

**PLANNING COMMISSION AGENDA**  
**November 18, 2020**  
**CITY COUNCIL CHAMBERS**  
**6:30 p.m.**  
**50 Natoma Street**  
**Folsom, California 95630**

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

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

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

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

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

**PLEDGE OF ALLEGIANCE**

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

**MINUTES**

The minutes of October 21, 2020 and November 4, 2020 will be presented for approval.

## **PUBLIC HEARING**

### **1. PN 19-284 Scholar Way Senior Housing Planned Development Permit**

A Public Hearing to consider a request from USA Properties Fund, Inc. for approval of a Planned Development Permit for development of a 110-unit senior affordable residential apartment community on a 4.6-acre site located at the northeast corner of the intersection of East Bidwell Street and Scholar Way. The Zoning classification for the site is SP 95-1 (Broadstone Unit No. 3 Specific Plan) with an underlying specific plan land use designation of R-4 PD, while the General Plan Land Use designation is MHD. 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: USA Properties Fund, Inc.)**

## **WORKSHOP**

### **2. Zoning Code Update – Workshop on Articles 3 and 4 Zoning Standards and Direction to Staff**

Staff is seeking the Commission's review and comment on the topics and recommendations for the new Zoning Code Update as they relate to existing standards and staff recommendations for changes. Specific topics include off-street parking regulations, sign standards, and regulation of entertainment and alcohol-serving uses. **(Project Planner: Principal Planner, Desmond Parrington)**

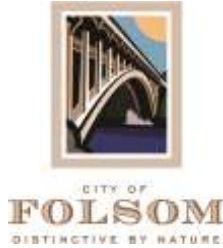
## **PLANNING COMMISSION / PLANNING MANAGER REPORT**

The next Planning Commission meeting is scheduled for **December 2, 2020**. Additional non-public hearing items may be added to the agenda; any such additions will be posted on the bulletin board in the foyer at City Hall at least 72 hours prior to the meeting. Persons having questions on any of these items can visit the Community Development Department during normal business hours (8:00 a.m. to 5:00 p.m.) at City Hall, 2<sup>nd</sup> Floor, 50 Natoma Street, Folsom, California, prior to the meeting. The phone number is (916) 461-6231 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) 461-6231, (916) 355-7274 (fax) or [kmullett@folsom.ca.us](mailto:kmullett@folsom.ca.us). Requests must be made as early as possible and at least two-full business days before the start of the meeting.

### **NOTICE REGARDING CHALLENGES TO DECISIONS**

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



**PLANNING COMMISSION MINUTES  
AMENDED  
October 21, 2020  
CITY COUNCIL CHAMBERS  
6:30 P.M.  
50 Natoma Street  
Folsom, CA 95630**

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

**ABSENT:** None

**CITIZEN COMMUNICATION:**

1. Lynn Gardner addressed the Planning Commission regarding the pinhole pipe leaks and damage being caused in Folsom residences.

**MINUTES:** The minutes of October 7, 2020 were approved as submitted.

**WORKSHOP**

**1. Zoning Code Update – Review of Zoning Districts and Development Standards (Project Planner: Desmond Parrington, Principal Planner)**

1. Judi Alexander addressed the Planning Commission regarding zoning for transitional housing and homeless shelters.
2. Laurette Laurent submitted a public comment letter to the Planning Commission citing concerns on misuse of overlay requirements.

City Planning staff gave a presentation on Article 2 of the Zoning Code Update to seek input from the Commission and the public. Article 2 covers zoning districts, allowed uses, development standards and design standards. Staff reviewed those unused zones proposed for elimination, discussed new zones including overlay zones proposed for East Bidwell Street and around the City's light rail stations, and allowed uses. Staff also discussed minor changes to development standards as well as the limitations on the review of multi-unit development projects and the use of objective design standards for that review. The Commission was generally supportive of the direction staff was proposing but had some concerns about the new overlay zones proposed for East Bidwell and around the light rail stations given the changes in State law regarding low barrier navigation centers. The Commission urged staff to reach out to the River District Organizing Committee and the Historic Folsom Residents Association regarding the proposed Transit Oriented Development Overlay Zone along Folsom Auburn Road. The Commission also wanted to retain discretionary review over projects whenever possible and directed staff to do some additional research on the standards for the new Residential Compact zone. Staff promised to return with additional workshops this year and early next year before the draft code is prepared.

**PLANNING COMMISSION / PLANNING MANAGER REPORT**

None

RESPECTFULLY SUBMITTED,

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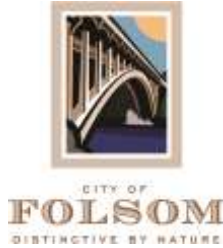
Kelly Mullett, ADMINISTRATIVE ASSISTANT

**APPROVED:**

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Justin Raithel, CHAIR





**PLANNING COMMISSION MINUTES  
November 4, 2020  
CITY COUNCIL CHAMBERS  
6:30 P.M.  
50 Natoma Street  
Folsom, CA 95630**

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

**ABSENT:** None

**CITIZEN COMMUNICATION:** None

**MINUTES:** The minutes of October 21, 2020 were requested to be amended and will be presented for approval at the next Planning Commission meeting.

**PUBLIC HEARING**

**1. PN 20-201 Meridian Veterinary Care Conditional Use Permit and Determination that the Project is Exempt from CEQA**

A Public Hearing to consider a request from Angie Stamm Vickery for approval of a Conditional Use Permit to operate a veterinary care facility within an existing 7,560-square-foot medical office building located at 101 East Natoma Street. The Zoning classification for the site is BP PD, while the General Plan Land Use designation is CC. The project is categorically exempt from the California Environmental Quality Act (CEQA) under Section 15301 of the CEQA Guidelines, Existing Facilities. **(Project Planner: Associate Planner, Josh Kinkade / Applicant: Angie Stamm Vickery)**

COMMISSIONER RAITHEL MOVED TO APPROVE A CONDITIONAL USE PERMIT (PN 20-201) FOR THE OPERATION OF A VETERINARY CARE FACILITY AT 101 EAST NATOMA STREET, SUITE 201 WITH THE FOLLOWING FINDINGS AS AMENDED: GENERAL FINDINGS A & B, CEQA FINDINGS C-E, AMENDED CONDITIONAL USE PERMIT FINDING F TO STATE:

“F. 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 OR 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 IMPACTS THAT HAVE NOT BEEN MITIGATED.”

AND CONDITIONS OF APPROVAL NOS. 1-17 WITH AMENDMENT TO NO. 11 TO STATE:

"11.

- **Business** hours of operation for the ~~emergency~~ veterinary clinic shall be permitted Monday through ~~Friday~~ Saturday from 8:00 a.m. to 6:00 p.m. ~~and Saturday by appointment only.~~ Sales of pet products and educational events for up to 25 guests may occur Monday through Saturday from 8:00 a.m. to 6:00 p.m. Evening education events for up to 25 people may occur approximately once per month until 8:00 p.m.
- Clinic staff shall remain with animals at all times while they are being treated at the facility.
- There shall be no overnight kenneling. All patients (pets) shall be treated on an outpatient basis.
- Facility doors shall remain closed except for entering and exiting the building.
- Animals shall not remain closed except for entering and exiting the building.
- Animals shall not be in the outdoor area(s) of the office park, except for purposes of entering and exiting the emergency clinic and pet relief.
- ~~The applicant shall place a sign on the lawn adjacent to the 179/199 Fargo Way residence stating that pets may not relieve themselves on that lawn. Pet relief shall be limited to on-site areas not adjacent to residential uses.~~
- Any proposal to expand the hours of operation shall require a CUP Modification by the Planning Commission."

COMMISSIONER DUEWEL SECONDED THE MOTION.

COMMISSIONER REYNOLDS MADE A FRIENDLY AMENDMENT TO BULLET NO. 7 IN CONDITION NO. 11 TO STATE:

- "The applicant shall place a sign on the lawn adjacent to the 179/199 Fargo Way residence stating that pets may not relieve themselves on that lawn. ~~Pet relief shall be limited to on-site areas not adjacent to residential uses.~~"

WHICH CARRIED THE FOLLOWING VOTE:

AYES: GRANT, REYNOLDS, WEST, DUEWEL, LEARY, LANE, RAITHEL

NOES: NONE

ABSTAIN: NONE

ABSENT: NONE

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

None

RESPECTFULLY SUBMITTED,

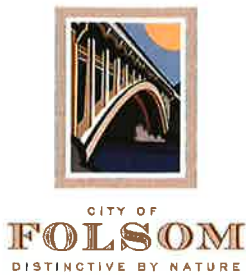
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Kelly Mullett, ADMINISTRATIVE ASSISTANT

#### **APPROVED:**

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Justin Raithel, CHAIR



## **Planning Commission Staff Report**

50 Natoma Street, Council Chambers  
Folsom, CA 95630

**Project:** Scholar Way Senior Housing  
**File #:** PN-19-284  
**Request:** Planned Development Permit  
**Location:** The proposed Scholar Way Senior Housing project is located at the northeast corner of the intersection of East Bidwell Street and Scholar Way (89 Scholar 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/Applicant**

Name: USA Properties Fund, Inc.  
Address: 3200 Douglas Boulevard, Suite 200  
Roseville, CA 95661

**Recommendation:** Conduct a public hearing and upon conclusion recommend approval of a Planned Development Permit for the Scholar Way Senior Housing project, subject to the findings (Findings A-O) and conditions of approval (Conditions 1-63) attached to this report.

**Project Summary:** The proposed project is a 110-unit senior affordable residential apartment community on a 4.6-acre site located at the intersection of East Bidwell Street and Scholar Way. The proposed Planned Development Permit contains detailed development and architectural standards for the proposed senior affordable housing project. The Planned Development Permit is described in detail and analyzed later in this report.

### **Table of Contents:**

Attachment 1 - Background and Setting  
Attachment 2 - Project Description  
Attachment 3 - Analysis  
Attachment 4 - Conditions of Approval



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**AGENDA ITEM NO. 1**  
**Type: Public Hearing**  
Date: November 18, 2020

- Attachment 5 - Vicinity Map
- Attachment 6 - Preliminary Site Plan, dated September 23, 2020
- Attachment 7 - Preliminary Utility Plan, dated September 23, 2020
- Attachment 8 - Preliminary Grading and Drainage Plan, dated September 23, 2020
- Attachment 9 - Preliminary Landscape Plan and Details, dated September 23, 2020
- Attachment 10 - Preliminary Access and Circulation Plan, dated September 23, 2020
- Attachment 11 - Preliminary Fire Access Plan, dated September 23, 2020
- Attachment 12 - Preliminary Lighting Plan, dated September 23, 2020
- Attachment 13 - Preliminary Site Details, dated September 23, 2020
- Attachment 14 - Building Elevations and Floor Plans, dated September 23, 2020
- Attachment 15 - Color Renderings, dated September 23, 2020
- Attachment 16 - Color and Materials Board, dated September, 2020
- Attachment 17 - Scholar Way Senior Apartments Booklet (Separate Bound Document)
- Attachment 18 - Site Photographs
- Attachment 19 - Transportation Impact Study, dated July, 2020
- Attachment 20 - Parking Evaluation, dated September, 2020
- Attachment 21 - Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program, dated October, 2020
- Attachment 22 - Broadstone Unit No. 3 Design Guidelines
- Attachment 23 - Planning Commission PowerPoint Presentation

Submitted,

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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 June 25, 2002, the City Council approved General Plan Amendment and Specific Plan Amendment to change the land use designation for a 10.2-acre site located at the northeast corner of East Bidwell Street and Scholar Way from IND (Industrial/Office Park) to MHD (Multifamily High Density) and to change the Specific Plan designation from M-L PD (Office Park, Planned Development District) to R-4 PD (General Apartment, Planned Development District). On February 15, 2006, the Planning Commission approved a Planned Development Permit and Conditional Use Permit for development and operation of a 16,558-square-foot church (Church of Jesus Christ of Latter-Day Saints) on a 5.6-acre portion of the larger 10.2-acre site.

On May 6, 2009, the Planning Commission approved a Tentative Parcel Map to subdivide the 10.2-acre parcel located the northeast corner of East Bidwell Street and Scholar Way into two separate parcels. The approved Tentative Parcel Map was never recorded and as a result, the Planning Commission approval expired. On September 18, 2019, the Planning Commission approved another Tentative Parcel Map to subdivide the 10.2-acre parcel located the northeast corner of East Bidwell Street and Scholar Way into two separate parcels. The Tentative Parcel Map, which was recorded on March 6, 2020, resulted in the creation of a 5.6-acre parcel (site of LDS Church) and the creation of an undeveloped 4.6-acre parcel (subject site). The approved Tentative Parcel Map also resulted in creation of a reciprocal access easement that allows for shared use of an existing driveway located on Cavitt Drive.

### **B. Physical Setting**

The flag-shaped 4.6-acre project site, which was previously rough-graded with development of Broadstone Unit No. 3 Subdivision, is relatively flat within the central portion of the property with steep slopes situated along the southern, eastern, and

western boundaries. A cobble-lined water quality swale, which is located along a portion of the project's eastern boundary, collects stormwater runoff from the LDS Church site and drains into a storm drain inlet on the south side of Scholar Way. Vegetation on the project site is fairly limited and includes a variety of non-native grasses and eight trees.

The project site is bounded by:

- Joint Powers Authority (JPA) railroad corridor to the west with East Bidwell Street beyond.
- LDS Church site to the east with Cavitt Drive beyond.
- Scholar Way to the north with the College Point Business Center and Folsom Lake College campus beyond.
- Broadstone Marketplace Shopping Center to the south with Broadstone Parkway 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, USA Properties, is requesting approval of a Planned Development Permit for the development of a 110-unit senior (55+) affordable apartment community (Scholar Way Senior Housing). The project is proposed on a 4.6 -acre site located at the northeast corner of the intersection of East Bidwell Street and Scholar Way within the Broadstone Unit No. 3 Specific Plan Area. The Planned Development Permit is requested to allow for review of project-specific development standards, project site design, and the architectural design of the multi-family residential buildings.

The proposed Scholar Way Senior Housing project includes development of two interconnected three-story apartment buildings totaling 79,955 square feet. The apartment community features a total of 110 one-bedroom, one-bath apartment units that range from 530 to 574 square feet in size. 109 of the apartment units will be restricted to low and very-low income households, with one market-rate unit reserved for the on-site manager of the apartment community. All apartment units are proposed to be accessible from interior hallways and include a full kitchen, living space, storage closets, a bedroom, and a bathroom, with some units having an outdoor balcony. Proposed indoor and outdoor amenities include a 2,601-square-foot community center (includes great room, game area, lounge area, business center, and kitchen) on the first floor of the northernmost apartment building, an outdoor dining patio, an outdoor barbeque area, a bocce ball court, a community garden, and a dog park.

The proposed three-story apartment buildings, which are connected by trellis covered walkways, have a contemporary design highlighted by simple rectilinear forms with vertical and horizontal components. Proposed building materials include stucco, horizontal wood siding, wood trim, stone veneer, steel railing treatments, and vinyl windows. The primary building colors are proposed to include various shade of brown (Cobble Brown and Sealskin) accented with a number of lighter colors (Colonial Smooth, Mist Gray, and Nacre).

The proposed project includes a number of sustainability features consistent with General Plan Goal LU 9.1.10 (Renewable and Alternative Energy Generation Systems) and also consistent with the California Green Building Standards Code (CALGreen). The project is expected to exceed the 2016 California Building Energy Efficiency Standards (Title 24, Part 6) by 15% or more. The proposed project includes:

- Installation of a rooftop photovoltaic system (approximately 199 kW) that will serve the apartment buildings.

- Cool paving materials (slag concrete) which account for approximately 68% of the non-roof impervious site area.
- 12 electric vehicle parking spaces, six which are equipped with electric vehicle charging stations.

Primary vehicle access to the project site includes an existing shared driveway located on Cavitt Drive that also provides access to the adjacent LDS Church site. A new circular access improvement with stop-sign controls is proposed to be constructed south of the Cavitt Drive driveway entrance to facilitate efficient vehicle access and turning movements into and out of the project site and the adjacent LDS Church site. Secondary vehicle access to the project site will be provided by a new driveway on Scholar Way that will accommodate only inbound right-turn movements from Scholar Way (no egress). Proposed internal vehicle circulation consists of a 24-foot-wide drive aisle that provides access to the project site from the Cavitt Drive driveway and 27-foot-wide drive aisles that provide access to the north, east, and west sides of the apartment buildings. Pedestrian access is provided by existing sidewalks located along Scholar Way and Cavitt Drive, accessible pathways for connectivity throughout the project site, and pedestrian connections directly to Scholar Way and also to the adjacent Broadstone Marketplace Shopping Center. Additional site improvements include 115 on-site parking spaces (includes 12 electric vehicle charging spaces), 24 bicycle parking spaces, underground utilities, a bocce ball court, a dog park, an outdoor patio, a water quality swale, site lighting, site landscaping, fencing, walls, and monument signs. The proposed site plan is shown in Figure 2 on the following page.





### **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. Planned Development Permit
  - Development Standards
  - Building Architecture and Design
- C. Traffic/Access/Circulation
- D. Parking
- E. Noise Impacts
- F. Walls/Fencing
- G. Site Lighting
- H. Trash/Recycling
- I. Signage
- J. Existing and Proposed Landscaping
- K. 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 MHD (Multi-Family High Density) with an East Bidwell Mixed-Use Overlay designation and the zoning designation is SP 95-1 (Broadstone Unit No. 3 Specific Plan) with an underlying specific plan land use designation of R-4 PD (General Apartment, Planned Development District). The project is consistent with both the General Plan land use designation and the underlying Specific Plan land use designation for the site, as senior residential developments are identified as a permitted land use within the zoning designation for this site. In addition, the proposed project meets the development standard requirements established by the Broadstone Unit No. 3 Specific Plan with respect to building height, front yard building setback, and building coverage. As outlined in the Broadstone Unit No. 3 Specific Plan, development standards for lot area, lot width, rear yard and side yard building setbacks, and parking are established through the Planned Development Permit process as discussed later within this report.

The General Plan Housing Element Vacant Residential Land Inventory identifies the project site for the development of 83 affordable housing units. The proposed project is 100% affordable to low and very-low income senior (55 years+) households. Of the 110 units, 109 will be affordable units and one unit will be a manager unit. The Housing Element, which implements the City's "fair share" of the regional affordable housing needs allocated to the City by the Sacramento Area Council of Governments (SACOG), calls for 1,218 very low-income units and 854 low-income units over the eight year period from 2013 to 2021. The project will provide 109 units toward meeting this goal.

#### Land Use Compatibility

The proposed project is located on an undeveloped, 4.6-acre residentially zoned property situated at the northeast corner of the intersection of East Bidwell Street and Scholar 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 a railroad corridor to the west with East Bidwell Street beyond, a church site to the east with Cavitt Drive and a single-family residential neighborhood beyond, Scholar Way to the north with an office complex and community college campus beyond, and a shopping center to the south with Broadstone Parkway beyond. Based on the wide range of commercial and residential land uses in the project area, and based on the project site's close proximity to public transportation options (including bus stop located on Scholar Way), staff has determined that the proposed project will be compatible with existing land uses in the project vicinity.

### **B. 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 by the Broadstone Unit No. 3 Specific Plan for multi-family zoned (R-4) properties. The following table outlines the existing and proposed development standards for the Scholar Way Senior Apartment Community:

TABLE 1: DEVELOPMENT STANDARDS TABLE

<b>Development Standards Table Scholar Way Senior Housing</b>							
	<b>Lot Area</b>	<b>Lot Width</b>	<b>Building Coverage</b>	<b>Front Yard Setback</b>	<b>Rear Yard Setback</b>	<b>Side Yard Setbacks</b>	<b>Building Height limit</b>
<b>Broadstone Unit No. 3 Specific Plan</b>	PD	PD	60%	20 ft.	PD	PD	50 ft. (three-stories)
<b>Proposed Project</b>	200,376 sq. ft.	237 ft.	14%	42 ft.	105 ft.	54 ft. and 92 ft.	36 ft. (three-stories)

As shown on the development standards table, the proposed project meets or exceeds all development standards established for the R-4 (General Apartment) land use designation 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 two interconnected three-story apartment buildings totaling 79,955 square feet. The proposed three-story apartment buildings are oriented to run parallel to East Bidwell Street. The applicant proposes a contemporary design that utilizes rectilinear forms with a variety of vertical and horizontal components. Proposed building finishes include a wide variety of building materials including stucco, horizontal wood siding, wood trim, stone veneer, steel railing treatments, and vinyl windows. The primary body colors of the apartment buildings include shades of brown (Cobble Brown and Sealskin), accentuated with a lighter color scheme (Colonial Smooth, Mist Gray, and Nacre). Proposed building elevations and a building rendering are shown on the following pages.



FIGURE 4: SOUTH BUILDING ELEVATIONS





FIGURE 5: RENDERINGS OF BUILDING



The proposed project is subject to the design guidelines established within the Broadstone Unit No. 3 Specific Plan (Attachment 22). 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 earth tones 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 14 and 15), the proposing apartment buildings incorporate 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 rectilinear building shapes that create a sense of depth, use of varied forms to create visual relief, use of staggered building heights to create visual interest, and the inclusion of unique design details to reinforce the modern residential design theme.

As shown on the color and materials board (Attachment 16), the proposed project utilizes a wide 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, the applicant is proposing to utilize brown as the primary building color, supplemented with black, gray, and white colors on other architectural elements. Staff has determined that the proposed primary and accent colors create a blended appearance that is consistent with Design Guidelines and will also be compatible with surrounding development in the project area.

Based on the aforementioned analysis, staff has determined that the proposed project represents 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 two three-story apartment buildings totaling 79,955 square feet associated with the Scholar Way Senior Housing project. The applicant shall submit building plans that comply with this approval and the attached building elevations and color renderings dated September 23, 2020.
2. The design, materials, and colors of the proposed Scholar Way Senior Housing apartment buildings shall be consistent with the submitted building elevations, color renderings, materials samples, and color scheme to the satisfaction of the Community Development Department.

3. 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 Scholar 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. 52) presented for consideration by the Planning Commission.

### **C. Traffic/Access/Circulation**

#### Existing Roadway Network

The project site is located at the northeast corner of the intersection of East Bidwell Street and Scholar Way. Primary vehicle access to the project site is provided by an existing shared driveway located on Cavitt Drive. The existing entry will be reconfigured with a new circular access improvement with stop-sign controls is also proposed to be constructed south of the Cavitt Drive driveway entrance to facilitate efficient vehicle access and turning movements into and out of the project site and the adjacent LDS Church site. Secondary vehicles access to the project site will be provided by a new driveway on Scholar Way. The Scholar Way driveway will be limited to allowing inbound right-turn movements only, with no out-bound turning movements being permitted.

Significant roadways in the project vicinity include East Bidwell Street, Scholar Way, and Cavitt Drive. East Bidwell Street is a six-lane north-south major arterial roadway with a 45-mph posted speed limit that runs from White Rock Road in the south to Riley Street to the north. Scholar Way is four-lane east-west minor collector roadway with a raised median that travels between East Bidwell Street and Broadstone Parkway. Cavitt Drive is a two-lane north-south minor arterial roadway that runs northward from Iron Point Road to Scholar Way.

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 July 2020 by T. Kear Transportation Planning and Management, Inc. The transportation study analyzed traffic operations at the following three study intersections in the vicinity of the project site:

- Scholar Way/Cavitt Drive
- Cavitt Drive/Primary Project Driveway (Cavitt Drive)

- Scholar Way/Secondary Project Driveway (Scholar Way)

Four different scenarios were evaluated in reviewing traffic operations at the three study intersections including; Existing 2020 without Project Condition, Existing 2020 with Project Condition, Existing Plus Approved Projects (EPAP) 2025 without Project Condition, and Existing Plus Approved Projects (EPAP) with Project Condition.

The proposed Scholar Way Senior Housing project is expected to generate a total of 36 vehicle-trips during the weekday AM peak hour (17 inbound and 19 outbound) and 35 during the weekday PM peak hour trips (19 inbound and 16 outbound). Overall, the proposed project is projected to generate a total of 417 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 Plan<sup>1</sup>. Qualitative assessment of VMT reduction was determined to be acceptable to screen projects<sup>2</sup>. 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 includes development of an age-restricted affordable senior multi-family housing community. 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 commercial land uses, which will potentially reduce the number of trips necessary for commercial goods.

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.

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<sup>1</sup> OPR (2018) Technical Advisory on Evaluating Transportation Impacts In CEQA, [http://www.opr.ca.gov/docs/20190122-743\\_Technical\\_Advisory.pdf](http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf).

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

#### 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 an existing shared driveway on Cavitt Drive and a new secondary driveway on Scholar Way. The existing shared driveway on Cavitt Drive, which features stop-sign control for vehicles exiting onto Cavitt Drive, allows for full turning movements into and out of the project site. The secondary project driveway, which is located on Scholar Way, has been designed to accommodate right-turn in movements only in order to minimize potential traffic safety impacts related to its close proximity to another existing driveway (LDS Church driveway) located on Scholar Way.

A new circular access improvement with stop-sign controls is proposed to be constructed south of the Cavitt Drive driveway entrance to facilitate coordinated vehicle access and turning movements into and out of the project site and the adjacent LDS Church site. Internal vehicle circulation consists of a 24-foot-wide drive aisle that provides access to the project site from the Cavitt Drive driveway and 27-foot-wide drive aisles that provide access to the north, east, and west side of the apartment buildings. Pedestrian access is provided by existing sidewalks located along Scholar Way and Cavitt Drive, accessible pathways for connectivity throughout the project site, and pedestrian connections directly to Scholar Way and to the Broadstone Marketplace Shopping Center.

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 geometry, driveway spacing, vehicle sight-distance, internal vehicle circulation, and pedestrian circulation. The Study determined that the location and design of the project driveways is acceptable and will provide for safe vehicle access into and out of the project site. In addition, the Study determined that the interior drive aisles meet all City standards in terms of drive aisle width and the accommodation of vehicle turning movements. Lastly, the Study determined that the proposed project provides for adequate pedestrian circulation through the use of existing sidewalks along Scholar Way and Cavitt Drive, new internal pedestrian walkways, and new pedestrian connections to Scholar Way and the Broadstone Marketplace Shopping Center.

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. 44)

- “Stop” signs, appropriate pavement markings, and stamped concrete shall be installed at the circular access feature located just south of the Cavitt Drive driveway entrance.

- Appropriate pavement markings and signage shall be installed at the Scholar Way project driveway indicating that the driveway is restricted to right-turns in only and that no outbound right-turn movements are permitted.
- The existing bus stop located on the east side of Scholar Way shall be relocated slightly north of the Scholar Way project driveway as shown on the submitted site plan. The final location and design of the bus stop shall be to the satisfaction of the Community Development Department.

#### **D. Parking**

As noted earlier in this report, the Scholar Way Senior Housing project includes development of two three-story apartment buildings that feature 110 one-bedroom units. Parking will be provided for 115 cars in off-street parking spaces located adjacent to the apartment buildings. The parking supply consists of 115 uncovered parking spaces including ten (10) accessible spaces. The ratio of parking provided is 1.05 spaces per unit. The parking supply also includes 12 electric vehicle charging parking spaces with 6 electric vehicle charging stations.

The Broadstone Unit No. 3 Specific Plan and the Folsom Municipal Code do not include specific parking standards for senior (55+) residential apartment uses. Standard apartment parking requirements are not appropriate because the following factors cause age-restricted affordable senior complexes to vary in demand and to require less parking: smaller household size, fewer residents own vehicles, and average age of residents. In addition, vehicle use is also expected to be reduced based on the close proximity of the project site to grocery stores, restaurants, retail shops, and public transportation.

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 20) for the Scholar Way Senior Housing project was prepared by USA Properties in September, 2020. The Parking Evaluation compared the parking proposed for the Scholar Way Senior Housing project with other jurisdictions in the Sacramento region, to similar age-restricted apartment projects in California and Nevada, and 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 the City of Folsom does not have a parking standard for senior residential apartment uses, the Parking Evaluation considered the parking standards for senior residential apartment uses utilized three other jurisdictions in the Sacramento region including the City of Elk Grove, the City of Roseville, and Sacramento County. When applied to the proposed project, the parking standards from these other jurisdictions indicate that between 83 and 121 parking spaces would be required for a similar sized project (proposed project includes 115 parking spaces).

