation by outside interests, often forcing them into a marginal existence as laborers for large ranchos. Following mission secularization, the Mexican population grew as the native population continued to decline. Anglo-American settlers began to arrive in Alta California during this period and often married into Mexican families, becoming Mexican citizens, which made them eligible to receive land grants. In 1846, on the eve of the U.S.-Mexican War (1846 to 1848), the estimated population of Alta California was 8,000 non-natives and 10,000 Native Americans. However, these estimates have been debated. Cook (1976) suggests the Native American population was 100,000 in 1850; the U.S. Census of 1880 reports the Native American population as 20,385.

European Expansion

Jedediah Smith was the first to explore the Central Valley in 1828, but other fur-trapping expeditions soon followed. In the late 1820s, American trappers, as well as ones from the Hudson's Bay Company, began establishing camps in the Southern Maidu territory to trap beavers, an occupation that was said to have been peaceful (Wilson and Towne 1978). During this period, Native American populations were declining rapidly, due to an influx of Euro-American diseases. In 1832, a party of trappers from the Hudson's Bay Company, led by John Work, traveled down the Sacramento River unintentionally spreading a malaria epidemic to Native Californians. This epidemic wiped out much of the Southern Maidu, and survivors moved into the hills. Four years later, a smallpox epidemic decimated local populations, and it is estimated that up to 75 percent of the Southern Maidu population died (Cook 1955).

After the upheaval of the Bear Flag Revolt in 1846, John Sutter sent James Marshall to construct a sawmill in the Sierra Nevada foothills at Coloma in 1847 (Severson 1973). In January of 1848, Marshall discovered gold near the Southern Maidu village of "Culloma", (Coloma) which marked the start of the Gold Rush. The influx of miners and entrepreneurs increased the population of California, not including Native Californians, from 14,000 to 224,000 in just four years. This, in turn, stimulated commercial growth in the Sacramento Valley as eager entrepreneurs set up businesses to support the miners and mining operations. When the Gold Rush was over, many miners settled in the area and established farms, ranches, and lumber mills.

City of Folsom

The City of Folsom's history can be traced back to 1847 when William Leidesdorff traveled to the Sacramento area to see the 35,000 acres he had purchased years earlier. Following Leidesdorff's death in 1848, US Army Captain Joseph Folsom purchased the land from Leidesdorff's heirs and with the help of Theodore Judah established a town site near the Negro Bar mining spot on the American River. Naming the town Granite City, the original plans were for a railroad terminus although at that time there were no railroad trains in northern California. Folsom died before the first railroad arrived in 1856 but the name of the town was changed Granite City to "Folsom" in his honor.

The town soon began to prosper with new hotels and businesses but the real boost to local economy came with the establishment of Folsom Prison in 1880 and the Folsom Powerhouse in 1895. Plans for Folsom Prison moved forward when the wealthy, Robert Livermore family offered to donate land in exchange for prison labor to build a hydro-electric dam across the American River to power a sawmill. Although the sawmill was never established, the family soon realized that force of the dammed water could be used to provide power to Sacramento and in 1895, Folsom made history when the first long-distance transmission of electricity spanned 22 miles from Folsom to Sacramento.

As Folsom continued to grow, bridges were constructed across the American River including the Truss Bridge in 1895 and the Rainbow Bridge in 1919. In 1945, the City of Folsom was incorporated and in 1955, Folsom Dam was constructed to provide hydroelectric power and recreation for the burgeoning local population. In the mid-1960s, Johnny Cash made the City of Folsom famous with his hit single "Folsom Prison Blues" coinciding with a time when the city's economy was centered around the prison. A huge economic boom came to Folsom in 1984 when Intel opened its vast campus and established itself as the largest private employer in the Sacramento area. In the 1990s, Folsom grew rapidly as a suburb community to Sacramento and it continues to grow today as an upscale community.

Cultural Resources Records Search

On March 3, 2020, an archival records search in support of the proposed project was conducted at the North Central Information Center (NCIC) of the California Historical Resources Information System, located at California State University, Sacramento. The records search addressed the project site and a 0.25-mile radius around the project site. Sources of information included previous survey and cultural resources files; the National Register of Historic Places (NRHP); the California Register of Historical Resources (CRHR); the Office of Historic Preservation (OHP) Archaeological Determinations of Eligibility; the OHP Directory of Properties in the Historic Property Data File; historical topographic maps; and historical aerial photographs.

The records search identified 27 studies that have previously been conducted within 0.25-mile of the project site (**Table 10**). Of these, three reports (003830, 009185, 004481) addressed all or part of the proposed project site.

Table 10. Previous Archaeological Studies Conducted within the Study Area

Report	Year	Author(s)	Affiliation	Title
003830	1997	Windmiller, Ric, Louis A. Payen, and Pamela Payen	Consulting Archaeologist	Evaluation of Cultural Resources Broadstone Unit 3 Folsom Sacramento County, California
004481	1991	Lindstrom, Susan	Archaeological Consultant	A Cultural Resource Evaluation of the Broadstone 3 Project Involving 570 Acres Near Folsom, California, Sacramento County
009185	1991	Deborah A. Jones, Marianne Babal, Stephen D. Mikesell, and Stephen R. Wee	Far Western Anthropological Research Group and Jackson Research Projects	A Cultural Resources Study for the Folsom East Area Facilities Plan and Portions of the Sewer and Water Line System.

Source: HELIX 2020.

Native American Consultation

On March 5, 2020, HELIX requested that the Native American Heritage Commission (NAHC) conduct a search of their Sacred Lands File for the presence of Native American sacred sites or human remains in the vicinity of the proposed project site. A written response received from the NAHC on March 12, 2020, stated that the Sacred Lands File failed to indicate the presence of Native American cultural resources in the immediate project area.

On March 20, 2020 HELIX sent letters to 10 Native American contacts that were recommended by the NAHC as potential sources of information related to cultural resources in the vicinity of the project area:

- Grayson Coney, Tsi Akim Maidu
- Rhonda Morningstar Pope, Chairperson, Buena Vista Rancheria of Me-Wuk Indians
- Sara Setchwaelo, Chairperson, Lone Band of Miwok Indians
- Cosme Valdez, Chairperson, Nashville Enterprise Miwok-Maidu-Nishinam Tribe
- Regina Cuellar, Chairperson, Shingle Springs Band of Miwok Indians
- Gene Whitehouse, Chairperson, United Auburn Indian Community of the Auburn Rancheria
- Ralph Hatch, Cultural Preservation Department, Miwok
- Antonio Ruiz, Officer, Wilton Rancheria
- Raymond Hitchcock, Chairperson, Wilton Rancheria
- Clyde Prout, Chairperson, Colfax-Todds Valley Consolidated Tribe

The letters advised the tribes and specific individuals of the proposed project and requested information regarding cultural resources in the immediate area, as well as any feedback or concerns related to the proposed project. As of the date of this report, no responses have been received.

Archaeological Survey Results

On February 28, 2020, HELIX Staff Archaeologist, Jentin Joe, conducted a pedestrian survey to characterize any prehistoric or historic-era archaeological resources located within the project site. The survey consisted of a pedestrian evaluation of the estimated 6.9-acre project site walked in parallel transects spaced at 10-meter intervals. During the survey the ground surface was examined for the presence of historic-era artifacts (e.g., metal, glass, ceramics), prehistoric artifacts (e.g., flaked stone

tools, tool-making debris), and other features that might represent human activity that took place more than 50 years ago.

The project site was fully surveyed for both archaeological and architectural resources. Survey conditions were good, with sparse vegetation allowing good ground surface visibility. The project site was previously graded in 2002 and 2007; during the 2007 grading activity an earthen berm on the north edge of the property was apparently constructed. The ground surface has been heavily disturbed by vehicle and construction activities as evidenced by vehicle tracks visible throughout the project site. The area is sparsely littered with construction materials, plastic fragments, and glass fragments. The soil on site consists primarily of a light-brown sand.

The archaeological survey determined that no archaeological resources are present on the surface of the project site. All observed cultural materials appear to be less than 50 years old, or are non-diagnostic fragments that cannot be attributed to a specific date range.

Evaluation of Cultural Resources

- a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?
- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than significant impact with mitigation. No historical or archaeological resources pursuant to §15064.5 were identified during the archival records search, Native American coordination, or pedestrian survey. The disturbed nature of the project site suggests that the potential for encountering buried cultural resources during grading or excavation is low. However, it is possible subsurface construction activities, such as trenching and grading, could potentially uncover previously undiscovered historical or archaeological resources. This would be a potentially significant impact. However, if historical or archaeological resources are discovered, implementation of **Mitigation Measure CUL-01** would reduce this potential impact to a less than significant level for questions a) and b).

- c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less than significant impact with mitigation. No human remains are known to exist within the project area nor were there any indications of human remains found during the field survey. However, there is always the possibility that subsurface construction activities associated with the proposed project, such as trenching and grading, could potentially damage or destroy previously undiscovered human remains. This is a potentially significant impact. However, if human remains are discovered, implementation of **Mitigation Measures CUL-01 and CUL-02** would reduce this potential impact to a less than significant level.

Mitigation Measures

CUL-01 Inadvertent Discoveries In the event that cultural resources are exposed during ground-disturbing activities, construction activities should be halted in the immediate vicinity of the discovery. If the site cannot be avoided during the remainder of construction, an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards should then be retained to evaluate the find's significance under the

California Environmental Quality Act (CEQA). If the discovery proves to be significant, additional work, such as data recovery excavation, may be warranted and should be discussed in consultation with the City.

CUL-02

Treatment of Human Remains. Although there is no evidence to suggest the presence of human remains, the discovery of human remains is always a possibility during a project. If such an event did occur, the specific procedures outlined by the NAHC, in accordance with Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the Public Resources Code, will be followed:

1. All excavation activities within 60-feet of the remains will immediately stop, and the area will be protected with flagging or by posting a monitor or construction worker to ensure that no additional disturbance occurs.
2. The project owner or their authorized representative will contact the County Coroner.
3. The coroner will have two working days to examine the remains after being notified in accordance with HSC 7050.5. If the coroner determines that the remains are Native American and are not subject to the coroner's authority, the coroner will notify NAHC of the discovery within 24 hours.
4. NAHC will immediately notify the Most Likely Descendant (MLD), who will have 48 hours after being granted access to the location of the remains to inspect them and make recommendations for treatment of them. Work will be suspended in the area of the find until the senior archaeologist approves the proposed treatment of human remains.
5. If the coroner determines that the human remains are neither subject to the coroner's authority nor of Native American origin, then the senior archaeologist will determine mitigation measures appropriate to the discovery.

VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

California's electricity needs are satisfied by a variety of entities, including investor-owned utilities, publicly owned utilities, electric service providers and community choice aggregators. In 2017, the California power mix totaled 292,039 gigawatt hours (GWh). In-state generation accounted for 206,336 GWh, or 71 percent, of the state's power mix. The remaining electricity came from out-of-state imports (CEC 2018). **Table 11** provides a summary of California's electricity sources as of 2017.

Table 11. California Electricity Sources 2017

Fuel Type	Percent of California Power
Coal	4.13
Large Hydro	14.72
Natural Gas	33.67
Nuclear	9.08
Oil	0.01
Other (Petroleum Coke/Waste Heat)	0.14
Renewables	29.0

Source: CEC 2018.

Natural gas provides the largest portion of the total in-state capacity and electricity generation in California, with nearly 50 percent of the natural gas burned in California used for electricity generation in 2017. Much of the remainder was consumed in the residential, industrial, and commercial sectors for uses such as cooking, space heating, and as an alternative transportation fuel. In 2012, total natural gas demand in California for industrial, residential, commercial, and electric power generation was 2,313 billion cubic feet per year, up from 2,196 billion cubic feet per year in 2010 (CEC 2018).

Transportation accounts for a major portion of California's energy budget. Automobiles and trucks consume gasoline and diesel fuel, which are nonrenewable energy products derived from crude oil. Gasoline is the most used transportation fuel in California, with 97 percent of all gasoline being consumed by light-duty cars, pickup trucks, and sport utility vehicles. In 2015, 15.1 billion gallons of

gasoline were sold in California (CEC 2018). Diesel fuel is the second most consumed fuel in California, used by heavy-duty trucks, delivery vehicles, buses, trains, ships, boats, and farm and construction equipment. In 2015, 4.2 billion gallons of diesel were sold in California (CEC 2018).

Evaluation of Energy

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. Project construction would require the use of construction equipment for clearing and grubbing, grading, hauling, and building activities, as well as construction workers and vendors traveling to and from the project site. Construction equipment requires gasoline, diesel, and potentially other fuel sources to operate.

Construction of the project would incorporate on-site energy conservation features. The following practices would be implemented during project construction to reduce waste and energy consumption:

- Follow maintenance schedules to maintain equipment in optimal working order and rated energy efficiency, which would include, but not be limited to, regular replacement of filters, cleaning of compressor coils, burner tune-ups, lubrication of pumps and motors, proper vehicle maintenance, etc.;
- Reduce on-site vehicle idling; and,
- In accordance with CALGreen criteria as well as state and local laws, at least 50 percent of on-site construction waste and ongoing operational waste would be diverted from landfills through reuse and recycling.

The project's construction-related energy usage would not represent a significant demand on energy resources because it is temporary in nature. Additionally, with implementation of the low impact design features, project construction would avoid or reduce inefficient, wasteful, and unnecessary consumption of energy. Therefore, the project's construction-phase energy impacts would be less than significant.

Operation of the proposed project would increase the consumption of energy related to electricity, natural gas, water, and wastewater. However, implementation of low impact design, energy efficient, and sustainable features would also reduce the energy usage. The project design incorporates sustainable features that are consistent with General Plan Goal LU 9.1 and the California Green Building Standards Code (CALGreen). CALGreen includes green building standards for mechanical, electrical, plumbing, and HVAC systems. The project proposes installation of 18 electric vehicle parking spaces and charging stations consistent with CALGreen provisions for electric vehicle charging infrastructure.

The position of the building in a north-south orientation maximizes passive solar access and natural lighting within the two courtyards and for south-facing units. Cool paving materials would be used for

gasoline were sold in California (CEC 2018). Diesel fuel is the second most consumed fuel in California, used by heavy-duty trucks, delivery vehicles, buses, trains, ships, boats, and farm and construction equipment. In 2015, 4.2 billion gallons of diesel were sold in California (CEC 2018).

Evaluation of Energy

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- Reduce on-site vehicle idling; and,
- In accordance with CALGreen criteria as well as state and local laws, at least 50 percent of on-site construction waste and ongoing operational waste would be diverted from landfills through reuse and recycling.

The project's construction-related energy usage would not represent a significant demand on energy resources because it is temporary in nature. Additionally, with implementation of the low impact design features, project construction would avoid or reduce inefficient, wasteful, and unnecessary consumption of energy. Therefore, the project's construction-phase energy impacts would be less than significant.

Operation of the proposed project would increase the consumption of energy related to electricity, natural gas, water, and wastewater. However, implementation of low impact design, energy efficient, and sustainable features would also reduce the energy usage. The project design incorporates sustainable features that are consistent with General Plan Goal LU 9.1 and the California Green Building Standards Code (CALGreen). CALGreen includes green building standards for mechanical, electrical, plumbing, and HVAC systems. The project proposes installation of 18 electric vehicle parking spaces and charging stations consistent with CALGreen provisions for electric vehicle charging infrastructure.

The position of the building in a north-south orientation maximizes passive solar access and natural lighting within the two courtyards and for south-facing units. Cool paving materials would be used for hardscapes throughout the site, including the courtyards, concrete refuse pads, pedestrian paths, adjacent to the pickleball court, and the driveway entry treatment.

Additionally, the Folsom Municipal Code requires one bicycle parking space for every five units that

equates to 31 bicycle parking spaces required for the project. The project provides 32 bicycle parking spaces in four, eight-space racks located on the north, south, east sides of the building.

Finally, adequate energy facilities are already located within and adjacent to the site serving the existing uses. Thus, the incremental increase associated with implementation of the project would not require the construction of new energy facilities or sources of energy that would not otherwise be needed to serve the region. It is anticipated that these services would be provided from existing utilities on site, or from extensions from existing facilities immediately abutting the site. Therefore, energy impacts from project operation would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The proposed project would not conflict with or obstruct a state or local plan for renewable energy efficiency. The project would conform to all applicable state, federal, and local laws and codes. Therefore, the proposed project would have no impact.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Geology and Soils section of this document is based on the project-specific Geotechnical Engineering Study Update (2019a) prepared by Youngdahl Consulting Group, Inc. The environmental setting discussion below is largely based upon this geotechnical update, which is included as **Appendix F**.

Environmental Setting

The project site is situated on the east edge of Sacramento County, located within the foothills of the Sierra Nevada geomorphic province of California. This province consists mostly of the Sierra Nevada Mountain Range. Tectonic building of the range occurred since the late Triassic period with the onset of active plate subduction along the continental margin. Continuing during much of the Jurassic period,

island arc, atolls, and other remnants of land collided with the continental land mass and resulted in the uplift of the Sierra Nevada Mountain Range. Extensive mountain formation caused by subduction, granitic intrusive activity and uplift continued on into the Cretaceous period. Concurrently, large volumes of material were eroded off the mountain terrain and carried to deep marine basins, which now comprise the Great Valley sedimentary beds to the west. During the late Tertiary period, the marine sediments were buried by extensive lava flows, ash flows, and volcanic mud flows from eruptions of andesitic volcanoes high in the Sierra Nevada. Volcanic flows were channeled down the Tertiary streams that coursed westward. The volcanic deposits were resistant over long periods to erosion and exist presently as ridge forming outcrops in the foothills.

Faults in the province, which generally strike northwest and dip eastward, were typically generated by either collision or subduction along the tectonic plate margin last active in the Quaternary age (approximately 600 thousand to 1.6 million years before present) and are represented in the vicinity today by the Mormon Island Shear Zone to the east and the Bear Mountains and Melones Fault Zones to the east (Loyd, 1984). The Mormon Island Shear Zone straddles the El Dorado County-Sacramento County immediately east of the site (Tierra Engineering Consultants 1983). The Bear Mountains Fault Zone has two traces in the Sierra foothills. The west branch of this fault zone is mapped approximately 2.5 kilometers to the east of the site, and the east branch is mapped approximately 16 kilometers to the east of the site. The Melones Fault Zone is located about 23 kilometers east of the site. The nearest active faults are the Dunnigan Hills Fault 65 kilometers to the northwest and Cleveland Fault 88 kilometers north. Other active and potentially active faults within a 100 kilometer radius, as well as their estimated empirical ground motion potentials are listed in the **Table 12**.

The site is located at the base of the Sierra Foothills region of the Sierra Nevada Mountain Range. The site is predominantly underlain by undifferentiated metavolcanics rocks of the Copper Hill Formation (Jch) formed during the Jurassic Period. The metavolcanics bedrock is characterized by a greenish gray color, predominantly fine grained and is usually observed to contain various degrees of fracturing and weathering.

The onsite soils are derived mainly from the weathering of the underlying bedrock and consist primarily of sandy silts and silty sands with abundant outcrops of boulders and cobbles. The closest faults to the site are the Mormon Island Shear Zone, approximately 1.3 miles to the east, and the west branch of the Bear Mountains Fault Zone, approximately 2.5 miles to the east-northeast.

The project site is not located within an Alquist-Priolo Earthquake Fault Zone.

Subsurface Conditions

Subsurface explorations by Youngdahl Consulting Group, Inc., were conducted on April 25 to 26, 2002, and included two test pits at the project site. Test pits encountered sandy silt materials in a stiff and slightly moist condition from the surface to depths of 1 to 3 feet. Underlying the surface materials were sandy clay materials in a very stiff and slightly moist condition from the surface to depths of 2 to 5 feet. Weathered metavolcanics bedrock was encountered to the maximum depth (25 feet) explored in each pit. The bedrock generally graded less weathered with increased depth.

Table 12. Active Faults

Fault Zone/Activity Level	Lower Level Earthquake Moment Magnitude (Mw)	Upper Level Earthquake Moment Magnitude (Mw)	Distance to Site (km)	Direction from Site (Compass)
Dunnigan Hills (H)	6.5	7.0	65	NW
North Tahoe (H)	6.25	6.5	99	E
Bear Mountain Fault Zone (Q)				
- West Branch	6.25	6.5	2.5	E-NE
- East Branch	6.25	6.5	16	E
Melones Fault Zone (Q)	6.25	6.5	23	E
Mormon Island Shear Zone (LQ)	6.25	6.5	1.3	E
Midland (Q)	6.25	7.0	67	W-SW
Coast Range S. B. (Q)	6.5	7.0	83	W
Antioch (Q)	6.25	6.8	96	SW
Eastern Frontal Sierra Nevada (Q)	6.5	7.5	96	E

Source: Youngdahl Consulting Group, Inc. 2019a.

[Q] = Quaternary/Potentially Active

[LQ] = Late Quaternary/Potentially Active

[H] = Holocene/Active

Recency of Movement: [H]<10,000 Years Before Present; [LQ]<700,000 Years Before Present; [Q]<1,500,000 Years Before Present.

The City of Folsom regulates the effects of soils and geological constraints on urban development primarily through enforcement of the California Building Code, which requires the implementation of engineering solutions for constraints to urban development posed by slopes, soils, and geology. The City has additionally adopted a Grading Code (Folsom Municipal Code Section 14.29) that regulates grading citywide to control erosion, storm water drainage, revegetation, and ground movement.

Evaluation of Geology and Soils

- a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?

Less Than Significant Impact. There are no known active faults crossing the property, and the project site is not located within an Earthquake Fault Zone (Department of Conservation, California Geological

Survey 2020). Therefore, ground rupture is unlikely at the subject property, and impacts would be less than significant.

ii. Strong seismic ground shaking?

Less Than Significant Impact. The site-specific geotechnical studies (Youngdahl Consulting Group, Inc. 2019a) recommended the project site be classified as Site Class C in accordance with the 2016 California Building Code (Class A requires least earthquake resistant design and Class F the most earthquake resistant design). Seismic design parameters based on the 2016 California Building Code and site investigations were recommended in the geotechnical studies for use in structural design. Conformance to the current building code recommendations would minimize potential ground shaking impacts to a less-than-significant level.

iii. Seismic-related ground failure, including liquefaction?

iv. Landslides?

Less Than Significant Impact. Due to the relatively shallow depth to bedrock and relatively low seismicity of the area, the potential for damage due to site liquefaction, slope instability, and surface rupture were considered negligible in the site-specific studies (Youngdahl Consulting Group, Inc. 2019a). Therefore, liquefaction and landslides are unlikely at the subject property and impacts would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The 2016 CBC and the City's Grading Code and standard conditions for project approval contain requirements to minimize or avoid potential effects from water erosion hazards. As a condition of approval, prior to the issuance of a grading or building permit, the City would require the applicant to prepare a soils report, a detailed grading plan, and an erosion control plan by a qualified and licensed engineer. The soils report would identify soil hazards, including potential impacts from erosion. The City would be required to review and approve the erosion control plan based on the State of California Department of Conservation's "Erosion and Control Handbook." The erosion control plan would identify protective measures to be implemented during excavation, temporary stockpiling, disposal, and revegetation activities. Further, because the project would result in one or more acre of ground disturbance, the project applicant would be required to obtain a General Construction Activity Stormwater Permit and a NPDES permit from the State Water Resources Control Board (SWRCB). Use of the permit requires the preparation of a SWPPP for approval by the SWRCB. The plan would contain best management practices to reduce potential impacts to water quality during construction of the project. Compliance with the City's regulations, the 2016 CBC requirements, and implementation of the SWPPP would reduce potential impacts related to soil erosion from water to less than significant.

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?

Less Than Significant Impact. Liquefaction is the sudden loss of soil shear strength and sudden increase in porewater pressure caused by shear strains, which could result from an earthquake. Research has shown that saturated, loose to medium-dense sands with a silt content less than about 25 percent located within the top 40 feet are most susceptible to liquefaction and surface rupture or lateral

spreading. Slope instability can occur as a result of seismic ground motions and/or in combination with weak soils and saturated conditions.

As also discussed under "a" ii and iii, the potential for damage due to site liquefaction, slope instability, landslide, lateral spreading, subsidence, collapse, and surface ruptures were considered negligible due to the relatively shallow depth to bedrock and relatively low seismicity of the area. Therefore, the project would have less than significant impact regarding unstable geological units or soils.

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. Intermittent or isolated pockets of highly expansive clay soils may be present on top of the weathered bedrock. In concentrated amounts, such clays could cause distress to concrete slab-on-grade floors and foundations if present in the upper three feet of the structural improvement areas.

The geotechnical exploration provided construction recommendations to mix expansive clays, if encountered, with less expansive on site materials (silts, sands, and gravels), expansive clays should not be present in concentration within five feet of the building envelope, either vertically or laterally, and property disposition of clays on site should be documented. Following the recommendations of the geotechnical studies would minimize potential impacts from project construction on expansive and potentially expansive soil, and impacts would be less than significant.

- 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?

No impact. The proposed sewer system would connect to the public sewer system and would not require septic systems or an alternative waste disposal system. No impact would occur.

- f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than significant impact. As the project site has been previously mass graded and there are no known paleontological prone soils identified on the project site, there would be a less than significant impact to paleontological resources.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Climate change refers to any significant change in measures of climate, such as average temperature, precipitation, or wind patterns over a period of time. Climate change may result from natural factors, natural processes, and human activities that change the composition of the atmosphere and alter the surface and features of the land. Significant changes in global climate patterns have recently been associated with global warming, which is an average increase in the temperature of the atmosphere near the Earth’s surface; this is attributed to an accumulation of greenhouse gas (GHG) emissions in the atmosphere. GHGs trap heat in the atmosphere which, in turn, increases the Earth’s surface temperature. Some GHGs occur naturally and are emitted to the atmosphere through natural processes, while others are created and emitted solely through human activities. The emission of GHGs through fossil fuel combustion in conjunction with other human activities appears to be closely associated with global warming.

GHGs, as defined under California’s Assembly Bill 32 (AB 32), include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF₆). General discussions on climate change often include water vapor, ozone, and aerosols in the GHG category. Water vapor and atmospheric ozone are not gases that are formed directly in the construction or operation of development projects, nor can they be controlled in these projects. Aerosols are not gases. While these elements have a role in climate change, they are not considered by either regulatory bodies, such as CARB, or climate change groups, such as the Climate Registry, as gases to be reported or analyzed for control. Therefore, no further discussion of water vapor, ozone, or aerosols is provided.

GHGs vary widely in the power of their climatic effects; therefore, climate scientists have established a unit called global warming potential (GWP). The GWP of a gas is a measure of both potency and lifespan in the atmosphere as compared to CO₂. For example, since CH₄ and N₂O are approximately 25 and 298 times more powerful than CO₂, respectively, in their ability to trap heat in the atmosphere, they have GWPs of 25 and 298, respectively (CO₂ has a GWP of 1). Carbon dioxide equivalent (CO₂e) is a quantity that enables all GHG emissions to be considered as a group despite their varying GWP. The GWP of each GHG is multiplied by the prevalence of that gas to produce CO₂e. The atmospheric lifetime and GWP of selected GHGs are summarized in **Table 13**.

Table 13. Global Warming Potentials and Atmospheric Lifetimes

GREENHOUSE GAS	ATMOSPHERIC LIFETIME (years)	GLOBAL WARMING POTENTIAL (100-year time horizon)
Carbon Dioxide (CO ₂)	50.0–200.0	1
Methane (CH ₄)	12.0	25
Nitrous Oxide (N ₂ O)	114.0	298
HFC-134a	14	1,430
PFC: Tetrafluoromethane (CF ₄)	50,000.0	7,390
PFC: Hexafluoroethane (C ₂ F ₆)	10,000.0	12,200
Sulfur Hexafluoride (SF ₆)	3,200.0	22,800
Carbon Dioxide (CO ₂)	50.0–200.0	1
Methane (CH ₄)	12.0	25
Nitrous Oxide (N ₂ O)	114.0	298
HFC-134a	14	1,430

Source: IPCC 2007.

HFC: hydrofluorocarbons; PFC: perfluorocarbons.

AB 32, the California Global Warming Solutions Act of 2006, recognizes that California is a source of substantial amounts of GHG emissions. The statute states that:

Global warming poses a serious threat to the economic wellbeing, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

In order to help avert these potential consequences, AB 32 established a State goal of reducing GHG emissions to 1990 levels by the year 2020, which is a reduction of approximately 16 percent from forecasted emission levels, with further reductions to follow. In addition, AB 32 required CARB develop a Scoping Plan to help the state achieve the targeted GHG reductions. In 2015, Executive Order (EO) B-30-15 established California GHG emission reduction targets of 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050. The EO aligns California's GHG emission reduction targets with those of leading international governments, including the 28 nation European Union. California met the target of reducing greenhouse gas emissions to 1990 levels by 2020, as established in AB 32. As a follow-up to AB 32 and in response to EO-B-30-15, Senate Bill (SB) 32 was passed by the California legislature in 2016 to codify the EO's California GHG emission reduction target of 40 percent below 1990 levels by 2030.

In December 2008, CARB adopted its first version of its Climate Change Scoping Plan (Scoping Plan), which contained the main strategies California will implement to achieve the mandate of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. The Scoping Plan establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. The Scoping Plan evaluates opportunities for sector-specific reductions, integrates all CARB and Climate Action Team early actions and additional GHG reduction measures by both entities, identifies additional measures to be pursued as regulations, and outlines the role of a cap-and-trade program.

On December 14, 2017, CARB adopted the 2017 Climate Change Scoping Plan (2017 Scoping Plan), which lays out the framework for achieving the mandate of SB 32 (2016) to reduce statewide GHG emissions to at least 40 percent below 1990 levels by the end of 2030 (CARB 2017).

The 2017 Scoping Plan includes guidance to local governments in Chapter 5, including plan-level GHG emissions reduction goals and methods to reduce communitywide GHG emissions. In its guidance, CARB recommends that “local governments evaluate and adopt robust and quantitative locally-appropriate goals that align with the statewide per capita targets and the State’s sustainable development objectives and develop plans to achieve the local goals.” CARB further states that “it is appropriate for local jurisdictions to derive evidence-based local per capita goals [or some other metric] that the local jurisdiction deems appropriate, such as mass emissions or per service population, based on local emissions sectors and population projections that are consistent with the framework used to develop the statewide per capita targets” (CARB 2017).

While the final determination of whether or not a project has a significant effect is within the purview of the lead agency pursuant to CEQA Guidelines Section 15064(b), SMAQMD recommends that its GHG emissions threshold be used to determine the significance of project emissions. The GHG emissions threshold and various assessment recommendations are contained in SMAQMD’s Guide to Air Quality Assessment in Sacramento County (2009, revised), and are discussed under the checklist questions below.

Evaluation of Greenhouse Gas Emissions

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact.

Construction

Construction GHG emissions are generated by vehicle engine exhaust from construction equipment, on-road hauling trucks, vendor trips, and worker commuting trips. Construction GHG emissions were calculated by using CalEEMod Version 2016.3.2. The results are output in metric tons of CO₂e (MT CO₂e) for each year of construction. The estimated construction GHG emissions for the project are shown in **Table 14**. The proposed project would generate less than significant levels of the GHGs.

Table 14. Estimated Annual GHG Emissions from Project Construction

YEAR	EMISSIONS (MT CO ₂ e)
2023	328
2024	457
<i>SMAQMD Threshold</i>	<i>1,100</i>
Threshold Exceeded?	No

Source of emissions: CalEEMod output (Appendix C).
MT CO₂e: metric tons of carbon dioxide equivalent.

Operation

Operational GHG emissions for the proposed project are estimated by including purchased electricity; natural gas use for space and water heating; the electricity embodied in water consumption; the energy associated with solid waste disposal; and mobile source emissions. CalEEMod incorporates local energy emission factors and mitigation measures based on the California Air Pollution Control Officers Association's (CAPCOA's) publication *Quantifying Greenhouse Gas Mitigation Measures* (CAPCOA 2010) and the California Climate Action Registry *General Reporting Protocol* (CCAR 2009). The results of the calculations are shown in **Table 15**. As shown therein, the total operational GHG emissions at buildout of the proposed project are estimated at 857 MT CO₂e per year, which is less than the SMAQMD threshold of significance. Therefore, the project's impacts related to GHG emissions would be less than significant.

Table 15. Estimated Annual GHG Emissions from Project Operation

SOURCE	EMISSIONS (MT CO ₂ e)
Area	3
Energy	264
Mobile	544
Waste	27
Water	20
Total	858
<i>SMAQMD Threshold</i>	<i>1,100</i>
Threshold Exceeded?	No

Source of emissions: CalEEMod output (Appendix C)

Note: Values rounded to the nearest whole number. The total presented is the sum of the unrounded values; as such, totals may not add up exactly due to rounding.

MT CO₂e: metric tons of carbon dioxide equivalent

- b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. In accordance with SMAQMD's Guide (SMAQMD 2009, revised), project emissions should be evaluated with respect to consistency with the following plans that have been adopted to reduce GHG emissions:

1. The 2017 Scoping Plan; and,
2. The Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

The SMAQMD's recommended thresholds and mitigation measures were developed to show consistency with the 2017 Scoping Plan. The 2017 Scoping Plan was developed to achieve the state-mandated goal of SB 32 to reduce statewide GHG emissions to at least 40 percent below 1990 levels by the end of 2030. As shown in response to Question VIII(a) above, project generated emissions would be below the SMAQMD significance threshold. Therefore, the proposed project would be consistent with the 2017 Scoping Plan and SB 32.

The MTP/SCS relies on information from the Sacramento Area Council of Governments (SACOG), including projected growth in the County. The SACOG growth projections are based on population and vehicle trends and land use plans developed by the cities and by the County. As such, projects that propose development that is consistent with the growth anticipated by SACOG would be consistent with the MTP/SCS. The project is a senior housing facility that does not extend infrastructure to previously undeveloped areas, nor is the project of a magnitude, either in terms of employment (e.g., construction and leasing/operations) or number of available units, that would cause significant numbers of people to relocate to the area solely for the purpose of being close to the site. Based on these considerations, the project would not induce population growth in the community that exceeds the levels anticipated in plans adopted by the County. Therefore, the project would not exceed SACOG's population, housing, or employment projections. The proposed project is consistent with the MTP/SCS.

Accordingly, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG, and on that basis, would result in a less than significant impact with respect to GHG emissions.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The information presented in this section and the conclusions drawn are based upon the Phase 1 Environmental Site Assessment (Youngdahl Consulting Group, Inc. 2019b) report provided to the City by the project applicant and located in **Appendix F**. The project site consists of a graded level building pad with a roughly 14,000-square-foot paved parking lot at the southeast corner. The project site has no known past land uses associated with potentially hazardous sites.

The school located nearest to the project site is Russell Ranch Elementary School, 375 Dry Creek Road, Folsom, CA, approximately 0.75 miles northwest of the site.

The following databases were reviewed for the project site and surrounding area to identify potential hazardous contamination sites: the EPA's EnviroMapper online tool (EPA 2020); California Department of Toxic Substance Control's EnviroStor online tool (DTSC 2020); and the EPA's Superfund National Priorities List (EPA 2018b). Based on the results of the databases reviewed, no hazardous waste sites are at the project site.

Federal and state laws include provisions for the safe handling of hazardous substances. The federal Occupational Safety and Health Administration (OSHA) administers requirements to ensure worker safety. Construction activity must also be in compliance with the California OSHA regulations (Occupational Safety and Health Act of 1970).

Evaluation of Hazards and Hazardous Materials

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- 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?

No Impact. No hazardous waste sites, Recognized Environmental Conditions, Controlled Environmental Conditions, Historic Recognized Environmental Conditions were identified in the site-specific Phase 1 Environmental Site Assessment (Youngdahl Consulting Group 2019). The Phase 1 Environmental Site Assessment was conducted per American Society for Testing and Materials (ASTM) Designation E1527-13 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (Phase I Standards) and included review of regulatory records and site reconnaissance. The site has no known history of past land uses associated with potentially hazardous sites. Construction of the proposed project would result in an increase in the generation, storage, and disposal of hazardous wastes. During project demolition and construction, oil, gasoline, diesel fuel, paints, solvents, and other hazardous materials may be used. If spilled, these substances could pose a risk to the environment and to human health.

Following construction, household hazardous materials such as various cleansers, paints, solvents, pesticides, pool chemicals, and automobile fluids would be expected to be used. The routine transport, use, and disposal of hazardous materials are subject to local, state, and federal regulations to minimize risk and exposure.

Further, the City has set forth its hazardous materials goals and policies in the Safety and Noise Element of the General Plan. The preventative policies protect the health and welfare of residents of Folsom through management and regulation of hazardous materials. Consequently, use of the listed materials above for their intended purpose would not pose a significant risk to the public or environment, and impacts would be less than significant for questions a) and b).

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than significant impact. The nearest school is Russell Ranch Elementary, 375 Dry Creek Road, Folsom, CA, located approximately 0.75 miles northwest of the site. The proposed project would have

no impact on emitting or handling hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The site is not included on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Moreover, no hazardous materials sites are located at the project site based on a review of the Phase 1 Environmental Site Assessment (Youngdahl Consultants 2020), review of *EnviroStor* (DTSC 2020), *Geotracker* (State Water Resources Control Board 2020), or *EnviroMapper* (U.S. Environmental Protection Agency 2020). Therefore, project implementation would have no impact on hazards to the public or environment.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The nearest public or public use airport is Mather Airport, approximately 12 miles southwest of the project site. At this distance, the project is not within the airport land use plan area and the project would have no impact on safety hazards or excessive noise related to airports.