The Parking Evaluation reviewed 18 senior apartment communities in California (including 5 communities in the Sacramento region) and Nevada operated by USA Properties to compare the parking ratio of these communities with the parking ratio proposed by the Scholar Way Senior Apartment Community. The Parking Evaluation showed that the number of parking spaces in these other communities ranged from 0.70 to 1.19 per unit, with an average of 0.97 parking spaces per unit. The Parking Evaluation concluded that the project's proposed parking ratio (1.05 parking spaces per unit) is higher than the average parking ratio (0.97 parking spaces per unit) for USA Properties other age-restricted apartment communities in California and Nevada.

The Parking Evaluation considered recommended parking ratios provided by the ITE Parking Generation Rate Manual (4<sup>th</sup> 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 110 proposed dwelling units, the total parking stalls required for the project would range between 65 and 73 spaces.

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 85<sup>th</sup> and 95<sup>th</sup> 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. Applying these parking ratios, the proposed project would be required to provide between 80 and 94 parking spaces per unit.

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

<b>Parking Standards Table</b>			
<b>Approved Senior Living Communities</b>			
<b>Project Name</b>	<b>Apartment Units</b>	<b>Parking Provided</b>	<b>Parking Ratio</b>
<b>Proposed Project</b>	110 Units	115 Spaces	1.05 Spaces Per Unit
<b>Revel Senior Living</b>	166 Units	135 Spaces	0.81 Spaces Per Unit
<b>Iron Point Senior Living</b>	126 Units	127 Spaces	1.01 Spaces Per Unit
<b>Oakmont Senior Living*</b>	60 Units	30 Spaces	0.50 Spaces Per Unit
<b>Countryhouse Senior Living*</b>	45 Units	24 Spaces	0.53 Spaces Per Unit
<b>Avenida Senior Living</b>	154 Units	168 Spaces	1.09 Spaces Per Unit

As shown in the parking standards table on the previous page, the proposed project has a parking ratio that is higher than all of the other senior living community projects in the City with the exception of the Avenida Senior Living Community which was recently approved by the Planning Commission. 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 115 parking spaces (1.05 parking spaces per unit) proposed for the project will be sufficient to serve the needs of residents, employees, and visitors of the Scholar Way Senior Housing project.

As shown on the submitted site plan (Attachment 6), the applicant is proposing to provide 24 bicycle parking spaces evenly distributed among bicycle racks located near the building's primary entrance on the north elevation, adjacent to a patio area on the north elevation, and adjacent to one of the buildings side entrances on the east 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 24 bicycle parking spaces whereas 21 bicycle parking spaces are required.

## **E. Noise Impacts**

Based on the proximity of the project site to East Bidwell Street, Scholar Way, Cavitt Drive, and existing commercial land uses to the east, west, and south, acoustical measurements and modeling were prepared by HELIX Environmental Planning, Inc. (HELIX) on July 15, 2020 to analyze potential noise impacts at the proposed Scholar Way Senior Housing project site. The purpose of the Noise Analysis was to quantify existing noise levels associated with traffic on East Bidwell Street, Scholar Way, and Cavitt Drive, 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 senior 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 may cause an impact to the project site are from vehicles traveling on East Bidwell Street, Scholar Way, and Cavitt Drive, as well as background noises from adjacent nearby commercial land uses. Potential noise impacts that might result from development of the Scholar Way Senior Housing project 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 two on-site locations and two off-site 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 (outdoor patio area, bocce ball court, and community garden area). Noise levels at the outdoor patio area were modeled to be 58.0 CNEL. Noise levels at the bocce ball court and community garden area were modeled to be 54.8 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. Noise levels measured at various locations on the building façades ranged from 48.3 CNEL to 67.5 CNEL. Because noise levels at the project's facades are modeled to be higher than 60 CNEL from roadway traffic, noise mitigation measures would be required to comply with the 45 CNEL standard. To reduce interior noise level impacts below the 45 CNEL standard, staff recommends that the following measures be implemented (Condition No. 48):

- For the project's habitable areas (both living rooms and bedrooms) with a direct line-of-sight to East Bidwell Street, the following measures shall be incorporated in the design of the project to reduce interior noise levels to 45 CNEL or less:
  - Minimum exterior wall requirement of STC 46 with a construction of standard 0.875-inch stucco over 0.5-inch shearwall on 2x6 studs with 0.625-inch Type "X" Drywall.
  - Minimum window requirement of STC 28 with a window construction of dual glazing window thickness 0.125-inch and 0.5-inch air gap.
  - Appropriate means of air circulation and provision of fresh air shall be incorporated in the project to allow windows to remain closed for extended intervals of time so that acceptable levels of noise can be maintained on the interior.



- The building design shall include a mechanical ventilation system that meets the criteria of the International Building Code (Chapter 12, §1203.3 of the 2013 California Building Code) to ensure that windows would be able to remain permanently closed.

Construction of the Scholar Way Senior Housing project would temporarily increase noise levels in the project vicinity during the construction period, which would take approximately 14 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. 47 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 Cavitt Drive to the north of the project site. Due to the limited volume of project-generated vehicle trips (417 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.

## **F. Walls/Fencing**

As shown on the preliminary site plan (Attachment 6), preliminary grading and drainage plan (Attachment 8), and preliminary site details (Attachment 13), the proposed project includes construction of retaining walls, tubular metal fencing, post and cable fencing, and masonry walls on the project site. Retaining walls, which will feature decorative masonry construction and range from 1 to 4.5 feet in height, are proposed along the top of slope in the southern portion of the project site, adjacent to the apartment building on the western edge of the project site, and along the water quality swale along the northern project boundary. Staff recommends that the final location, design, height, materials, and colors of the retaining walls be subject to review and approval by the Community Development Department. Condition No. 50 is included to reflect this requirement.

With regard to fencing and walls, a 42-inch-tall decorative tubular metal fence is proposed on top of a retaining wall at the top of the slope in the southern portion of the project site,

a two-foot-tall post and cable fence is proposed to be located along the south side of a water quality swale located in the northern portion of the project site, and a six-foot-wall masonry wall is proposed to be located along the northern property boundary. In relation to the masonry wall, staff recommends that decorative stone pilasters be integrated into the wall design at strategically placed locations to break up the long expanse of the wall. In addition, staff recommends that a decorative trim cap be added to the top of the masonry wall to create more visual interest. Lastly, staff recommends that the final location, design, height, materials, and colors of the masonry walls, tubular steel fencing, and post and cable fencing be subject to review and approval by the Community Development Department. Condition No. 51 is included to reflect these requirements.

### **G. Site Lighting**

As shown on the submitted lighting plan (Attachment 12), the applicant is proposing to use a combination of pole-mounted parking lot lighting and building-attached lighting to illuminate the parking lot areas and the apartment buildings. All lighting has been 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. 23 is included to reflect these requirements.

### **H. Trash/Recycling**

The proposed project includes two indoor trash rooms which are located on the first floor of the east and west apartment buildings respectively. The two trash rooms will house two-yard trash dumpsters and two-yard recycling dumpsters. On each floor of the building, there are 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 Scholar Way Apartments 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 and east side of the apartment buildings respectively 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 Scholar Way Apartments 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 Scholar Way Apartments 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. 49 is included to reflect this requirement.

## **I. Signage**

The proposed project includes two monument identification signs, a directory sign, and a directional sign. The two monument signs, which are located in a landscaped area at each of the project driveway entrances on Cavitt Drive and Scholar Way respectively, are approximately three feet tall and eight feet wide. The design of the monument signs includes individual letters placed on a brown-colored masonry panel with stone veneer columns on either side. Staff has determined that the design of the proposed monument signs are complementary to the design of the proposed senior apartment community buildings. Design details have not been provided by the applicant for the directory sign or the directional sign at this time. However, directory and directional signs are considered to be exempt signs by the Folsom Municipal Code (FMC, Section 17.59.030) and do not require City review and approval.

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 are appropriate given the unique location of the project site with access being provided from two different streets. Staff recommends that the owner/applicant obtain a sign permit prior to installation of the two monument signs. Condition No. 56 is included to reflect this requirement.

## **J. Existing and Proposed Landscaping**

The 4.6-acre project site, which has previously been disturbed by grading activities, includes a variety of non-native grasses and eight non-protected trees. The trees present on the project site, which consist of four Willow trees, three Cottonwood trees, and one Almond tree, are all located in the southwest corner of the project site. All of the aforementioned trees are expected to be removed for construction of a pedestrian connection between the project site and the adjacent Broadstone Marketplace Shopping Center. No mitigation is required for removal of the Cottonwood, Willow, and Almond trees as they are considered non-protected trees by the Tree Preservation Ordinance (FMC, Section 12.16). It is important to note that approximately 16 new trees will be

planted in the southwest corner of the project site in the general vicinity of where the trees proposed for removal are located.

As shown on the submitted landscape plans (Attachment 9), landscape buffers are planned along the project's frontage with East Bidwell Street, Scholar Way, Cavitt Drive, and along the southern project boundary with the Broadstone Marketplace Shopping Center. 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; Chinese Pistache, Common Olive, European Hornbeam, Marina Strawberry Tree, Palo Verde, Pineapple Guava, Purple Smoke Tree, Sawleaf Zelkova, Sweet Bay, and White Crape Myrtle. Proposed shrubs and groundcover include; African Iris, Blue Fescue, Cleveland Sage, Dwarf Fountain Grass, Dwarf Mat Rush, Noel's Grevillea, Red Yucca, Sizzling Pink Fringe Flower, Slim Bottle Brush, and Trailing White Lantana. The preliminary landscape plan meets the City shade requirement (40%) by providing 53% 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. 32 is included to reflect this requirement.

## **K. 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 affordable apartment units with a contemporary residential design intended to compliment the architecture and design of existing residential and commercial buildings in the project 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 conducted outreach to all property owners located within 1,000 feet of the subject property. The outreach included providing property owners with detailed information (project description, site plan, architectural details) regarding the proposed project and providing contact information for the project application in the event the property owners had questions or wanted to discuss the development proposal in further detail. The applicant did not receive any comments or feedback from the property owners who were contacted.

**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 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 on mixed uses in these higher-density developments.

The proposed project is consistent with this policy in that the project is providing a senior affordable multi-family residential project developed at a residential density of 23.9 units per acre. In addition, the proposed project design incorporates sustainable features (mechanical, electrical, plumbing, HVAC, and rooftop photovoltaic systems) that are consistent with California Green Building Standards Code (CALGreen). In addition, the proposed project includes electric vehicle parking spaces and electric vehicle charging stations 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 installation of a rooftop photovoltaic systems on top of the apartment buildings. In addition, the proposed project will exceed the 2016 California Building Energy Efficiency Standards (Title 24, Part 6) by 15% or more.

**GP GOAL M 4.1 (Vehicle Traffic and Parking)**

Ensure a safe and efficient network of streets for cars 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 projects 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 three 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 12 electric vehicles parking spaces and six electric vehicle charging stations for exclusive use by residents of the senior apartment community. The number of proposed electric vehicle charging stations 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 affordable multi-family residential project developed at a residential density of 23.9 units per acre. 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 affordable apartment community on property zoned for multi-family high density residential development.

**GP GOAL H-3 (Facilitating Affordable Housing)**

To facilitate affordable housing opportunities to serve the needs of people who live and work in the community.

### **GP POLICY H 3.1**

The City shall encourage residential projects affordable to a mix of household incomes and disperse affordable housing projects throughout the City to achieve a balance of housing in all neighborhoods and communities.

The proposed project is consistent with this policy in that the project includes 109 units that will be restricted to low and very-low income households. The General Plan Housing Element Vacant Residential Land Inventory identifies the project site for the development of 83 affordable housing units. As described above, the proposed project is providing 109 affordable housing units on the project site whereas only 83 affordable housing units were anticipated under the General Plan Housing Element to be developed on the project site.

### **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 landscape buffers on all sides of the proposed project. In addition, the project includes substantial building setbacks that far exceed the minimum setback requirements established by the Specific Plan.

#### **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 buildings incorporate 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 contemporary design theme of the project. 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 21) 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 (October 22, 2020 to November 10, 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 Scholar Way Senior Housing project (PN 19-284) per Attachment 21; and
- Approve a Planned Development Permit for development of a 110-unit senior affordable housing community on a 4.6-acre site located at the northeast corner of the intersection of East Bidwell Street and Scholar Way.

These approvals are subject to the proposed findings below (Findings A-O) and the recommended conditions of approval (Conditions 1-63) 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.
- H. THE LOCATION AND CUSTODIAN OF THE DOCUMENTS WHICH CONSTITUTE THE RECORD OF PROCEEDINGS UPON WHICH THE DECISION IS BASED ARE: CITY OF FOLSOM COMMUNITY DEVELOPMENT DEPARTMENT, 50 NATOMA STREET, FOLSOM, CA 95630.

### **PLANNED DEVELOPMENT PERMIT FINDINGS**

- I. 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.

- J. THE PROPOSED PROJECT IS CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY.
- K. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS IS ACCEPTABLE.
- L. 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.
- M. THE PROPOSED PROJECT WILL NOT CAUSE UNACCEPTABLE VEHICULAR TRAFFIC LEVELS ON SURROUNDING ROADWAYS, AND THE PROPOSED PROJECT WILL PROVIDE ADEQUATE INTERNAL CIRCULATION.
- N. 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.
- O. ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICES AND EMERGENCY PUBLIC SAFETY SERVICES TO THE PROJECT.

## **Attachment 4**

### **Conditions of Approval**

<b>CONDITIONS OF APPROVAL FOR THE SCHOLAR WAY SENIOR HOUSING PROJECT (PN 19-284)</b> <b>PLANNED DEVELOPMENT PERMIT</b> <b>NORTHEAST CORNER OF EAST BIDWELL STREET AND SCHOLAR WAY (89 SCHOLAR WAY)</b>				
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"> <li>1. Preliminary Site Plan, dated September 23, 2020</li> <li>2. Preliminary Utility Plan, dated September 23, 2020</li> <li>3. Preliminary Grading and Drainage Plan, dated September 23, 2020</li> <li>4. Preliminary Landscape Plan and Details, dated September 23, 2020</li> <li>5. Preliminary Access and Circulation Plan, dated September 23, 2020</li> <li>6. Preliminary Fire Access Plan, dated September 23, 2020</li> <li>7. Preliminary Lighting Plan, dated September 23, 2020</li> <li>8. Preliminary Site Details, dated September 23, 2020</li> <li>9. Building Elevations and Floor Plans, dated September 23, 2020</li> <li>10. Color Renderings, dated September 23, 2020</li> <li>11. Color and Materials Board, dated September, 2020</li> <li>12. Scholar Way Senior Apartments Booklet (Separate Bound Document)</li> <li>13. Site Photographs</li> <li>14. Transportation Impact Study, dated July, 2020</li> <li>15. Parking Evaluation, dated September, 2020</li> </ol> <p>The project is approved for the development of the 110-unit Scholar Way Senior Housing project, which includes two three-story apartment buildings totaling 79,995 square feet 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 (Planned Development Permit) granted under this staff report shall remain in effect for two years from final date of approval (November 18, 2022). Failure to obtain the relevant building (or other) permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval.	B	CD (P)
4.		<p>The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> <li>• The City bears its own attorney's fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith</li> </ul> <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
5.	✓	The owner/applicant shall 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)
<b>DEVELOPMENT COSTS AND FEE REQUIREMENTS</b>				
6.		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)
7.		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)

8.		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)
9.		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)
10.		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
11.		The owner/applicant agrees to pay to the Folsom-Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970) of the Government Code; and Sections 65995, 65995.5 and 65995.7 of the Government Code.	B	CD (P)

**SITE DEVELOPMENT REQUIREMENTS**

12.		Prior to the issuance of any grading and/or building permit, the owner/applicant shall have a geotechnical report prepared by an appropriately licensed engineer that includes an analysis of site suitability, proposed foundation design for all proposed structures, and roadway and pavement design.	G, B	CD (E)
13.		Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the current edition of the City of Folsom <u>Standard Construction Specifications</u> and the <u>Design and Procedures Manual and Improvement Standards</u> . All necessary rights-of-way and/or easements shall be dedicated to the City of Folsom for these improvements.	I, B	CD (P)(E)
14.		The applicant/owner shall submit water, sewer and drainage studies to the satisfaction of the Community Development Department and provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the current edition of the City of Folsom <u>Standard Construction Specifications</u> and the <u>Design and Procedures Manual and Improvement Standards</u> .	I	CD (E)
15.		The improvement plans for the required public and private improvements shall be reviewed and approved by the Community Development Department prior to issuance of a building permit for the project.	B	CD (E)
16.		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)
17.		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)
18.		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)
19.		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)



20.		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 <u>Standard Construction Specifications</u> .	I	CD (E)
21.		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)
22.		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)
23.		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)
<b>STORM WATER POLLUTION/CLEAN WATER ACT REQUIREMENTS</b>				
24.		The owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).	G, I, B	CD (E)
25.		The storm drain 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)
26.		Erosion and sedimentation control measures shall be incorporated into construction plans. These measures shall conform to the City of Folsom requirements and the County of Sacramento <u>Erosion and Sedimentation Control Standards and Specifications</u> -current edition and as directed by the Community Development Department.	G, I	CD (E)

27.		The proposed development is considered residential 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)
28.	✓	Prior to approval of improvement plans, 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.	I	CD (E), PW
29.	✓	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, including the Sacramento Region Stormwater Quality Design Manual.	G, I	CD (E), PW
30.		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
<b>LANDSCAPE/TREE PRESERVATION REQUIREMENTS</b>				
31.		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)

32.		<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 Scholar Way Senior Housing project.</p>	I	CD(P)(E)
<b>CULTURAL RESOURCE REQUIREMENTS</b>				
33.	✓	<p>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>	G, I, B	CD (P)(E)

34.	✓	<p>If potentially significant Tribal Cultural Resources (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 culturally appropriate treatment, if avoidance and preservation cannot be accommodated.</p>	G, I, B	CD (P)(E)
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35.	✓	<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 Native American Heritage Commission (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"> <li>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.</li> <li>2. The project owner or their authorized representative will contact the County Coroner.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ol>	G, I, B	CD (P)(E)
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**BIOLOGICAL RESOURCE REQUIREMENTS**

36.	✓	<u>Impacts to Nesting Birds</u> If ground clearing activities occur during the typical bird nesting season (February 15 through August 31), pre-construction nesting bird surveys shall be conducted by a qualified biologist on the project site and within a 500-foot radius of proposed construction areas, where access is available, no more than 14 days prior to the initiation of construction. If no nests are found, no further mitigation is required.	G, I	CD (E)(P)
37.	✓	<u>Impacts to Nesting Birds</u> If active nests are identified in these areas, the owner/applicant shall coordinate with the City to develop measures to avoid disturbance of active nests prior to the initiation of any construction activities, or construction could be delayed until the young have fledged. Avoidance measures may include establishment of a buffer zone and monitoring of the nest by a qualified biologist until the young have fledged the nest and are independent of the site. If a buffer zone is implemented, the size of the buffer zone shall be determined by a qualified biologist in coordination with the City and shall be appropriate for the species of bird and nest location.	G, I	CD (E)(P)

**AIR QUALITY REQUIREMENTS**

38.		In compliance with Rule 201 of the Sacramento Metropolitan Air Quality Management District (SMAQMD), the applicant/developer of the project shall verify with SMAQMD if a permit is required before equipment capable of releasing emissions to the atmosphere are used at the project site. The applicant/developer shall comply with the approved permit or provide evidence that a permit is not required.	G, I, B	CD (P)(E)(B)
39.		In compliance with Rule 442 of 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.	G, I, B	CD (P)(E)(B)
40.		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.	I, B	CD (P)(E)(B)
41.		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)

42.		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)
43.		<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"> <li>• Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.</li> <li>• Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.</li> <li>• Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.</li> <li>• Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</li> <li>• All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>• Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [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.</li> <li>• Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.</li> </ul>	G, I, B	CD (P)(E)(B)

<b>TRAFFIC, ACCESS, CIRCULATION, AND PARKING</b>				
44.		<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"> <li>• “Stop” signs, appropriate pavement markings, and stamped concrete shall be installed at the circular access feature located just south of the Cavitt Drive driveway entrance.</li> <li>• Appropriate pavement markings and signage shall be installed at the Scholar Way project driveway indicating that the driveway is restricted to right-turns in only and that no outbound right-turn movements are permitted.</li> <li>• The existing bus stop located on the east side of Scholar Way shall be relocated slightly north of the Scholar Way project driveway as shown on the submitted site plan. The final location and design of the bus stop shall be to the satisfaction of the Community Development Department.</li> </ul>	I	CD (P)(E)
45.		A minimum of 115 on-site parking spaces shall be provided for the project.	I, O	CD (P)(E)
46.		A minimum of 24 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)
<b>NOISE REQUIREMENTS</b>				
47.		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)



48.	✓	<ul style="list-style-type: none"> <li>For the project's habitable areas (both living rooms and bedrooms) with a direct line-of-sight to East Bidwell Street, the following measures shall be incorporated in the design of the project to reduce interior noise levels to 45 CNEL or less: <ul style="list-style-type: none"> <li>Minimum exterior wall requirement of STC 46 with a construction of standard 0.875-inch stucco over 0.5-inch shearwall on 2x6 studs with 0.625-inch Type "X" Drywall.</li> <li>Minimum window requirement of STC 28 with a window construction of dual glazing window thickness 0.125-inch and 0.5-inch air gap.</li> <li>Appropriate means of air circulation and provision of fresh air shall be incorporated in the project to allow windows to remain closed for extended intervals of time so that acceptable levels of noise can be maintained on the interior.</li> <li>The building design shall include a mechanical ventilation system that meets the criteria of the International Building Code (Chapter 12, §1203.3 of the 2013 California Building Code) to ensure that windows would be able to remain permanently closed.</li> </ul> </li> </ul>	B	CD (P)
<b>ARCHITECTURE/SITE DESIGN REQUIREMENTS</b>				
49.		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
50.		The final location, height, design, materials, and colors for the proposed retaining walls shall be subject to review and approval by the Community Development Department.	I, B	CD (P)(E)
51.		Decorative stone pilasters shall be integrated into the masonry wall design at strategically placed locations and a decorative trim cap shall be added to the top of the masonry wall. In addition, the final location, design, height, materials, and colors of the masonry walls, tubular steel fencing, and post and cable fencing shall be subject to review and approval by the Community Development Department.	I, B	CD (P)(E)

52.		<p>The project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> <li>1. This approval is for two three-story apartment buildings totaling 79,955 square feet associated with the Scholar Way Senior Housing project. The applicant shall submit building plans that comply with this approval and the attached building elevations and color renderings dated September 23, 2020.</li> <li>2. The design, materials, and colors of the proposed Scholar Way Senior Housing apartment buildings shall be consistent with the submitted building elevations, color renderings, materials samples, and color scheme to the satisfaction of the Community Development Department.</li> <li>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 Scholar Way to the satisfaction of the Community Development Department.</li> <li>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.</li> <li>5. Utility equipment such as transformers, electric and gas meters, electrical panels, and junction boxes shall be screened by walls and or landscaping.</li> </ol>	I, B	CD (P)
<b>GEOLOGY AND SOILS REQUIREMENT</b>				
53.	✓	<p>In the event a paleontological or other geologically sensitive resources (such as fossils or fossil formations) are identified during any phase of project construction, all excavations within 100-feet of the find shall be temporarily halted until the find is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the appropriate representative at the City of Folsom who shall coordinate with the paleontologist as to any necessary investigation of the find. If the find is determined to be significant under CEQA, the City shall implement those measures which may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code Section 21083.2.</p>	G, I, B	CD (E)(B)

**GREENHOUSE GAS EMISSIONS REQUIREMENTS**

54.	✓	<ul style="list-style-type: none"> <li>Per GHG Reduction Measure E-1, the project shall exceed the requirements of the 2016 California Building Energy Efficiency Standards (Title 24, Part 6) by 15 percent or more.</li> <li>Per GHG Reduction Measure T-1, the project shall have a mix of uses with a minimum density of 20 units per acre or a Floor Area Ratio of 0.75.</li> <li>Per GHG Reduction Measure T-3, the project shall provide 5 percent more bicycle parking spaces than required in the City's Municipal Code.</li> <li>Per GHG Reduction Measure T-6, the project shall use high-performance diesel (also known as Diesel-HPR or Reg-9000/RHD) for construction equipment.</li> <li>Per GHG Reduction Measure T-8, the project shall provide electric vehicle charging in 5 percent of total parking spaces.</li> <li>Per GHG Reduction Measure SW-1, the project shall divert to recycle or salvage at least 65 percent of nonhazardous construction and demolition waste generated at the project site in accordance with Appendix A4 of the California Green Building Standards Code. This may be done by using a waste management company that can provide verifiable documentation that the waste diversion complies with this requirement.</li> <li>Per GHG Reduction Measure W-1, the project shall comply with all applicable indoor and outdoor water efficiency and conservation measures required under CALGreen Tier 1, as outlined in the California Green Building Standards Code.</li> </ul>	G, I, B	CD (E)(B)
<b>HAZARDS AND HAZARDOUS MATERIAL REQUIREMENT</b>				
55.	✓	Prior to the first occupancy permit, the project applicant shall conduct site-specific radon testing to confirm that radon levels on-site are at acceptable levels for habitation on-site. Should results of the radon testing indicate that radon levels exceed State standards for habitation, the project applicant shall follow recommended remediation procedures per the testing report prior to issuance of an occupancy permit by the City. Results from this testing shall be submitted to the City of Folsom.	O	CD (E)
<b>SIGN REQUIREMENT</b>				
56.		The owner/applicant shall obtain a sign permit prior to installation of the two monument signs.	B	CD (P)
<b>OTHER AGENCY REQUIREMENT</b>				
57.		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)

<b>FIRE DEPARTMENT REQUIREMENTS</b>				
58.		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
59.		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
60.		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
61.		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
<b>POLICE/SECURITY REQUIREMENT</b>				
62.		<p>The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be required:</p> <ul style="list-style-type: none"> <li>• 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).</li> <li>• Security measures for the safety of all construction equipment and unit appliances shall be employed.</li> <li>• Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.</li> </ul>	G, I, B	PD

**MISCELLANEOUS REQUIREMENTS**

63.		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 September 23, 2020**



BUILDING SUMMARY											60000
	UNIT A1 A3 BED1BATH 550 493	UNIT A2 BED1BATH 574 528	UNIT A3 BED1BATH 532 519	TOTAL UNIT	TOTAL UNIT NET AREA	TOTAL UNIT GROSS AREA	COMMUNITY CENTER AREA	TRASH (ELECTRICAL LAUNDRY STORAGE & KITCHEN)	OTHER COMMON AREA*	PROJECT INTERIOR GROSS AREA	COVERED ENTRY & BRIDGE
1ST FLOOR	18	9	9	36	16,027	17,498	2,961	3,492	4,875	27,184	575
2ND FLOOR	21	9	9	39	19,872	21,394		878	4,419	26,550	138
3RD FLOOR	21	9	9	39	19,872	21,394		878	4,419	26,571	138
TOTAL	60	27	27	114	55,771	60,286	2,961	4,204	13,713	79,988	851

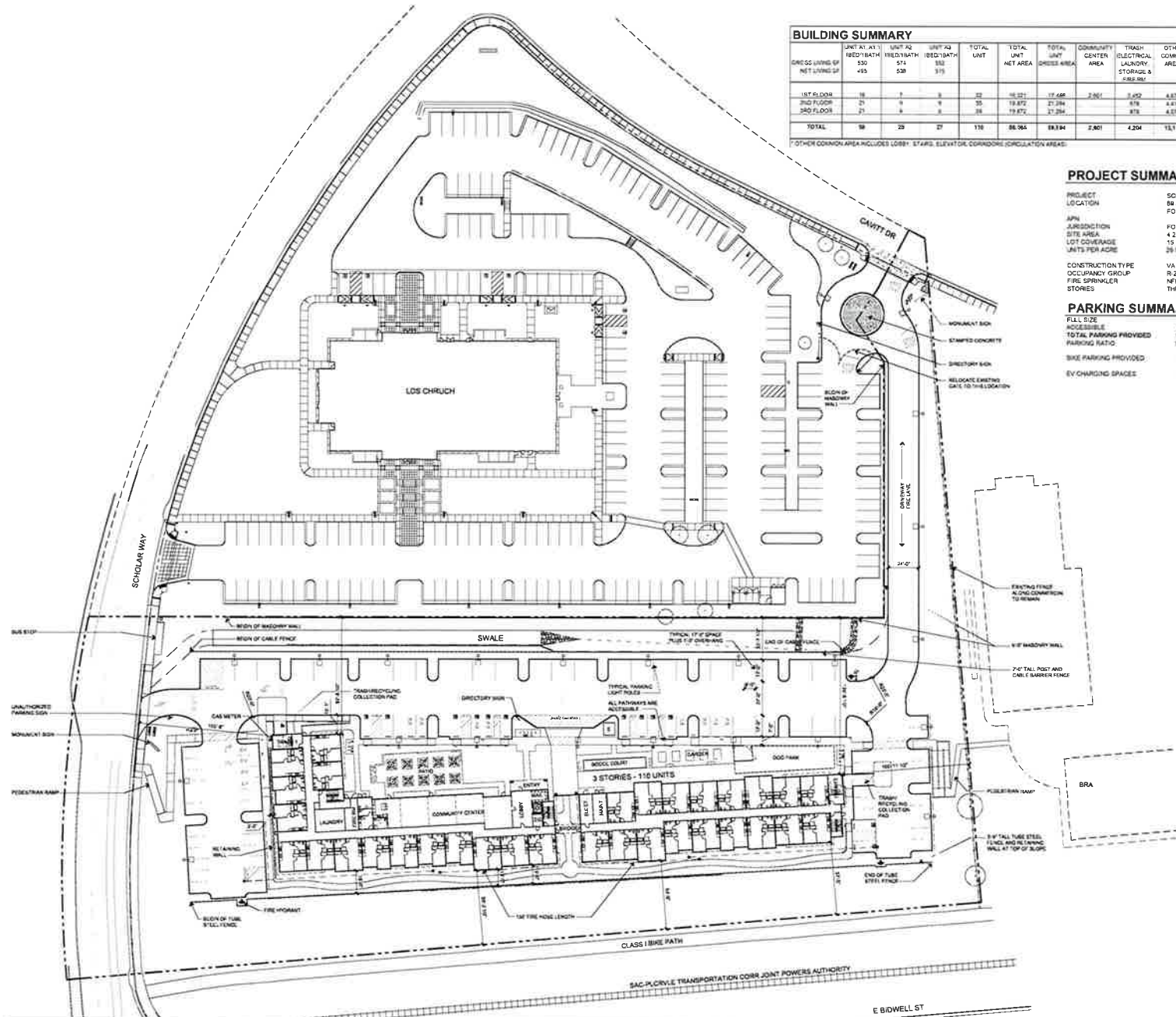
\*OTHER COMMON AREA INCLUDES LOBBY, STAIRS, ELEVATOR, CORRIDORS (CIRCULATION AREAS)

## PROJECT SUMMARY

PROJECT LOCATION	SCHOLAR WAY SENIOR HOUSING 88 SCHOLAR WAY FOLSOM, CA 95630
APN	FOLSOM, CA
JURISDICTION	4.2 ACRES 181,034 SQ. FT.
SITE AREA	15.06%
LOT COVERAGE	29.8 UNITS PER ACRE
UNITS PER ACRE	VA
CONSTRUCTION TYPE	R-2
OCCUPANCY GROUP	NFPA 13
FIRE SPRINKLER	THREE
STORIES	

## PARKING SUMMARY

FULL SIZE	153 SPACES
ACCESSIBLE	12 SPACES
TOTAL PARKING PROVIDED	118 SPACES
PARKING RATIO	1.85 SPACES PER UNIT
BIKE PARKING PROVIDED	24 SPACES
EV CHARGING SPACES	12 SPACES (10% MIN)



# Scholar Way Senior Housing

FOLSOM, CALIFORNIA

PRELIMINARY SITE PLAN



A1.1

## **Attachment 7**

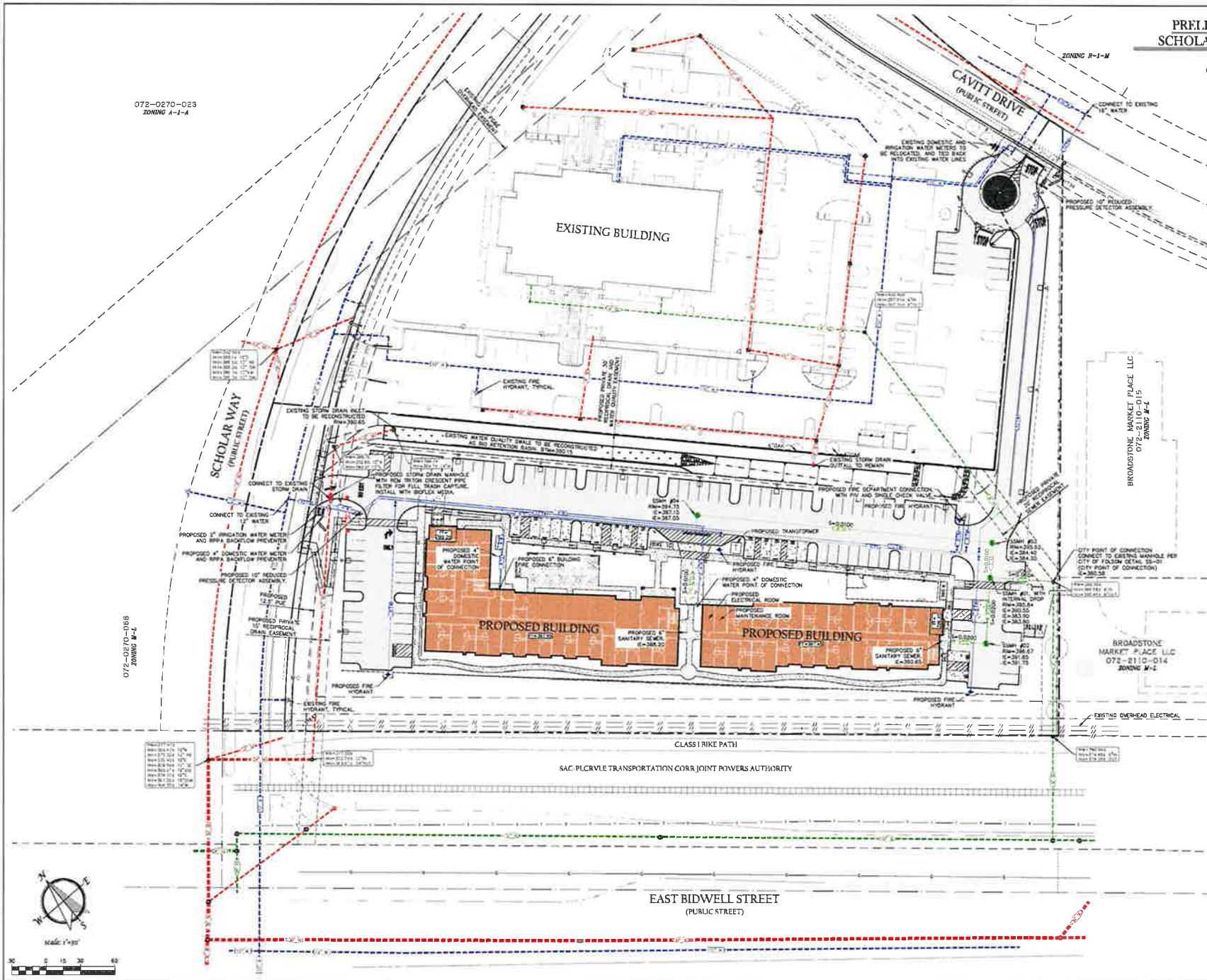
### **Preliminary Utility Plan Dated September 23, 2020**

PRELIMINARY UTILITY PLAN  
SCHOLAR WAY SENIOR HOUSING  
89 SCHOLAR WAY  
CITY OF FOLSOM, CA

072-0270-023  
ZONING 1-1-A

LEGEND	
---	EXISTING PROPERTY LINE
---	EXISTING RIGHT OF WAY
---	EXISTING CENTER LINE
---	PROPOSED PROPERTY LINE
---	EXISTING STORM DRAIN LINE
---	EXISTING SANITARY SEWER
---	EXISTING WATER LINE
---	PROPOSED STORM DRAIN LINE
---	PROPOSED SANITARY SEWER
---	PROPOSED WATER LINE
●	PROPOSED MANHOLE
■	PROPOSED DRAIN INLET

- UTILITY NOTES
1. ALL BACK FLOW DEVICES SHALL BE ON THE USE LIST OF APPROVED DEVICES.
  2. ALL SANITARY SEWER PIPES, STRUCTURES AND FITTINGS UPSTREAM FROM THE CITY POINT OF CONNECTION SHALL BE PRIVATE AND MAINTAINED BY THE OWNER.



UTILITY PLAN  
SEPTEMBER 23, 2020

C3

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

## **Attachment 8**

### **Preliminary Grading and Drainage Plan Dated September 23, 2020**



PRELIMINARY GRADING PLAN  
SCHOLAR WAY SENIOR HOUSING  
89 SCHOLAR WAY  
CITY OF FOLSOM, CA

072-0270-023  
ZONING A-1-A

ZONING R-1-M

CAVITT DRIVE  
(PUBLIC STREET)

SCHOLAR WAY  
(PUBLIC STREET)

BROADSTONE MARKET PLACE LLC  
072-2110-015  
ZONING M-1

BROADSTONE MARKET PLACE LLC  
072-2110-014  
ZONING M-1

EXISTING BUILDING

PROPOSED BUILDING

PROPOSED BUILDING

SAC PLCLVLE TRANSPORTATION CORP JOINT POWERS AUTHORITY

EAST BIDWELL STREET  
(PUBLIC STREET)

**LEGEND**

---	EXISTING PROPERTY LINE
---	EXISTING RIGHT OF WAY
---	EXISTING CENTER LINE
---	PROPOSED PROPERTY LINE
---	EXISTING CONTOUR 1'
---	EXISTING CONTOUR 5'
---	PROPOSED CONTOUR 1'
---	PROPOSED CONTOUR 5'
---	PROPOSED RETAINING WALL
---	EXISTING STORM DRAIN LINE
---	PROPOSED STORM DRAIN LINE
---	DRAIN MANHOLE
---	DRAIN INLET
---	GRADE ELEVATION
---	SLOPE
---	OVERLAND RELEASE
---	ELECTRIC VEHICLE PARKING
---	PROPOSED ASP PAVEMENT
---	PROPOSED CONCRETE PAVEMENT
---	PROPOSED LANDSCAPING
---	PROPOSED SIDEWALK
---	PROPOSED BIO RETENTION

**FLOOD ZONE**  
PROJECT IS LOCATED WITHIN FLOOD ZONE  
DESIGNATED AS "X" PER THE FEDERAL EMERGENCY  
MANAGEMENT AGENCY RATE MAP  
MAP NO. 060570017H, DATED AUGUST 16, 2013.

**PRELIMINARY EARTHWORKS**  
EARTHWORKS QUANTITIES SHOWN ARE PRELIMINARY IN NATURE  
AND SHALL NOT BE USED FOR BIDDING PURPOSES.

**DEVELOPMENT SUMMARY**

SPN	072-2110-015
FARMS AREA	1.16 AC (10.15% FIRM)
EXISTING	
PERVIOUS AREA	4.087 AC 98.49%
IMPERVIOUS AREA	0.063 AC 1.51%
TOTAL AREA	4.150 AC 100%
PROPOSED	
PERVIOUS AREA (LANDSCAPE)	1.821 AC 44.46%
PERVIOUS AREA (ORIENTATIONS) CLOSE AC	1.608
IMPERVIOUS AREA (PARKING LOT) 1.424 AC	33.96%
IMPERVIOUS AREA (HARDSCAPE) 0.285 AC	6.82%
IMPERVIOUS AREA (BUILDINGS) 0.612 AC	14.15%
TOTAL AREA	4.321 AC 100%

**FOLSOM GENERAL PLAN**  
LULU 1.8 COOL PAVING  
2019 CALIFORNIA GREEN BUILDING  
STANDARDS CODE  
RESIDENTIAL VOLUNTARY MEASURES  
11.16.2 REVEGETATION AND LANDSCAPE FOR  
REDUCE NONWOOD HEAT ISLANDS FOR 30 PERCENT OF  
SOLAR WALKS, PATIOS, DRIVEWAYS OR OTHER PAVED AREAS  
BY USING ONE OR MORE OF THE FOLLOWING LISTED  
PRACTICES:  
TOTAL AREA TREATED (PERCENT) 70.1% 100%  
**COOL PAVING PRACTICES**  
TREES (SHADE) 35,211 SF 37.4%  
PERVIOUS PAVEMENT (PERCENT) 12.8% 14.3%  
PARKING/TRASH AREAS (PERCENT) 1.1% 2.6%  
PERVIOUS PAVEMENT (PERCENT) 1.1% 2.6%  
TOTAL REDUCTION 74.1%  
ONE PAVING PRACTICE TO BE USED BY EACH CONCRETE  
COOL PAVING PRACTICE TO BE USED BY EACH CONCRETE  
PRACTICE WITH SOLAR REFLECTIVE COATING

GRADING PLAN  
SEPTEMBER 23, 2020

C1

**TSD ENGINEERING, INC.**  
285 Orchard Drive, Suite #150  
Folsom, CA 95630  
Phone: (916) 608-0707  
Fax: (916) 608-0701

SCHOOL WAY

PROPOSED 20' P.U.E.

EXISTING GRADE

EXISTING CURB CUTTER AND SIDEWALK

VARIES 30'-47'

7:1 SLOPE

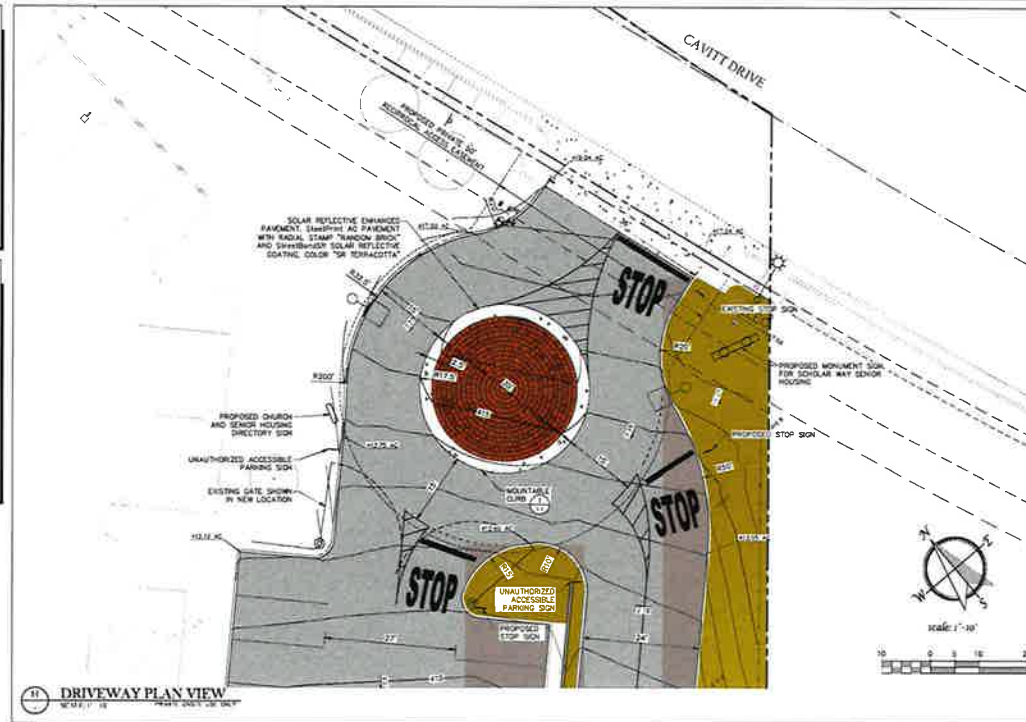
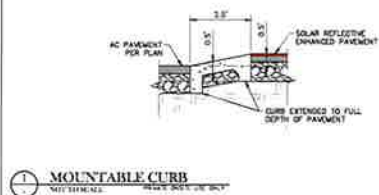
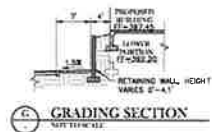
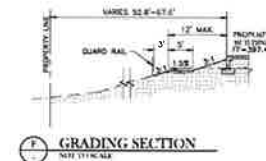
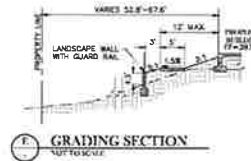
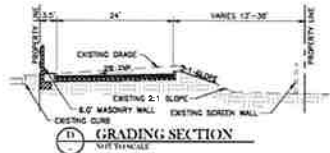
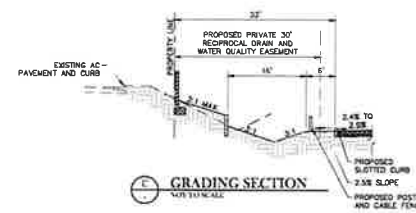
PROPOSED SITE AC PAVEMENT

EXISTING GRADE

1

GRADING SECTION

NOT TO SCALE



**TSD ENGINEERING, INC.**  
amazon's choice

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

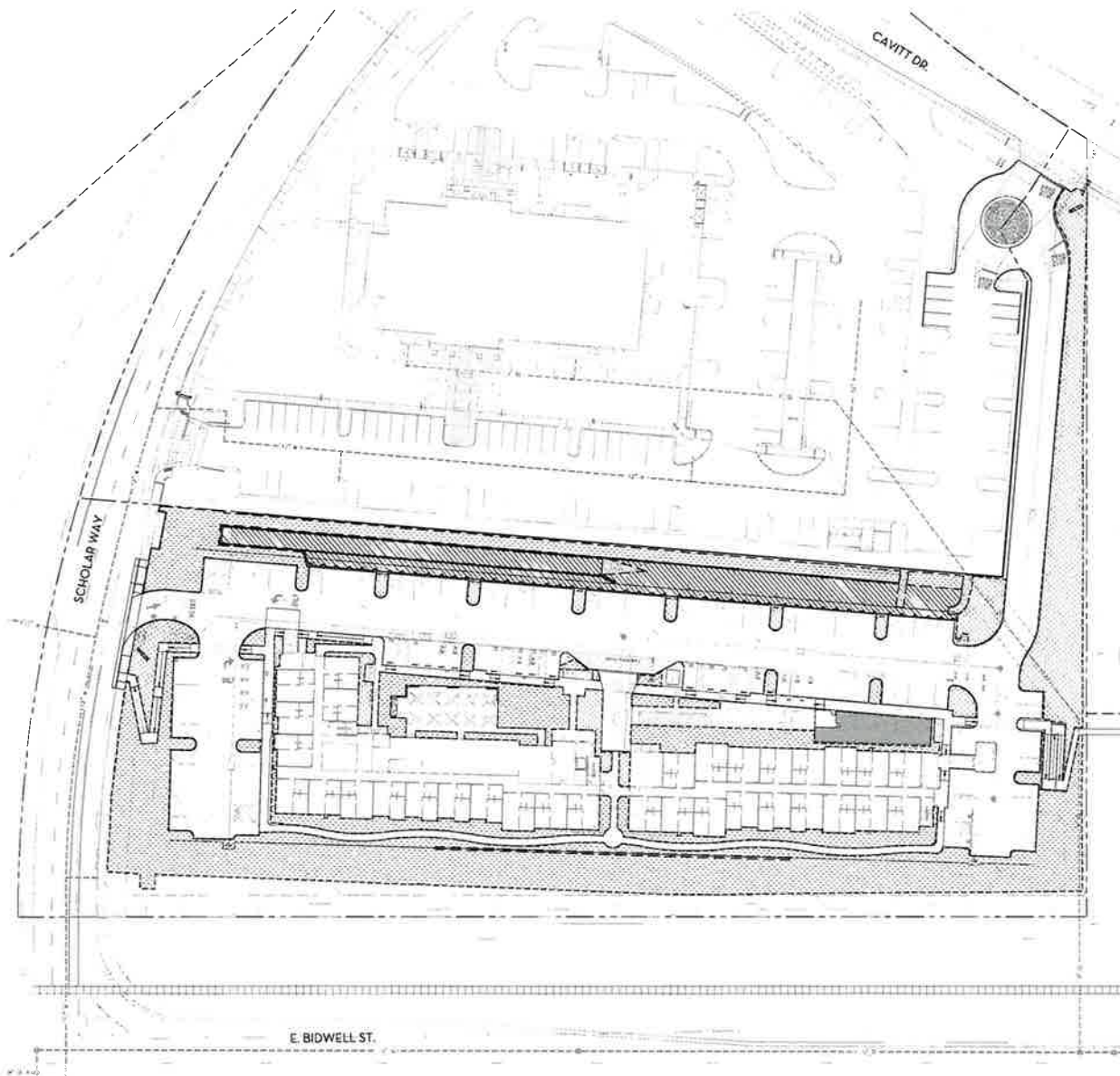
## **Attachment 9**

### **Preliminary Landscape Plan and Details Dated September 23, 2020**









# IRRIGATION LEGEND

SYMBOL	MAN. / MODEL NO.	DESCRIPTION	RADIUS	PSI	GPM	PRECIP. RATE
	HUNTER HDL 0618	HDL DRIP TUBING /0.60 GPH EMITTERS SPACED AT 18" O.C. INSTALL TUBING ON GRADE. PER MANUFACTURERS INSTRUCTIONS. IN 18" SPACED ROWS WHERE SHOWN. SEE DETAIL X SHEET LXX.	N/A	30	0.69/100'	0.43
	HUNTER HDL 0612	HDL DRIP TUBING /0.60 GPH EMITTERS SPACED AT 17" O.C. INSTALL TUBING ON GRADE. PER MANUFACTURERS INSTRUCTIONS. IN 18" SPACED ROWS WHERE SHOWN. SEE DETAIL X SHEET LXX.	N/A	30	0.69/100'	0.43
	HUNTER PLO BV	PLD MANUAL FLUSH VALVE. INSTALL AT GRADE IN 10" ROUND VALVE BOX IN PLANTER AREA LOCATED AT FARTHEST POINT FROM DRIP ZONE CONTROL KIT. TYP. SEE DETAIL X SHEET LXX.				
	HUNTER ECO ID	HUNTER ECO INDICATOR FOR SUB SURFACE IRRIGATION. INSTALL IN A VISIBLE LOCATION AT FARTHEST POINT FROM DRIP ZONE CONTROL KIT.				
	HUNTER PLO AVR	AIR RELIEF VALVE. INSTALL AT GRADE AT HIGHEST POINT IN 6" SOUND VALVE BOX IN PLANTER AREA LOCATED AT HIGHEST POINT FROM DRIP ZONE CONTROL KIT. TYP. SEE DETAIL X SHEET LXX.				
NOT SHOWN	HUNTER VARIES	PLD CONNECTION FITTINGS AS REQUIRED.				
	HUNTER RZWS 36 25-CV	ROOT ZONE WATERING SYSTEM	N/A	30	0.25	0.86
	HUNTER ICV	HUNTER ICV CONTROL VALVE. SIZE AS NOTED. SEE DETAIL X SHEET LXX.				
	HUNTER ICE	HUNTER DRIP ZONE CONTROL KIT. SIZE AS NOTED. SEE DETAIL X SHEET LXX.				
	MBCO 1113	BRASS GATE VALVE. LINE SIZE. SEE DETAIL X SHEET LXX.				
	HUNTER HQ4 LRC	X" BRASS QUICK COUPLING VALVE W/ LOCKING COVER. SEE DETAIL X SHEET LXX.				
	HUNTER ICV	X" MASTER VALVE. INSTALL PER MANUFACTURERS SPECIFICATIONS.				
	CST F31 TWO 000	X" FLOW SENSOR FOR USE WITH CONTROLLER. INSTALL PER MANUFACTURERS SPECIFICATIONS.				
	HUNTER I CORE w/ RED SS	X STATION SMART CONTROLLER W/ SOLAR SYNC WIRELESS WEATHER SENSOR. STAINLESS STEEL PEDESTAL MOUNT. CONTACT AARON MADSEN AT (916) 516 3374 FOR PRICING, PRE CONSTRUCTION MEETING AND INSTALLATION.				
	(E) MAINLINE, FIELD VERIFY LOCATION	MAINLINE. SCHEDULE 40 PVC FOR SIZES 2" OR SMALLER, PVC CLASS 315 FOR SIZES 2" OR ABOVE. SOLVENT WELD FITTINGS AT 24" DEPTH. SIZE AS NOTED.				
	ELECTRICAL SERVICE CONDUIT WITH WIRING	CONDUIT WITH WIRING. RUN ALONG MAINLINE TO VALVE CONNECTIONS.				
	IRRIGATION LATERAL LINE. CLASS 200 PVC UP TO 2". SCHEDULE 40 PVC PIPE FOR 2.5" OR ABOVE. SOLVENT WELD FITTINGS AT 18" DEPTH. SIZE AS NOTED.	IRRIGATION LATERAL LINE. CLASS 200 PVC UP TO 2". SCHEDULE 40 PVC PIPE FOR 2.5" OR ABOVE. SOLVENT WELD FITTINGS AT 18" DEPTH. SIZE AS NOTED.				
	IRRIGATION SLEEVE. SCHEDULE 40 PVC. SIZE TO BE 2X THE TOTAL OF PIPE DIAMETER. INSTALL UNDER ALL NEW PAVING AND EXTEND 12" BEYOND HARDSCAPE EDGES.	IRRIGATION SLEEVE. SCHEDULE 40 PVC. SIZE TO BE 2X THE TOTAL OF PIPE DIAMETER. INSTALL UNDER ALL NEW PAVING AND EXTEND 12" BEYOND HARDSCAPE EDGES.				
	HYDROZONE AREA DELINEATION	HYDROZONE AREA DELINEATION				
	CONTROLLER/HYDROZONE	CONTROLLER/HYDROZONE. GPM (IRRIGATION PRODUCT TYPE). VALVE SIZE. PRECIPITATION/PSI/HYDROZONE AREA (SF). VALVE WATER USE TYPE.				