- f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The City of Folsom maintains pre-designated emergency evacuation routes as identified in the *City of Folsom Evacuation Plan* (City of Folsom 2020). The proposed project is located in evacuation plan area #32-Costco Hill, which identifies Iron Point Road as a minor evacuation route and East Bidwell Boulevard and White Rock Road as major evacuation routes. The proposed project would not modify any pre-designated emergency evacuation route or preclude their continued use as an emergency evacuation route. Emergency vehicle access would be maintained throughout the project site to meet the Fire Department standards for fire truck maneuvering, location of fire truck to fight a fire, rescue access to the units, and fire hose access to all sides of the building. Therefore, project impacts to the City's adopted evacuation plan and emergency plans would be less than significant.

- g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than significant impact. The project site is located in an urbanized area in the City of Folsom and is provided urban levels of fire protection by the City. Additionally, on-site fire water would connect to the City of Folsom water supply on Serpa Way and Healthy Way. The site is designed such that a clear fire lane/fire truck access would loop around the apartment building. Therefore, the proposed project would not expose people or structures to a significant risk of loss due to wildland fires, and impacts would be less than significant.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The information presented in this section of this document is based on the project-specific Preliminary Drainage Study (2020) prepared by TSD Engineering, Inc. The environmental setting discussion below is largely based upon this drainage and stormwater study, which is included as **Appendix G**.

Environmental Setting

The majority of the project site is graded with a level building pad while the west side consists of a slope towards the west and Serpa Way. Precipitation is the only apparent source of water for the project site. The natural drainage and open space north and east of the project site receives storm water from Iron Point Road.

The on-site storm drain system for the proposed project would conform to City of Folsom standards and include design features consistent with the Stormwater Quality Design Manual for the Sacramento and South Placer Regions. The proposed drainage system would connect to an existing storm drain manhole and drainage outfall at the northern limits of the project. The storm drain manhole and outfall currently capture and convey sheet flow from the undeveloped site and outfalls into the natural drainage and open space north of the project (TSD Engineering 2020). Stormwater from the impervious areas of the site would be conveyed to five proposed water quality basins. Other areas along the northeast edge and at the west slope would be landscaped and allowed to flow offsite, as in pre-development conditions. The project would incorporate standard BMPs to maintain existing water quality in accordance with City regulations.

Construction of the proposed project would disturb more than one acre of soil and would conform to the California General Construction Permit, and a SWPPP would be prepared for the proposed project.

Federal Emergency Management Agency (FEMA) flood insurance rate maps were reviewed for the project's proximity to a 100-year floodplain. The proposed project is on FEMA panel 06067C0140H effective 8/16/2012. The project site is not located within a 100-year floodplain.

The site is not located in an area of important groundwater recharge. Domestic water in the City is provided solely by surface water sources, and the City is the purveyor of water to the project area.

The City is a signatory to the Sacramento Countywide National Pollutant Discharge Elimination Program (NPDES) permit for the control of pollutants in urban stormwater. Since 1990, the City has been a partner in the Sacramento Stormwater Quality Partnership, along with the County of Sacramento and the Cities of Sacramento, Citrus Heights, Elk Grove, Galt, and Rancho Cordova. These agencies are implementing a comprehensive program involving public outreach, construction and industrial controls (i.e., BMPs), water quality monitoring, and other activities designed to protect area creeks and rivers. This program would be unchanged by the proposed project, and the project would be required to implement all appropriate program requirements.

In addition to these activities, the City maintains the following requirements and programs to reduce the potential impacts of urban development on stormwater quality and quantity, erosion and sediment control, flood protection, and water use. These regulations and requirements would be unchanged by the proposed project.

Standard construction conditions required by the City include:

- Water Pollution – requires compliance with City water pollution regulations, including NPDES provisions.
- Clearing and Grubbing – specifies protection standards for signs, mailboxes, underground structures, drainage facilities, sprinklers and lights, trees and shrubbery, and fencing. Also requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP) to control erosion and siltation of receiving waters.
- Reseeding – specifies seed mixes and methods for reseeded of graded areas.

Additionally, the City enforces the following requirements of the Folsom Municipal Code as presented in **Table 16**.

Table 16. City of Folsom Municipal Code Sections Regulating the Effects on Hydrology and Water Quality from Urban Development

Code Section	Code Name	Effect of Code
8.70	Stormwater Management and Discharge Control	Establishes conditions and requirements for the discharge of urban pollutants and sediments to the storm-drainage system; requires preparation and implementation of Stormwater Pollution Prevention Plans.
13.26	Water Conservation	Prohibits the wasteful use of water; establishes sustainable landscape requirements; defines water use restrictions.
14.20	Green Building Standards Code	Adopts the California Green Building Standards Code (CALGreen Code), 2010 Edition, excluding Appendix Chapters A4 and A5, published as Part 11, Title 24, C.C.R. to promote and require the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices.
14.29	Grading Code	Requires a grading permit prior to the initiation of any grading, excavation, fill or dredging; establishes standards, conditions, and requirements for grading, erosion control, stormwater drainage, and revegetation.
14.32	Flood Damage Prevention	Restricts or prohibits uses that cause water or erosion hazards, or that result in damaging increases in erosion or in flood heights; requires that uses vulnerable to floods be protected against flood damage; controls the modification of floodways; regulates activities that may increase flood damage or that could divert floodwaters.
14.33	Hillside Development	Regulates urban development on hillsides and ridges to protect property against losses from erosion, ground movement and flooding; to protect significant natural features; and to provide for functional and visually pleasing development of the city's hillsides by establishing procedures and standards for the siting and design of physical improvements and site grading.

Source: City of Folsom 2020.

Evaluation of Hydrology and Water Quality

- a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?
- b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?
- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- i. Result in substantial erosion or siltation on- or off-site?
 - ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site?
 - iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff?
 - iv. Impede or redirect flood flows?
- e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than significant impact with mitigation. The project site is highly modified and consists of a graded building pad. A natural drainage flows just north and east of the project site. Implementation of the proposed project would alter the existing drainage patterns on the project site. The currently undeveloped site would be replaced with impervious surfaces from the building, parking lot, and sidewalks or walking paths. A storm drain system would be constructed for the proposed project. The natural drainage in the southern portion of the project site would be partially filled and altered.

Modifications to the existing drainage patterns may result in localized flooding, and an increase in impervious surfaces may result in an increase in the total volume and peak discharges of the proposed project has the potential to degrade water quality associated with urban runoff. Ground disturbing activities would expose soil to erosion and may result in the transport of sediments which could adversely affect water quality. Modifications to the onsite drainage resulting in on-or off-site erosion, pollutants, flooding, and/or otherwise substantially degrade water quality would be a potentially significant impact.

Drainage plans have been prepared for the Broadstone Unit No. 3 Specific Plan area. The overall storm water drainage systems included in those plans serve the project site. Construction on the site would be subject to NPDES permit conditions (including the implementation of BMPs) and all of the City's standard conditions and Code requirements. Operation of these requirements, which would be unchanged with approval of the project, would ensure that no adverse effects due to stormwater generation or contamination would take place. **Mitigation Measures HYD-01 through HYD-03**, incorporated into the mitigation for the Broadstone Unit No. 3 Specific Plan, would be implemented to reduce the impacts to less than significant.

Mitigation Measures

- HYD-01** Prior to approval of improvement plans, the applicant shall submit detailed drainage plans for evaluations by the City. Approved plans shall be implemented prior to project occupancy. The drainage plans shall include measures to minimize the total amount of additional surface runoff and to limit the flows released to off-site receiving waters to existing pre-development levels in accordance with the requirements of the Folsom City Public Works Department.
- HYD-02** Prior to issuance of grading permits, the applicant shall submit erosion control plans and other monitoring programs for the construction and operational phases of the proposed project for review by the City. The plan shall include Best Management Practices (BMP)

to minimize and control the level of pollutants in stormwater runoff, and in runoff released to off-site receiving waters. These BMPs may include, for example, disconnected pavement, disconnected roof drains, landscaped areas, bio retention areas, and water quality basins. Specific techniques may be based on geotechnical reports or the Erosion and Sediment Control Handbook of the California Department of Conservation, and shall comply with current City standards, including the Sacramento Region Stormwater Quality Design Manual.

HYD-03 Prior to issuance of grading permits, the project applicant shall obtain coverage under the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific Storm Water Pollution Prevention Plan (SWPPP) at the time the Notice of Intent (NOI) is filed. The project applicant shall also prepare and submit erosion and sediment control and engineering plans and specifications for pollution prevention and control to the City of Folsom.

With implementation of the above mitigation measures, potential impacts related to on-or off-site erosion, pollutants, flooding, and/or otherwise substantial degradation of water quality would be reduced to less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than significant impact. Implementation of the proposed project would not result in the use of groundwater, because domestic water in Folsom is provided solely by a surface water source (Folsom Lake). While the proposed project would result in additional impervious surfaces on the site, the proposed project includes landscaping and detention basins within and around the development. Storm water generated at the project site would flow to the detention basins and retained on-site. The other landscaped areas also provide pervious surfaces; therefore, the proposed development would not substantially interfere with groundwater recharge. The proposed project would not result in a substantial decrease in groundwater supplies or interfere with groundwater recharge. No significant impact would occur and mitigation is unwarranted.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than significant impact. The project site is not located within a 100-year floodplain and is not subject to flood hazard. The project site is also approximately 70 miles northeast of the nearest tsunami inundation area near Benicia, CA (California Emergency Management Agency 2009). The nearest lake is Folsom Lake, which is approximately 3.5 miles north and at a lower elevation of approximately 430 feet above sea level compared to the project site, which is at approximately 560 feet above sea level. Based on the site's location away from the 100-year floodplain, distance from tsunami inundation area, and distance to Folsom Lake and higher elevation compared to the lake, the project site is not subject to release of pollutants due to inundation.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Land use in the project area is regulated by the City of Folsom through the various plans and ordinances adopted by the City. These include the City of Folsom General Plan and the City of Folsom Municipal Code, including the Zoning Code. The project site is designated Community Commercial (C-2) and is within the Broadstone Unit No. 3 Specific Plan (SP-95-1) (BSP). The proposed project is considered a Senior Citizens Residential Complex, which is not a permitted use in the BSP A Specific Plan Amendment is proposed to amend the text of the BSP to add Senior Citizens Residential Complex as a conditionally-permitted use within the C-2 designation. With the specific plan amendment, the proposed project would be consistent with the BSP, with a conditional use permit.

Evaluation of Land Use and Planning

a) Physically divide an established community?

No impact. The proposed project would develop a largely vacant lot surrounded by residential and commercial uses. As a result of the project, no barriers or reduction of access on Serpa Way and Healthy Way would take place and no divisions of the surrounding community.

b) Cause 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?

Less than significant impact. The proposed multi-family use is consistent with the existing General Plan designations, which are Regional Commercial Center (RCC) and East Bidwell Corridor Overlay (EBC Overlay). The EBC Overlay allows multi-family housing, a density range of 20-30 units per acre, and a floor area ratio of 0.5 to 1.5.

The zoning designation of the site is C-2 PD (Commercial, Planned Development District) and the site is within the BSP area which designates the site as C-2 (Community Commercial). Within the BSP C-2 designation, apartments, senior apartments, and senior housing are not permitted uses. As part of the proposed project, a text amendment to the BSP is proposed to add the Senior Citizens Residential Complex land use category as a conditionally permitted use. The text amendment would modify the BSP only and would not affect the C-2 zoning designation. With the specific plan amendment adding the

Senior Citizen Residential Complex land use category as a conditionally permitted use, the proposed project would be consistent with the BSP, with a conditional use permit. The project includes a request for a conditional use permit for a Senior Citizen Residential Complex in the C-2 zone.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The Folsom area regional geologic structure is defined by the predominantly northwest- to southeast-trending belt of metamorphic rocks and the strike-slip faults that bound them. The structural trend influences the orientation of the feeder canyons into the main canyons of the North and South Forks of the American River. This trend is interrupted where the granodiorite plutons outcrop (north and west of Folsom Lake) and where the metamorphic rocks are blanketed by younger sedimentary layers (west of Folsom Dam) (Wagner et al. 1981 in Geotechnical Consultants 2003). The four primary rock divisions found in the area are: ultramafic intrusive, metamorphic, granodiorite intrusive, and volcanic mud flows (Geotechnical Consultants 2003).

The presence of mineral resources within the City has led to a long history of gold extraction, primarily placer gold. No areas of the City are currently designated for mineral resource extraction. Based on a review of the *Mineral Land Classification of the Folsom 15' Quadrangle, Sacramento, El Dorado, Placer, and Amador Counties, California* (Department of Conservation 1984), no known mineral resources are mapped in the project area.

Evaluation of Mineral Resources

- 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?
- 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?

No Impact. The proposed project is not located in a zone of known mineral or aggregate resources. No active mining operations are present on or near the site. Implementation of the project would not interfere with the extraction of any known mineral resources. Thus, no impacts would result, and no mitigation would be necessary for questions a) and b).

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The existing noise environment in the vicinity of the project site is dominated by vehicular traffic on US Highway 50, Iron Point Road, and Serpa Way. Other noise sources include ambient urban sounds associated with the commercial developments to the west and south of the project site.

Ambient noise measurements were conducted by HELIX Environmental Planning, Inc. on March 12, 2020 at three on-site locations and one off-site location along Iron Point Road. Measurements were conducted to assess the existing ambient noise environment. The ambient measurements are shown in **Table 17**.

Table 17: Ambient Noise Measurement Results

Measurement	Location	dBA L _{EQ}	Measurement Length	Traffic Count
M1	West boundary of site along Serpa Way	61.1	15 minutes	208 automobiles, 2 medium trucks
M2	Southern boundary of site along Healthy Way	55.9	10 minutes	N/A
M3	Central portion of site	48.7	10 minutes	N/A
M4	South side of Iron Point Road	56.1	15 minutes	132 automobiles, 5 medium trucks

Noise-sensitive land uses are land uses that may be subject to stress and/or interference from excessive noise, including residences, hospitals, schools, hotels, resorts, libraries, sensitive wildlife habitat, or

similar facilities where quiet is an important attribute of the environment. Noise receptors (receivers) are individual locations that may be affected by noise. Noise-sensitive land uses in the project vicinity include single-family residences to the north across Iron Point Road and multi-family residences to the east.

All noise level or sound level values presented herein are expressed in terms of decibels (dB), with A-weighting (dBA) to approximate the hearing sensitivity of humans. Time-averaged noise levels are expressed by the symbol L_{EQ} , with a specified duration. The Community Noise Equivalent Level (CNEL) is a 24-hour average, where noise levels during the evening hours of 7:00 p.m. to 10:00 p.m. have an added 5 dBA weighting, and noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. have an added 10 dBA weighting.

Noise Element

The Noise Element of the City of Folsom General Plan regulates noise emissions from public roadway traffic on new development of residential or other noise sensitive land uses. The Noise Element states that noise from traffic on public roadways shall not exceed 60 CNEL for outdoor use areas and 45 CNEL for interior use areas.

Noise Ordinance

For stationary noise sources, the City has adopted a Noise Ordinance as Section 8.42 of the FMC (City of Folsom 2020). The Noise Ordinance establishes hourly noise level performance standards that are most commonly quantified in terms of the one-hour average noise level (L_{EQ}). Using the limits specified in Section 8.42.040 of the Noise Ordinance, noise levels generated by the project would be significant if they exceed 50 dBA L_{EQ} from 7:00 a.m. to 10:00 p.m. and 45 dBA L_{EQ} from 10:00 p.m. to 7:00 a.m. at off-site residential property boundaries. Noise from the project's air conditioning systems would be significant if exterior noise levels exceed 50 dBA, per Section 8.42.070 of the FMC.

Section 8.42.060 exempts construction noise from these standards provided that construction does not occur before 7:00 a.m. or after 6:00 p.m. on weekdays, or before 8:00 a.m. or after 5:00 p.m. on Saturday or Sunday.

Evaluation of Noise

- a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact.

On-site Noise Impacts

Exposure to Traffic Noise

The project would be subject to noise from traffic along US Highway 50 (located approximately 600 feet from the project site's southern boundary), Iron Point Road (located approximately 360 from the project site's northern boundary, and Serpa Way (located along the project site's western boundary). Healthy Way (located along the project site's southern boundary) accommodates low traffic volumes at low speeds and would not generate substantial noise at the project site. Traffic volumes along US Highway 50 are provided by the California Department of Transportation's (Caltrans') Traffic Census Program (Caltrans 2020a). Traffic volumes along Iron Point Road and Serpa Way are provided by the Transportation Impact Study prepared for the proposed project (T. Kear Transportation Planning and Management, Inc. 2020). The Traffic Noise Model (TNM) version 2.5 was used to calculate noise levels from traffic along these roadways at the project site. The TNM calculation did not incorporate topography or intervening structures between the roadways and the project site; therefore, the modeled noise levels don't consider attenuating features such as topography or off-site buildings, and represent conservative estimates of noise levels to be experienced at the project site.

A significant direct impact would occur if traffic-related noise levels exceed 60 CNEL at the proposed project's designated outdoor use areas. Because these use areas are planned to be located within the proposed building's exterior facades, noise levels were conservatively modeled at the project's facades nearest each roadway. Noise levels from US Highway 50 at the project's southern façade are modeled to be 53.3 CNEL. Noise levels from Iron Point Road at the project's northern façade are modeled to be 49.9 CNEL. Noise levels from Serpa Way at the project's western façade are modeled to be 50.2 CNEL. Noise levels at the project site's exterior use areas would therefore comply with the City's exterior noise threshold.

A significant direct impact would also occur if the project's interior use areas would be exposed to noise levels greater than 45 CNEL from roadway traffic. A 45 CNEL interior limit would be achieved if exterior locations are exposed to a noise level of 60 CNEL or less, based on a typical attenuation of 15 dB by standard residential building construction. Because noise levels at the project's facades are modeled to be below 60 CNEL from roadway traffic, interior noise levels would comply with the 45 CNEL standard.

Both exterior and interior noise levels meet or fall below the respective thresholds established by the City. Therefore, this impact is **less than significant** and no mitigation is required.