FULL IRRIGATION SYSTEM COVERAGE DELINEATION WILL BE SUBMITTED WITH PLANS FOR BUILDING PERMITS

PRELIMINARY WATER BUDGET CALCULATIONS									
ITEM	AREA (SF)	VALVE	PRECIPITATION (IN)	WATER USE (GAL)	WATER USE (GPM)	WATER USE (MGD)	WATER USE (MGD)	WATER USE (MGD)	WATER USE (MGD)
1	10,000	1"	0.5	10,000	10,000	10,000	10,000	10,000	10,000
2	20,000	1"	0.5	20,000	20,000	20,000	20,000	20,000	20,000
3	30,000	1"	0.5	30,000	30,000	30,000	30,000	30,000	30,000
4	40,000	1"	0.5	40,000	40,000	40,000	40,000	40,000	40,000
5	50,000	1"	0.5	50,000	50,000	50,000	50,000	50,000	50,000
6	60,000	1"	0.5	60,000	60,000	60,000	60,000	60,000	60,000
7	70,000	1"	0.5	70,000	70,000	70,000	70,000	70,000	70,000
8	80,000	1"	0.5	80,000	80,000	80,000	80,000	80,000	80,000
9	90,000	1"	0.5	90,000	90,000	90,000	90,000	90,000	90,000
10	100,000	1"	0.5	100,000	100,000	100,000	100,000	100,000	100,000
11	110,000	1"	0.5	110,000	110,000	110,000	110,000	110,000	110,000
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## **Attachment 10**

### **Preliminary Access and Circulation Plan Dated September 23, 2020**





## **Attachment 11**

### **Preliminary Fire Access Plan Dated September 23, 2020**



PRELIMINARY FIRE ACCESS PLAN  
SCHOLAR WAY SENIOR HOUSING  
89 SCHOLAR WAY  
CITY OF FOLSOM, CA

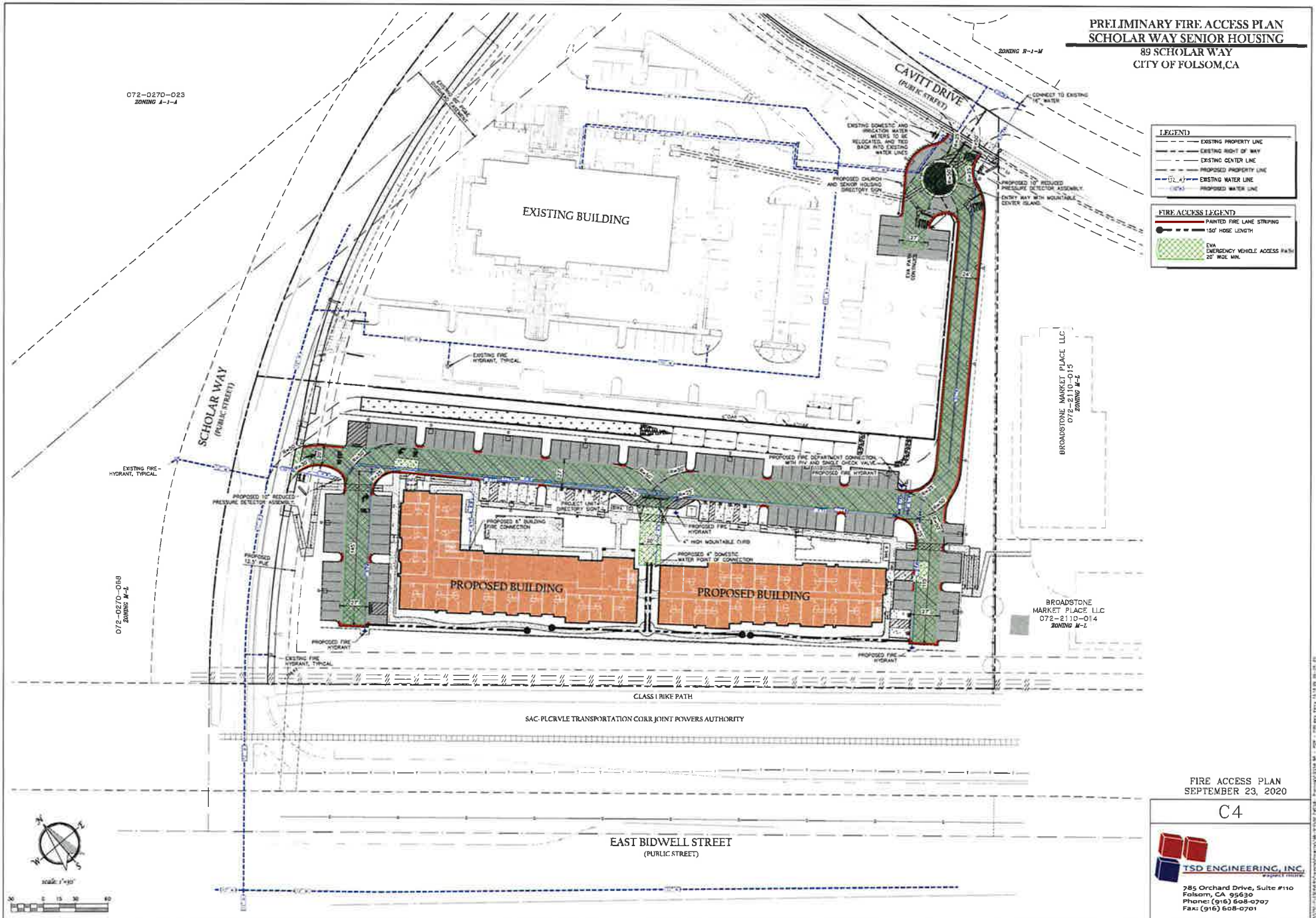
072-0270-023  
ZONING A-1-A

072-0270-088  
ZONING M-1

LEGEND	
---	EXISTING PROPERTY LINE
---	EXISTING RIGHT OF WAY
---	EXISTING CENTER LINE
---	PROPOSED PROPERTY LINE
---	PROPOSED CENTER LINE
---	EXISTING WATER LINE
---	PROPOSED WATER LINE

FIRE ACCESS LEGEND	
---	PAINTED FIRE LANE STRIPING
---	150' HOSE LENGTH
---	EVA
---	EMERGENCY VEHICLE ACCESS PATH
---	20' WID. MIN.



FIRE ACCESS PLAN  
SEPTEMBER 23, 2020

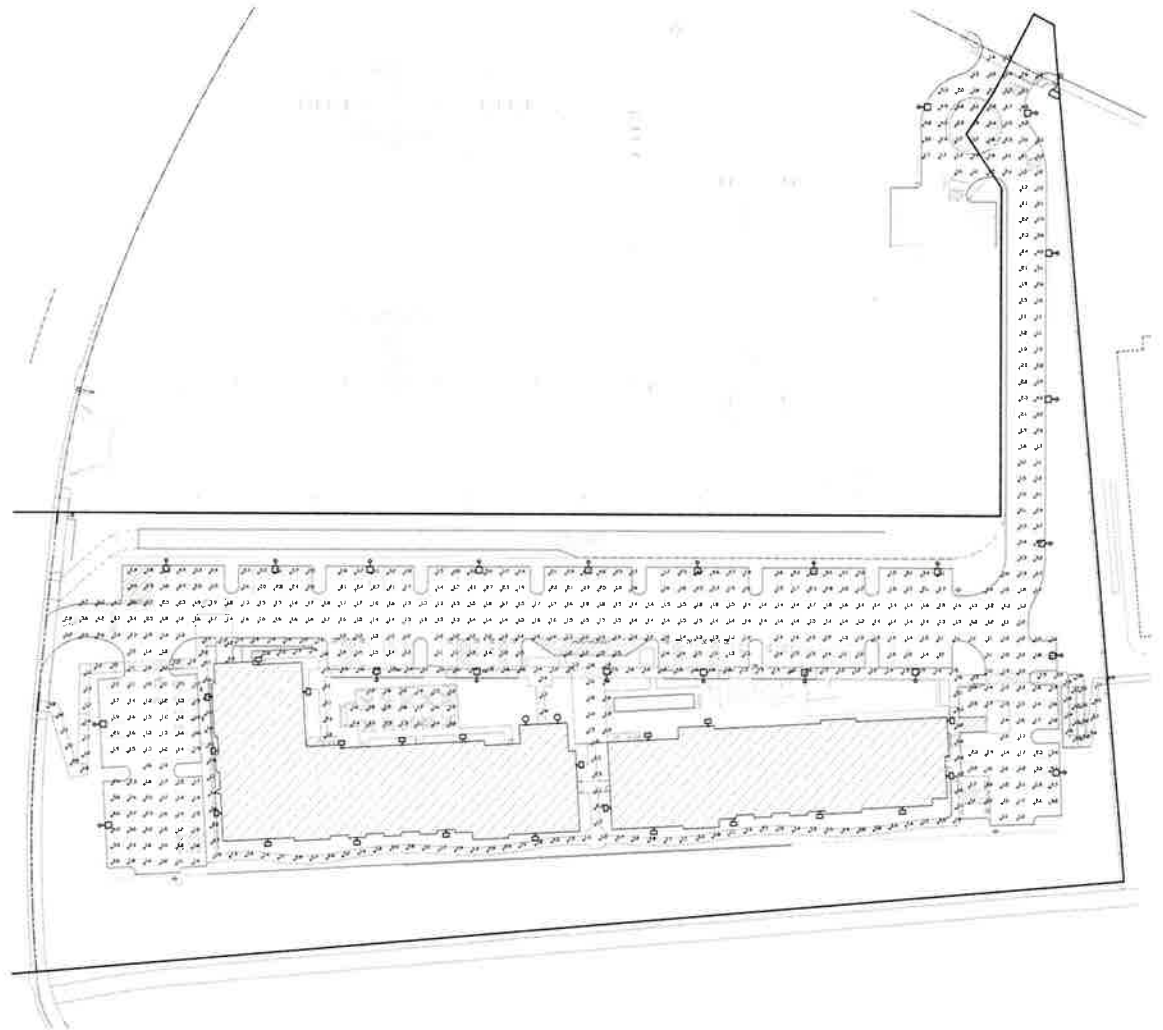
C4

**TSD ENGINEERING, INC.**  
285 Orchard Drive, Suite #110  
Folsom, CA 95630  
Phone: (916) 568-0707  
Fax: (916) 608-0701

## **Attachment 12**

### **Preliminary Lighting Plan Dated September 23, 2020**

- SITE LIGHTING SYMBOLS**
- POLE MOUNTED PARKING AREA LUMINAIRE @ 15 FT
  - WALL MOUNTED PERFORMANCE CUT-OFF LUMINAIRE @ 10 FT
  - WALL MOUNTED DECORATIVE SCONCE @ 8 FT



**1 SITE PHOTOMETRIC PLAN**  
SCALE 1" = 50'



**Scholar Way Senior Housing**  
FOLSOM, CALIFORNIA

SITE PHOTOMETRIC PLAN

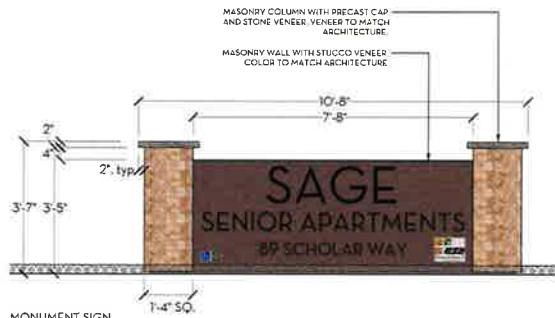


**EP1.0**

## **Attachment 13**

### **Preliminary Site Details Dated September 23, 2020**





MONUMENT SIGN



PARKING LOT SIGN

SIGNAGE



COMMUNITY DINING AREA



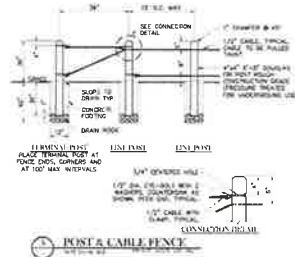
COMMUNITY GARDEN AREA



BARK PARK



BOCCE COURT



POST AND CABLE FENCE



6' HIGH MASONRY WALL



42" HIGH TUBE STEEL FENCE



BIKE PARKING

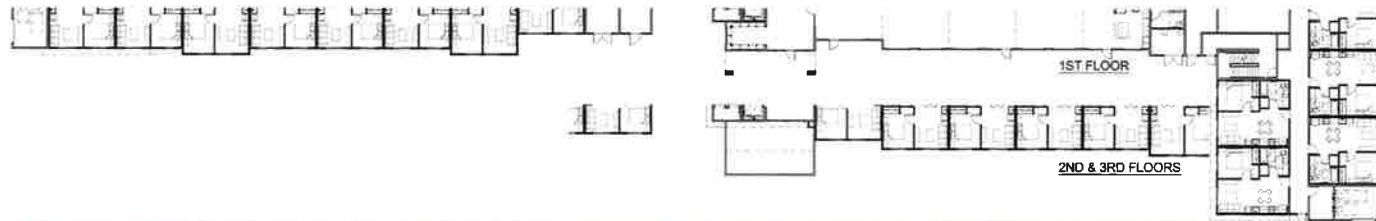
## **Attachment 14**

### **Building Elevations and Floor Plans Dated September 23, 2020**





**NORTH ELEVATION**  
SCALE 1/8" = 1'-0"



**EXTERIOR COLOR**

- 1 BODY 1 BROWN WILLIAMS BY 614 PACIFIC
- 2 BODY 2 BROWN WILLIAMS BY 204 MET CRAFT LIME GRAY
- 3 BODY 3 BROWN WILLIAMS BY 204 MET CRAFT LIME GRAY
- 4 FINISHING WALLS BROWN WILLIAMS BY 204 MET CRAFT LIME GRAY
- 5 GLORIANO STONE COMPLEXTION SAMPLE
- 6 HARDY BROWN COLORADO BROWN

STONE/MENT DAWN BRONZE  
VINYL WINDOW TAN



**NORTH ELEVATION - EAST END**  
SCALE 1/8" = 1'-0"



**NORTH ELEVATION - WEST END**  
SCALE 1/8" = 1'-0"



**Scholar Way Senior Housing**  
FOLSOM, CALIFORNIA

ELEVATIONS



A3.1







WEST / SCHOLAR WAY ELEVATION  
SCALE 1/8" = 1'-0"



#### EXTERIOR COLOR

	1 BODY 1 BROWN WILLIAMS BY FLSA MACIE
	2 BODY 2 BROWN WILLIAMS BY B&B INTERIORS MBT GRAY
	3 BODY 3 BROWN WILLIAMS BY B&B INTERIORS BROWN
	4 ACCENT MATERIAL BROWN WILLIAMS BY FFL REALSON
	5 CLADDING STONE CONCRETE RANGEL
	6 HARDIE BOARD COLORADO SMOOTH

STORM FRONT DARK BRONZE  
VINYL WINDOW 1AN



EAST ELEVATION  
SCALE 1/8" = 1'-0"



## Scholar Way Senior Housing

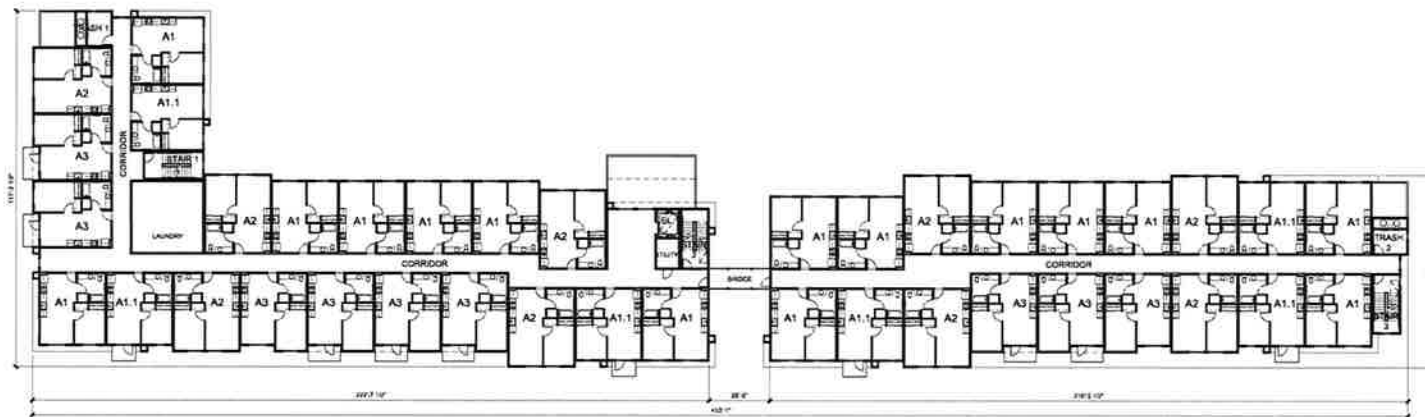
FOLSOM, CALIFORNIA

ELEVATIONS



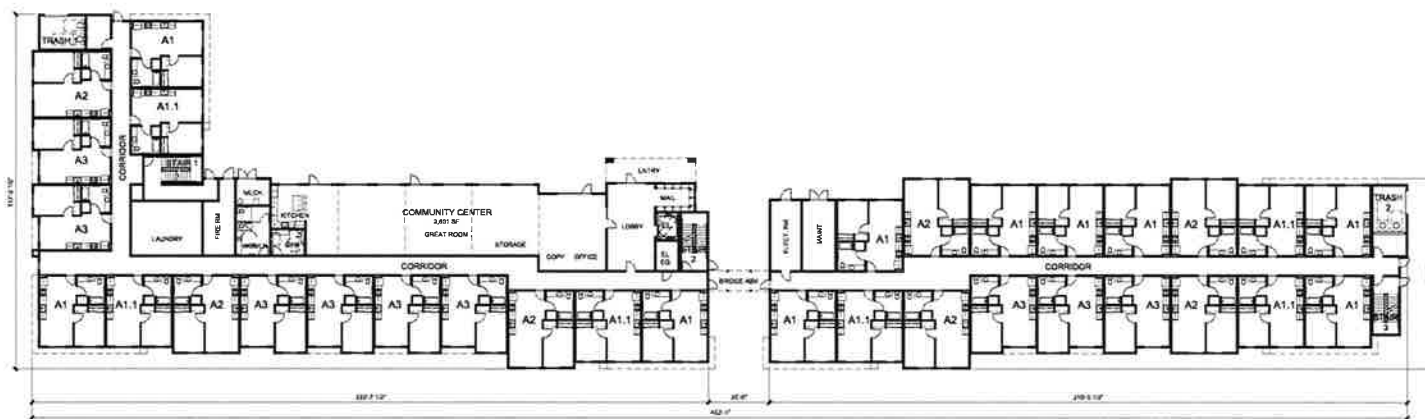
SCALE 1/8" = 1'-0"  
SEPTEMBER 23, 2020

A3.3



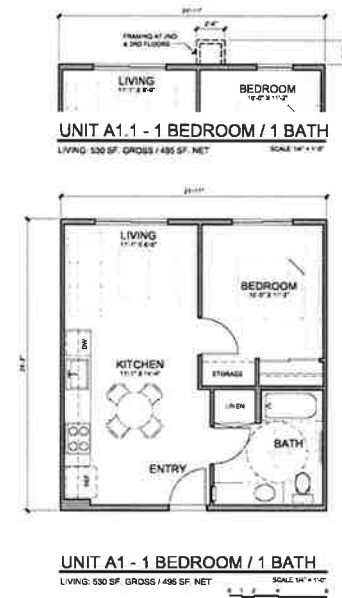
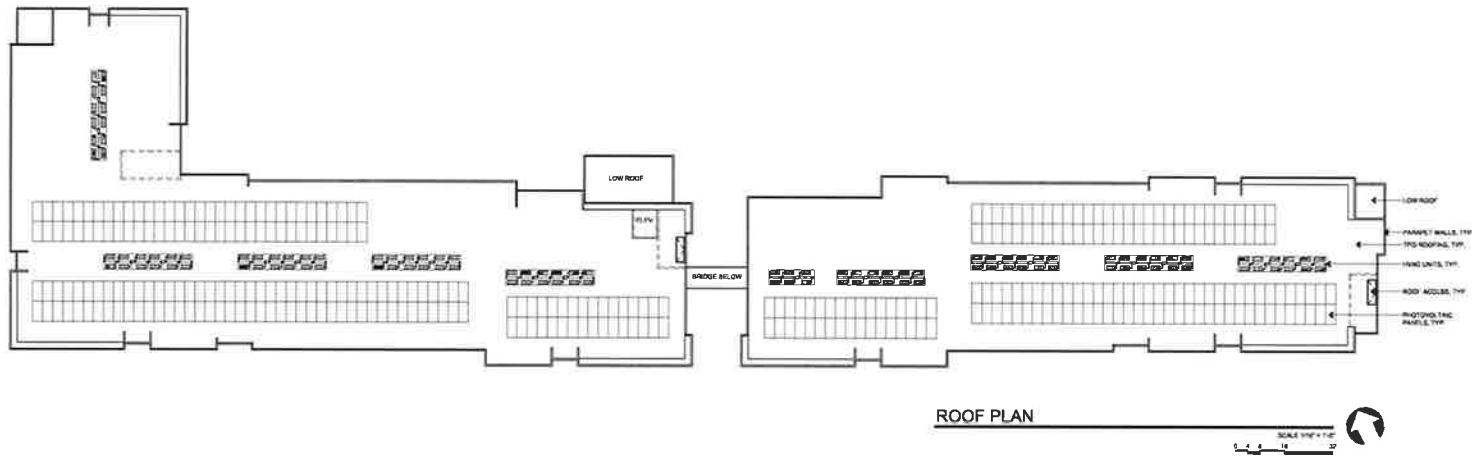
2ND & 3RD FLOOR PLAN

SCALE 1/8" = 1'-0"



1ST FLOOR PLAN

SCALE 1/8" = 1'-0"



## **Attachment 15**

### **Color Renderings Dated September 23, 2020**





SOUTHWEST VIEW



NORTHWEST VIEW



SOUTHEAST VIEW



NORTHEAST VIEW



# Scholar Way Senior Housing

FOLSOM, CALIFORNIA

VIEWS



SEPTEMBER 23, 2020

A3.4





AERIAL VIEW



SOUTHEAST CORNER



COMMUNITY CENTER



# Scholar Way Senior Housing

FOLSOM, CALIFORNIA

VIEWS



SEPTEMBER 23, 2020

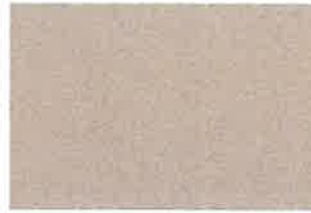
A3.5

## **Attachment 16**

### **Color and Materials Board Dated September, 2020**



**BODY 1**  
SHERWIN WILLIAMS  
SW 6154 NACRE



**BODY 2**  
SHERWIN WILLIAMS  
SW 2844 ROYCROFT MIST GRAY



**BODY 3**  
SHERWIN WILLIAMS  
SW 6082 COBLE BROWN



**AWNING/RAILING**  
SHERWIN WILLIAMS  
SW 7675 SEALSKIN



**STONE**  
ELDORADO STONE  
COSTAL REEF  
SANIBEL



**SIDING**  
HARDIE PLANK  
CUSTOM COLONIAL SMOOTH



**STOREFRONT:**  
DARK BRONZE



**VINYL WINDOW:**  
TAN



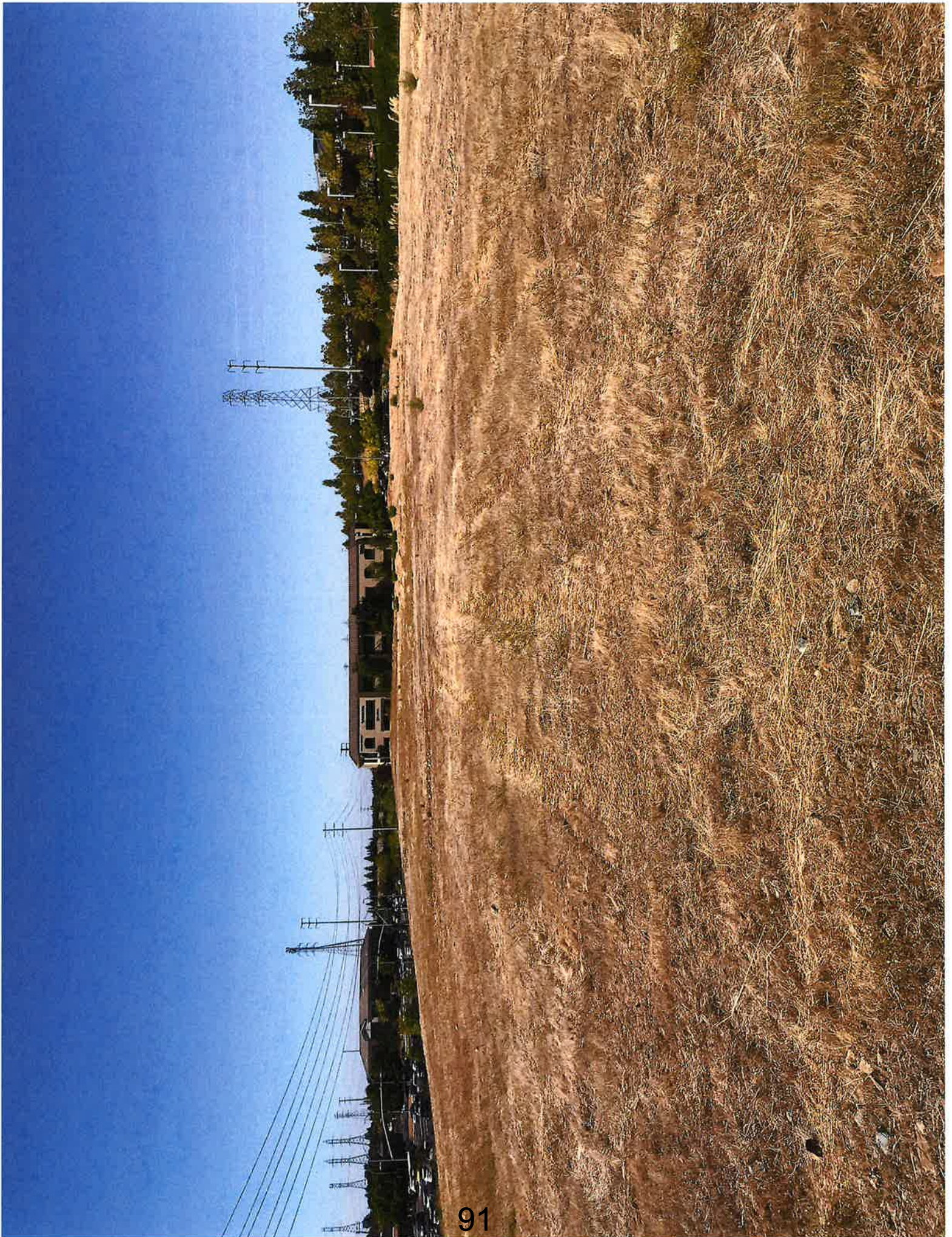
## **Attachment 17**

### **Scholar Way Senior Apartments Booklet (Separate Bound Document)**

## **Attachment 18**

### **Site Photographs**





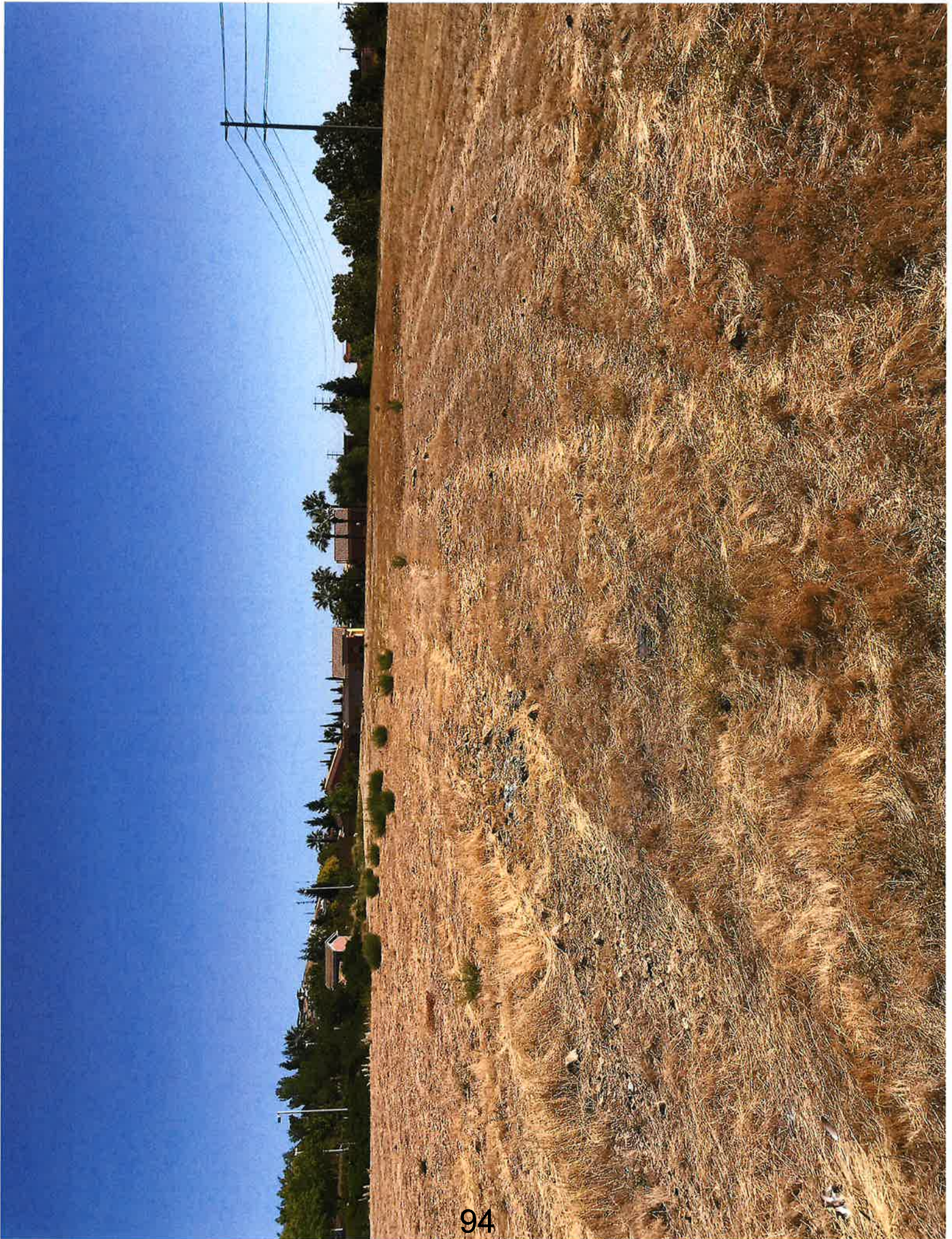




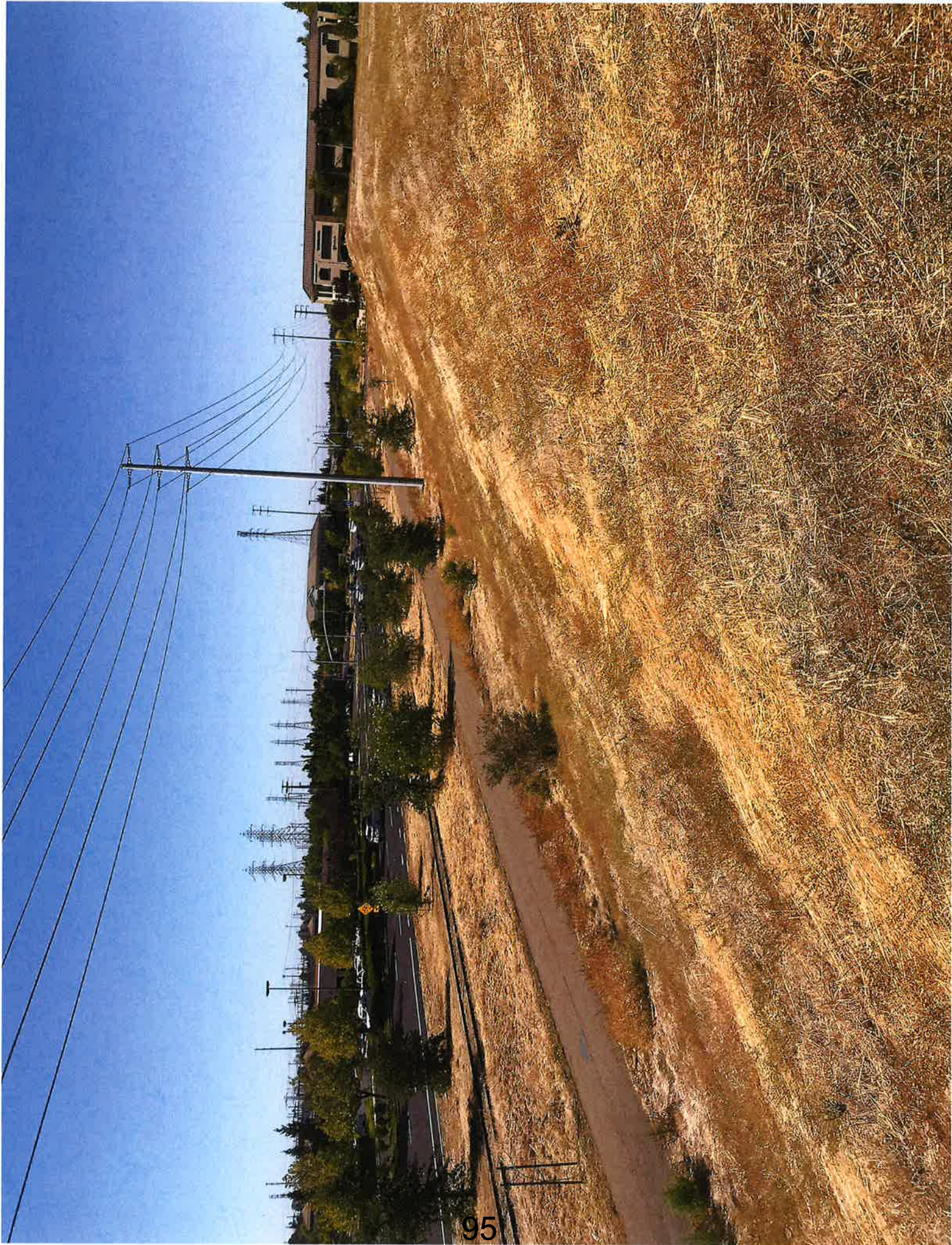














## **Attachment 19**

### **Transportation Impact Study, dated July 2020**

**Scholar Way Senior Housing Transportation Impact Study**  
**Folsom, California**

Prepared for:  
City of Folsom  
Helix Environmental, Inc.  
USA Properties Fund, Inc.

Prepared By



TRANSPORTATION PLANNING  
& MANAGEMENT, INC.

Contact: Tom Kear PhD, PE,  
[tkear@tkearinc.com](mailto:tkear@tkearinc.com),  
(916) 340-4811  
[www.tkearinc.com](http://www.tkearinc.com)



July 2020

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## REVISION HISTORY

Date	Title	Comment
May 4, 2020	Draft TIS	
July 8, 2020	Final TIS	Revised findings to reflect bus stop relocation and RIRO driveway geometry. Editorial comments from City and Applicant have been addressed.
July 13, 2020	Final TIS	Revised Fig 11 and 13

## EXECUTIVE SUMMARY

This Transportation Impact Study (TIS) identifies impacts of the proposed Scholar Way Senior Housing project (the Project) on the motorized and unmotorized transportation systems in Folsom, California. This study has been prepared for the City of Folsom (City), Helix Environmental Inc., and USA Properties Fund, Inc. to support a Planned Development Permit for a 110-unit multi-family residential project.

### Project Description

**Figure ES-1** provides a Project vicinity map. The Project consists of 110 affordable, age-restricted (senior) apartment units, on an undeveloped 4.57-acre parcel at 89 Scholar Way in Folsom. A single three-story building (78,384 square feet) with two components separated by a breezeway is proposed. The building would be oriented on the site parallel to East Bidwell Street with parking lots located east, west, and north. A preliminary site plan is provided as **Figure ES-2**.

Primary vehicle access to the Project site would be from an existing driveway on Cavitt Drive. The entry will be reconfigured and a reciprocal access easement will allow shared use of the Cavitt Drive entry by the adjacent church and the proposed apartment project. An access drive (27-feet in width) would extend from the Cavitt Drive entry southwest to provide vehicle access to the site, in a flag lot configuration. An inbound-only entry (right turn in) entry from Scholar Way is located on the northwest side of the site. A transit stop is adjacent to the Project site in the Scholar Way frontage.

The Project includes 115 full-size, uncovered unassigned parking spaces in surface parking areas adjacent to the building. Parking is proposed at a ratio of 1.05 spaces per unit and the parking supply of 115 spaces includes twelve (12) accessible spaces. The parking supply proposed is consistent with the parking ratio provided at USA Properties similar senior affordable apartment projects. The existing bus stop on Scholar Way will be relocated to accommodate one of the Project driveways.

### 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 TIS considers four study scenarios:



Figure ES-1. Scholar Way Senior Housing Vicinity Map

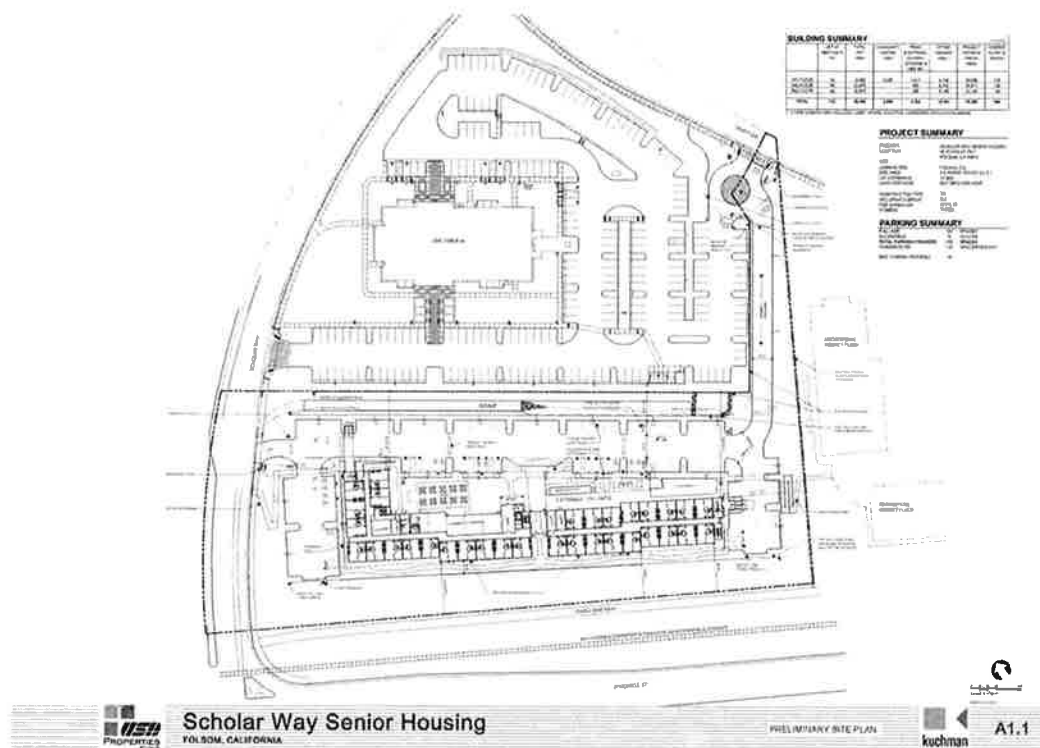


Figure ES-2. Preliminary Site Plan



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

- Existing 2020 without Project condition
- Existing 2020 with Project condition;
- Existing Plus Approved Projects (EPAP) 2025 without Project condition;
- EPAP 2025 with Project condition.

**Table ES-1. Study Intersections**

Location	Control
1. Scholar Way/Cavitt Drive	All Way Stop Control (AWSC)
2. Cavitt Drive/Primary Project Driveway	Two Way Stop Control (TWSC)
3. Scholar Way/Secondary Project Driveway	Uncontrolled

## Findings

**Finding 1 (Trip Generation):** The Project is anticipated to generate 417 daily vehicle trips including 36 AM peak-hour vehicle trips, and 40 PM peak-hour vehicle trips. Fewer than 50 peak-hour projects trips are anticipated to pass through any intersection.

**Finding 2 (Level-Of-Service):** All study intersections are anticipated to operate at level-of-service C or better under all study scenarios. The Project is not projected to create new impacts to or worsen traffic level of service, pursuant to General Plan Policy M4.1.3. Impacts to level of service are considered less than significant.

**Finding 3 (Vehicle Miles Traveled Impacts):** Per capita Project VMT is projected to be at least 15% less than City and regional per capita VMT. Project VMT impacts are considered less than significant.

**Finding 4 (Parking):** The proposed parking supply of 115 spaces (1.05 space per unit) is adequate and sufficient for the proposed use.

**Finding 5 (Minimum Required Throat Depth):** The standards for driveway throat depths are met.

**Finding 6 (Emergency Vehicle Access):** Emergency vehicle access is adequate.

**Finding 7 (Pedestrian and Bicycle):** The Project does not result in impacts to pedestrian and bicycle facilities. Impacts to pedestrian and bicycle facilities are considered less than significant.

**Finding 8 (Transit):** The existing Scholar Way transit stop fronting the Project site is being relocated further to the north between the existing LDS Church project driveway and the proposed project driveway on Scholar Way. The applicant is proposing to add a shelter to the new bus stop location. The project has a less-than-significant impact on transit.

**Finding 9 (Driveway Geometry):** Proposed geometry for primary access to Cavitt Drive is adequate. In addition, it has been determined that a taper at the Scholar Way project driveway location is not warranted based on the fact that this driveway is located on a merge lane for

eastbound traffic on Scholar Way. Furthermore, since the Scholar Way project driveway is restricted to right-turns-in only, introducing a taper would widen the driveway making it more likely that vehicles would attempt to illegally exit through this driveway to Scholar Way.

## Contents

REVISION HISTORY .....	i
EXECUTIVE SUMMARY .....	i
1. INTRODUCTION .....	1
1.1 Project Description.....	1
1.2 Report Organization.....	1
2. SCENARIOS, SETTING AND STUDY AREA .....	5
2.1 Study Scenarios .....	5
Existing 2020 Condition and Existing 2020 with Project Condition .....	5
EPAP 2025 Condition and EPAP 2025 with Project Condition .....	5
2.2 Project Area Roadways .....	7
2.3 Study Intersections .....	7
2.4 Transit .....	7
Folsom Stage Lines and Dial-A-Ride.....	7
Sacramento Regional Transit .....	8
El Dorado County Transit .....	8
2.5 Bicycle Facilities .....	9
3. METHODOLOGY .....	15
3.1 Process Overview .....	15
3.2 Level-of-Service Methodology .....	15
Intersection Traffic Operations Analysis.....	15
3.3 General Plan Thresholds .....	18
Level of Service .....	18
Bicycle/Pedestrian/Transit Facilities .....	19
3.4 Vehicle Miles Traveled Standards of Significance.....	19
3.5 Analysis Tools.....	20
4. EXISTING 2020 CONDITION .....	21
4.1 Existing Condition .....	21
Data Sources .....	21
Existing Condition Intersection and Segment Level-of-Service .....	22
4.2 Assessment of Proposed Project .....	22



Trip Generation .....	22
Trip Distribution .....	24
4.3 Existing 2020 with Project Conditions .....	24
5. EXISTING PLUS APPROVED PROJECTS (EPAP) 2025 CONDITION WITH AND WITHOUT PROJECT .....	29
5.1 EPAP 2025 Conditions .....	29
5.2 EPAP 2025 with Project Condition .....	31
6. PROJECT VMT IMPACTS AND GENERAL PLAN LEVEL-OF-SERVICE CONFORMITY .....	33
6.1 Vehicle Miles Traveled .....	33
6.2 Conformance with General Plan Level-of-Service Policy .....	33
7. OTHER CONSIDERATIONS .....	35
7.1 Internal Circulation and Site Plan Review .....	35
Parking Requirements .....	35
Minimum Required Throat-Depth .....	35
Emergency Vehicle Access .....	36
7.2 Bicycle/Pedestrian/Transit Facilities .....	36
7.3 Queueing .....	36
7.4 Driveway Geometry .....	36
7.5 Safety .....	37
8. FINDINGS, MITIGATION, AND RECOMMENDED CONDITIONS .....	39

## List of Appendices

A. Traffic Counts and Signal Timing Sheets .....	A-1
B. Level-of-Service and Signal Warrant Calculations .....	B-1
C. Travel Demand Model Plots and NCHRP 255 Calculations .....	C-1

## List of Tables

<b>Table 1. Study Intersections and Control .....</b>	<b>7</b>
<b>Table 2. Level-of-Service Criteria for Unsignalized Intersections .....</b>	<b>17</b>
<b>Table 3. Key Items and Sources for Geometry and Usage Data .....</b>	<b>21</b>
<b>Table 4. Existing 2020 Intersection Delay and Level-of-Service .....</b>	<b>22</b>
<b>Table 5. Project Trip Generation.....</b>	<b>23</b>
<b>Table 6. Baseline 2020 Intersection Delay and Level-of-Service, with and without Project .....</b>	<b>27</b>
<b>Table 7. EPAP 2025 Intersection Delay and Level-of-Service .....</b>	<b>30</b>
<b>Table 8. EPAP 2025 Intersection Delay and Level-of-Service, with and without Project .....</b>	<b>32</b>

## List of Figures

<b>Figure 1. Scholar Way Senior Housing Vicinity Map .....</b>	<b>2</b>
<b>Figure 2. Preliminary Site Plan .....</b>	<b>3</b>
<b>Figure 3. Project Area Roadways Including Study Intersections and Study Road Segments .....</b>	<b>6</b>
<b>Figure 4. Folsom Stage Lines Routes 10, 20 and 30.....</b>	<b>9</b>
<b>Figure 5. Bike Paths, Lanes, and Routes .....</b>	<b>11</b>
<b>Figure 6. Sharrow .....</b>	<b>12</b>
<b>Figure 7. Class IV Bikeway .....</b>	<b>12</b>
<b>Figure 8. Folsom Bike Map .....</b>	<b>13</b>
<b>Figure 9. Existing Condition Turn Movements and Geometry .....</b>	<b>23</b>
<b>Figure 10. Project Trip Assignment.....</b>	<b>25</b>
<b>Figure 11. Existing 2020 with Project Condition Turning Movements and Lane Geometry.....</b>	<b>26</b>
<b>Figure 12. EPAP 2025 Condition Turn Movements and Geometry.....</b>	<b>30</b>
<b>Figure 13. EPAP 2025 with Project Turning Movements and Lane Geometry .....</b>	<b>31</b>

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## 1. INTRODUCTION

This Transportation Impact Study (TIS) identifies impacts of the proposed Scholar Way Senior Housing project (the Project) on the motorized and unmotorized transportation systems in Folsom, California. This study has been prepared for the City of Folsom (City), Helix Environmental Inc., and USA Properties Fund, Inc.

### 1.1 Project Description

**Figure 1** provides a Project vicinity map. The Project consists of 110 affordable, age-restricted (senior) apartment units on an undeveloped 4.57-acre parcel at 89 Scholar Way in Folsom. A single three-story building (78,384 square feet) with two components separated by a breezeway is proposed. The building would be oriented on the site parallel to East Bidwell Street with parking lots located east, west, and north. A preliminary site plan is provided as **Figure 2**.

Primary vehicle access to the site would be from an existing driveway on Cavitt Drive. The entry will be reconfigured and a reciprocal access easement will allow shared use of the Cavitt Drive entry by the adjacent church and the proposed apartment project. An access drive (27-feet in width) would extend from the Cavitt Drive entry southwest to provide vehicle access to the site, in a flag lot configuration. An inbound-only entry (right-turn-in) entry from Scholar Way is located on the northwest side of the site. A transit stop adjacent to the Project site in the Scholar Way frontage will be relocated to accommodate one of the Project driveways.

Accessible pathways are planned around the building to provide a walking path for residents. Path connections are planned to connect southeast to the Broadstone Marketplace commercial site and southwest to the existing sidewalk on Scholar Way.

The Project includes 115 full-size, uncovered unassigned parking spaces in surface parking areas adjacent to the building. Parking is proposed at a ratio of 1.05 spaces per unit and the parking supply of 115 spaces includes twelve (12) accessible spaces. The parking supply proposed is consistent with the parking ratio provided at USA Properties' similar senior affordable apartment projects.

The site is designated Multi-Family High Density (MHD) in the General Plan. The General Plan designation has a maximum density of thirty (30) units per acre and the density of the proposed project is 26.9 units per acre. The site is zoned General Apartment District, Planned Development District (R-4 PD) within the Broadstone Unit No. 3 Specific Plan Area. Apartments are a permitted use in the R-4 zone. The applicant is requesting a Planned Development Permit for a 110-unit senior multi-family residential project.

### 1.2 Report Organization

This report includes the following sections: Introduction, Setting and Study Area (key roadways and intersections, regulatory setting, and analysis scenarios); Methodology (detailing the analysis procedures); analysis sections; discussion of other considerations, and findings and recommendations.





Figure 1. Scholar Way Senior Housing Vicinity Map

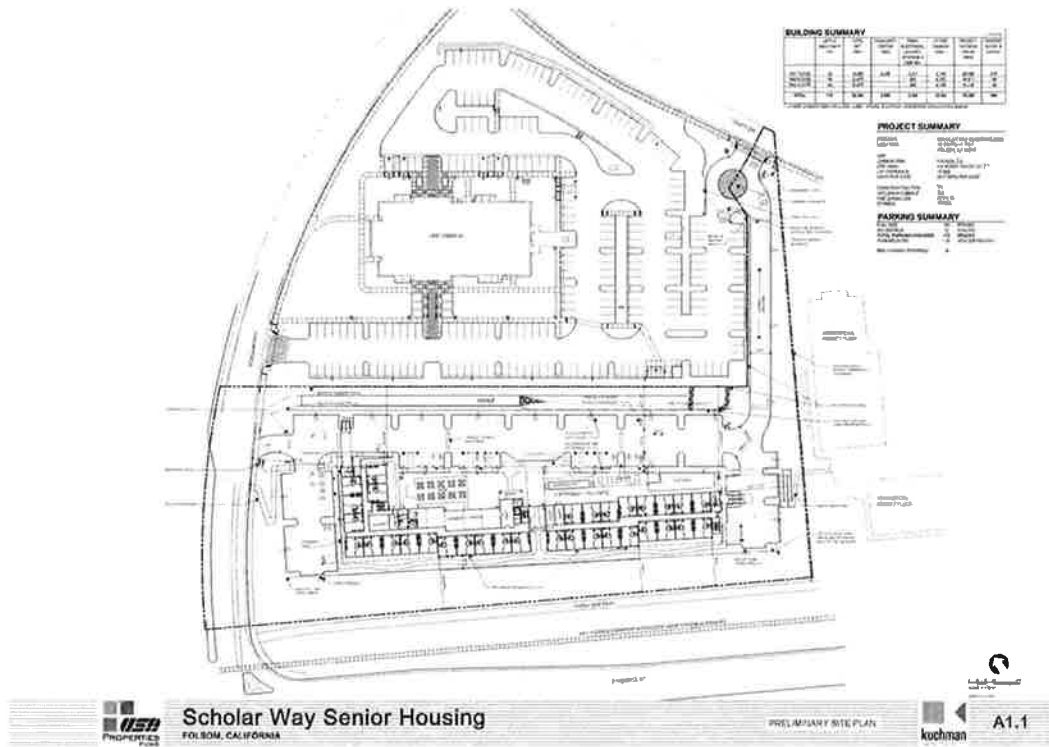


Figure 2. Preliminary Site Plan

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## 2. SCENARIOS, SETTING AND STUDY AREA

The Project generates fewer than 50 peak-hour trips which is the City's threshold for the type of traffic impact analysis required. Consequently this TIS evaluates traffic operations at two Project driveways and the Scholar Way/Cavitt Drive intersection which provides access to Folsom Lake College. In total, there are three study intersections (**Figure 3**).

### 2.1 Study Scenarios

Four scenarios were identified for inclusion in this TIS through consultation with City staff. These study scenarios were used to evaluate Project impacts relevant to General Plan Policy M4.1.3 relative to level of service. This study determines the weekday AM peak-hour, PM peak-hour, and Sunday peak-hour level-of-service at study intersections under the following scenarios:

- Existing 2020 without Project condition
- Existing 2020 with Project condition;
- Existing Plus Approved Projects (EPAP) 2025 without Project condition;
- EPAP 2025 with Project condition.

#### Existing 2020 Condition and Existing 2020 with Project Condition

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. 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 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



## 2.2 Project Area Roadways

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

**Scholar Way** is an east-west collector roadway with a raised median that runs between East Bidwell Street and Broadstone Parkway. Scholar Way provides access to Folsom Lake College through the Scholar Way/Cavitt Drive intersection. There are two eastbound lanes and two westbound lanes, with class 2 bike lanes, curb, gutter, and sidewalk, on both sides of the road. Turn pockets are provided at major intersections. The posted speed limit is 40 mph. There is no on-street parking and trucks are prohibited.

**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. The posted speed limit is 35 mph. Turn pockets are provided at major intersections.

## 2.3 Study Intersections

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

**Table 1. Study Intersections and Control**

Location	Control
1. Scholar Way/Cavitt Drive	All Way Stop Control (AWSC)
2. Cavitt Drive/Primary Project Driveway	Two Way Stop Control (TWSC)
3. Scholar Way/Secondary Project Driveway	Uncontrolled

## 2.4 Transit

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 District (SRTD). 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, operated by SRTD run Monday through Friday and 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 another.

- 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 - Serves Empire Ranch Road, East Natoma Street, Vista del Lago High School, Folsom Lake College and transfers to Route 10. There are one morning 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 within the Folsom city limits. It provides transportation to residents who have a physical, developmental, or mental disability. Senior citizens who are 55 years of age or older also qualify for this program.

#### Sacramento Regional Transit

SRTD light rail provides light rail 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 with 30-minute headways. There is also a connection to SRTD bus route 24 from Folsom Stage Lines route 10 at the Madison/Main stop. SRTD route 24 provides service to Sunrise Mall on an approximately hourly headways 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 the Missouri Flat Transfer Center in El Dorado County to the Folsom Iron Point light rail station, Folsom Lake College, and back.

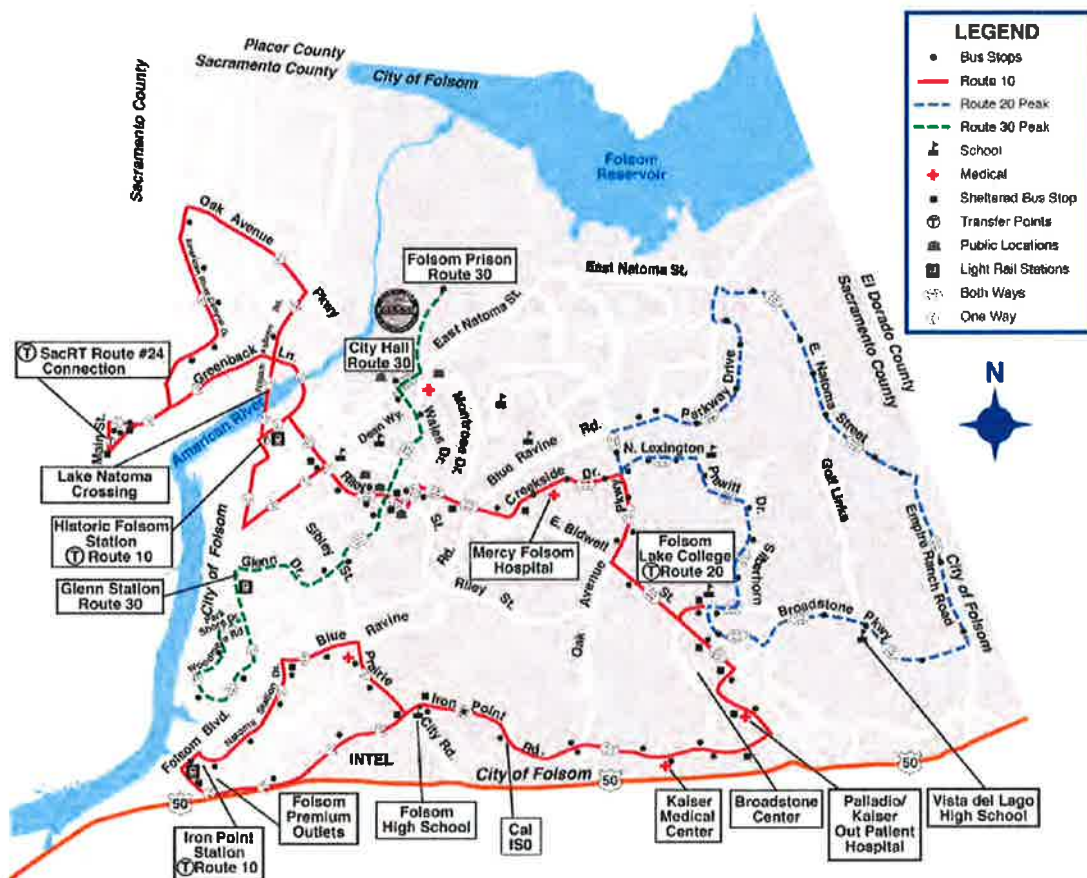


Figure 4. Folsom Stage Lines Routes 10, 20 and 30

## 2.5 Bicycle Facilities

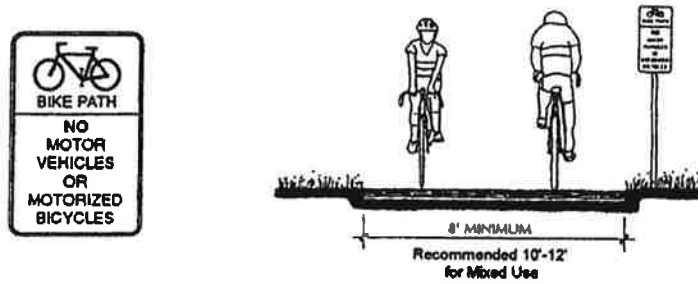
Folsom is one of the most bike friendly settings in California, with an existing comprehensive bikeway system that is extensive and connects to a vast number of historical and recreational attractions. Existing and planned bicycle facilities within the Project area are described in the 2007 Folsom Bikeway Master Plan<sup>1</sup> which provides 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. An updated bike plan is currently being prepared as part of the Folsom Active Transportation Plan. There are four types of bicycle facilities (Class 1, 2, 3, and 4) in Folsom.

<sup>1</sup> Folsom (2007) Bikeway Master Plan,  
[www.folsom.ca.us/city\\_hall/depts/parks/parks\\_n\\_trails/trails/bikeway\\_master\\_plan.asp](http://www.folsom.ca.us/city_hall/depts/parks/parks_n_trails/trails/bikeway_master_plan.asp).