Off-site Noise Impacts

Project-generated Construction Noise

Construction of the proposed project would involve demolition of existing pavements, site preparation, grading, building construction, paving, and architectural coating. Construction-generated noise levels would depend on the type and duration of construction activity, equipment used, distance between the noise sources and receivers, and intervening structures or topography. Construction would generate elevated noise levels that may be audible at commercial and residential uses in the vicinity of the project site. Section 8.420.060 of the FMC exempts construction noise from noise level limits provided that construction does not occur before 7:00 a.m. or after 6:00 p.m. on weekdays, or before 8:00 a.m. or after 5:00 p.m. on Saturday or Sunday. Because project construction is anticipated to occur within

allowable construction hours, noise generated by this construction would be exempt from the noise level limits under Folsom Municipal Code Chapter 8 (Noise), and the project's compliance with these municipal regulations demonstrates that impacts associated with project-generated construction noise are assessed as **less than significant**. No mitigation is required.

Project-generated Operational Noise

The project includes the installation of heating, ventilation, and air conditioning (HVAC) units on the roof of the proposed project building. The units would be located behind a parapet wall of equal or greater height to the HVAC unit, which would provide some noise attenuation. Specific manufacturer information is not available for the HVAC units at this time. Modeling assumed the use of Carrier 16-ton packaged HVAC units (50PG03-16) with a manufacturer's Sound Power Rating of 84.0 dBA, which is typical for projects of similar size. The total floor area is provided as approximately 201,798 square feet, and normal HVAC planning assumes one ton of HVAC for every 350 square feet of habitable space. This equals approximately 577 tons of HVAC or 36 16-ton HVAC units. The simultaneous use of 36 16-ton HVAC units, with the inclusion of a parapet, would result in a noise level of 39.9 dBA L_{EQ} at the nearest property line (an approximate distance of 250 feet). Therefore, noise levels from HVAC units would not exceed the City's 50-dBA exterior noise limit for air conditioning systems or the more stringent 45-dBA L_{EQ} nighttime property line limit. Impacts would be **less than significant** and mitigation measures are not required.

Project-generated Traffic Noise

The project is expected to generate approximately 594 daily trips (T. Kear Transportation Planning and Management, Inc. 2020). A significant increase in traffic noise would occur if project-generated traffic caused greater than a 3 CNEL increase, which is considered a perceptible increase. TNM version 2.5 was used to calculate traffic noise levels for Baseline 2020 and Baseline 2020 + Project conditions at NSLUs located along roadways that would accommodate project-generated traffic. The off-site roadway modeling represents a conservative analysis that does not consider topography or attenuation provided by existing structures. The results of the analysis for the CNEL at the nearest NSLUs are shown in **Table 18**. As shown in the table, noise levels would increase by less than 1 CNEL. Therefore, impacts from project-generated traffic at off-site NSLUs would be **less than significant**.

Table 18. Existing Plus Project Traffic Noise Levels

Roadway Segment	Distance to NSLU	CNEL at NSLU		Change
		Baseline 2020	Baseline 2020 + Project	
Iron Point Road				
East of Serpa Way	120 feet	61.0	61.0	0.0
Cavitt Drive to Serpa Way	90 feet	64.7	64.8	0.1
Cavitt Drive				
North of Iron Point Road	75 feet	53.9	53.9	0.0
Serpa Way				
North of Iron Point Road	45 feet	55.5	55.6	0.1

Source: T. Kear Transportation Planning and Management, Inc. 2020.

NSLU = noise sensitive land use

CNEL = Community Noise Equivalent Level

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than significant impact. An on-site source of vibration during project construction would be a vibratory roller (primarily used to achieve soil compaction as part of the foundation and paving construction), which is expected to be used within approximately 350 feet of the nearest occupied off-site residence. The City does not state specific standards in the General Plan or Municipal Code for vibration; therefore, standards from the Caltrans' Transportation and Construction Vibration Guidance Manual (Caltrans 2020b) are used. A vibratory roller creates approximately 0.21 in/sec PPV at a distance of 25 feet. At a distance of 350 feet, a vibratory roller would create a PPV of 0.01 in/sec.¹ This would be below the distinctly perceptible vibration annoyance potential criteria of 0.04 in/sec PPV as provided in by Caltrans for continuous/frequent intermittent sources. Impacts associated with construction-generated vibration would be less than significant.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2-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?

No impact. Since the project site is not located in an area for which an Airport Land Use Compatibility Plan has been prepared, and no public or private airfields are within 2-miles of the project area, the residents of the proposed project or people working in the project area would not be exposed to excessive levels of noise due to aircraft overflight. Therefore, no impact would occur and no mitigation would be necessary.

¹ Equipment PPV = Reference PPV * (25/D)ⁿ(in/sec), where Reference PPV is PPV at 25 feet, D is distance from equipment to the receptor in feet, and n= 1.1 (the value related to the attenuation rate through the ground); formula from Caltrans 2020b.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Folsom’s estimated population in 2018 was 79,022 people (U.S. Census Bureau 2018). The population is projected to increase to 97,485 by 2035 (City of Folsom 2020). The proposed project would construct 154 apartment units within one new apartment building.

Evaluation of Population and Housing

- a) Induce substantial unplanned 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)?

Less than significant impact. Implementation of the proposed project would result in the construction of 154 apartment units. Existing infrastructure and roads in the area would not need to be expanded or extended as a result of the project.

The proposed project would accommodate the demand for housing and would not induce substantial growth in the City of Folsom. Although it is anticipated that the majority of individuals relocating to the apartment community would be from the area, it is possible that the apartments could draw in between 154 to 405 new residents (assuming 2.63 people per unit, based on projected household size in 2035 [City of Folsom 2008:18]). This would be within the projected increase in population and housing stock needs from planned growth as projected in the City’s 2013 Housing Element. Therefore, impacts from project implementation would be less than significant, and no mitigation would be required.

- b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No impact. The project site is currently vacant with only a parking lot on the property. Therefore, there would be no impact on displacement of existing people or housing.

XV. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>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 of the public services:</p>				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The proposed project is in an area currently served by urban levels of all utilities and services. Public services provided by the City of Folsom in the project area include fire, police, school, library, and park services. The site is served by all public utilities including domestic water, wastewater treatment, and storm water utilities.

The City of Folsom Fire Department provides fire protection services. There are five fire stations providing fire/rescue and emergency medical services within the City of Folsom. Station 37 is nearest to the project site and is located at 70 Clarksville Road, approximately 0.3-mile east of the project site. The Fire Department responds to over 6,000 requests for service annually with an average of 16.4 per day (City of Folsom 2018c). The City of Folsom Police Department is located at 46 Natoma Street, approximately 1.7-miles southeast of the project site.

The project site is located within the Folsom Cordova Unified School District and is within the attendance area for Russell Ranch Elementary School, Sutter Middle School, and Vista del Lago High School. There are several parks near the project site, including the Peter Bertelsen Memorial Park, Handy Family Park, and Nisenan Community Park.

The Sacramento Municipal Utilities District (SMUD) would supply electricity to the project site. Pacific Gas & Electric (PG&E) provides natural gas to the area and would provide natural gas to the project site. The City of Folsom has a program of maintaining and upgrading existing utility and public services within the City. Similarly, all private utilities maintain and upgrade their systems as necessary for public convenience and necessity, and as technology changes.

Evaluation of Public Services

a) Fire protection?

Less than significant impact. On-site fire water would connect to the City of Folsom water supply on Serpa Way and Healthy Way and would include two, double detector check valves (one on each end of the looped system), providing fire water to the proposed hydrants, exterior Fire Department Connection assemblies, and fire riser rooms. Emergency vehicle access would be maintained throughout the project site to meet the Fire Department standards for fire truck maneuvering, location of fire truck to fight a fire, rescue access to the units, and fire hose access to all sides of the building. The proposed project would not significantly increase fire service demands or render the current service level to be inadequate, and impacts would be less than significant.

b) Police protection?

Less than significant impact. The project site is within an urbanized area of Folsom and would increase the residential population requiring police protection services. The project would be required to pay the City's Capital Improvement New Construction Fee (Folsom Municipal Code Chapter 3, Title 3.80) to fund police services and facilities. The project includes features that reduce opportunities for crime such as adequate parking lot and site lighting (Section I.d of this ISMND), on-site management services, common areas visible from adjacent units, and no dead-end low-visibility areas. Potential impacts from implementation of the proposed project would be less than significant.

c) Schools?

Less than significant impact. The proposed project is age-restricted to residents aged 55 years and older and will not generate students in grades K-12 or create demand for school facilities. Pursuant to Government Section 65995.1, the project would be required to pay development impact fees to the Folsom Cordova Unified School District. No new school facilities would be necessary to serve the proposed project. Potential impacts from implementation of the proposed project would be less than significant.

d) Parks?

Less than significant impact. The 154-unit project will accommodate approximately 277 residents which will create additional demand for park and recreation facilities. The nearest park is Handy Family Park, 1560 Cavitt Drive, approximately 0.5 miles northwest. A drive or walk to the park is approximately 0.8 miles from the project site via Serpa Way, Iron Point Road, and Cavitt Drive. Since the park is not adjacent to the proposed apartment building, a substantial increase in usage of the park is not anticipated.

The project includes on-site indoor and outdoor recreational amenities to serve residents that would reduce the need for park demand. The project would be required to pay park fees to mitigate the project's impact on existing park facilities and fund new park and recreation facilities. The potential impacts to existing parks would be less than significant. Section XVI Recreation of this ISMND includes additional information. Potential impacts from the proposed project parks would be less than significant.

e) Other public facilities?

Less than significant impact. The proposed project is in an area served by adequate police, fire, and emergency services. The apartment complex includes on-site recreational features, such as a walking path, pool area, and garden area, and a public park is within less than a mile away. There is no anticipated need for other public facilities. Construction and operation of the proposed project would not require the construction or expansion of parks and other public facilities or result in the degradation of those facilities. Potential impacts would be less than significant, and mitigation would not be necessary for question e.

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The nearest park is Handy Family Park, 1560 Cavitt Drive. A drive or walk to the park is approximately 0.8-miles from the project site via Serpa Way, Iron Point Road, and Cavitt Drive. The proposed project would provide some on-site recreational facilities to residents, including a walking path, pool area, and garden area.

Evaluation of Recreation

- a) 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?

Less than significant impact. Some additional use at Handy Family Park is anticipated, however, the increase would not be substantial because the park is not adjacent or across the street from the proposed project building. The proposed project includes on-site indoor and outdoor recreational amenities to serve residents that would reduce the need for park demand. The project would be required to pay park fees to mitigate the project’s impact on existing park facilities and fund new park and recreation facilities; potential impacts to existing parks would be less than significant.

- 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?

Less than significant impact. The proposed project includes indoor and outdoor resort-inspired amenities. Interior amenities include a library, fitness and yoga studios, bistro, great room, club room, private dining room, creative arts studio, meeting space, and laundry facilities and outdoor amenities include a pool, spa, outdoor lounge seating, pickleball recreation area, landscaped courtyards, gardens, a perimeter walking path, and gazebos. A path on the site perimeter will provide residents with a looped walking route with viewpoints, gazebos, and benches. On-site facilities and existing neighborhood parks are anticipated to adequately serve residents of the project. Potential impacts on recreational facilities would be less than significant.

XVII. TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion below is based on a transportation impact study prepared by T. Kear Transportation Planning & Management, Inc. (T. Kear 2020), attached to this Initial Study as **Appendix H**.

Environmental Setting

Study Scenarios

Seven scenarios were identified through consultation with City staff. The study determines the weekday AM peak-hour and PM peak-hour level-of-service (LOS) at study intersections under the following scenarios:

1. Existing 2020 without project condition (without Saratoga Way extension);
2. Baseline 2020 without project condition (with Saratoga Way extension);
3. Baseline 2020 with project condition;
4. Existing Plus Approved Projects (EPAP) 2025 without project condition;
5. EPAP 2025 with project condition;
6. Cumulative 2035 without project condition; and,
7. Cumulative 2035 with project condition.

Existing 2020 Condition with Project

Analysis of the existing condition reflects the traffic volumes and roadway geometry at the time the study began. This scenario quantifies performance measures for the existing condition and serves as a known reference point for those familiar with the study area. The Saratoga Way extension, connecting Iron Point Road to El Dorado Hills Boulevard, opened after the March 5, 2020 traffic counts were collected and will be fully operational before the project begins construction. Therefore, only existing 2020 without project conditions are analyzed. The Baseline 2020 Condition reflects traffic with Saratoga Way extension, both with and without the project.

Baseline 2020 Condition, and, Baseline 2020 with Project Condition

The Baseline 2020 Condition reflects existing traffic volumes, re-assigned to the road network to account for the anticipated effect of the Saratoga Way extension opening in April 2020. Saratoga Way provides parallel capacity to relieve traffic on US Highway 50 between the East Bidwell Street and El Dorado Hills Boulevard interchanges. These scenarios, with and without the Project, identify project related impacts anticipated to occur if the project opened in 2020.

EPAP 2025 Condition, and, EPAP 2025 with Project Condition

Existing Plus Approved Project (EPAP) scenarios, with and without the project, analyze conditions with the addition of traffic from approved and reasonably foreseeable 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 in phasing of improvements at study intersections which may be necessary to accommodate traffic from all approved and anticipated tentative maps over the next five years.

Cumulative 2035 Condition, and, Cumulative 2035 with Project Condition

Cumulative scenarios, with and without the project, analyze conditions at the “horizon year” of the City’s adopted General Plan and reflect traffic from market rate absorption of the General Plan’s land uses through 2035.

Roadway System

Brief descriptions of the key roadways serving the project site are provided below:

- East Bidwell Street runs through the City from White Rock Road 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 bike lanes, sidewalk, curb, and gutter. Turn pockets are provided at intersections. The speed limit on East Bidwell Street north of US 50 is 45 miles per hour (mph).
- 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, bike lanes, sidewalk, curb, and gutter. The posted speed limit is 45 mph. Turn pockets are provided at intersections.
- Cavitt Drive is a north-south two-lane collector that runs northward from Costco to Folsom Lake College. Within the vicinity of the project, Cavitt Drive has bike lanes, sidewalk, curb, and gutter. Turn pockets are provided at intersections.
- Serpa Way is a north-south two-lane local road that runs northward from Costco to Broadstone Parkway. Within the vicinity of the project, Serpa Way has bike lanes, sidewalk, curb, and gutter. Turn pockets are provided at intersections.

- Healthy Way is a short east-west two-lane local road that runs between Serpa Way and the project driveway/Lifetime Fitness driveway. Within the vicinity of the project, Healthy Way has bike lanes, sidewalk, curb, and gutter.

Study Intersections

The traffic impact study analyzed the following five study intersections:

1. Healthy Way/Project Driveway (all-way stop control);
2. Serpa Way/Healthy Way (all-way stop control);
3. Iron Point Road/Serpa Way (signal);
4. Iron Point Road/Cavitt Drive (signal); and,
5. Iron Point Road/East Bidwell Street (signal).

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. LOS is 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.

Under State Law (SB 743), vehicle miles traveled (VMT) will become the CEQA threshold of significance for transportation impacts on July 1, 2020. Without specific General Plan guidance for VMT thresholds, however, this analysis uses a qualitative screening against State guidance of a 15 percent per capita VMT reduction. For purposes of the proposed project, both LOS and VMT analyses were conducted and have been presented below.

Control delay and level-of-service for study intersections were calculated using the Synchro/SimTraffic 11, and PTV Vistro5 analysis software (Version 2020 SP 0-3). Both software packages model vehicle delay and optimizing traffic signal timings and implement the methodologies of the 6th Ed. of the Highway Capacity Manual for signalized and unsignalized intersections. Vistro also evaluates traffic signal warrants. Both programs require 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. Heavy vehicle percentages of 2 percent were assumed during the peak-hour (observer counts were generally 1 percent or less). Peak-hour factors were based on observed counts.

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

Policy M 4.13 of the City of Folsom General Plan calls for the City to:

Strive to achieve at least traffic LOS "D" (or better) for local streets and roadways throughout the city. In designing transportation improvements, the City will prioritize use of smart technologies and innovative solutions that maximize efficiencies and safety

while minimizing the physical footprint. During the course of Plan buildout, it may occur that temporally higher levels-of-service result where roadway improvements have not been adequately phased as development proceeds. However, this situation will be minimized based on annual traffic studies and monitoring programs. City Staff will report to the City Council at regular intervals via the Capital Improvement Program process for the Council to prioritize projects integral to achieving level-of-service D or better.

Consistent with historical practice within the City of Folsom, the General Plan EIR also includes a criterion addressing potential impacts at locations that operate at LOS E or F under no-project conditions. Under that standard, a significant impact would occur if the proposed project would:

Increase the average delay by five seconds or more at an intersection that currently operates (or is projected to operate) at an unacceptable LOS under "no-project" conditions.

For the purposes of this analysis, an impact is considered potentially significant if implementation of the project would result in any of the following:

- Cause an intersection in Folsom that currently operates (or is projected to operate) at LOS D or better to degrade to LOS E or worse;
- Increase the average delay by five seconds or more at an intersection in Folsom that currently operates (or is projected to operate) at an unacceptable LOS E or F.

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

Existing and 2020 Baseline Conditions Intersection and Segment Level-of-Service

Table 19 presents a summary of LOS results for the study intersections under Existing Conditions and 2020 Baseline Conditions. The results indicate that Iron Point Road/East Bidwell Street intersection exceeds the LOS standard prior to the addition of project traffic. Locations anticipated to exceed the LOS standard are shown in bold font.

Baseline 2020 Condition with and without Project

Peak-hour traffic associated with the Project was added to the anticipated Baseline 2020 turning volumes at each intersection. **Table 20** presents a summary of LOS results for the study intersections. The results indicate that LOS at the Iron Point Road/East Bidwell Street intersection is anticipated to improve from LOS "F" to "D" in the morning and LOS "F" to "E" in the afternoon. Locations anticipated to exceed the LOS standard are shown in a bold font.

Table 19. Existing 2020 Intersection Delay and Level-of-Service

Location	Control	2020 Existing AM	2020 Existing PM
1. Healthy Way / Project Driveway	AWSC	8.3/A	9.7/A
2. Serpa Way / Healthy Way	AWSC	9.8/A	15.9/C
3. Iron Point Road / Serpa Way	Signal	18.0/B	21.0/C
4. Iron Point Road / Cavitt Drive	Signal	12.2/B	19.0/B
5. Iron Point Road / E. Bidwell Street	Signal	119.3/F	119.9/F

Source: T. Kear 2020.

Table 20. Baseline 2020 Intersection Delay and Level-of-Service

Location	Control	2020 Baseline AM	2020 Baseline PM
1. Healthy Way / Project Driveway	AWSC	8.3/A	9.7/A
2. Serpa Way / Healthy Way	AWSC	9.8/A	16.4/C
3. Iron Point Road / Serpa Way	Signal	17.5/B	22.6/C
4. Iron Point Road / Cavitt Drive	Signal	11.5/B	17.0/B
5. Iron Point Road / E. Bidwell Street	Signal	54.8/D	68.3/E

Source: T. Kear 2020.

Bold denotes deficient LOS.

Note (1) Synchro reported 54.1/D. Without project was used as floor.

Assessment of the Proposed Project

Traffic generated by the proposed project was based on Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition (2017), and is provided in **Table 21**.

Table 21. Project Trip Generation

Description	ITE Land Use	Quantity	Metric	Daily	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Senior Adult Housing – Attached	252	154 Dwelling Units	Rate	3.86	0.33	47%	53%	0.33	53%	47%
			Trip	594	51	24	27	51	27	24

Source: T. Kear 2020.

Trip Distribution

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

- 4% to/from the south on Serpa Way;
- 22% to/from the south on East Bidwell Street;
- 20% to/from the west on Iron Point Road;
- 25% to/from the north on East Bidwell Street;
- 1% to/from the north on Cavitt Drive;

- 4% to/from the north on Serpa Way; and,
- 24% to/from the east on Iron Point Road.

Baseline 2020 with Project Conditions

Peak-hour traffic associated with the project was added to the anticipated Baseline 2020 turning volumes at each intersection. Delay and LOS were determined at the study intersections. **Table 22** presents a summary of the LOS results for the study intersections. The results indicate that the Iron Point Road/East Bidwell Street intersections continues to exceed the City's LOS threshold during the afternoon, though the additional 0.2 seconds of delay added by project traffic is not considered to be a potentially significant impact. Intersections that do not achieve LOS thresholds are shown in a bold font.

Table 22. Baseline 2020 Intersection Delay and Level-of-Service, with and without Project

Location	Control	2020 Baseline AM	2020 Baseline PM	2020 Baseline W/Project AM	2020 Baseline W/Project PM
1. Healthy Way / Project Driveway	AWSC	8.3/A	9.7/A	8.3/A	9.6/A
2. Serpa Way / Healthy Way	AWSC	9.8/A	16.4/C	10.3/B	18.2/C
3. Iron Point Road / Serpa Way	Signal	17.5/B	22.6/C	17.8/B	23.6/C
4. Iron Point Road / Cavitt Drive	Signal	11.5/B	17.0/C	11.5/B	17.0/B
5. Iron Point Road / E. Bidwell Street	Signal	54.8/D	68.3/E	54.8/D (Note 1)	68.5/E

Source: T. Kear 2020.

Bold denotes deficient level-of-service.

Note (1) Synchro reported 70.0/F. Without project was used as floor.

Existing Plus Approved Projects (EPAP) 2025 Condition with and without Project

This section presents Existing Condition traffic plus traffic from planned and approved projects that are reasonably expected to be constructed by the time the project is constructed, corresponding to five years' worth of growth. Five-year traffic forecasts were developed using two different methodologies, and the higher (more conservative) volume projections were used for this analysis.

The first method was based on the traffic anticipated from approved projects that have not been fully built as of March 2020. A list of 31 recent project applications was reviewed with City staff. Twelve projects were identified with the potential to impact study intersections as listed below.

- The Pique Apartments at Iron Point Road: 50% of 327 dwelling units remaining.
- Broadstone Crossing Parcel 1: 22,230 square feet of restaurant remaining
- Talavera Apartments (304 dwelling units, now leasing)
- Folsom Ranch residential (Mangini Phase 1 Subdivision, Mangini Phase 2 Subdivision, Broadstone Estates Subdivision, Folsom Heights Subdivision, Russell Ranch Subdivision, Enclave Subdivision, White Rock Springs Ranch and Carr Trust Subdivision, Toll Brothers at Folsom Ranch Subdivision): approximately 500 dwelling units per year or 2,500 dwelling units over five years.
- Folsom Ranch commercial (Shops at Folsom Ranch): 27,900 square feet of commercial space (including retail, restaurants, and fuel station)

The second method was based on five years of estimated growth from the travel demand model. Travel demand model growth was estimated based on linearly interpolating the travel demand model outputs, applying the local calibration factors, and applying the NCHRP 255 adjustment. The anticipated growth from the travel demand model was large enough to accommodate the anticipated growth from the twelve identified projects.

EPAP Conditions analysis utilizes lane configurations and signal timing plans from the Existing Conditions. **Table 23** presents a summary of level-of-service results for the study intersections under EPAP 2025 Conditions. The results indicate that Delay and LOS at the Iron Point Road/East Bidwell Street intersection is anticipated to continue to be deficient during the afternoon, prior to the addition of project traffic, this location is shown in a bold font.

Table 23. EPAP 2025 Intersection Delay and Level-of-Service, with and without Project

Location	Control	2025 EPAP AM	2025 EPAP PM	2025 EPAP W/Project AM	2025 EPAP W/Project PM
1. Healthy Way / Project Driveway	AWSC	8.3/A	9.7/A	8.3/A	9.6/A
2. Serpa Way / Healthy Way	AWSC	9.8/A	16.4/C	10.3/B	18.2/C
3. Iron Point Road / Serpa Way	Signal	17.7/8	23.0/C	18.1/B	23.9/C
4. Iron Point Road / Cavitt Drive	Signal	14.9/B	23.6/C	14.9/B	23.6/C
5. Iron Point Road / E. Bidwell Street	Signal	71.1/E	99.7/F	71.1/E (Note 1)	100.0/F

Source: T. Kear 2020.

Bold denotes deficient level-of-service.

Note (1) Synchro reported 70.0/F. Without project was used as floor.

Bicycle/Pedestrian/Transit Facilities

All road segments in the study area include Class 2 bikeways (bike lanes). There are existing and planned Class 1 trails along Iron Point Road, as well as a Class 1 trail connecting under US Highway 50 paralleling the rail line located to the east of East Bidwell Street.

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.

Level-of-Service Impacts

One intersection (#5 Iron Point Road/East Bidwell Street) operates worse than the Folsom LOS "D" General Plan policy under all study scenarios both with and without the addition of project traffic. Traffic from the project is projected to increase delay at this location by less than five seconds which is considered a less than significant impact. All positional intersection LOS impacts are considered less-than-significant.

Vehicle Miles Traveled (VMT)

Folsom General Plan policy NCR 3.1.3 addresses vehicle miles traveled (VMT), as shown below:

Policy NCR 3.1.3

“Encourage efforts to reduce the amount of vehicle miles traveled (VMT). These efforts could include encouraging mixed-use development promoting a jobs/housing balance, and encouraging alternative transportation such as walking, cycling, and public transit.”

The Governors’ Office of Planning and Research (OPR) published guidance (OPR Technical Advisory on Evaluating Transportation Impacts in CEQA, OPR, 2018 and 2019) recommending a CEQA threshold for transportation impacts of land use projects of a 15 percent VMT reduction per capita, relative to either city or regional averages, based on the California’s Climate Scoping Plan. Qualitative assessment of VMT reduction is acceptable to screen projects.

Under State Law (SB 743) VMT is the only CEQA threshold of significance for transportation impacts effective July 1, 2020. This analysis evaluates impacts to both LOS and VMT.

Evaluation of Transportation

- a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than significant impact. The project does not conflict with the City’s policies addressing LOS. One intersection (#5 Iron Point Road/East Bidwell Street) operates worse than the Folsom LOS “D” General Plan policy under all study scenarios, both with and without the addition of project traffic. Traffic from the project is anticipated to increase delay at this location by less than five seconds, which is considered a less than significant impact. In addition, all positional intersection LOS impacts are considered less than significant.

The project would not inhibit the use of bicycle, pedestrian, or transit facilities; eliminate existing bicycle, pedestrian, or transit facilities; nor would it prevent the implementation of planned bicycle, pedestrian, or transit facilities. Existing Class 2 bike lanes on Healthy Way would not be removed and planned Class 1 trails on Iron Point Road and east of East Bidwell Street would not be affected.

The project would have a less than significant impact on program plans, ordinances, or policies addressing the circulation system.

- b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than significant impact. SB 743, passed in 2013, required OPR to develop new CEQA Guidelines that address traffic metrics under CEQA. As stated in the legislation (and Section 21099[b][2] of CEQA), upon adoption of the new CEQA guidelines, “automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the CEQA guidelines, if any.” The Office of Administrative Law approved the updated CEQA Guidelines on December 28, 2018, and the changes are reflected in new CEQA Guidelines (Section 15064.3). State CEQA Guidelines Section 15064.3 was added December 28, 2018, to address the determination of significance for transportation impacts. Pursuant to the new CEQA Guidelines VMT will replace congestion as the metric for determining transportation impacts.

The CEQA Guidelines state that “lead agencies may elect to be governed by these provisions of this section immediately. Beginning July 1, 2020, the provisions of this section shall apply statewide. Thus, local agencies have an opt-in period until July 1, 2020 to implement the updated guidelines now that they have been formally adopted. The City has yet to formally adopt any CEQA significance thresholds related to VMT. This analysis uses a qualitative screening against OPR’s guidance of a 15 percent per capita VMT reduction.

The project is age restricted senior multi-family housing. Age restricted housing has a daily trip generation rate that is approximately 32 percent below that of non-age restricted (conventional family) multi-family housing and approximately 61 percent below that of single-family housing. In addition to generating fewer trips, age-restricted housing generates shorter trips than traditional housing because there are fewer commute trips. Commute trips are typically the longest trips made by households. In addition, the project is proposed adjacent to commercial land uses which will potentially reduce the number of trips necessary for commercial goods and services.

Under the existing zoning of C-2 PD (Commercial, Planned Development District), the site could be developed with retail, commercial, and/or office uses that, depending on project design, would have a higher trip generation than the age-restricted multi-family residential uses proposed with the project.

The project’s per capita VMT is anticipated to be at least 32 percent below the City and regional average per capita VMT for multi-family residential uses and 61 percent below that of single-family housing. Based on OPR’s guidance, the project is anticipated to have a less than significant impact on per capita VMT. In addition to generating fewer trips, age-restricted housing generates shorter trips than traditional housing because there are fewer commute trips. Commute trips are typically the longest trips made by households. Also, the project is proposed adjacent to commercial land uses which will potentially reduce the number of trips necessary for commercial goods. Therefore, the project’s per capita VMT is anticipated to be at least 32 percent below the City and regional average per capita VMT. Based on the OPR’s guidance, the project is anticipated to have a less than significant impact on per capita VMT.

- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No impact. Access to the project site would be provided by a driveway from Healthy Way. The driveway would not introduce any sharp curves or dangerous intersections or be incompatible with the existing road network. The driveway throat depth is fifty feet (50’) and meets the City’s standard for apartment complexes between 81-160 units. Therefore, impacts would be less than significant.

- d) Result in inadequate emergency access?

Less than significant impact. The project’s drive aisles have a 25-foot inner/50-foot outer minimum turning radii to accommodate fire department access and turning movements. Emergency vehicle access is available to the site from Healthy Way. Emergency vehicle access is adequate. There would be a less than significant impact on emergency access.

XVIII. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) 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:				
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The discussion below is based on a tribal cultural resources memorandum prepared by ECORP Consulting, Inc. (ECORP 2020), attached to this Initial Study as **Appendix I**.

Environmental Setting

CEQA, as amended by Assembly Bill 52 (AB 52), requires that the City provide notice to any California Native American tribes that have requested notice of projects subject to CEQA review and consult with tribes that responded to the notice within 30 days of receipt with a request for consultation. For the City, these included the following tribes that previously submitted general request letters, requesting such noticing:

- Wilton Rancheria;
- Lone Band of Miwok Indians; and,
- United Auburn Indian Community (UAIC) of the Auburn Rancheria

The purpose of consultation is to identify Tribal Cultural Resources (TCR) that may be significantly impacted by the proposed project, and to allow the City to avoid or mitigate significant impacts prior to project approval and implementation. Section 21074(a) of the PRC defines TCRs for the purpose of CEQA as:

Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

- a) included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or,*
- b) included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or,*
- c) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.*

Because the first two criteria also meet the definition of a Historical Resource under CEQA, a TCR may also require additional consideration as an Historical Resource. TCRs may or may not exhibit archaeological, cultural, or physical indicators and can only be identified by a culturally affiliated tribe, which has been determined under State law to be the subject matter expert for TCRs.

CEQA requires that the City initiate consultation with tribes at the commencement of the CEQA process to identify TCRs. Furthermore, because a significant effect on a TCR is considered a significant impact on the environment under CEQA, consultation is required to develop appropriate avoidance, impact minimization, and mitigation measures. Therefore, in accordance with the requirements summarized above, the City carried out, or attempted to carry out, tribal consultation for the project.

Within 14 days of initiating CEQA review for the project, on March 18, 2020, the City sent project notification letters to the three California Native American tribes named above, which had previously submitted general consultation request letters pursuant to 21080.3.1(d) of the Public Resources Code (PRC). Each tribe was provided a brief description of the project and its location, the contact information for the City's authorized representative, and a notification that the tribe has 30 days to request consultation. The 30-day response period concluded on April 17, 2020.

As a result of the initial notification letters, two tribes responded to the opportunity to consult on the project: Wilton Rancheria and the UAIC, as described below. The Lone Band of Miwok Indians did not respond within the 30-day response window, therefore, no consultation was required or carried out with the Lone Band of Miwok Indians under CEQA.

On April 7, 2020, Wilton Rancheria responded to the City's initial letter by email requesting consultation on the project and the opportunity to discuss the topics listed in California PRC section 21080.3.2(a), including the type of environmental review to be conducted, project alternatives, significant effects, and mitigation measures for any direct, indirect, or cumulative impacts the project may cause to TCRs. The tribe provided their recommended mitigation measures for TCRs and stated that they wish to discuss design options that would avoid impacts to TCRs, pre-project surveys, and TCR identification and evaluation as well as culturally appropriate treatment. The letter also served as a formal request to allow a Wilton Rancheria representative to observe and participate in cultural resource surveys, and to view the documentation and results of all existing cultural resources assessments and records searches.

On April 9, 2020, within 30 days of receiving the response, the City initiated consultation with Wilton Rancheria. The City invited the tribe to a consultation teleconference on April 17, 2020. To facilitate that consultation meeting, the City provided a copy of the cultural resources assessment, as requested. The tribe did not respond to the City's email and the April 17, 2020 teleconference was not attended by any tribal representatives. Thus, having offered the tribe an opportunity to participate in the meeting, the City issued a response to the tribe indicating that in the absence of the tribe's participation, they will be continuing with the project and adopting a mitigation measure for inadvertent discoveries of TCRs for their environmental document. On April 20, 2020, the City concluded consultation with Wilton Rancheria pursuant to PRC Section 21082.3(d)(2), 21080.3.2(b)(1), and 21082.3(d)(1).

On April 15, 2020, UAIC responded to the City's initial letter by email, declining consultation on the project and stated that there are no known TCRs in the project area and that there is the potential for unrecorded or buried TCRs to occur. The tribe also requested a copy of the environmental document and suggested that it provide mitigation measures for inadvertent discoveries and avoidance. On April 20, 2020, the City responded to UAIC to request that the tribe provide any suggested mitigation measures for the City to consider, provided information on how the tribe can review the CEQA document upon release, and closed consultation.

Evaluation of Tribal Cultural Resources

- a) 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:
- 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)?

No impact. Based on the records search at the NCIC and other efforts discussed in Section V., Cultural Resources, no resources listed or eligible for listing in the California Register of Historic Resources or local register or historical resources were identified. The project would have no impact.

- ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than significant impact with mitigation. No TCRs were identified. Impacts to unanticipated tribal cultural resources, if encountered during construction, would be potentially significant. Based on the consultation record summarized above and included in **Appendix H**, the City concludes that there would be a less than significant impact on TCRs with the incorporation of the **Mitigation Measure TCR-01** regarding unanticipated discoveries.

Mitigation Measures

TCR-01 If potentially significant TCRs are discovered during ground disturbing construction

activities, all work shall cease within 100 feet of the find. A Native American Representative from traditionally and culturally affiliated Native American Tribes that requested consultation on the Project shall be immediately contacted and invited to assess the significance of the find and make recommendations for further evaluation and treatment, as necessary. If deemed necessary by the City, a qualified cultural resources specialist meeting the Secretary of Interior's Standards and Qualifications for Archaeology, may also assess the significance of the find in joint consultation with Native American Representatives to ensure that tribal values are considered. Work at the discovery location cannot resume until the City, in consultation as appropriate and in good faith, determines that the discovery is either not a TCR, or has been subjected to treatment directed by the City.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Existing utilities on the project site include SMUD for electricity, PG&E underground gas lines, AT&T underground telephone lines, City of Folsom for solid waste disposal, and City of Folsom water and sewer facilities. The City employs a design process that includes coordination with potentially affected utilities as part of project development. Identifying and accommodating existing utilities is part of the design process, and utilities are considered when finalizing public project plans. The City coordinates with the appropriate utility companies to plan and implement any needed accommodation of existing utilities, including water, sewer, telephone, gas, electricity, and cable television lines. Based on the results of an initial request for comments from the utility providers, all utility services can accommodate the proposed project.

Evaluation of Utilities and Service Systems

- a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

- b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?
- c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than significant impact. Discussion of the project's impact on water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, and water supplies follow:

Water Supply

The City's public water supply is from the Folsom Reservoir and Folsom South Canal. The City's Urban Water Management Plan calculated supply and demand at buildout of the 2035 General Plan and determined that there was sufficient supply available for normal, single dry, and multi-dry years scenarios (City of Folsom 2016, City of Folsom 2018 General Plan EIR). Folsom's Water Treatment Plant has a capacity of 50 million gallons per day. According to the Urban Water Management Plan and General Plan EIR, water demand is not anticipated to exceed the City's current water rights to 38,970 acre-feet annually (City of Folsom 2018 General Plan EIR). The proposed project would provide housing for less than 500 residents, and would not result in a substantial increase in water demand. Because sufficient supplies are available for build out of land uses in the General Plan (including development at the proposed project site) no additional facilities would need to be constructed or expanded and impacts would be less than significant.

Water Conservation Efforts

The City actively implements water conservation actions in response to the drought. Standards and regulations issued by the State Water Resources Control Board that came into effect June 1, 2015, require the City to reduce water consumption by 32 percent. In response, the City developed a water reduction plan to reduce water consumption, and conserve water in the City.

City actions include reducing watering in parks by one third, removing turf and retrofitting irrigation in more than 30 medians citywide, turn off irrigation in ornamental streetscapes that do not have trees, prohibiting new homes and buildings from irrigating with potable water unless water-efficient drip systems are used, replacing and upgrading sprinklers and irrigation systems with water-efficient systems, suspending operation of water features throughout the City. The City also implemented water restrictions and rebate programs for residents of the City. Folsom residents successfully reduced water consumption by 21 percent in 2014. The City reduced water consumption in parks by 27 percent, and 31 percent in Landscape and Lighting Districts. This was among the highest conservation rates statewide (Brainerd 2015).