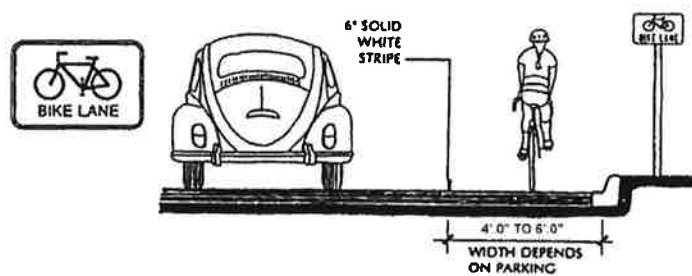
- Class 1 Bike Path:** A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way (**Figure 5**).
- Class 2 Bike Lane:** Any portion of roadway designated for bicycle use and defined by pavement marking, curbs, signs, or other traffic-control devices (**Figure 5**).
- Class 3 Bike Route:** A designated route through high demand corridors on existing streets and are usually shared with motor vehicles. Are indicated by periodic signs and do not require pavement markings (**Figure 5**). 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 6**) on the roadway is used to indicate the likely lateral location of bikes in the lane to inform motor vehicles.
- Class 4 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 7**.

**Figure 8** provides a Folsom bike map. All road segments in the study area include Class 2 bike lanes. There are existing and planned Class 1 trails along Iron Point Road, as well as a Class 1 trail connecting under US 50 paralleling the rail line located east of East Bidwell Street.

### BIKE PATH



### BIKE LANE



### BIKE ROUTE

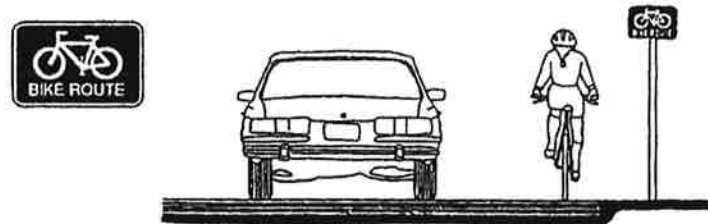


Figure 5. Bike Paths, Lanes, and Routes





**Figure 6. Sharrow**



**Figure 7. Class IV Bikeway**

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

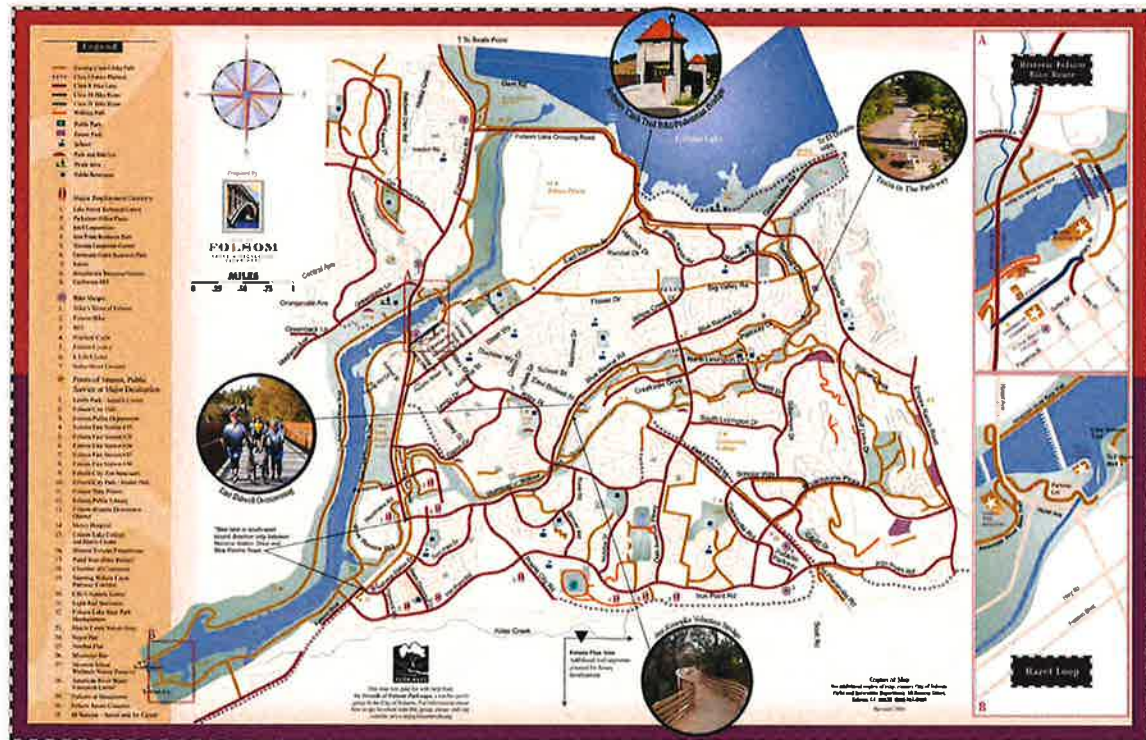


Figure 8. Folsom Bike Map

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### 3. METHODOLOGY

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

#### 3.1 Process Overview

The overall analysis process was structured to identify potential adverse transportation effects related to the Project, and evaluate consistency with General Plan Policy M4.1.3 relative to traffic level-of-service.

- Traffic volumes and turning movements for the Existing 2020 Condition were determined from observed traffic counts taken Thursday 9/19/2019 and Sunday 9/22/2019.
- EPAP volumes were based on five years of growth from the travel demand model, and crosschecked against growth from reasonably foreseeable projects effecting the study intersections.
- Study intersection traffic operations were analyzed both with and without the proposed Project to identify any anticipated inconsistencies with General Plan Policy M4.1.3 relative to traffic level of service.
- California Environmental Quality Act (CEQA) impacts are based on qualitative vehicle miles of travel (VMT) analysis and significance criteria from the General Plan (Policy NCR 3.1.3), and CEQA guidance from the Governor's Office of Planning and Research<sup>2 3</sup>.

#### 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 staff, the following procedures described below for intersection traffic operations analysis were utilized for this TIS.

##### Intersection Traffic Operations Analysis

##### Unsignalized Intersections

The methodology from HCM 6<sup>th</sup> 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

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<sup>2</sup> OPR (2018) Technical Advisory on Evaluating Transportation Impacts In CEQA, [http://www.opr.ca.gov/docs/20190122-743\\_Technical\\_Advisory.pdf](http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf).

<sup>3</sup> OPR's webinar on SB 743 implementation, 4/16/2020.

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 is for each movement (or group of movements) based upon the respective average delay per vehicle. **Table 2** 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 2**. 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 2. Level-of-Service Criteria for Unsignalized Intersections**

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

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

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

**Source:** Transportation Research Board (2016) Highway Capacity Manual 6<sup>th</sup> 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)<sup>4</sup>, *“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*

<sup>4</sup> 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.

- *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 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 General Plan Thresholds

#### Level of Service

Consistency with General Plan level-of-service policies for the proposed Project were determined based on the methods described above and identified as either "conforming" or "non-conforming". General Plan Policy M 4.1.3 addresses level of service:

*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.*

The General Plan Environmental Impact Report (EIR) includes a criterion addressing potential impacts at locations that operate at level-of-service E or F under no-project conditions. Under this standard, a non-conforming situation 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, level-of-service is considered potentially non-conforming 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.

#### 3.4 Vehicle Miles Traveled Standards of Significance

Under State Law (SB 743), on July 1, 2020, vehicle miles traveled (VMT) will become the only metric for evaluating significant transportation impacts in environmental impact analyses required under the California Environmental Quality Act (CEQA). Without specific General Plan guidance for VMT thresholds, this analysis uses a qualitative screening against The Governors' Office of Planning and Research (OPR) guidance of a 15% per capita VMT reduction and utilizes OPR's suggested exemption for affordable housing projects.

Folsom General Plan policy NCR 3.1.3 addresses VMT, as stated 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."

OPR has published guidance recommended 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 Plan<sup>5</sup>. Qualitative assessment of VMT reduction is acceptable to screen projects<sup>6</sup>.

Based on these criteria, a project will be considered to have a potentially significant impact if it:

- Per capita VMT from residential projects is anticipated to be greater than 85% of the regional average per capita VMT.
- The project is anticipated to inhibit implementation of planned pedestrian, bicycle, or transit improvements.

### 3.5 Analysis Tools

Control delays and level-of-service for study intersections were calculated using the PTV Vistro<sup>7</sup> analysis software (Version 2020 SP 0-3). Vistro implements the methodologies of the 6<sup>th</sup> Ed. of the Highway Capacity Manual and models traffic controls and vehicle delays.

Vistro also evaluates traffic signal warrants. The software requires data on road characteristics (geometric), traffic counts, and the signal timing data for each analysis intersection. In general, default parameters were used, except in locations where specific field data are available. Heavy vehicle percentages of 2% were assumed during the peak hour which is a conservative estimate because trucks are prohibited on Scholar Way.

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<sup>5</sup> OPR (2018) Technical Advisory on Evaluating Transportation Impacts In CEQA, [http://www.opr.ca.gov/docs/20190122-743\\_Technical\\_Advisory.pdf](http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf).

<sup>6</sup> OPR's webinar on SB 743 implementation, 4/16/2020.

<sup>7</sup> PTV (2018) Vistro, PTV America, Portland OR.

## 4. EXISTING 2020 CONDITION

This section presents the Existing Condition. For purposes of this TIS, Existing Conditions represent typical midweek, non-holiday, traffic volumes in 2020<sup>8</sup> 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 3** shows the key items included in the geometric data and the source for each item.

**Table 3. 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.

<sup>8</sup> Traffic Counts were collected on Thursday 9/19/2019 and Sunday 9/22/2019



**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 on Thursday September 19, 2019 and Sunday September 22, 1990, prior the COVID-19 pandemic onset. Traffic count data sheets are provided in **Appendix A** of this TIS. 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 flows. 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 4** presents a summary of level-of-service results for the study intersections under Existing Conditions. All study intersections operate at level-of-service B or better during the AM, PM, and Sunday peak hours. Calculation sheets for intersection delay and level-of-service are provided in **Appendix B**.

**Table 4. Existing 2020 Intersection Delay and Level-of-Service**

Location	Control	2020 Existing AM	2020 Existing PM	2020 Existing Sunday	Peak-hour Signal Warrant
1. Scholar Wy/Cavitt Dr	AWSC	14.2/B	10.5/B	8.7/A	Not Met
2. Cavitt Dr/Primary Project Driveway	TWSC (EB approach controls)	9.1A	8.9/A	9.8/A	Not Met
3. Scholar Wy/Secondary Project Driveway	Un-controlled	Driveway intersection does not exist without Project.			

## 4.2 Assessment of Proposed Project

### Trip Generation

Projected traffic generated by the proposed Project was calculated using trip generation factors from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10<sup>th</sup> Edition (2017), and is provided in **Table 5** below.

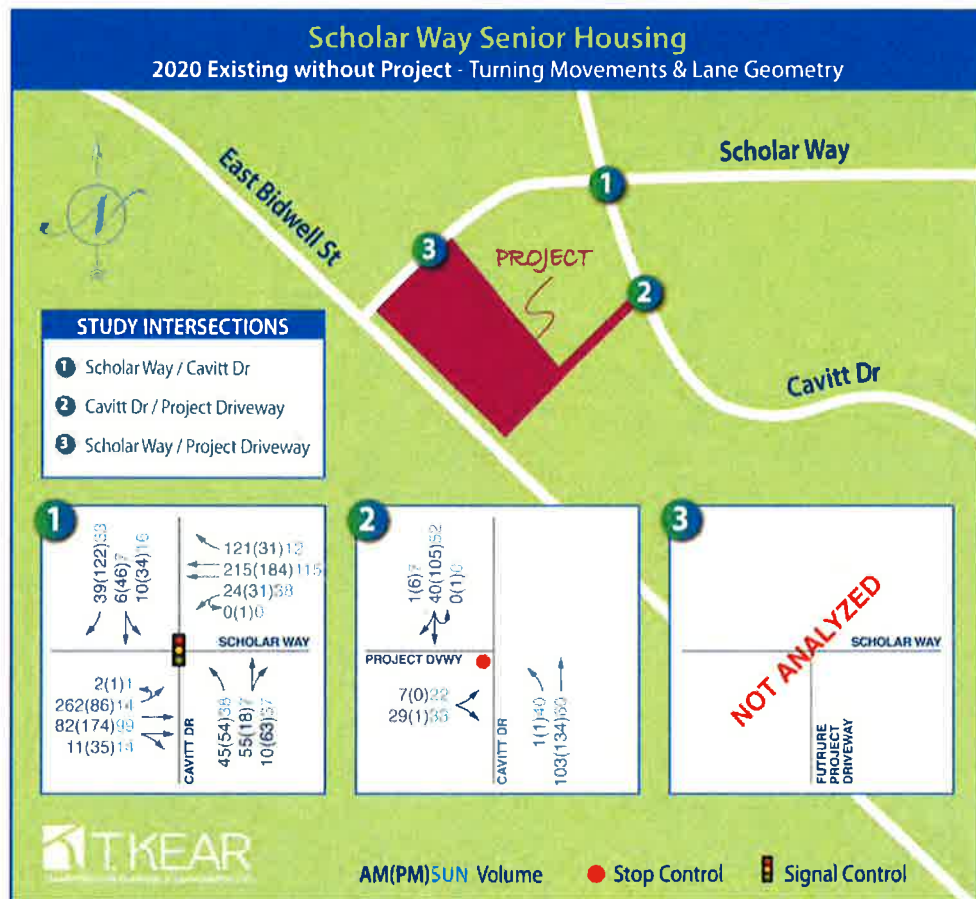


Figure 9. Existing Condition Turn Movements and Geometry

Table 5. Project Trip Generation

Description	ITE Land Use	Quantity	Metric	Daily	AM Peak-Hour			PM Peak-Hour			Sunday Peak-Hour		
					Total	In	Out	Total	In	Out	Total	In	Out
Senior Adult Housing - Attached	252	110 Dwelling Units	Rate	3.79	0.33	47%	53%	0.32	53%	47%	0.36	64%	36%
			Trips	417	36	17	19	35	19	16	40	25	15

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.

Sunday Peak: Average Rate.

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:

- 6% to/from the north on Cavitt Drive;
- 12% to/from the south on Cavitt Drive;
- 6% to/from the east on Scholar Way;
- 24% to/from the north on East Bidwell Street;
- 52% to/from the south on East Bidwell Street.

Project trip assignment is shown in **Figure 10**.

#### 4.3 Existing 2020 with Project Conditions

Project peak-hour traffic was added to the Existing 2020 turning volumes at each intersection. Delay and level-of-service were determined at the study intersections. **Figure 11** summarizes the turning movements and lane configurations for the Existing with Project Condition. **Table 6** presents a summary of level-of-service results for the study intersections under Existing Conditions. All study intersections operate at level-of-service B or better during the AM, PM, and Sunday peak hours. Calculation sheets for intersection delay and level-of-service are provided in **Appendix B**.

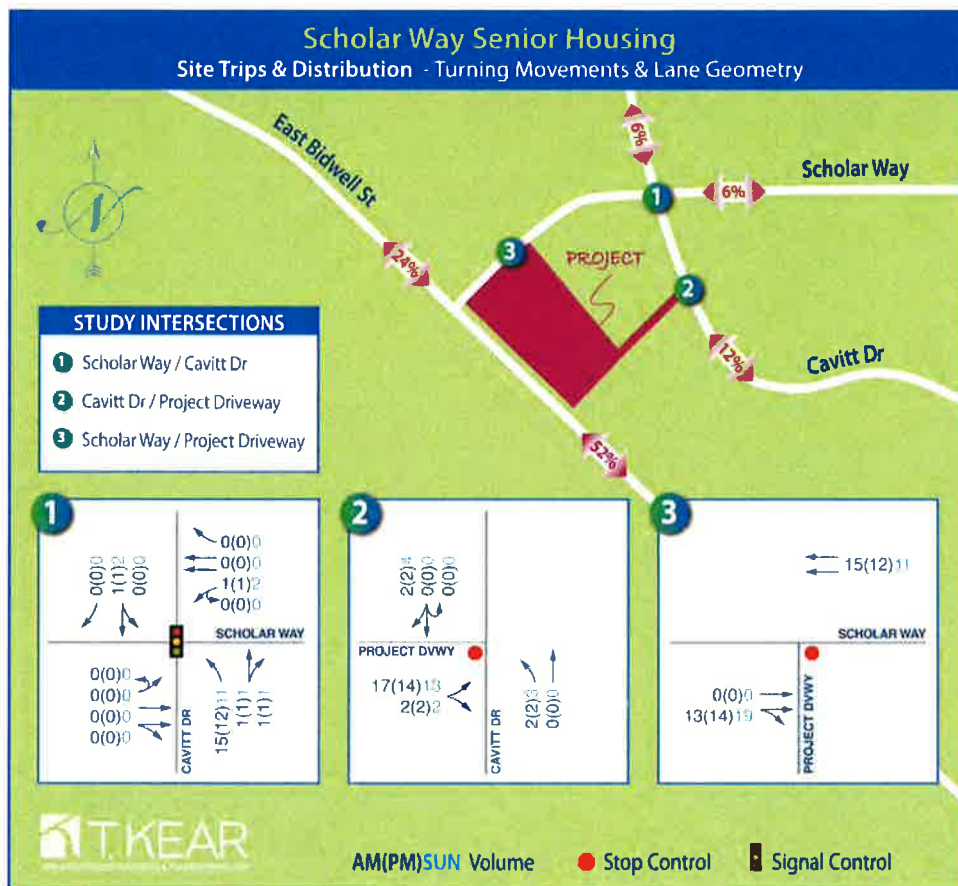


Figure 10. Project Trip Assignment

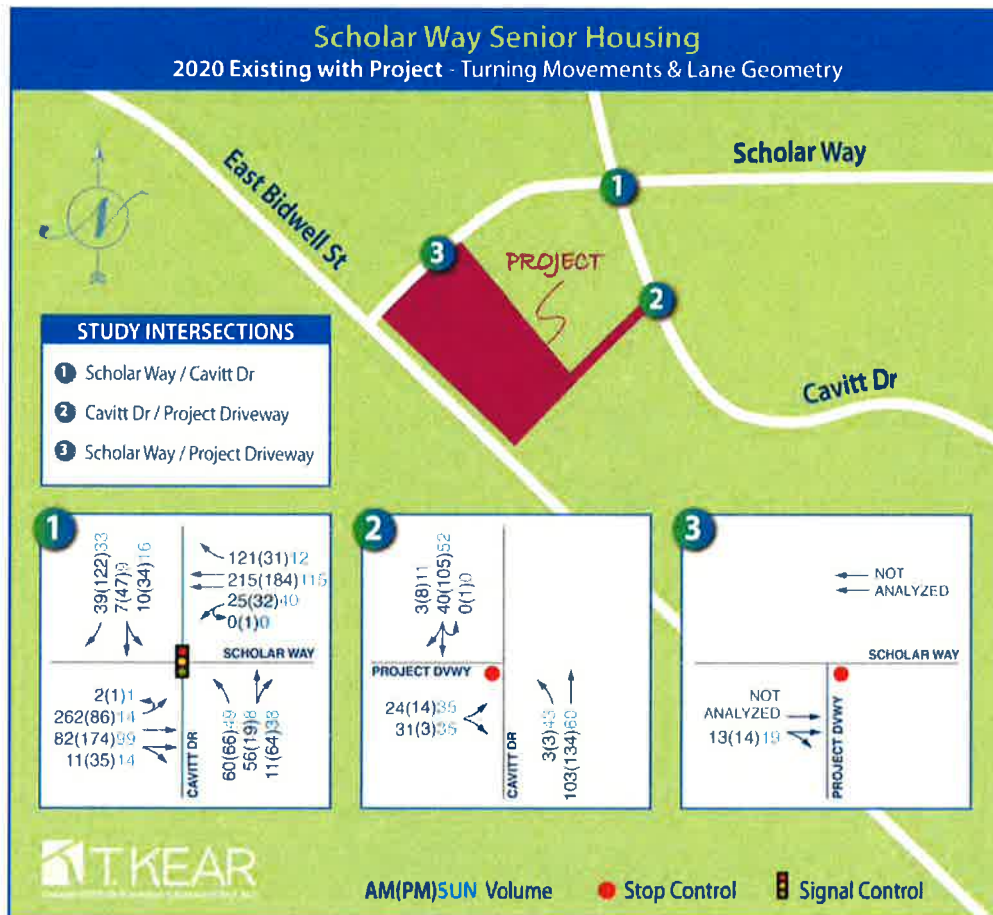


Figure 11. Existing 2020 with Project Condition Turning Movements and Lane Geometry



Table 6. Baseline 2020 Intersection Delay and Level-of-Service, with and without Project

Location	Control	2020 Existing AM	2020 Existing PM	2020 Existing Sunday	2020 Existing Peak-Hour Signal Warrant	2020 Existing + Proj. AM	2020 Existing + Proj. PM	2020 Existing + Proj. Sunday	2020 Existing + Proj. Peak-Hour Signal Warrant
1. Scholar Way/Cavitt Dr	AWSC	14.2/B	10.5/B	8.7/A	Not Met	14.5/B	10.6/B	8.8/A	Not Met
2. Cavitt Dr/Primary Project Driveway	TWSC (EB approach controls)	9.1A	8.9/A	9.8/A	Not Met	9.6A	10.1/B	10.2/B	Not Met
3. Scholar Way/Secondary Project Driveway	Un-controlled	Driveway intersection does not exist without Project.				Uncontrolled, level-of-service not applicable			

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

This section presents the Existing Condition plus traffic from planned and approved projects that are reasonably expected to be constructed by the time the Project is constructed, which corresponds to five years of growth. Five-year traffic forecasts were developed using two different methodologies.

The first method was based on the travel demand model, and projected traffic from 31 recent project applications that have not been built as of September 2019. One project, the Talavera Apartments (304 dwelling units, now leasing) was identified with the potential to impact study intersections. The Talavera Apartments are anticipated to generate: 28 inbound and 81 outbound trips during the AM peak hour, and, 82 inbound and 52 outbound trips during the PM peak hour. Six percent of trips are expected to travel to and from Folsom Lake College via Cavitt Drive.

The second method was based on five years of estimated growth from the travel demand model was estimated based on linearly interpolating the 2015 and 2035 travel demand model outputs to reflect 2020 and 2025 approach and departure volumes at each intersection. Turning movements were then estimated based on observed counts and growth from the travel demand model using the NCHRP 255 method. Travel demand model plots and NCHRP 255 calculations are provided in **Appendix C**.

### 5.1 EPAP 2025 Conditions

The EPAP 2025 Conditions analysis utilizes lane configurations and intersection controls from the Existing 2020 Conditions. **Figure 12** summarizes the turning movements and lane configurations for the EPAP 2025 Conditions scenario. **Table 7** presents a summary of level-of-service results for the study intersections under EPAP 2025 Conditions. All study intersections operate at level-of-service C or better during the AM, PM, and Sunday peak hours. Calculation sheets for intersection delay and level-of-service are provided in **Appendix B**.

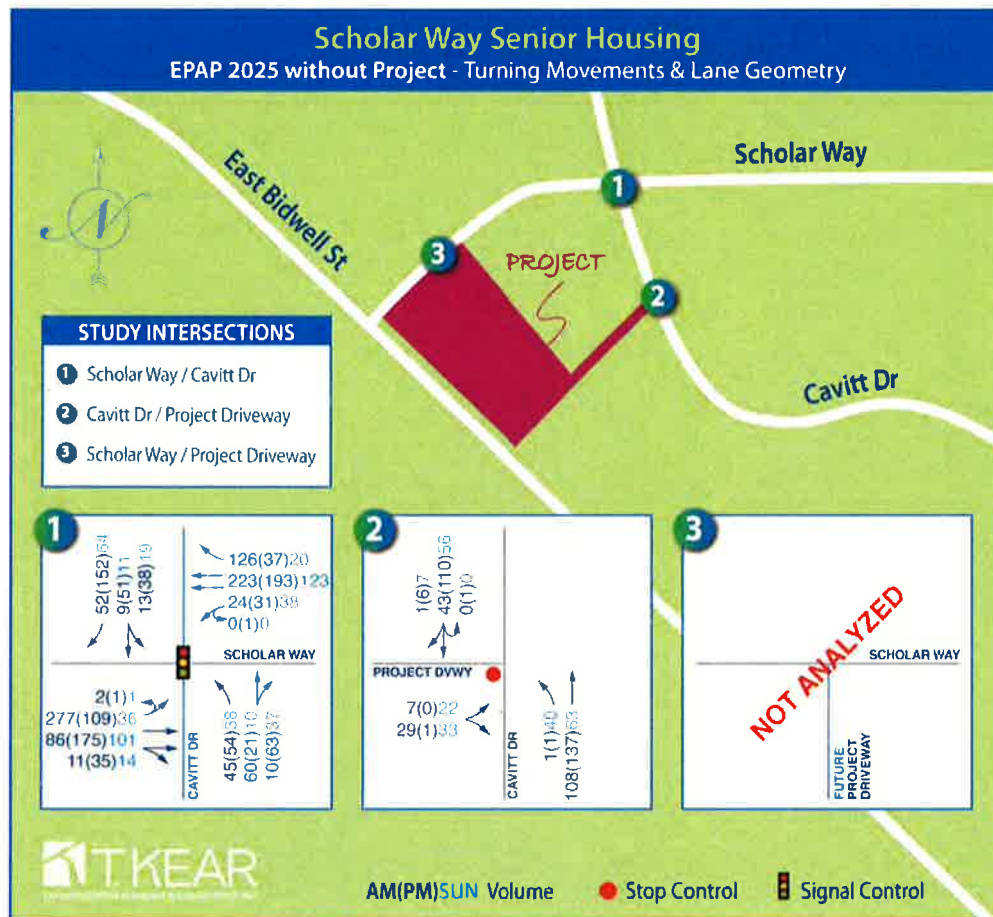


Figure 12. EPAP 2025 Condition Turn Movements and Geometry

Table 7. EPAP 2025 Intersection Delay and Level-of-Service

Location	Control	2025 EPAP AM	2025 EPAP PM	2025 EPAP Sunday	Peak-Hour Signal Warrant
1. Scholar Way/Cavitt Dr	AWSC	15.5/C	10.9/B	9.0/A	Not Met
2. Cavitt Dr/Primary Project driveway	TWSC (EB approach controls)	9.1A	8.9/A	9.8/A	Not Met
3. Scholar Way/Secondary Project Driveway	Uncontrolled	Driveway intersection does not exist without Project.			

## 5.2 EPAP 2025 with Project Condition

Peak-hour traffic associated with the Project was added to EPAP 2025 turning volumes at each intersection. Delay and level-of-service were then determined at the study intersections. **Figure 13** summarizes the turning movements and lane configurations for the EPAP 2025 with Project Condition. **Table 8** presents a summary of the level-of-service results for the study intersections. All study intersections operate at level-of-service C or better during the AM, PM, and Sunday peak-hours. Calculation sheets for intersection delay and level-of-service are provided in **Appendix B**.