Wastewater (Sanitary Sewer)

The City is responsible for managing and maintaining its wastewater collection system, including 275 miles of pipeline and nine pump stations. This system ultimately discharges into the Sacramento Regional County Sanitation District interceptor sewer system. Wastewater is treated at the Sacramento Regional Wastewater Treatment Plant, located in the City of Elk Grove.

In compliance with the 2006 State Water Resources Control Board (SWRCB) General Waste Discharge Requirements for Sanitary Sewer Systems, the City of Folsom adopted a Sewer System Management Plan on July 28, 2009 which was updated and adopted on August 26, 2014. The plan outlines how the municipality operates and maintains the collection system, and the reporting of all Sanitary Sewer Overflows (SSO) to the SWRCB's online SSO database. Because the City has sufficient capacity to accommodate any additional demand that could result from implementation of the proposed project, and because the City is in compliance with statutes and regulations related to wastewater collection and treatment, there would be no impact and mitigation would not be necessary.

Stormwater

Folsom's Public Works Department handles stormwater management for the City, from design and construction of the storm drain system to operation and maintenance, and urban runoff pollution prevention.

Stormwater drains would be installed throughout the site, and drainage at the parking lot would be designed to prevent flooding or ponding. The on-site storm drain would conform to City standards. Four water quality basins are proposed within the project site. Environmental impacts from these stormwater features would be less than significant and no mitigation would be necessary.

Electricity, Gas, and Telephone

Based on the City's coordination with existing utilities on the project site include SMUD for electricity, PG&E underground gas lines, AT&T underground telephone lines, all utility providers are able to accommodate the proposed project. The project would connect to existing utility lines off Serpa Way or Healthy Way and would not require expansion of additional facilities.

Based on the details above, the project would have **less than significant** impact regarding water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities and water supplies. No mitigation is needed for questions a), b), and c).

- d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
- e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than significant impact. The City provides solid waste, recycling, and hazardous materials collection services to its residential and business communities. In order to meet the State mandated 50 percent landfill diversion requirements stipulated under AB 939, the City has instituted several community-based programs. The City offers a door-to-door collection program for household hazardous and electronic waste, in addition to six "drop off" recycling locations within the City.

After processing, solid waste is taken to the Kiefer Landfill, the primary municipal solid waste disposal facility in Sacramento County. The landfill facility sits on a site of 1,084 acres in the community of Sloughouse. Currently 250 acres, the State permitted landfill is 660 acres in size, and is of sufficient capacity to accommodate the solid waste disposal needs of the City. Because the landfill serving the

project area is of sufficient capacity to accommodate solid waste needs, there is less than significant impact and no mitigation would be necessary for questions d) and e).

XX. WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The project site is located in a Local Responsibility Area and it is not in a Very High Fire Hazard Severity Zone (California Department of Forestry and Fire Protection 2020).

Evaluation of Wildfire

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan?
- 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?
- 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?
- 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?

No impact. Questions “a” through “d” are not applicable because the project site is in a Local Responsibility Area and the site is not in a Very High Fire Hazard Severity Zone (California Department of Forestry and Fire Protection 2020).

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
fb) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present and probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Evaluation of Mandatory Findings of Significance

- a) Does the project have the potential to substantially 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact. The preceding analysis indicates that the proposed project has the potential to adversely affect biological resources, cultural resources, hydrology/water quality, and tribal cultural resources. See Sections 9.IV, 9.V, 9.X, and 9.XVIII of this Initial Study for discussion of the proposed project’s potential impacts on these environmental issue areas. With implementation of the mitigation measures identified in those Sections, and compliance with City programs and requirements identified in this report, impacts would be reduced to a less than significant level. No significant or potentially significant impacts would remain.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present and probable future projects)?

Less Than Significant Impact. While the project would indirectly contribute to cumulative impacts associated with increased urban development in the City and region, these impacts have previously been evaluated by the City and considered in development of the City’s General Plan as set forth in this Initial Study. Key areas of concern are discussed in detail below.

Evaluation of cumulative biological resources impacts: Implementation of the proposed project, with continued growth within Folsom and implementation of the Folsom South of US Highway 50 Specific Plan, would contribute to continued loss of habitat for biological resources by converting undeveloped areas to developed uses. The project site is disturbed, and no special status species have the potential to occur in the project site. However, the project site contains potentially suitable nesting habitat for common bird species protected under the MBTA and/or Fish and Game Code. Cumulative impacts to nesting birds may result in an overall effect on the viability of certain species. With implementation of **Mitigation Measures BIO-01 through BIO-24**, the impacts would be reduced to a less than significant level and the project would not result in a cumulatively considerable contribution to any significant cumulative impacts.

Evaluation of cumulative cultural resources impacts: A database records search was conducted for the project site, including a 0.5-mile buffer area, at the North Central Information Center at Sacramento State University. Additionally, a pedestrian survey of the project site was conducted by HELIX senior archaeologists. Although no evidence of cultural resources of significance were noted on project site, the City recognizes that sensitive and/or protected resources could be unintentionally discovered during project demolition and construction. With implementation of **Mitigation Measures CUL-01 and CUL-02**, the impacts would be reduced to a less than significant level and the project would not result in a cumulatively considerable contribution to any significant cumulative impacts.

Evaluation of cumulative hydrology and water quality impacts: Modifications to the existing drainage patterns may result in localized flooding, and an increase in impervious surfaces may result in an increase in the total volume and peak discharges of the proposed project has the potential to degrade water quality associated with urban runoff. Ground disturbing activities would expose soil to erosion and may result in the transport of sediments which could adversely affect water quality. Modifications to the onsite drainage resulting in on-or off-site erosion, pollutants, flooding, and/or otherwise substantially degrade water quality would be a potentially significant impact.

Drainage plans have been prepared for the Broadstone Unit No. 3 Specific Plan area. The overall storm water drainage systems included in those plans serve the project site. Construction on the site would be subject to NPDES permit conditions (including the implementation of BMPs) and the City’s standard conditions and Code requirements. Operation of these requirements, which would be unchanged with approval of the project, would ensure that no adverse effects due to stormwater generation or contamination would take place. **Mitigation Measures HYD-01 through HYD-03** would be implemented, and the project would not result in a cumulatively considerable contribution to any significant cumulative impacts related to hydrology and water quality.

Evaluation of cumulative transportation impacts: Cumulative traffic forecasts were derived by adding 2020 to 2035 growth from the Folsom General Plan travel demand model to observed traffic volumes and then applying the NCHRP 255 adjustment process. EPAP 2025 north-south traffic at intersections 1-4 was used as a floor to be conservative. Several key road network improvements are assumed to be open by 2035, including the Empire Ranch interchange, Oak Avenue Parkway interchange, and the Rowberry undercrossing.

Table 24 presents a summary of LOS results for the study intersections under EPAP 2025 Conditions with and without project. The results indicate that without the project, Delay and LOS at the Iron Point Road/East Bidwell Street improves from the opening of additional interchanges that take traffic off of the East Bidwell Street interchange. However, the Iron Point Road/East Bidwell Street intersection is anticipated to continue to operate deficiently during the afternoon, prior to the addition of project traffic.

Table 24. Cumulative 2035 Intersection Delay and Level-of-Service, with and without Project

Location	Control	2035		2035	2035
		Cumulative AM	Cumulative PM	Cumulative W/Project AM	Cumulative W/Project PM
1. Healthy Way / Project Driveway	AWSC	8.3/A	9.7/A	8.3/A	9.6/A
2. Serpa Way / Healthy Way	AWSC	9.8/A	16.4/C	10.3/B	18.2/C
3. Iron Point Road / Serpa Way	Signal	18.3/B	23.8/C	18.5/B	24.7/C
4. Iron Point Road / Cavitt Drive	Signal	20.0/C	35.4/D	20.0/C	35.5/D
5. Iron Point Road / E. Bidwell St	Signal	40.4/D	78.0/E	40.6/D	79.1/E

Source: T. Kear 2020.

Bold denotes deficient level-of-service.

To analyze conditions with the project, peak-hour traffic associated with the project was added to anticipated Cumulative 2035 turning volumes at each intersection. Delay and LOS were then determined at the study intersections. The results indicate that the Iron Point Road/East Bidwell Street intersections continues to exceed the City's LOS threshold during the afternoon, though the additional 1.1 seconds of delay added by project traffic is not considered to be a potentially significant cumulative impact.

The project's per capita VMT is anticipated to be at least 32 percent below the City and regional average per capita VMT for multi-family residential uses and 61 percent below that of single-family housing. Based on OPR's guidance, the project is anticipated to have a less than significant impact on per capita VMT. In addition to generating fewer trips, age-restricted housing generates shorter trips than traditional housing because there are fewer commute trips. Commute trips are typically the longest trips made by households. Also, the project is proposed adjacent to commercial land uses which will potentially reduce the number of trips necessary for commercial goods. Therefore, the project's per capita VMT is anticipated to be at least 32 percent below the City and regional average per capita VMT. Based on the OPR's guidance, the project is anticipated to have a less than significant impact on per capita VMT and is not considered to be a potentially significant cumulative impact.

Evaluation of cumulative tribal cultural resources impacts: The City of Folsom sent project notification letters to three California Native American tribes. Although there is no evidence of TCRs occurring or having the potential to occur on the project site, the City recognizes that sensitive and/or protected resources could be unintentionally discovered during project demolition and construction. With

implementation of **Mitigation Measures TCR-01**, the impacts would be reduced to a less than significant level and potentially significant cumulative impacts would be avoided. Thus, the project would not result in a cumulatively considerable contribution to any significant cumulative impacts related to tribal cultural resources.

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. Because of site conditions, existing City regulations, and regulation of potential environmental impacts by other agencies, the proposed project would not have the potential to cause substantial adverse effects on human beings as demonstrated in the detailed evaluation contained in this Initial Study.

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10.0 MITIGATION MONITORING AND REPORTING PROGRAM

A Mitigation Monitoring and Reporting Program (MMRP) has been prepared by the City per Section 15097 of the CEQA Guidelines and is presented in **Appendix J**.

11.0 INITIAL STUDY PREPARERS

City of Folsom

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Appendix J

Mitigation Monitoring and Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM AVENIDA SENIOR LIVING

Purpose of Mitigation Monitoring and Reporting Program: The California Environmental Quality Act (CEQA), Public Resources Code Section 21081.6, requires that a Mitigation Monitoring and Reporting Program (MMRP) be established upon completing findings. CEQA stipulates that “the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation.”

This MMRP has been prepared in compliance with Section 21081.6 of CEQA to ensure that all required mitigation measures are implemented and completed according to schedule and maintained in a satisfactory manner during the construction and operation of the project, as required. A table (attached) has been prepared to assist the responsible parties in implementing the MMRP. The table identifies individual mitigation measures, monitoring/mitigation timing, the responsible person/agency for implementing the measure, and space to confirm implementation of the mitigation measures. The numbering of mitigation measures follows the numbering sequence found in the Initial Study and Mitigated Negative Declaration.

The City of Folsom is the lead agency for the project under CEQA and shall administer and implement the MMRP. The City is responsible for review of all monitoring reports, enforcement actions, and document disposition. The City shall rely on information provided by the project site observers/monitors (e.g., construction manager, project manager, biologist, archaeologist, etc.) as accurate and up-to-date and shall provide personnel to field check mitigation measure status, as required.

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**MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST FOR THE
AVENIDA SENIOR LIVING PROJECT**

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
BIOLOGICAL RESOURCES				
Tricolored Blackbird				
<p>Mitigation Measure BIO-01: Avian Protection Plan: Prior to the start of construction, an avian protection plan shall be developed and submitted to the City of Folsom outlining the protective measures to be taken during construction, long-term operational measures, monitoring plan, adaptive management actions, and reporting requirements. These protective measures shall include for example, installation of a visual and sound barrier between the project and the nesting colony and having all trash containers stored inside the planned building during the operation of the facility. The monitoring plan shall describe monitoring methods, reporting, and procedures required of monitor in response to observations on the site. The avian protection plan shall also include performance standards associated with each protective measure such as making repairs to the visual/sound barrier if needed within 24 hours or having an employee tasked with routinely ensuring trash receptacles are within the building except during trash collection periods.</p>	<p>Avian Protection Plan shall be prepared and approved prior to start of construction.</p>	<p>City of Folsom; Project Applicant.</p>		
<p>Mitigation Measure BIO-02: Worker Environmental Awareness Training: Before any ground-disturbing or vegetation-removal activities, a Worker Environmental Awareness Training (WEAT) shall be prepared and administered to the construction workers. The WEAT shall include the following: discussion of the state Endangered Species Act, CEQA mitigation measures; consequences and penalties for violation or noncompliance with these laws and regulations; identification of special-status wildlife including tricolored blackbird; and the contact person (biological monitor) in the event of the discovery of a special-status wildlife species within the project area. The WEAT shall also discuss the different habitats used by the species' different life stages and the annual timing of these life stages. A handout summarizing the WEAT information shall be provided to workers to keep on-site for future reference. Upon completion of the WEAT training, workers shall sign a form stating that they attended the training, understand the information presented and shall comply with the regulations discussed. Workers shall be familiarized with "avoidance areas" from which workers</p>	<p>Worker Environmental Awareness Training shall be prepared and administered prior to start of construction; WEAT handout shall be made available to construction workers on-site for future reference purposes.</p>	<p>City of Folsom; Construction Contractor</p>		

<p>shall be restricted to minimize the potential for inadvertent impacts to the tricolored blackbird nesting colony.</p>				
<p>Mitigation Measure BIO-03: Environmentally Sensitive Area Fence for Noise Barrier: Prior to the start of construction, the contractor shall install an Environmentally Sensitive Area (ESA) fence along the portion of the northern Project boundary. See Figure 2 in Appendix D for the location of the ESA fence. The ESA fence shall be eight feet in height and constructed of solid plywood or oriented strand board and shall be designed to withstand moderate to strong winds. The fence shall be in place from March 1 through July 31 during each year of construction. The ESA fence shall serve three purposes:</p> <ul style="list-style-type: none"> o Delineate the project boundary and prevent workers from entering the open space near the nesting colony; o Minimize construction-related noise from impacting the nesting colony by providing a solid rather than open fence; and, o Create a visual barrier for the tricolored blackbirds to cause them to fly up and over the project activities or choose a different route when they leave the colony to forage. 	<p>ESA fence to be installed and from March 1 through July 31 during each year of construction.</p>	<p>City of Folsom; Construction Contractor</p>		
<p>Mitigation Measure BIO-04: Pre-Nesting Season Surveys: Two weeks prior and one week prior to the defined start of the nesting season (March 1), a qualified biologist shall visit the tricolored blackbird nesting colony to in order to detect unanticipated early nesting activity. If the qualified biologist documents nesting activities are occurring during either survey, mitigation measures that apply as of March 1 would be implemented. If tricolored birds are present, but not exhibiting nesting behavior then nesting season mitigation measures would not apply until nesting behavior is observed or March 1, whichever is sooner.</p>	<p>Pre-nesting season surveys to be conducted two weeks prior and one week prior to the defined start of the nesting season (March 1).</p>	<p>City of Folsom; Project Applicant.</p>		
<p>Mitigation Measure BIO-05: Determination of No Nesting Activity: If construction activities are underway prior to the tricolored blackbird nesting season, but will continue after March 1, a qualified biologist shall survey the nesting location once between March 1 and March 15. If nesting is found during any of the surveys, then mitigation measures that apply as of March 1 would be implemented. If the surveys are negative, the qualified biologist shall conduct follow up surveys every 48 hours until April 15. If no nests have been established by April 15, the biologist shall coordinate with CDFW to determine if nesting is likely to occur. If the nesting location is determined, in coordination with CDFW, to be inactive for the year, construction may proceed as allowed outside the nesting season.</p>	<p>During construction activities during the nesting season for tricolored blackbird, one survey to be conducted between March 1 and March 15.</p>	<p>City of Folsom; Project Applicant; CDFW.</p>		

<p>Mitigation Measure BIO-06: Limits on Grading During the Nesting Season: No rough grading will occur during the nesting season (March 1 to July 31) unless the biological monitor has determined in coordination with CDFW that the tricolored blackbirds are not nesting during that year or the biological monitor has determined that the tricolored blackbirds have not begun or have completed nesting and left the nesting site.</p>	<p>No rough grading allowed between March 1 and July 31 unless nesting surveys are negative.</p>	<p>City of Folsom; Project Applicant; CDFW.</p>		
<p>Mitigation Measure BIO-07: Continuous Biological Monitoring for Work During the Nesting Season: From March 1 to July 31 continuous monitoring by a qualified biological monitor shall occur. Continuous biological monitoring is defined as having a biological monitor present at all times when work is taking place within the project area. No monitoring is required on days when no work is occurring.</p> <p>During each visit, the biological monitor shall record basic survey data including date, biologist name, time of survey, weather conditions, approximate number of birds observed at the nesting colony, general behavior characteristics (time and approximate number of foraging group departures and arrivals), construction activity description, and a discussion of any disturbances and or recommendations for the prevention of construction-related disturbances to the nesting colony. Monitoring reports shall be submitted weekly to the Project Proponent, the City of Folsom, and CDFW.</p> <p>Continuous biological monitoring shall not be required 1) between August 1 and February 28, 2) if nesting is determined in coordination with CDFW to have been skipped for the year, 3) when it is determined by a qualified biologist that the nesting colony is no longer active, 4) when construction has moved into Month 6 activities as outlined under Periodic Biological Monitoring, or 5) when it is determined by a qualified biologist that all of the young of the year birds are no longer dependent on their nest or parents.</p>	<p>Continuous biological monitoring during the nesting season (March 1 through July 31) unless the tricolored blackbird colony has been determined to be inactive by a qualified biologist in consultation with the City and CDFW.</p>	<p>City of Folsom; Project Applicant; CDFW.</p>		
<p>Mitigation Measure BIO-08: Periodic Biological Monitoring During Construction Month 6 Activities and Beyond: Construction activities in Month 6 and later include work on apartment building itself, consisting of framing, utility installation, siding, roofing, painting, finish work, work to complete the grounds of the project, including the installation of hardscaping, landscaping irrigation, permanent fencing, and pavement striping. If these activities take place during March 1 to July 31, a qualified biological monitor shall conduct monitoring visits three times per week. The monitoring site visits</p>	<p>Periodic biological monitoring during the nesting season (March 1 through July 31) during project framing and/or utility installation unless the tricolored blackbird</p>	<p>City of Folsom; Project Applicant; CDFW.</p>		

<p>shall be timed during the peak activity of the species (dawn to 10 am). During each visit, the biological monitor shall record basic survey data including date, biologist name, time of survey, weather conditions, approximate number of birds observed at the nesting colony, general behavior characteristics (time and number of foraging group departures and arrivals), construction activity description, and a discussion of any disturbances and or recommendations for the prevention of construction-related disturbances to the nesting colony. Monitoring reports shall be submitted weekly to the Project Proponent, the City of Folsom, and CDFW.</p> <p>Periodic biological monitoring shall not be required 1) between August 1 and February 28, 2) if nesting is determined in coordination with CDFW to have been skipped for the year, 3) when it is determined by a qualified biologist that the nesting colony is no longer active, or 4) when it is determined by a qualified biologist that all of the young of the year birds are no longer dependent on their nest or parents.</p>	<p>colony has been determined to be inactive by a qualified biologist in consultation with the City and CDFW.</p>			
<p>Mitigation Measure BIO-09: Restricted Speed Limit During Construction: A speed limit of 15 miles per hour shall be enforced throughout the construction duration of the project to avoid collisions with tricolored blackbirds.</p>	<p>To be implemented during project construction.</p>	<p>City of Folsom; Construction Contractor.</p>		
<p>Mitigation Measure BIO-10: Manage Outdoor Food: Eating areas for construction workers shall be restricted to the inside of construction trailers and a designated area adjacent to Healthy Way. All food-related material and trash shall be secured in trash receptacles to prevent attracting potential predators and providing an onsite food source for the blackbird. Mobile food vendors shall be prohibited on the site.</p>	<p>To be implemented during project construction.</p>	<p>City of Folsom; Construction Contractor.</p>		
<p>Mitigation Measure BIO-11: Bird Safety Film: To minimize potential future bird mortality due to window collisions, install horizontal bird safety film (SOLYX film or similar product) on exterior window surfaces on the north building elevation. Applicant shall routinely inspect the bird safety film and replace the film as needed, approximately every 5-7 years.</p>	<p>To be implemented prior to building occupancy.</p>	<p>City of Folsom; Construction Contractor.</p>		
<p>Mitigation Measure BIO-12: Barrier on North Property Line: On the north property line of the project, a four-foot tubular steel open fence shall be designed and installed to create a barrier between the project and the adjacent open space area to prevent humans and dogs from entering the open space and the tricolored blackbird nesting colony.</p>	<p>To be implemented prior to building occupancy.</p>	<p>City of Folsom; Construction Contractor.</p>		
<p>Mitigation Measure BIO-13: Educational Signage: signage informing and sensitizing the public to the tricolored blackbird colony shall be posted on the fence.</p>	<p>To be implemented prior to building</p>	<p>City of Folsom; Construction</p>		

	occupancy.	Contractor.		
Mitigation Measure BIO-14: Contain Lighting Onsite: All project lighting shall be directed downward and away from the tricolored blackbird nesting colony and shall be designed to minimize overspill into the area between the project boundary and the tricolored blackbird nesting colony.	To be implemented prior to building occupancy.	City of Folsom; Construction Contractor.		
Mitigation Measure BIO-15: Staff and Resident Awareness Information: Information about the presence of the tricolored blackbird colony and measures to reduce impacts and coexist with the birds shall be provided to staff and residents. The information shall address: <ul style="list-style-type: none"> o Information about the colony; o Keeping house cats indoors; o Keeping the facility outdoors clean of all trash and food debris; o Securing all trash receptacles to prevent attracting potential predators and providing food sources to the blackbird; o Prohibitions on bird feeding; o Restrictions on loud outdoor events during nesting season (March 1 through July 31); o Prohibition of staff and resident access to adjacent open space parcel; and, o Speed limit restrictions. 	To be implemented upon building occupancy.	City of Folsom; Project Applicant.		
Mitigation Measure BIO-16: Restrict Speed Limit During Operations: The speed limit on the site shall be limited to 15 miles per hour to avoid collisions with tricolored blackbirds.	To be implemented upon building occupancy.	City of Folsom; Project Applicant.		
Mitigation Measure BIO-17: Manage Outdoor Food and Trash: All outdoor eating areas shall include trash receptacles and trash shall be secured in trash receptacles to prevent attracting potential predators and providing an onsite food source for the blackbird. Mobile food vendors shall be prohibited on the site.	To be implemented upon building occupancy.	City of Folsom; Project Applicant.		
Mitigation Measure BIO-18: Store Trash Dumpsters Indoors: Refuse (trash, recycling, organic waste) dumpsters for the project shall be stored in indoor trash rooms rather than in outdoor trash enclosures. Dumpsters shall be moved from the trash rooms outdoors one day per week for refuse collection. Following collection, the dumpsters shall be promptly returned to the indoor trash rooms.	To be implemented upon building occupancy.	City of Folsom; Project Applicant.		
Mitigation Measure BIO-19: Restrict Domestic Cats to Indoors: Domestic cats belonging to tenants shall be restricted to indoors. Tenant leases shall require that cats	To be implemented upon building	City of Folsom; Project		

be kept indoors.	occupancy.	Applicant.		
Burrowing Owl				
Mitigation Measure BIO-20: Prior to the start of construction, a take avoidance pre-construction survey shall be conducted for burrowing owl. The survey shall follow the CDFG 2012 Staff Report on Burrowing Owl Mitigation (Staff Report). If no active burrowing owl burrows are identified during the take avoidance pre-construction survey, no further mitigation is required. If active burrowing owl burrows are identified during the pre-construction survey, Mitigation Measures BIO-21 or BIO-22 shall apply.	Prior to the start of project construction.	City of Folsom; Project Applicant.		
Mitigation Measure BIO-21: During Breeding Season: If the start of construction occurs during the burrowing owl breeding season (February 1 through August 31) and the qualified biologist finds evidence of burrowing owls nesting within the study area or the 500-foot survey buffer specified by the Staff Report, all project-related activities shall avoid nest sites during the remainder of the breeding season or while the active burrow remains occupied by adults with young or young (nest occupation includes individuals or family groups foraging on or near the site following fledging). A qualified biologist in coordination with the City shall establish a no-disturbance buffer around the active burrow. The buffer distance shall be determined based upon the location of the burrow in relation to construction activity and may be reduced in coordination with the City if visual and noise-attenuation barriers are installed in conjunction with biological monitoring. Construction and other project-related activities may occur outside of the buffer zone. Construction and other project-related activities may be allowed inside of the non-disturbance buffer during the breeding season if the biological monitor determines that those activities do not disturb the owls and the project activities are monitored daily by a qualified biological monitor. If monitoring by a qualified biologist indicates that the nest is abandoned prior to the end of nesting season and the burrow is no longer in use, the non-disturbance buffer zone may be removed if approved by the City. After receiving approval from CDFW, the qualified biologist may excavate the burrow in accordance with the latest CDFW guidelines for burrowing owl to prevent reoccupation.	Implement measure if project construction occurs between February 1 and August 31.	City of Folsom; Project Applicant; CDFW.		
Mitigation Measure BIO-22: During Non-Breeding Season: If the start of construction occurs during the non-breeding season (September 1 through January 31) and the qualified biologist finds evidence of burrowing owls residing within the study area or the 500-foot survey buffer specified by the Staff Report, the qualified biologist shall establish an appropriate non-disturbance buffer around the occupied burrow(s) in	Implement measure if project construction occurs between September 1 and January 31.	City of Folsom; Project Applicant; CDFW.		

<p>coordination with the City. Construction activities outside of this buffer shall be allowed.</p> <p>If construction activities require that the occupied burrow be disturbed, then exclusion of the owl(s) is allowed if the following criteria are met:</p> <ul style="list-style-type: none"> o A burrowing owl exclusion plan shall be developed for the project and approved by the CDFW. This plan shall include the results of the preconstruction surveys and proposed methods for the installation and monitoring of one-way doors and the exclusion of burrowing owls; o Upon approval by the CDFW, a qualified biologist shall install one-way door at the entrance of each occupied burrow. The project shall then be monitored twice daily for 48 hours to ensure that the owls have vacated the burrow. After the burrows have been vacated at the end of the 48-hour monitoring period, the one-way doors shall be removed, and the burrow shall be hand-excavated to its terminus and completely backfilled. The project area and survey buffer shall be monitored daily for one week to ensure that the burrowing owls have not returned prior to construction. 				
Nesting Migratory Birds, Including Raptors and Songbirds				
<p>Mitigation Measure BIO-23: If ground disturbance, vegetation thinning, or other construction activities are proposed during the migratory bird nesting season (February 1 – August 31), a preconstruction survey for nesting raptors and migratory bird nests shall be conducted by a qualified biologist within 15 days prior to the beginning of construction activities in order to identify active nests. This survey shall be conducted within the proposed construction area and all accessible areas within 500 feet of the construction area.</p>	<p>Implement measure 15 days prior to start of construction if project construction occurs between February 1 and August 31.</p>	<p>City of Folsom; Project Applicant.</p>		
<p>Mitigation Measure BIO-24: If active nests are found, a qualified biologist in coordination with the City shall establish a no-disturbance buffer around the active nest. The buffer distance shall be determined based upon the bird species and the location of the nest in relation to construction activity and may be reduced if visual and noise-attenuation barriers are installed. Construction and other project-related activities may occur outside of the buffer zone. Construction and other project-related activities may be allowed inside of the non-disturbance buffer during the nesting season if the monitoring biologist determines that those activities do not disturb the nesting birds, and the project activities are monitored continuously by a qualified biological monitor. The no-disturbance buffer shall remain in place until the young</p>	<p>Implement measure 15 days prior to start of construction if project construction occurs between February 1 and August 31.</p>	<p>City of Folsom; Project Applicant.</p>		

<p>have fledged or the nest is no longer active. The perimeter of the buffer area shall be staked in the field by the contractor. No construction activities or personnel shall enter the buffer area, except with approval of the biological monitor. If no active nests are found during the preconstruction survey, no further mitigation shall be required. If a lapse in construction work of 15 days or longer occurs during the nesting season, additional nest surveys shall be required before construction may be reinitiated.</p>			
<p>CULTURAL RESOURCES</p>			
<p>Mitigation Measure CUL-01: Inadvertent Discoveries In the event that cultural resources are exposed during ground-disturbing activities, construction activities should be halted in the immediate vicinity of the discovery. If the site cannot be avoided during the remainder of construction, an archaeologist who meets the Secretary of the Interior’s Professional Qualifications Standards should then be retained to evaluate the find’s significance under the California Environmental Quality Act (CEQA). If the discovery proves to be significant, additional work, such as data recovery excavation, may be warranted and should be discussed in consultation with the City.</p>	<p>Prior to and during demolition and construction – this mitigation measure shall be included in all construction documents for implementation during demolition or construction.</p>	<p>City of Folsom; Archaeologist or Qualified Cultural Resource Monitor; and Construction Contractor</p>	
<p>Mitigation Measure CUL-02: Treatment of Human Remains. Although there is no evidence to suggest the presence of human remains, the discovery of human remains is always a possibility during a project. If such an event did occur, the specific procedures outlined by the NAHC, in accordance with Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the Public Resources Code, will be followed:</p> <ol style="list-style-type: none"> 1. All excavation activities within 60-feet of the remains will immediately stop, and the area will be protected with flagging or by posting a monitor or construction worker to ensure that no additional disturbance occurs. 2. The project owner or their authorized representative will contact the County Coroner. 3. The coroner will have two working days to examine the remains after being notified in accordance with HSC 7050.5. If the coroner determines that the remains are Native American and are not subject to the coroner’s authority, the coroner will notify NAHC of the discovery within 24 hours. 4. NAHC will immediately notify the Most Likely Descendant (MLD), who will have 48 hours after being granted access to the location of the remains to inspect them and make recommendations for treatment of them. Work will be suspended in the area of the find until the senior archaeologist approves the proposed treatment of human 	<p>Prior to and during demolition and construction – this mitigation measure shall be included in all construction documents for implementation during demolition or construction.</p>	<p>City of Folsom; Archaeologist or Qualified Cultural Resource Monitor; and Construction Contractor</p>	

remains. 5. If the coroner determines that the human remains are neither subject to the coroner's authority nor of Native American origin, then the senior archaeologist will determine mitigation measures appropriate to the discovery.				
HYDROLOGY AND WATER QUALITY				
Mitigation Measure HYD-01: Prior to issuance of entitlements to construct, the applicant shall submit detailed drainage plans for evaluations by the City. Approved plans shall be implemented prior to project occupancy. The drainage plans shall include measures to minimize the total amount of additional surface runoff and to limit the flows released to off-site receiving waters to existing pre-development levels in accordance with the requirements of the Folsom City Public Works Department.	To be implemented prior to building occupancy.	City of Folsom; Project Applicant.		
Mitigation Measure HYD-02: Prior to issuance of entitlements to construct, the applicant shall submit erosion control plans and other monitoring programs for the construction and operational phases of the proposed project for review by the City. The plan shall include Best Management Practices (BMP) to minimize and control the level of pollutants in stormwater runoff, and in runoff released to off-site receiving waters. Specific techniques may be based on geotechnical reports or the Erosion and Sediment Control Handbook of the California Department of Conservation, and shall comply with current City standards.	To be implemented prior to building occupancy.	City of Folsom; Project Applicant.		
Mitigation Measure HYD-03: Prior to issuance of grading permits, the project applicant shall obtain coverage under the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific Storm Water Pollution Prevention Plan (SWPPP) at the time the Notice of Intent (NOI) is filed. The project applicant shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to the City of Folsom.	To be implemented prior to building occupancy.	City of Folsom; Project Applicant; SWRCB.		
TRIBAL CULTURAL RESOURCES				
Mitigation Measure TCR-01: If potentially significant TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find. A Native American Representative from traditionally and culturally affiliated Native American Tribes that requested consultation on the Project shall be immediately contacted and invited to assess the significance of the find and make recommendations for further evaluation and treatment, as necessary. If deemed	Prior to and during demolition and construction – this mitigation measure shall be included in all construction documents	City of Folsom; Native American Representative/ Monitor or Qualified		

<p>necessary by the City, a qualified cultural resources specialist meeting the Secretary of Interior's Standards and Qualifications for Archaeology, may also assess the significance of the find in joint consultation with Native American Representatives to ensure that tribal values are considered. Work at the discovery location cannot resume until the City, in consultation as appropriate and in good faith, determines that the discovery is either not a TCR, or has been subjected to treatment directed by the City.</p>	<p>for implementation during demolition or construction.</p>	<p>Cultural Resource Monitor; and Construction Contractor</p>		
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Attachment 25

Broadstone Unit No. 3 Design Guidelines

**BROADSTONE UNIT NO.3
DESIGN GUIDELINES**

SECTION 1

INTRODUCTION

1.1 BROADSTONE UNIT NO. 3 DESIGN GUIDELINES

The Broadstone Unit No. 3 Design Development Guidelines have been provided within the Specific Plan document to serve as an outline covering the overall theme, character and standards for the Project Area. The Design Development Guidelines for Broadstone Unit No. 3 are assembled for the purpose of intelligently and cooperatively guiding the physical implementation of the goals and policies of the Specific Plan as well as to create a distinctive character and high quality image. Broadstone Unit No. 3 is intended to be an extension of the Broadstone Master Development Community Plan Area which includes Broadstone Unit No. 1 and No. 2. Many of the materials, monumentation and landscape treatment is consistent with the Broadstone Unit No. 1 and 2 Design Guidelines, with some modifications due to the unique site conditions. In general, the following represents a unified design concept which will be evident in the buildout of the Broadstone community.

1.1.1 Design Development Elements

The following elements address not only design development, but implementation and maintenance of the Specific Plan Area's constructed design features:

- Design Development Concept
- Single Family Residential Land Use Design Criteria
- Multiple Family Residential Land Use Design Criteria
- Commercial Land Use Design Criteria
- Industrial/Office Park Land Use Design Criteria
- Open Space Land Use Design Criteria
- Specific Site Development
- Landscape Concept
- Signage Concept
- Specialty Features Design Criteria
- Landscape Guidelines and Plant Palette
- Landscape Maintenance Criteria
- Design Development Review Committee

1.2 DESIGN DEVELOPMENT CONCEPT

The formulation of a design development concept for Broadstone Unit No. 3 entails the appropriate standards to further guide future site planning, architecture, engineering and landscape architectural participation in detailed site specific development that will maintain continuity in theme, consistency in quality and, ultimately, actualize implementation of Specific Plan goals and policies.

1.2.1 Concept Formulation

The Master Planned community retains three levels of development, which together, provide for the total community experience. They are:

- 1) Private development parcels, including acreage established for single family residential, multi family residential, commercial, and industrial/office park uses.**
- 2) Public development parcels including acreage established for open space, parks, schools and circulation uses.**
- 3) Speciality components including lighting, signage, street furnishings, decorative paving, walls, street intersection treatments, vehicular entries, public and semi-public plazas, bicycle trails and public transportation nodes.**

Specialty features are the most important elements in establishing a community "signature". As with the Broadstone Community, these elements will be dispersed throughout the Specific Plan Area. For more specific detail on the Broadstone theme, please refer to Section 9, Specialty Features.

The following materials/finishes will be used throughout Broadstone Unit No. 3 as part of the overall design theme for the community - wide elements such as monumentation, walls, signage and hardscape.

- Quarried granite**
- Polished granite**
- Granite pavers**
- Sandblasted concrete (granite aggregate mix)**
- Concrete (tooled and scored)**
- Predominately white color finishes**



The primary points of visual utilization of these signature design components will be within the public development parcels, open space and circulation uses. Private development parcels, through these guidelines, will support and enhance the signature of Broadstone Unit No. 3.

1.2.2 Concept Implementation

Implementation of signature design features as outlined in the Design Development Guidelines will be the joint responsibility of the project proponent, the City of Folsom and the Design Development Review Committee.

SECTION 2

RESIDENTIAL DESIGN GUIDELINES

2.1 GENERAL GUIDELINES

Broadstone Unit No. 3 responds to long-range goals for residential land development by providing a variety of housing types within identifiable neighborhoods for all residents. Designed in separate residential villages, each development relates to existing landforms and encourages compatible and attractive neighborhoods. To ensure the appropriate design of these neighborhoods, architectural and design guidelines are provided to promote and maintain the character of Broadstone.

The clustering of residential development areas is a feature of the specific plan that ensures adequate open space within the community, thus minimizing adverse environmental impacts. Careful design continuity is encouraged to promote a positive architectural and environmentally sensitive image. Unit designs may include, but are not limited to, the following project products:

- Single Family Detached Custom Homes
 - Single Family Detached Homes
 - Small Lot Detached Homes
 - Luxury Apartment/Townhomes Attached
- a. The architectural theme and building form should be reflective of a quality character and approved by the Design Review Committee.
 - b. Natural materials, such as wood, stone, and masonry should be encouraged as building or accent material.
 - c. The Broadstone theme should prevail in graphics, signing, colors, street furniture, lighting, and landscaping.
 - d. The architectural design of buildings should consider the site, relationship to other structures, and climatic orientation.
 - e. Buildings with long uninterrupted exterior walls should be avoided. Walls should have varied forms to create shadows which soften the architecture.
 - f. Roof flashing, rain gutters and downspouts, vents and other roof protrusions should be finished to match adjacent materials, colors, and textures.
 - g. The finish colors of general wall areas should be of natural earthtones or variations of these tones. Limited accent colors of compatible schemes may be used for trim, window areas, balconies, and doors.