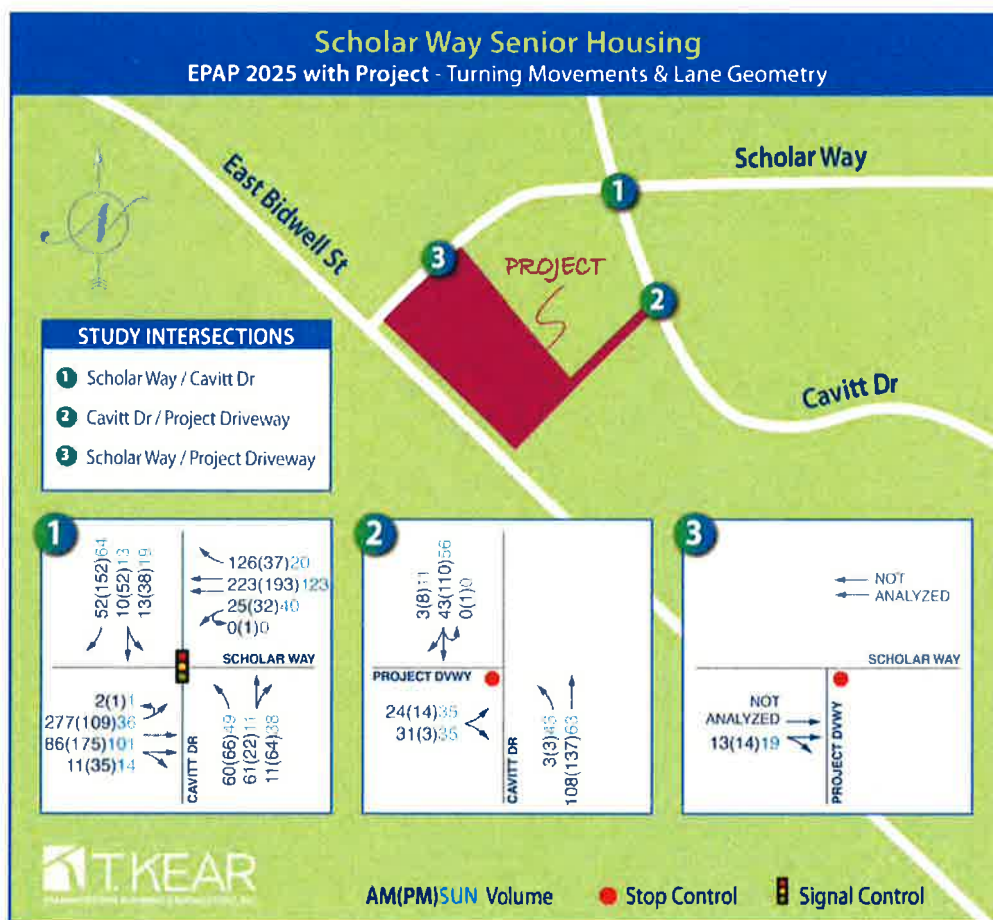


Figure 13. EPAP 2025 with Project Turning Movements and Lane Geometry



Table 8. EPAP 2025 Intersection Delay and Level-of-SERVICE, with and without Project

Location	Control	2025 EPAP AM	2025 EPAP PM	2025 EPAP Sunday	2025 EPAP Peak- Hour Signal Warrant	2025 EPAP + Proj. AM	2025 EPAP + Proj. PM	2025 EPAP + Proj. Sunday	2025 EPAP + Proj. Peak- Hour Signal Warrant
1. Scholar Way/Cavitt Dr	AWSC	15.5/C	10.9/B	9.0/A	Not Met	15.8/C	11.0/B	9.1/A	Not Met
2. Cavitt Dr/Primary Project Driveway	TWSC (EB approach controls)	9.1A	8.9/A	9.8/A	Not Met	9.7A	10.1/B	10.3/B/A	Not Met
3. Scholar Way/Secondary Project Driveway	Un-controlled	Driveway intersection does not exist without Project.				Uncontrolled, level-of-service not applicable			

## 6. PROJECT VMT IMPACTS AND GENERAL PLAN LEVEL-OF-SERVICE CONFORMITY

### 6.1 Vehicle Miles Traveled

Folsom General Plan policy NCR 3.1.3 addresses vehicle miles traveled (VMT) and states the following:

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.”

OPR has published guidance recommended 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 Plan<sup>9</sup>. Qualitative assessment of VMT reduction is acceptable to screen projects<sup>10</sup>.

Under State Law (SB 743), on July 1, 2020, VMT will become the only metric for evaluating significant transportation impacts in environmental impact analyses required under the California Environmental Quality Act (CEQA). Without specific General Plan guidance for VMT thresholds, this analysis uses 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 none 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 that will reduce the number of trips necessary for goods and services. Based on the trip generation, the Project’s per capita VMT is projected to be at least 32% below City and regional VMT per capita. In addition, affordable housing has lower trip generation rates than market rate housing. OPR guidance recommends that all affordable housing be considered to have a less-than-significant impact<sup>11</sup>.

Based on OPR’s guidance, the Project is anticipated to have a **less-than-significant** impact on per capita VMT.

### 6.2 Conformance with General Plan Level-of-Service Policy

All study intersections are anticipated to operate at level-of-service C or better under all study scenarios, both with and without the addition of Project traffic. The Project is not projected to

<sup>9</sup> OPR (2018) Technical Advisory on Evaluating Transportation Impacts In CEQA, [http://www.opr.ca.gov/docs/20190122-743\\_Technical\\_Advisory.pdf](http://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf).

<sup>10</sup> OPR's webinar on SB 743 implementation, 4/16/2020.

<sup>11</sup> OPR's webinar on SB 743 implementation, 4/16/2020.

create new impacts to or worsen traffic level of service, consistent with General Plan Policy M4.1.3. All intersection level of service impacts are considered less than significant.

## 7. OTHER CONSIDERATIONS

### 7.1 Internal Circulation and Site Plan Review

This section reviews parking, driveway throat-depth, and emergency vehicle access shown on the preliminary site plan shown in **Figure 2** (page 3).

#### Parking Requirements

The City does not have an adopted parking standard for age-restricted (senior) multi-family housing. With a Planned Development (PD), parking supply is established through the PD permit process.

**Proposed Project Parking:** 115 spaces (1.05 parking spaces per unit)

**Parking Demand:** The ITE Parking Generation Manual<sup>12</sup> 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 (three observations), yet the proposed parking ratio of 1.05 is greater than 3.5 standard deviations greater than the mean parking demand. Consequently, the proposed parking for the Project is 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 Scholar Way Senior Housing project.

**Finding:** The proposed parking supply is adequate for the 110 multi-family units proposed in the Project.

#### Minimum Required Throat-Depth

**Minimum Required Throat-Depth (MRTD):** For an 81-160 unit apartment complex, the standard for the MRTD is 50 feet<sup>13</sup>. This 50-foot length represents vehicle storage equivalents, which means the total required length 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:** As shown on the preliminary site plan in **Figure 2** (page 3), the throat depths for the primary and second driveways exceed 50 feet and 25 feet, respectively.

<sup>12</sup> ITE (2010) Parking Generation 4<sup>th</sup> Edition, Institute of Transportation Engineers, Washington DC.

<sup>13</sup> 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>.

**Finding:** The MRTD of the Project driveways meet the standard because the primary driveway throat depth meets the minimum standard of 50 feet.

#### Emergency Vehicle Access

The Project's internal drive isles are designed with minimum 25-foot inner and 50-foot turning radii to accommodate fire department access.

**Finding:** Emergency vehicle access is designed consistent with standards and is adequate.

### 7.2 Bicycle/Pedestrian/Transit Facilities

The Project does not inhibit the use of bicycle or pedestrian facilities; eliminate existing bicycle, or pedestrian facilities; or prevent the implementation of planned bicycle, or pedestrian facilities. The Project includes accessible pathways around the building to provide a walking path for residents. Path connections are planned to paths internal to the Project site, southeast to the Broadstone Marketplace commercial site, and southwest to the existing sidewalk on Scholar Way.

Construction of the driveway accessing Scholar Way will conflict with an existing bus stop on the southeast side of Scholar Way. The stop is utilized by Folsom Stage Lines Route 20. The project proposes to relocate the bus stop between the Project driveway and the LDS Church driveway on the southern side of Scholar Way. Buses exiting the relocated bus stop need to make a left turn at Cavitt Drive and therefor require adequate spacing to the Scholar Way/Cavitt Drive intersection.

**Finding:** The Project has a **less-than-significant** impact on pedestrians and bicycles. With relocation of the effected bus stop, transit impacts will be less-than-significant.

### 7.3 Queueing

Anticipated 95<sup>th</sup>-percentile left turn queue lengths were reviewed and are less than 30-feet under all study scenarios and intersections.

**Finding:** Existing turn pockets are adequate.

### 7.4 Driveway Geometry

The secondary driveway from eastbound Scholar Way is projected to accommodate approximately 13 to 19 peak-hour right turn movements into the Project, depending on the period (AM peak-hour, PM peak-hour, and Sunday peak-hour). City standards requires a 60-foot right turn taper in conditions with ten or more peak-hour right turns into a driveway, and a 150-foot pocket plus 60-foot taper, with 50 or more peak-hour right turns. However, in the particular case, The City has determined that the 60-foot taper is not warranted based on the fact that the Scholar Way project driveway is located on an existing merge lane for eastbound traffic on Scholar Way. Furthermore, since the Scholar Way project driveway is restricted to right-turns-in only, introducing a taper would widen the driveway making it more likely that vehicles would attempt to illegally exit through this driveway to Scholar Way.



**Finding:** Driveway geometry has been determined to be adequate.

#### 7.5 Safety

Potential geometric constraints and safety issues were evaluated, including driveway spacing, sight triangles, and Statewide Integrated Traffic Records System (SWITRS) collision data. In the last five years, there have been two non-injury accidents proximate to the Project site including one near the adjacent church's Scholar Way driveway and the second at the entrance to the northbound left turn pocket at the Scholar Way/Cavitt Drive intersection. No issues were identified that suggest atypical or unsafe frontage conditions that require additional analysis.

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## 8. FINDINGS, MITIGATION, AND RECOMMENDED CONDITIONS

**Finding 1 (Trip Generation):** The Project is anticipated to generate 417 daily vehicle trips including 36 AM peak-hour vehicle trips, and 40 PM peak-hour vehicle trips. Fewer than 50 peak-hour project trips are projected to pass through any intersection.

**Finding 2 (Level-Of-Service):** All study intersections are anticipated to operate at level-of-service C or better under all study scenarios. The Project is not projected to create new impacts to or worsen traffic level- of- service, pursuant to General Plan Policy M4.1.3. Impacts to level of service are considered less than significant.

**Finding 3 (Vehicle Miles Traveled):** Per capita Project VMT is projected to be at least 15% less than City and regional per capita VMT. Project VMT impacts are considered less than significant.

**Finding 4 (Parking):** The proposed parking supply of 115 spaces (1.05 space per unit) is adequate and sufficient for the proposed use.

**Finding 5 (Minimum Required Throat Depth):** The standards for driveway throat depths are met.

**Finding 6 (Emergency Vehicle Access):** Emergency vehicle access is adequate.

**Finding 7 (Pedestrian and Bicycle):** The Project does not result in impacts to pedestrian and bicycle facilities. Impacts to pedestrian and bicycle facilities are considered less than significant.

**Finding 8 (Transit):** The existing Scholar Way transit stop fronting the Project site is being relocated further to the north between the existing LDS Church project driveway and the proposed project driveway on Scholar Way. The applicant is proposing to add a shelter to the new bus stop location. The project has a less-than-significant impact on transit.

**Finding 9 (Driveway Geometry):** Proposed geometry for primary access to Cavitt Drive is adequate. In addition, it has been determined that a taper at the Scholar Way project driveway location is not warranted based on the fact that this driveway is located on a merge lane for eastbound traffic on Scholar Way. Furthermore, since the Scholar Way project driveway is restricted to right-turns-in only, introducing a taper would widen the driveway making it more likely that vehicles would attempt to illegally exit through this driveway to Scholar Way.

## **Attachment 20**

### **Parking Evaluation, dated September, 2020**

# Scholar Way Senior Housing

## Parking Evaluation

September 2020

The following evaluates the parking supply for the Scholar Way Senior Housing project, a 110-unit, affordable senior (age-restricted) apartment community proposed at the northeast corner of East Bidwell Street and Scholar Way in Folsom.

**Location.** The project site is on the northeast corner of East Bidwell Street and Scholar Way, southwest of Cavitt Drive. The project site consists of APN 072-0270-102, and the address is 89 Scholar Way.

**Proposed Project.** The proposed project is an affordable senior multi-family apartment community with 110 one-bedroom units in two three-story buildings. The target market for the project is adults 55 years old and older. The project site includes surface parking lots arranged around the buildings, landscaping, and indoor and outdoor amenities.

**General Plan and Zoning Designations.** The site's General Plan designation is Multi-Family High Density (MHD) in the East Bidwell Mixed Use Overlay. The General Plan designation has a maximum density of thirty (30) units per acre, and the project's density is 26.9 units per acre. The zoning classification for the site is SP 95-1 (Broadstone Unit No. 3 Specific Plan) with an underlying specific plan designation of R-4 PD (General Apartment, Planned Development District). Apartments are a permitted use consistent with the General Plan and zoning designations.

**Proposed Parking.** The project contains 115 off-street parking spaces (1.05 spaces per unit) in surface parking areas surrounding the buildings. The parking supply includes twelve (12) accessible spaces and twelve (12) electric vehicle charging station spaces.

**Parking Demands of Senior Residential Uses.** Senior (age-restricted) multi-family residential uses have lower demand for parking than non-age-restricted (family) projects. In a senior project, household size is smaller and fewer residents own vehicles. Vehicle use is also reduced because of the proximity of the project to nearby retail commercial, restaurants, Folsom Lake College, and the availability of transit services. Folsom Stage Line provides bus service in the area with a bus stop in the Scholar Way frontage adjacent to the project site.

### 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 senior 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 senior multi-family residential uses.



**Design Guidelines for Multi-Family Development.** The Design Guidelines for Multi-Family Development (1998) (Guidelines) 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 165 parking spaces.

This Guidelines considers the parking demands of family (non-senior) multi-family development projects, not senior units. Typically, senior households tend to have a lower auto-ownership rate and thus demand less parking. The parking recommendations in the Guidelines were adopted in 1998 and do not reflect current market trends and parking demands applicable to senior communities.

**ITE Parking Generation.** In the Institute of Transportation Engineers (ITE), *Parking Generation* (2010), the proposed project is categorized as Senior Adult Housing — Attached<sup>1</sup> defined as attached independent living developments, including retirement communities, senior housing, and active adult communities. The definition further describes residents who live independently, are typically active (requiring little to no medical supervision), and 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 sample range is 0.45 - 0.67 vehicles per dwelling unit, and the 85<sup>th</sup> percentile for the sample is 0.66. Applying these ratios to the project would require 65 and 73 spaces.

**Shared Parking.** The *Shared Parking* (2019) model projects parking between approximately the 85<sup>th</sup> and 95<sup>th</sup> percentile and parses out the recommended number of spaces. The NPA model projects the parking ratio is 0.85 parking spaces per unit during the weekday and 0.72 on weekends. Applying these ratios to the project would require 94 and 80 spaces.

**Standards from Other Jurisdictions.** The City of Folsom does not have an off-street parking standard for senior multi-family residential uses. In the region, three jurisdictions (Sacramento County, Elk Grove, and Roseville) have parking standards for senior multi-family residential uses. When applied to the proposed project, the parking standards from other jurisdictions require between 83 and 121 parking spaces.

Jurisdiction	Parking Standard	Equivalent Ratio	Required Parking for Project (110 units)
Elk Grove	0.5 spaces per unit and 0.25 spaces per unit for guests	0.75	83
Roseville	1 space per unit and 1 space per 10 units for guests	1.1	121
Sacramento County	0.5 spaces per unit and 0.5 spaces per unit overflow	1.0	110

<sup>1</sup> Institute of Transportation Engineers, *Parking Generation*, Fourth Edition, 2010.

### Comparison of Parking Rates for Senior Projects

**Comparable Senior Projects.** USA Properties Fund, Inc. operates affordable and market-rate (conventional) senior multi-family communities in other markets in the western United States. A parking analysis of eighteen of USA Properties' senior apartment communities in California and Nevada, including five projects in the Sacramento region, compared the parking spaces provided to parking occupied. The number of parking spaces per unit ranged from 0.70 to 1.19, with an average of 0.97 spaces per unit. At most of the senior communities studied, parking appeared to be overbuilt. Appendix A includes a list of the communities evaluated.

The project's parking ratio (1.05 spaces per unit) is higher than the average parking ratio for USA's similar senior multi-family projects (0.97 spaces per unit).

### Conclusion

	Parking Ratio	Parking Spaces for Project
Proposed Project (110 units)	1.05	115
Folsom Municipal Code	No standard	-
Broadstone Unit No. 3 Specific Plan	No standard	-
Design Guidelines for Multi-Family Development	1.50	165
ITE Parking Generation		
Average peak	0.59	65
85 <sup>th</sup> percentile	0.66	73
Shared Parking		
Weekday Parking	0.85	94
Weekend Parking	0.72	80
Other Jurisdictions		
Elk Grove	0.75	83
Roseville	1.1	121
Sacramento County	1.0	110
Comparable USA Properties Senior Projects	0.97	107

The proposed parking supply of 115 spaces is ample and appropriate because the project is age-restricted to seniors over 55 years. Senior residential communities' residents typically drive less and have a lower vehicle ownership than those of family (non-senior) multi-family communities. The reduced parking demand for senior communities is also the result of reduced household sizes occupied by residents who no longer drive vehicles.

## Appendix A

### Parking Characteristics of USA Properties' Senior Multi-Family Projects

Community	Location	Number of Units	Number of Parking Spaces	Parking Ratio
Heritage Park at Woodman	Panorama City	155	109	0.70
Sierra Sunrise Apartments	Sacramento	119	88	0.74
Las Serenas Senior Apartments	Simi Valley	108	83	0.77
Heritage Park at Arcadia	Arcadia	54	48	0.89
Regency Court Apartments	Monrovia	115	105	0.91
Vintage Knolls Senior Apartments	Sacramento	92	85	0.92
Heritage Place at Tustin	Tustin	54	52	0.96
Vintage Grove Senior Apartments	LaVerne	110	106	0.96
Vintage Shores Senior Apartments	San Clemente	122	118	0.97
Vintage Glen Senior Apartments	Sacramento	124	122	0.98
Vintage Willow Creek Apartments	Folsom	184	184	1.00
Heritage Park at Cathedral City	Cathedral City	153	154	1.01
Vintage Paseo Senior Apartments	Simi Valley	176	185	1.05
<b>Scholar Way Senior Housing (Proposed)</b>	<b>Folsom</b>	<b>110</b>	<b>115</b>	<b>1.05</b>
Vintage at Kendall Apartments	San Bernardino	178	195	1.10
Vintage at Natomas Field Senior Apartments	Natomas	200	220	1.10
Vintage at Snowberry Senior Apartments	Riverside	224	249	1.11
Vintage Desert Rose Senior Apartments	Las Vegas	184	207	1.13
Heritage Park at Monrovia	Monrovia	78	93	1.19

Source: USA Properties Fund, Inc., 2020

## **Attachment 21**

### **Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program Dated October, 2020**

# Scholar Way Senior Apartment Community

## 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

October 2020 | COF-30

**Volume 1 of 2**



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# TABLE OF CONTENTS

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<b><u>Section</u></b>	<b><u>Page</u></b>
<b>1.0 INTRODUCTION .....</b>	<b>1</b>
<b>2.0 PROJECT BACKGROUND .....</b>	<b>1</b>
<b>3.0 PROJECT DESCRIPTION .....</b>	<b>2</b>
3.1 Project Location .....	2
3.2 Project Setting and Surrounding Land Uses .....	2
3.3 Project Characteristics .....	3
3.3.1. Parking and Circulation .....	3
3.3.2. Utilities .....	4
3.3.3. Sustainability Features .....	4
3.3.4. Trash/Recycling .....	5
3.3.5. Fencing and Signage .....	5
3.3.6. Landscaping .....	5
3.4 Construction and Phasing .....	6
3.5 City Regulation of Urban Development .....	6
3.5.1. General Plan .....	6
3.5.2. Zoning Ordinance .....	6
3.6 Other City Regulation of Urban Development .....	7
3.6.1. Community Development Department Standard Construction Conditions .....	7
3.6.2. City of Folsom Municipal Code .....	8
<b>4.0 PROJECT OBJECTIVES .....</b>	<b>9</b>
<b>5.0 REQUIRED APPROVALS .....</b>	<b>9</b>
<b>6.0 PREVIOUS RELEVANT ENVIRONMENTAL ANALYSIS .....</b>	<b>10</b>
6.1 City of Folsom General Plan .....	10
6.2 Tiering .....	10
6.3 Incorporation of the Folsom 2035 General Plan and Broadstone Unit No. 3 Specific Plan EIRs by Reference .....	11
<b>7.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED .....</b>	<b>12</b>
7.1 DETERMINATION .....	13
<b>8.0 ENVIRONMENTAL INITIAL STUDY CHECKLIST .....</b>	<b>14</b>
I. AESTHETICS .....	15

II.	AGRICULTURE AND FORESTRY RESOURCES .....	18
III.	AIR QUALITY .....	20
IV.	BIOLOGICAL RESOURCES .....	28
V.	CULTURAL RESOURCES .....	38
VI.	ENERGY .....	48
VII.	GEOLOGY AND SOILS .....	51
VIII.	GREENHOUSE GAS EMISSIONS .....	56
IX.	HAZARDS AND HAZARDOUS MATERIALS .....	62
X.	HYDROLOGY AND WATER QUALITY .....	66
XI.	LAND USE AND PLANNING .....	71
XII.	MINERAL RESOURCES .....	73
XIII.	NOISE .....	74
XIV.	POPULATION AND HOUSING .....	81
XV.	PUBLIC SERVICES .....	83
XVI.	RECREATION .....	86
XVII.	TRANSPORTATION .....	87
XVIII.	TRIBAL CULTURAL RESOURCES .....	97
XIX.	UTILITIES AND SERVICE SYSTEMS .....	101
XX.	WILDFIRE .....	104
XXI.	MANDATORY FINDINGS OF SIGNIFICANCE .....	106
<b>9.0</b>	<b>MITIGATION MONITORING AND REPORTING PROGRAM.....</b>	<b>109</b>
<b>10.0</b>	<b>INITIAL STUDY PREPARERS .....</b>	<b>109</b>
<b>11.0</b>	<b>REFERENCES .....</b>	<b>110</b>

## LIST OF TABLES

<u>No.</u>	<u>Title</u>	<u>Page</u>
1	Neighboring Land Uses .....	2
2	City of Folsom Development Standards for R-4 Zoning District .....	6
3	City of Folsom Municipal Code Regulating Construction and Development.....	8
4	Sacramento Valley Air Basin – Attainment Status .....	21
5	Summary of Annual Air Quality Data for Folsom Area Air Quality Monitoring Stations .....	22
6	Estimated Project Construction NOx Emissions .....	24
7	Estimated Project Construction PM Emissions.....	25
8	Previous Studies Conducted within 0.25-Mile of the Project Site .....	41
9	Previously Documented Resources within 0.25-Mile of the Project Site .....	43
10	California Electricity Sources 2017 .....	48
11	Local Activity and Potentially Active Faults .....	52
12	Global Warming Potentials and Atmospheric Lifetimes.....	57
13	Estimated Annual GHG Emissions from Project Construction.....	58
14	Estimated Annual GHG Emissions from Project Operation .....	59
15	City of Folsom Municipal Code Sections Regulating the Effects on Hydrology and Water Quality from Urban Development.....	68
16	Ambient Noise Measurement Results .....	75
17	Exterior-to-Interior Noise Levels.....	78
18	Level of Service Criteria for Unsignalized Intersections.....	89
19	Existing 2020 Intersection Delay and Level of Service .....	93
20	Project Trip Generation .....	93
21	Baseline 2020 Intersection Delay and Level of Service, with and without Project .....	94
22	EPAP 2025 Intersection Delay and Level of Service.....	94
23	EPAP 2025 Delay and Level of Service, with and without Project.....	95

## LIST OF APPENDICES

A	Figures
B	Air Quality Modeling Results and Greenhouse Gas Reduction Strategy Consistency Checklist
C	Biological Database Queries
D	Cultural Resources Assessment
E	Geotechnical Engineering Study
F	Phase 1 Environmental Site Assessment
G	Preliminary Drainage Study
H	Transportation Impact Study and Parking Evaluation
I	Tribal Cultural Resources Correspondence
J	Mitigation Monitoring and Reporting Program

## ACRONYMS AND ABBREVIATIONS

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AB	Assembly Bill
APN	Assessors Parcel Number
AWSC	All-Way Stop Control
BMP	Best Management Practices
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
CESA	California Endangered Species Act
CH <sub>4</sub>	Methane
CO	Carbon Monoxide
CO <sub>2</sub>	Carbon Dioxide
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CRHR	California Register of Historic Resources
CWA	Clean Water Act
dB	Decibels
dBA	A-weighted Decibel
DBH	Diameter at Breast Height
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
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
GHG	Greenhouse Gas Emissions
GWh	Gigawatt hours
GWP	Global Warming Potential
HFC	Hydrofluorocarbons
HVAC	Heating, Ventilation and Air Conditioning
ISMND	Initial Study/Mitigated Negative Declaration
ITE	Institute of Transportation Engineers
LOS	Level of Service
LSAA	Lake and Streambed Alteration Agreement
MBTA	Migratory Bird Treaty Act
MHD	Multi-Family High Density
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 Central Information Center
NOX	Nitrogen Oxides
NPDES	National Pollution Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
N <sub>2</sub> O	Nitrous Oxide
OHP	Office of Historic Preservation
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
O <sub>3</sub>	Ozone
PACE	Property Assessed Clean Energy
PD	Planned Development
PFC	Perfluorocarbons
PG&E	Pacific Gas & Electric
PM	Particulate Matter
PRC	Public Resources Code
ROG	Reactive Organic Gases
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCS	Sustainable Communities Strategy
sf	Square foot/feet
SF <sub>6</sub>	Sulfur Hexafluoride
SIP	State Implementation Plan
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utilities District
SSC	Species of Special Concern
SSO	Sanitary Sewer Overflows
STC	Sound Transmission Class
SWITRS	Statewide Integrated Traffic Records System
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
SVAB	Sacramento Valley Air Basin
TCR	Tribal Cultural Resources
TIS	Transportation Impact Study
TNM	Traffic Noise Model
TWSC	Two-Way Stop Control
UAIC	United Auburn Indian Community
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VMT	Vehicle Miles Traveled
WL	Watch List



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## 1.0 INTRODUCTION

USA Properties Fund, Inc. (Applicant) proposes to construct the Scholar Way Senior Apartment Community (proposed project), a 110-unit, affordable senior (i.e., age-restricted) apartment community on a 4.2±-acre site located at 89 Scholar Way on the northeast corner of East Bidwell Street and Scholar 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 §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) 072-0270-156 and falls within the plan area for the Broadstone Unit No. 3 Specific Plan (SP 95-1). The Broadstone Unit No. 3 Specific Plan (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 EIRs 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 Modeling and Greenhouse Gas Reduction Strategy Consistency Checklist, performed by HELIX Environmental Planning, Inc. (October 2020).
- Biological resource evaluation by HELIX Environmental Planning, Inc. (August 2020).
- Cultural Resources Assessment for the Scholar Way Senior Apartment Community, prepared by HELIX Environmental Planning (June 2020).

- Geotechnical Engineering Study for LDS Church Remainder Lot, prepared by Youngdahl Consulting Group (May 2019).
- Noise modeling, performed by HELIX Environmental Planning, Inc. (June 2020).
- Parking Evaluation, prepared by USA Properties Fund, Inc. (September 2020).
- Phase I Environmental Site Assessment for Remainder Lot 89 Scholar Way, prepared by Essel Environmental Consulting (May 2018).
- Preliminary Drainage Study, prepared by TSD Engineering, Inc. (March 2020).
- Scholar Way Senior Housing Transportation Impact Study, prepared by T. Kear Transportation Planning and Management, Inc. (July 2020).
- Tribal Consultation Record for Compliance with Assembly Bill 52 and CEQA for Scholar Way Senior Apartment Community, prepared by ECORP Consulting, Inc. (July 2020).

### 3.0 PROJECT DESCRIPTION

#### 3.1 Project Location

The project site is located at 89 Scholar Way, on the northeast corner of East Bidwell Street and Scholar Way, southwest of Cavitt Drive in the City of Folsom (City) in Sacramento County, California. The project site consists of APN 072-0270-156. The site has frontage along East Bidwell Street and Scholar Way. The 4.57 acres (gross) and 4.2 acres (net) project site is a flag lot behind a parcel that is developed with a 16,558 square-foot (sf) church and parking area. The site is located within Section 5, Township 9 North, Range 8 East (Mount Diablo Base and Meridian, United States Geological Survey 7.5-minute "Folsom and Clarksville Quadrangle"). Refer to **Figure 1** for the project location and **Figure 2** for the APN and parcel boundaries on an aerial photograph (Note: All figures are located in **Appendix A**). The property is owned by USA Properties Fund, Inc.