- h. Strong variations of traditional architecture, massing, and forms which create texture and shadow should be a major consideration
- i. Openings in buildings should be accented architecturally through indentation, framing and roof variations.
- j. Hip, gable, dutch gable, and clipped gables are appropriate design elements for roofs. Minimum roof pitch will be 6/12.
- k. Clay tile, concrete tile and slate are appropriate roofing materials.
- l. Troweled stucco, masonry, natural stones, hardboard sidings (clapboard), cedar siding, redwood siding, cedar shingles, and plywood board and batten are appropriate wall finish materials.
- m. Standard side yard wing fencing for single family detached homes will be of oversized material stained with natural finishes.
- n. Variation in garage placement, such as recessed or side orientation, is encouraged to avoid the dominance of garage doors in the streetscape.
- o. Painted aluminum or wood frame windows will be encouraged, with brush finish aluminum is discouraged.
- p. Unsightly mechanical equipment shall be screened from street view in all residential areas.
- q. All single family residential lots will be landscaped with living plant material within (thirty) days of occupancy.

2.2 SPECIFIC VILLAGE CRITERIA

The following are additional criteria that apply to Specific Village areas, based upon location, topography and adjacent land uses.

2.2.1 Village One and Village Two

Village One is located on the northwestern hillside, adjacent to the Lexington Hills community; while Village Two, at similar topographic elevations, is located adjacent to the proposed Russell Ranch Specific Plan Area, on the northeastern hillside.

The following special considerations apply:

- 1) Low level lighting, both public and private shall be emphasized.
- 2) Up-lighting in residential landscaping shall be encouraged.

- 3) Property lines, which will define future fence lines, should align vertically on slope banks to avoid the appearance of visually haphazard fencing.
- 4) Where rear property lines and identified ridgelines are adjacent to open space slope embankments, open-type fencing shall be required as opposed to solid wood or masonry.
- 5) Front, side and rear yards should terrace with the natural fall of the land where possible, as opposed to a completely "padded lot".
- 6) Rear lot drainage can be exercised in an effort to promote topographic terracing.
- 7) Rear elevations of structures whose back property line is on the downhill side of the village shall incorporate more sensitive architectural detailing than is commonly practiced. Balconies, pop-outs, roof gables or other variations of architectural enhancement to create interest, shadow or texture shall be encouraged. If a rear elevation of a hillside unit, which is visible from the street, has a wall area of 1,000 square feet or more, then appropriate tree planting shall be required so that 20% of this elevation is obscured by the vegetation canopy at maturity.

2.2.2 Village Three

Village Three is located near the center of the site and has moderate topography. The following special considerations apply:

- 1) Property lines, which will define future fence lines, should align vertically on slope banks to avoid the appearance of visually haphazard fencing.
- 2) Where rear property lines are adjacent to open space slope embankments, open-type fencing shall be required as opposed to solid wood or masonry.
- 3) Front, side and rear yards can terrace with the natural fall of the land where possible, as opposed to a completely "padded lot".
- 4) Rear lot drainage should be exercised in an effort to promote topographic terracing.
- 5) Rear elevations of structures whose back property line is on the downhill side of the village shall incorporate more sensitive architectural detailing than is commonly practiced. Balconies, pop-outs, roof gables or other variations of architectural enhancement to create interest, shadow or texture shall be encouraged.

- 6) Rear elevations of structures whose back property line is on the downhill side of the village shall incorporate more sensitive architectural detailing than is commonly practiced. Balconies, pop-outs, roof gables or other variations of architectural enhancement to create interest, shadow or texture shall be encouraged. If a rear elevation of a hillside unit, which is visible from the street, has a wall area of 1,000 square feet or more, then appropriate tree planting shall be required so that 20% of this elevation is obscured by the vegetation canopy at maturity.

2.2.3 Village Four

- 1) Varying front yard setbacks shall be required to provide an attractive streetscape.
- 2) An appropriate mix of one and two story units shall be required to provide visual variety on individual streets.

2.2.4 Multi-Family Village

The Multi-family residential village of Broadstone Unit No. 3 is in close proximity to the Village Center commercial site and is the only multi-family site in Broadstone Unit No. 3.

These factors indicate a particular desire to provide for a greater opportunity for a successful development over the long term. The following guidelines apply to the multi-family layout:

- 1) Parking layout shall avoid creating large expanses of pavement, single aisle with double loaded parking areas shall be used. See Section 6, Specific Site Development Guidelines.
- 2) Smaller "dead end" single aisle double loaded parking nodes accessing off of a main "loop" street is most desirable for self-policing.
- 3) Pedestrian safety shall be emphasized in the design of lighting, travel corridors and landscaping.
- 4) Lighting, although designed for safety, shall appropriately shield indoor living area windows from direct glare.
- 5) On-site live-in management shall be encouraged.
- 6) Enclosed bike-storage facilities shall be provided (one per unit).
- 7) A directory sign visible from the automobile with a turn out to view the sign shall be provided at each entry; illuminated for night time viewing.
- 8) Building numbers and identification shall be in clear view and illuminated.

Attachment 26

Planning Commission PowerPoint Presentation

Avenida Senior Living Community



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Avenida Senior Living Community Conditional Use Permit and Planned Development Permit

Vicinity Map



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Aerial View of Project Site



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Key Project Details



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- **Avenida Senior Living Community**
 - 154-Unit Active Adult (55+) Apartment Community
 - 6.29-Acre Site at NE Corner of Serpa Way and Healthy Way
 - Located within Broadstone Unit No. 3 Specific Plan Area
- **Conditional Use Permit**
 - Development and Operation of 154-Unit Senior Apartment Community
- **Planned Development Permit**
 - Established Project Specific Development Standards
 - Evaluate Site Design
 - Evaluate Architecture and Design

Conditional Use Permit



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- Conditional Use Permit

- Land Use Compatibility

- Adjacent and Nearby Land Uses
 - Traffic Impacts
 - Noise Impacts
 - Aesthetic Impacts
 - Lighting Impacts

- Planning Commission Finding

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

Planned Development Permit



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- Conformance with Development Standards

Development Standards Table Avenida Senior Living Community							
	Lot Area	Lot Width	Building Coverage	Front Yard Setback	Rear Yard Setback	Side Yard Setbacks	Building Height limit
Broadstone Unit No. 3 Specific Plan	PD	PD	50%	30 feet	20 feet	20 feet	60 feet (four-stories)
Proposed Project	273,992 s.f.	950 feet	19%	42 feet	40 feet	170 feet and 60 feet	50 feet (four-stories)

- Establishment of Project-Specific Parking Standards
- Site Design
- Building Architecture and Design

Traffic/Access/Circulation



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- **Traffic Impact Analysis (May-2020)**
 - Five Study Intersections and Two Roadway Segments Analyzed
 - Seven Different Scenarios (Opening of Saratoga Way)
 - Project-Related Impacts
 - 594 Daily Vehicle Trips
 - 51 AM/51 PM Peak Hour Trips
 - Study Determined No Significant Impacts (Level of Service)
 - Vehicle Miles Traveled (VMT)(Effective July 1, 2020)
 - State Mandated 15% Reduction in VMT Per Capita
 - Qualitative Assessment
 - Age-Restricted Housing has 32% Reduction in Vehicle Trip Generation
 - Project would Generate 82% Fewer Trips than if Site were Commercially Developed
 - **Traffic Recommendations**
 - Stop-sign Control at Project Driveway
 - Stop-sign Control at Internal Drive Aisle(s) Approach to Project Driveway

Parking Analysis



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- Broadstone Unit No. 3 Specific Plan and Folsom Municipal Code Don't Specify Parking Standard for Active-Adult Communities
- Proposed Parking
 - 168 On-Site Parking Spaces (Covered/Uncovered)
 - 1.09 Parking Spaces Per Unit
 - 18 Electric Vehicle Parking Spaces (Charging Stations)
- Parking Survey Evaluation (June-2020)
 - Evaluated Parking Provided for Similar Facilities in the Region
 - Compared Industry Standard Parking Rates (ITE Parking Generation Rates)
 - Average Weekday Predicted Parking Space Use of 91 Stalls (0.59 Ratio)
 - 85th Percentile Predicted Parking Space Use of 102 Stalls (0.66 Ratio)
 - NPA Shared Parking Model
 - Appropriate Weekday Parking Ratio of 0.85 Parking Spaces Per Unit
 - Appropriate Weekend Parking Ratio of 0.72 Parking Spaces Per Unit

Noise Analysis



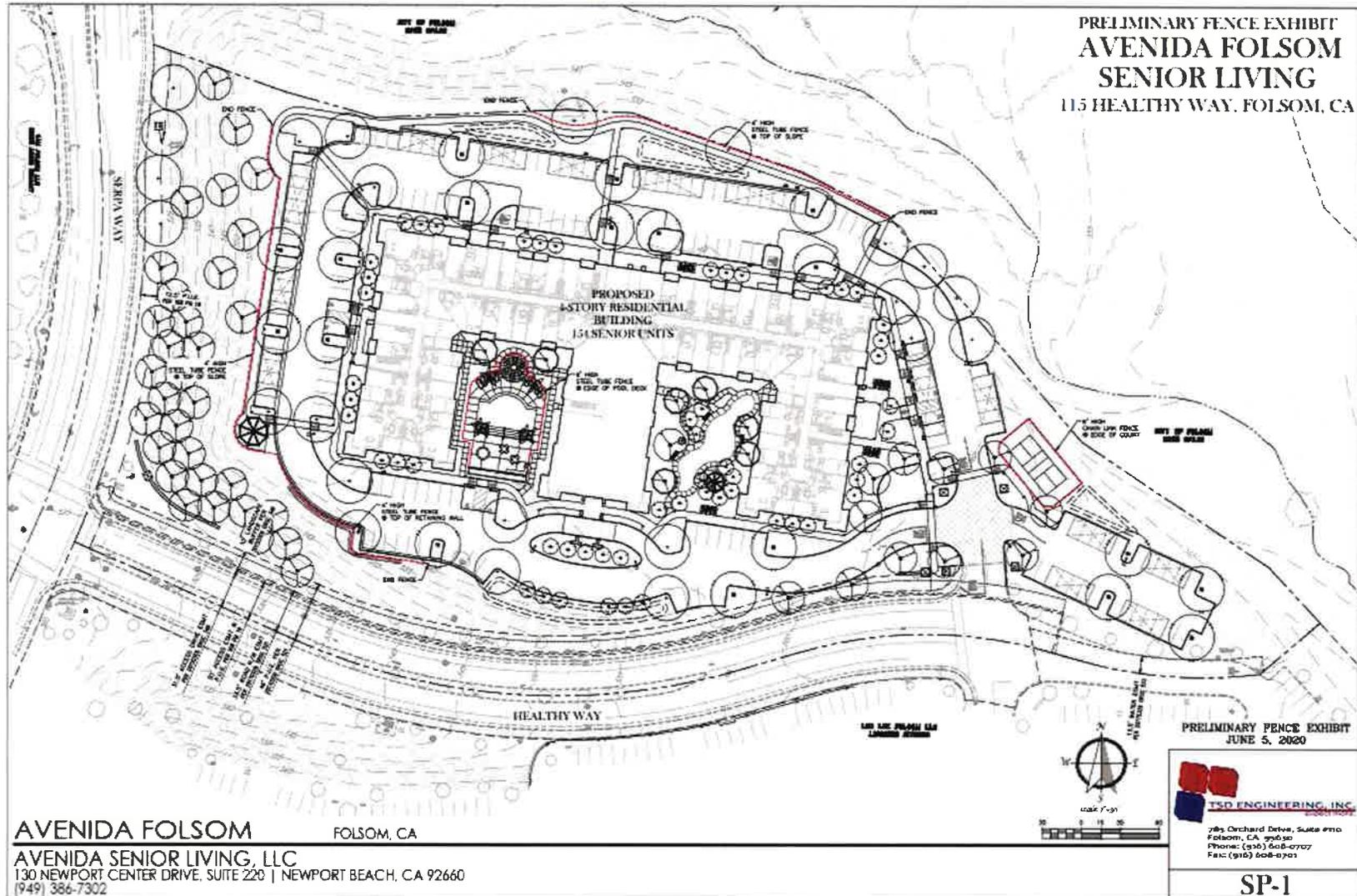
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- Construction-Related Noise Impacts
 - 18-20 Month Construction Period
 - Construction Activities Subject to General Plan Noise Element Standards
 - Limit on Days and Hours Construction is Permitted
- Operational-Related Noise Impacts
 - Vehicle Trips
 - Vehicle Parking
 - Mechanical Equipment
- No Significant Noise Impacts Identified
 - Limited Volume of Vehicle Trips
 - Buffers Between Project Site and Adjacent Land Uses
 - Significant Distance from Residential Land Uses

Wall and Fencing Exhibit



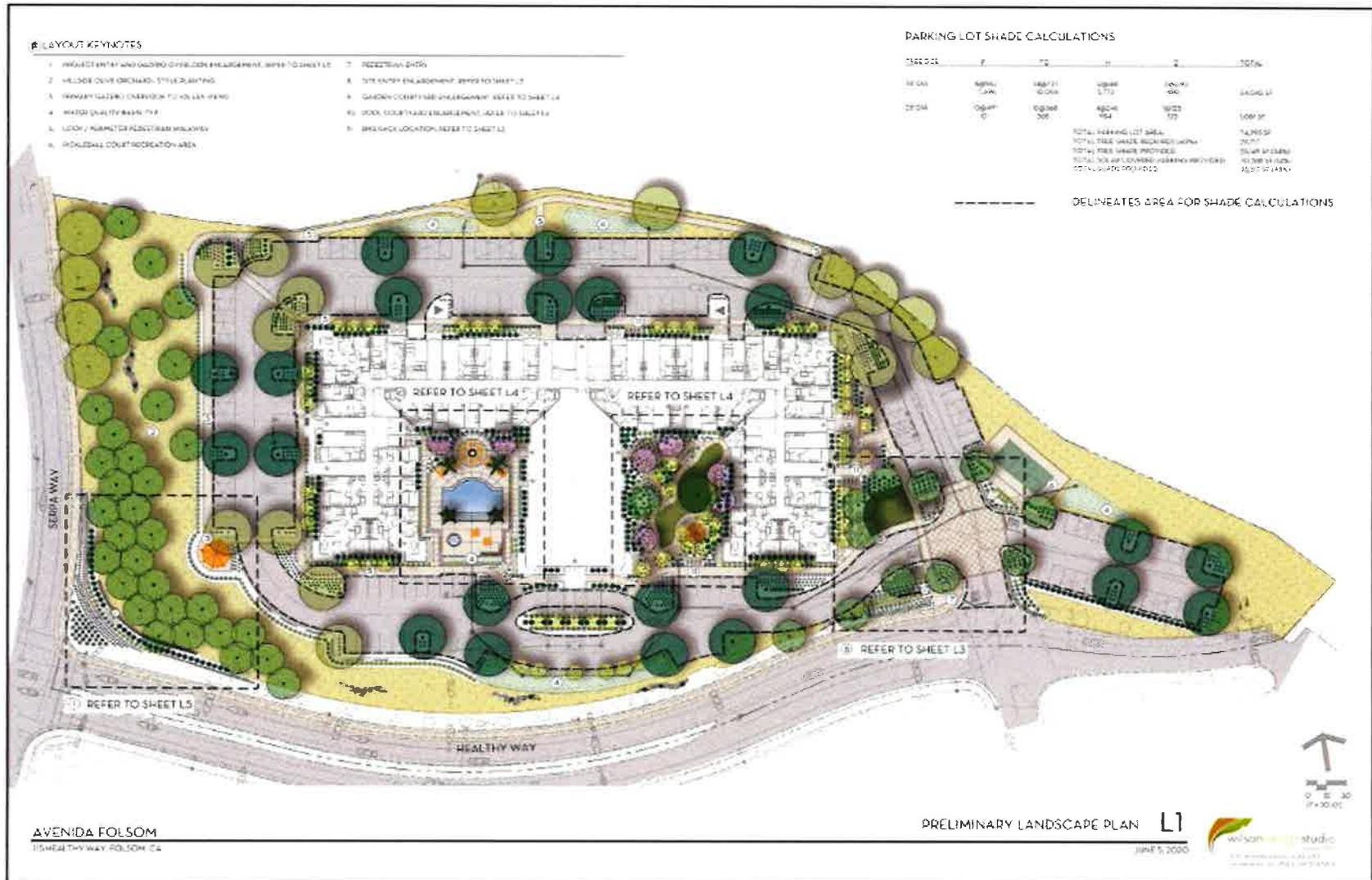
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Landscape Plan



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Architecture/Design



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- **Proposed Architecture/Design**
 - Four-Story, 201,798-Square-Foot Building
 - Spanish-Style Design Concept
 - E-Shaped Building
 - Design Details (Vertical Towers, Arch Colonnades, Balconies)
 - Primary White Color with Black, Red, Brown Accents
- **Broadstone Unit No.3 Design Guidelines**
 - Architectural theme and building forms should be reflective of an urban character
 - Walls should have varied forms to create shadows and provide relief
 - Natural materials such as stone, wood, granite, and masonry will be encouraged
 - Openings in buildings should be accentuated architecturally through indentation and roof variations.

Building Elevations



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SOUTH ELEVATION 2



NORTH ELEVATION 4

Building Elevations



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WEST ELEVATION 1



EAST ELEVATION 3

Renderings



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B: Serpa Way and Iron Point Road



Renderings



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C: Iron Point Road (Northeast of Site)



Renderings



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A: Serpa Way and Healthy Way



Renderings



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D: Open Space near parking lot (East)



Renderings



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F: Park Courtyard



Renderings



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E: Pool Courtyard



Environmental Review



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- California Environmental Quality Act (CEQA)
- Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring Program
 - Specific Subject Areas (Aesthetics, Agriculture, Air Quality, Biological Resources, Cultural Resources, Geology, Greenhouse Gas Emissions, Hazards, Hydrology, Land Use, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities, and Mandatory Findings of Significance)
 - Mitigation Measures Included as Conditions of Approval
 - Biological Mitigation Measures (Tri-Colored Blackbird)
 - Cultural Mitigation Measures (Standard)

Site Photographs



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Site Photographs



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Staff Recommendation



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Staff Recommends Planning Commission
Approval of the Avenida Senior Living
Community Project Entitlements