#### 3.2 Project Setting and Surrounding Land Uses

The project site is currently undeveloped. A church is located immediately east of the site, west of Cavitt Drive. East of Cavitt Drive is a residential subdivision (Village 3A of the Broadstone Unit 3 Specific Plan Area) and north of Scholar Way is the College Point Business Park and Folsom Lake College. Along the west boundary a railroad corridor with a bicycle trail separates the project site from East Bidwell Street and south of the project site is the Broadstone Marketplace Commercial Center.

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

**Table 1. Neighboring Land Uses**

Direction	Land Use
North	Scholar Way, College Point Business Park, Folsom Lake College
East	Church of Latter-day Saints, Cavitt Drive, residential subdivision
South	Broadstone Marketplace Commercial Center
West	Railroad corridor, bicycle trail, East Bidwell Street

### 3.3 Project Characteristics

All apartment units would be one-bedroom and one-bath. The units would be located within two three-story buildings connected by trellis-covered walkways (buildings totaling approximately 79,955 square feet). Residential units would range from approximately 530 to 574 square feet each. Each unit is designed with a full kitchen, living space, and storage closet. Some of the second- and third-floor units would have balconies. Twenty-two of the units would have a balcony (approximately 40 to 55 square feet). One of the units would be designated for the property manager. Maximum building height of the building, at the roofline, would range from approximately 36 to 41 feet above grade, and the parapets would screen the building-attached mechanical equipment from view. Of the 110 units, 109 would be affordable to low- and very-low-income senior households while the manager's unit would be a market rate unit.

Community amenities include an estimated 2,601 square foot community center on the first floor that would include a great room with large screen television, game and lounge areas, a business center, convenience kitchen and outdoor patio with seating areas, seat walls, patio tables with umbrellas, and barbeque area. Outdoor amenities would include the outdoor patio adjacent to the community center, bocce court with bench seating, community garden, and a dog park with synthetic turf. A leasing office is planned adjacent to the building entry. Refer to **Figure 3A** (Preliminary Site Plan), **Figure 3B** (Floor Plans), **Figure 3C** (Roof Plan and Unit Plans), and **Figures 4A and 4B** (Building Elevations).

#### 3.3.1. Parking and Circulation

Primary vehicle access to the site would be from an existing driveway on Cavitt Drive. The entry would be reconfigured and a reciprocal access easement would allow shared use of the Cavitt Drive entry by the existing church and the proposed apartment project. An access drive (24-feet in width) would extend from the Cavitt Drive entry southwest to provide vehicle access to the site, in a "flag lot" configuration. An inbound-only (right turn-in) entry from Scholar Way would be located on the northwest side of the site. Accessible pathways are planned around the buildings to provide a walking path for residents. Accessible path connections are planned southeast to the Broadstone Marketplace commercial and southwest to the existing sidewalk on Scholar Way.

The proposed project includes 115 full-size, uncovered unassigned parking spaces in surface parking areas adjacent to the building. The parking supply includes twelve (12) accessible spaces, and twelve (12) electric vehicle charging spaces, of which six (6) would be equipped with charging infrastructure. Proposed parking is provided at a ratio of 1.05 spaces per unit.

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 165 spaces, which exceeds the 115 spaces in the project.

The applicant proposes a parking supply of 115 spaces to correspond to the development being age-restricted to seniors over 55 years of age and occupied with a population that typically has fewer drivers and a lower rate of vehicle ownership compared to 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 USA Properties Fund completed a Parking Evaluation for the proposed project. In the evaluation they found that the proposed parking supply of 115 spaces is ample and appropriate because the project is age-restricted to seniors over 55 years. Residents of senior residential communities typically drive less and have a lower vehicle ownership than those of family (non-senior) multi-family communities; the reduced parking demand for senior communities is also the result of reduced household sizes occupied by residents who no longer drive vehicles (USA Properties Fund, Inc. 2020).

The Folsom Municipal Code requires one bicycle parking space for every five residential units. With 110 residential units, the project requires 21 bicycle parking spaces. Bike racks would accommodate twenty-four (24) bicycle parking spaces on the north side near the patio (6 spaces) and loading zone (10 spaces), and the east side of the building (8 spaces).

An existing bus stop adjacent to the project site on the east side of Scholar Way is proposed to be moved north a few feet to create space for the driveway into the site. The relocated bus stop would consist of a concrete pad with a bench, signage, and light standard. Folsom Stage Line provides regular bus service to the stop.

### **3.3.2. Utilities**

Proposed utilities include domestic water, sanitary sewer line, fire service line and fire water main, primary and secondary electric lines, and gas line. Domestic water would tie-in with existing public domestic water on Scholar Way and Cavitt Drive. Water located on-site would be privately owned and maintained. A sanitary sewer line would connect to existing public sewer lines on the southeastern portion of the site. Sanitary sewer located on-site would be privately owned and maintained. The fire service line and fire water main would also connect from Scholar Way. The on-site storm drain would conform to City of Folsom standards. The project would also include a rooftop photovoltaic (solar) system of approximately 199 kW.

### **3.3.3. Sustainability Features**

The project design incorporates sustainable features consistent with General Plan Goal LU 9.1 and the California Green Building Standards Code (CALGreen). The project would exceed the 2016 California Building Energy Efficiency Standards (Title 24, Part 6) by 15 percent or more. The project provides electric vehicle parking spaces (12) and charging stations (6) consistent with CALGreen. The buildings' position in a north-south orientation maximizes passive solar access and natural lighting. In addition, a rooftop photovoltaic system (approximately 199 kilowatts) would serve the community.

Hardscapes, such as decorative pavement, concrete refuse collection pads, pedestrian pathways, outdoor dining patios, dog park, and the bocce court would be constructed with cool paving materials (slag concrete). Cool paving areas, including shaded areas, account for approximately 68 percent of the non-roof impervious area.

### **3.3.4. Trash/Recycling**

Two indoor trash/recycling rooms on the ground level in northwest and northeast corners of the buildings would house two-yard trash and two-yard recycling dumpsters. In trash/recycling rooms on the upper levels, separate chutes for trash and recycling would empty refuse into dumpsters on the ground level. Residents would dispose of trash and recycling in the rooms, and maintenance staff would collect large or bulky items that do not fit in the chutes and deliver them to the ground floor trash/recycling rooms.

On the day of refuse collection, maintenance staff would roll the dumpsters out of the ground level trash/recycling rooms onto the two concrete pads outside of each of the trash rooms in the perimeter drive aisle. Each of the two concrete pads would be level and accommodate four two-yard dumpsters so that refuse collection vehicles can easily pick up the trash/recycling containers and safely move through the site. The pads accommodate the refuse vehicles' turning movements (25-foot inside and 50-foot outside radii).

Refuse trucks would enter the site from Scholar Way and travel through the site to collect the bins from the two concrete pads and exit the site onto Cavitt Drive. Immediately following collection, maintenance staff would move dumpsters inside the floor trash/recycling rooms. Private landscape contractors would haul green waste (organic) from the site.

### **3.3.5. Fencing and Signage**

A 42-inch tubular steel fence would be placed west of the pedestrian pathway adjacent to the building, at the top of the slope. Post and cable fencing would be installed east of the swale, between the swale and parking lot. A six-foot masonry wall would be located on the west edge of the access drive and on the northwest property line with the church. The Cavitt Drive and Scholar Way accesses would not be gated. Low-profile monument signs are proposed at the Cavitt Drive and Scholar Way entrances.

### **3.3.6. Landscaping**

Outdoor amenities include an outdoor patio adjacent to the community center, bocce court with bench seating, community garden, and a dog park with synthetic turf. Landscaping would be designed to complement the buildings and make a positive contribution to the overall aesthetics of the site. HVAC units would be roof-mounted and screened from sight to allow for additional landscaping. The landscape would be water efficient and low maintenance. Low-profile shrubs, including screening shrubs, are planned along with shade and canopy trees. Tree species would include strawberry, tulip, olive, Chinese pistache, palo verde, and crepe myrtle. The planting design features a variety of Mediterranean-style, native, drought-tolerant, and low-fuel species to create layers of color and text to complement the architectural style and setting. Refer to **Figure 5** Preliminary Landscape Plan.



### 3.4 Construction and Phasing

The project would be graded and constructed in a single phase and take approximately fourteen months to complete. Grading operations would occur in a single phase with approximately 6,673 cubic yards (cy) of cut, 992 cy of fill, and a net export of 5,682 cy of material.

### 3.5 City Regulation of Urban Development

#### 3.5.1. General Plan

The site is designated as Multi-Family High Density (MHD) in the Folsom 2035 General Plan. The MHD designation provides for multi-family residential units in apartment buildings. This designation has a maximum density of thirty (30) units per acre. In addition, the site has been assigned an overlay designation (East Bidwell Street Mixed-Use Overlay) by the General Plan.

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 density of the proposed project would be 26.9 units per acre. 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 SP 95-1 (Broadstone Unit No. 3 Specific Plan) with an underlying specific plan designation of R-4 PD (General Apartment, Planned Development). In the R-4 (General Apartment) zone, apartments are a-permitted use (Zoning Code 17.18.020).

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.

The project is consistent with applicable development standards for the R-4 zoning district (**Table 2**).

**Table 2. City of Folsom Development Standards for R-4 Zoning District**

	<b>Development Standards</b>	<b>Project</b>
Lot Area	7,500 sf	183,034 sf
Lot Width	75 feet	215 feet
Building Coverage	Maximum 60% of lot area	15.06%
Front Yard Setback	20 feet	55 feet
Rear Yard Setback	20% of lot depth, may not be less than 10 feet	92 feet
Side Yard Setback	10 feet	105 feet

### **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. 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 3**, 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 3. 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.
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, 2019 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), 2019 Edition, excluding Appendix Chapters A4, A5, and A6.1 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.

## 4.0 PROJECT OBJECTIVES

The project objectives are to:

- Provide affordable senior housing consistent with the 2035 General Plan, including the Housing Element, which identifies guiding principles, goals, and policies for housing choices for all generations.
- Develop housing opportunities at an infill location served by existing infrastructure, and proximate to services and commercial development.

## 5.0 REQUIRED APPROVALS

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

- Planned Development Permit for a 110-unit multi-family apartment project in the R-4 PD zone.

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

- Adoption of the Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program: The City of Folsom Planning Commission will act as the lead agency as defined by the California Environmental Quality Act (CEQA) and will have authority to determine if the Initial Study is adequate under CEQA.
- Approval of project: The City of Folsom Planning Commission will consider approval of the project and the entitlement 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:

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

City of Folsom  
Community Development Department  
50 East Natoma Street (2<sup>nd</sup> Floor)  
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 checked="" type="checkbox"/> Geology and Soils	<input checked="" type="checkbox"/> Greenhouse Gas Emissions	<input checked="" 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 checked="" 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

10/19/20  
Date

Steven Banks  
Printed Name

Principal Planner  
Title

## 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 checked="" type="checkbox"/>	<input 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 parcel proposed for development is currently vacant and has been rough graded. A church site is immediately east of the project site and west of Cavitt Drive. East of Cavitt Drive is a residential subdivision (Village 3A of the Broadstone Unit 3 Specific Plan Area) and north of Scholar Way is the College Point Business Park and Folsom Lake College. Along the west boundary a railroad corridor with a bicycle trail separates the project site from East Bidwell Street and south of the project site is the Broadstone Marketplace Commercial Center. The local setting is characterized by commercial development to the south, and residential to the east and west.

The proposed project includes the construction of 110 new senior multi-family apartment units within two three story buildings (78,384 square feet) connected by trellis-covered walkways over a breezeway. The maximum building height will range from 36'3" to 41'9" feet above grade. The development would include 115 full-size, uncovered parking spaces adjacent to the proposed buildings. HVAC units would be roof mounted and screened from view by building parapets.

Landscaping is proposed to complement the proposed building design and would include low-profile shrubs and canopy trees. Trees of various sizes would be planted in the parking lot areas surrounding the apartment buildings. Existing trees and vegetation outside of the project grading limits to the south 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 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?

**Less than significant impact.** The site is currently vacant and rough graded. A few trees are located south and east of the parcel. No other potential scenic resources are at the project site. The nearest officially designated state scenic highway is the segment of US Highway 50 from Placerville to Echo Summit, approximately 20 miles east (CalTrans 2019). The proposed project would have less than significant 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.** The proposed project is located within an urbanized area of Folsom, surrounded by commercial and residential development. The site is rough graded and the existing character of the site would be modified further by the proposed development. Although the proposed project would alter the existing visual character of the site and the surrounding area, the proposed project is consistent with types of uses envisioned and permitted in the Broadstone Unit No. 3 Specific Plan and the Folsom General Plan. Renderings of the proposed project are included in **Appendix A**. The project is consistent with the R-4 PD zone development standards and would be designed consistent with the Broadstone Unit No. 3 Specific Plan Design Guidelines and the City's Design Guidelines for Multi-Family Development. The design guidelines are intended to establish and reinforce the neighborhood character of the Broadstone Specific Plan through the use of quality design, materials, and colors. 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 would be screened, shielded, and directed downward to minimize glare towards the surrounding properties. New lighting installed 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 PD 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. 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 and surrounding area as Urban and Built-Up land (California Department of Conservation 2016). 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, Argonaut-Auburn complex, 3 to 8 percent slopes, is not Prime Farmland, Farmland of Statewide Importance, Farmland of Local Importance, or Unique Farmland.

- 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"/>

HELIX Environmental Planning conducted air quality modeling (CalEEMod) for the proposed project based primarily on the preliminary site plan and the Transportation Impact Study conducted by T. Kear Transportation Planning and Management (2020). Air quality modeling output files and quantitative results are presented in **Appendix B**.

#### 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 (NO<sub>x</sub>) and Reactive Organic Gasses (ROG), which result in Ozone (O<sub>3</sub>) formation. High concentrations of O<sub>3</sub> 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. At this time, the greatest pollution problem in the Folsom area is from NO<sub>x</sub>.

The City of Folsom 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 bring the District into 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 of Folsom, is shown in **Table 4**.

**Table 4. Sacramento Valley Air Basin – Attainment Status**

<b>POLLUTANT</b>	<b>STATE OF CALIFORNIA ATTAINMENT STATUS</b>	<b>FEDERAL ATTAINMENT STATUS</b>
Ozone	Nonattainment	Nonattainment
Suspended Particulate Matter (PM <sub>10</sub> )	Nonattainment	Attainment
Fine Particulate Matter (PM <sub>2.5</sub> )	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 2019; EPA 2019

The Sacramento County/Sacramento Metropolitan Area portion of the SVAB is currently in nonattainment for federal and/or state ozone, PM<sub>10</sub> and PM<sub>2.5</sub> 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<sub>x</sub> that occur in the presence of sunlight. ROG and NO<sub>x</sub> generators in Sacramento County include motor vehicles, recreational boats, other transportation sources, and industrial processes. PM<sub>10</sub> and PM<sub>2.5</sub> 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 Folsom, where the air quality data for ozone and PM<sub>2.5</sub> were obtained. Other data are reported from one additional location in Sacramento County. **Table 5** 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<sub>2.5</sub>, and PM<sub>10</sub> are expected to be fairly representative of the project site, due to the regional nature of these pollutants.

**Table 5. Summary of Annual Air Quality Data for Folsom Area Air Quality Monitoring Stations**

<b>POLLUTANT</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b><i>Ozone (O<sub>3</sub>) 1-hour: Monitoring location: Folsom – East Natoma Street</i></b>			
Maximum Concentration (ppm)	0.111	0.107	0.105
Days Exceeding State Standard (1-hr avg. 0.09 ppm)	6	4	5
<b><i>Ozone (O<sub>3</sub>) 8-hour: Monitoring location: Folsom – East Natoma Street</i></b>			
Maximum Concentration (ppm)	0.095	0.087	0.094
Days Exceeding State Standard (8-hr avg. 0.070 ppm)	24	19	19
Days Exceeding National Standard (8-hr avg. 0.075 ppm)	13	7	9
<b><i>PM<sub>10</sub>: Monitoring location: Sacramento – Branch Center Road 2</i></b>			
Maximum State 24-Hour Concentration (µg/m <sup>3</sup> )	44.00	81.0	212.0
Days Exceeding State Standard (Daily Standard 50 µg/m <sup>3</sup> )	0	18.4	24.1
Maximum Federal 24-Hour Concentration (µg/m <sup>3</sup> )	45.0	79.0	200.0
Days Exceeding Federal Standard (Daily Standard 150 µg/m <sup>3</sup> )	0	0	6.1
<b><i>PM<sub>2.5</sub>: Monitoring location: Folsom – East Natoma Street</i></b>			
Maximum National 24-Hour Concentration (µg/m <sup>3</sup> )	25.7.0	36.7	104.5
Days Exceeding National 2006 Standard (Daily Standard 35 µg/m <sup>3</sup> )	0.0	0	9

Source: CARB 2019.

As indicated in **Table 5**, ozone standards have been exceeded in Folsom over the past three years. PM<sub>2.5</sub> federal standards were exceeded in 2018. PM<sub>10</sub> concentrations exceeded state standards in 2017 and 2018 and federal standards in 2018.

#### Air Quality Attainment Planning

In order to work towards attainment for ozone, PM<sub>10</sub> and PM<sub>2.5</sub>, 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 O<sub>3</sub>.** 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<sub>x</sub> 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 is 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.

- **1-Hour O<sub>3</sub>.** 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.
- **PM<sub>10</sub>.** In March 2002, the EPA officially determined that Sacramento County had attained the PM<sub>10</sub> standards. In November 2010, the SMAQMD formally requested that the EPA redesignate Sacramento County from nonattainment to attainment for PM<sub>10</sub>. The EPA approved this request effective October 28, 2013. The SMAQMD additionally adopted a PM<sub>10</sub> Maintenance Plan. The first Maintenance Plan showed maintenance from 2012 through 2022. A Second Maintenance Plan will be prepared and submitted by The Sac Metro Air District to demonstrate maintenance for ten additional years, through 2032.
- **PM<sub>2.5</sub>.** The Sacramento PM<sub>2.5</sub> nonattainment area designation met the PM<sub>2.5</sub> 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<sub>2.5</sub> 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.

### Evaluation of Air Quality

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.

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

**Less than Significant Impact.** In accordance with SMAQMD’s Guide, construction-generated NOX, PM<sub>10</sub>, and PM<sub>2.5</sub>, and operational-generated ROG and NOX (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, NOX, PM10, or PM2.5, 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 NOX, PM10, and PM2.5 and operation-generated emissions ROG and NOX 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 (NOX and ROG) and particulate matter (PM2.5 and PM10). 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<sub>x</sub> threshold of significance. However, because the proposed project includes cut-and-fill operations, the NO<sub>x</sub> 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<sub>x</sub> are analyzed below. As shown in **Table 6**, the proposed project would generate emissions of the ozone precursor NO<sub>x</sub> that would be below the SMAQMD threshold. Impacts related to construction-generated NO<sub>x</sub> emissions would be less than significant.

**Table 6. Estimated Project Construction NO<sub>x</sub> Emissions**

CONSTRUCTION YEAR	NO <sub>x</sub> (lbs./day)
2023	35
2024	15
<i>SMAQMD Threshold</i>	<i>85</i>
<b>Threshold exceeded?</b>	<b>No</b>

Source of emissions estimates: CalEEMod output (Appendix B)

Source of threshold: SMAQMD 2017.

##### *Local Emissions*

The SMAQMD utilizes the same screening level as the NO<sub>x</sub> emission screening level to assist a project proponent or lead agency in determining if PM<sub>10</sub> or PM<sub>2.5</sub> emissions from constructing a project in Sacramento County will exceed the SMAQMD's construction significance thresholds. As with the NO<sub>x</sub> screening presented above, because the proposed project includes cut-and-fill operations, the PM<sub>10</sub> and

PM<sub>2.5</sub> construction screening level is not recommended for use. As such, CalEEMod was used to quantify project-generated construction emissions as discussed previously.

The maximum daily emissions of PM<sub>10</sub> and PM<sub>2.5</sub> are shown below. As shown in **Table 7**, the proposed project would generate emissions of PM<sub>10</sub> and PM<sub>2.5</sub> that would be below the SMAQMD thresholds. Impacts related to construction generated PM<sub>10</sub> and PM<sub>2.5</sub> emissions would be less than significant.

**Table 7. Estimated Project Construction PM Emissions**

CONSTRUCTION YEAR	PM <sub>10</sub> (lbs./day)	PM <sub>2.5</sub> (lbs./day)
2023	10	6
2024	2	1
<i>SMAQMD Threshold</i>	<i>80</i>	<i>82</i>
<b>Threshold exceeded?</b>	<b>No</b>	<b>No</b>

Source of emissions estimates: CalEEMod output (Appendix B).

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<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub> 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<sub>x</sub> or ROG during operation. The PM<sub>10</sub> and PM<sub>2.5</sub> screening level is 1,485 dwelling units. The proposed project would be 110 dwelling units which is substantially less than the screening thresholds. Therefore, the proposed project would generate less than significant quantities of operational ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>, 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. 2020), the proposed project would not result in the deterioration of any intersection to LOS E or F, nor would the project contribute additional traffic to an intersection that already operates at LOS E or F. 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 single-family residences located east of the project site across Cavitt Drive. During project construction, diesel particulate matter emissions would be released from on-site heavy construction equipment. As discussed above, the project would be below the PM<sub>10</sub> (which includes equipment emissions of diesel particulate matter) construction screening level and is not expected to exceed the SMAQMD's construction PM<sub>10</sub> threshold of significance. In addition, while construction of the project's proposed access road would occur near the residences across Cavitt Drive, most project construction would occur further west, over 400 feet from the residences. 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<sub>x</sub>, ROG, PM<sub>10</sub>, and PM<sub>2.5</sub> 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 over 5,000 feet from Highway 50; therefore, a detailed health risk assessment is not required and impacts to project residents from pollutant concentrations associated with 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. 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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"/>

#### Environmental Setting

The project site is an undeveloped parcel in a suburban setting surrounded by residential and commercial development, and East Bidwell Street. The site is bounded by a church immediately east of the site, west of Cavitt Drive. East of Cavitt Drive is a residential subdivision (Village 3A of the Broadstone Unit 3 Specific Plan Area) and north of Scholar Way is the College Point Business Park and Folsom Lake College. Along the west boundary a railroad corridor with a bicycle trail separates the project site from East Bidwell Street and south of the project site is the Broadstone Marketplace Commercial Center. The project site is not developed and has been rough graded.

## Biological Study Methods

Biological studies conducted in support of this document included a desktop special-status species evaluation and a biological and wetland reconnaissance survey.

### Special-Status Species Evaluation

For the purposes of this evaluation, special-status species are those that fall into one or more of the following categories:

- Listed as endangered or threatened under the Federal Endangered Species Act of 1973 (FESA), including candidate species and species proposed for listing;
- Listed as endangered or threatened under the California Endangered Species Act (CESA), including candidate species and species proposed for listing;
- Designated as a Species of Special Concern (SSC) or watch-list (WL) species by the California Department of Fish and Wildlife (CDFW), or “Fully Protected” under the California Fish and Game Code (FP), or a sensitive natural community;
- Designated by the California Native Plant Society (CNPS) as California Rare Plant Rank 1A, 1B, 2A, 2B, or 3.

The most current available lists of special-status species known to occur and/or having the potential to occur in the project area were reviewed to determine those species’ potential to occur on the project site or otherwise be affected by project activities. The following databases were queried, and the results are included in **Appendix C**:

- The Sacramento Fish and Wildlife Office list of threatened and endangered species that may occur in the project site and/or may be affected by the project (USFWS 2020);
- The California Native Plant Society list of special-status plants documented in the “Folsom and Clarksville, CA” U.S. Geological Survey (USGS) 7.5-minute topographic quads (CNPS 2020); and
- The California Natural Diversity Database (CNDDDB) list of special-status species documented in the “Folsom and Clarksville, CA” USGS 7.5-minute topographic quads (CDFW 2020).

### Biological Reconnaissance Survey

A biological resources reconnaissance survey was conducted by HELIX Principal Biologist, Stephen Stringer, M.S. on June 17 and October 20, 2020. The project site was assessed for plant communities, habitat types, aquatic resources, and wildlife present at the time of the survey, and assessed for potential to support special-status species or sensitive natural communities.



## **Regulatory Framework Related to Biological Resources**

### ***State and Federal Endangered Species Acts***

Special status species are protected by state and federal laws. The California Endangered Species Act (CESA; California Fish and Game Code Sections 2050 to 2097) protects species listed as threatened and endangered under CESA from harm or harassment. This law is similar to the Federal Endangered Species Act of 1973 (FESA; 16 USC 1531 et seq.) which protects federally threatened or endangered species (50 CFR 17.11, and 17.12; listed species) from take. For both laws, take of the protected species may be allowed through consultation with and issuance of a permit by the agency with jurisdiction over the protected species.

### ***California Code of Regulations and California Fish and Game Code***

The official listing of endangered and threatened animals and plants is contained in the California Code of Regulations Title 14 § 670.5. A state candidate species is one that the California Fish and Game Code has formally noticed as being under review by CDFW for inclusion on the state list pursuant to Sections 2074.2 and 2075.5 of the California Fish and Game Code. CDFW also designates Species of Special Concern that are not currently listed or candidate species.

Legal protection is also provided for wildlife species in California that are identified as “fully protected animals.” These species are protected under Sections 3511 (birds), 4700 (mammals), 5050 (reptiles and amphibians), and 5515 (fishes) of the California Fish and Game Code. These statutes prohibit take or possession of fully protected species at any time. The CDFW is unable to authorize incidental take of fully protected species when activities are proposed in areas inhabited by these species. The CDFW has informed non-federal agencies and private parties that they must avoid take of any fully protected species. However, Senate Bill (SB) 618 (2011) allows the CDFW to issue permits authorizing the incidental take of fully protected species under the CESA, so long as any such take authorization is issued in conjunction with the approval of a Natural Community Conservation Plan that covers the fully protected species (California Fish and Game Code Section 2835).

### ***California Native Plant Protection Act***

The California Native Plant Protection Act of 1977 (California Fish and Game Code Sections 1900 to 1913) requires all state agencies to use their authority to implement programs to conserve endangered and otherwise rare species of native plants. Provisions of the act prohibit the taking of listed plants from the wild and require notification of CDFW at least 10 days in advance of any change in land use other than changing from one agricultural use to another, which allows CDFW to salvage listed plants that would otherwise be destroyed.

### ***Nesting and Migratory Birds***

Nesting birds are protected by state and federal laws. California Fish and Game Code (§3503, 3503.5, and 3800) prohibits the possession, incidental take, or needless destruction of any bird nests or eggs; Fish and Game Code §3511 designates certain bird species “fully protected” (including all raptors), making it unlawful to take, possess, or destroy these species except under issuance of a specific permit. The Attorney General of California has released an opinion that the Fish and Game Code prohibits incidental take. Under the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC §703-711), migratory bird species and their nests and eggs that are on the federal list (50 CFR §10.13) are protected from injury or

death, and project-related disturbance must be reduced or eliminated during the nesting cycle. The U.S. Court of Appeals for the 9<sup>th</sup> Circuit (with jurisdiction over California) has ruled that the MBTA does not prohibit incidental take (952 F 2d 297 – Court of Appeals, 9<sup>th</sup> Circuit, 1991).

#### ***City of Folsom Tree Preservation Ordinance***

Requirements related to biological resources also include protection of existing trees and specifies measures necessary to protect both ornamental and native oak trees. Chapter 12.16 of the Folsom Municipal Code, the Tree Preservation Ordinance, further regulates the cutting or modification of trees, including oaks and specified other trees; requires a Tree Permit prior to cutting or modification; and establishes mitigation requirements for cut or damaged trees (City of Folsom 2020b). The Tree Preservation Ordinance establishes policies, regulations, and standards necessary to ensure that the City will continue to preserve and maintain its “urban forests”. Anyone who wishes to perform “Regulated Activities” on “Protected Trees” must apply for a permit with the City. Regulated activities include:

- Removal of a Protected Tree;
- Pruning/trimming of a Protected Tree; and/or,
- Grading or trenching within the Protected zone.

Protected trees include:

- Native oak trees with a diameter of 6 inches or larger for single trunk trees 20 inches or larger combined diameter of native oak multi-trunk trees;
- Heritage oak trees - native oaks with a trunk diameter of 19 inches or greater and native oaks with a multi-trunk diameter of 38 inches or greater;
- Landmark trees identified individually by the City Council through resolution as being a significant community benefit; and/or,
- Street trees within the tree maintenance strip.

#### ***Jurisdictional Waters***

Any person, firm, or agency planning to alter or work in “waters of the U.S.,” including the discharge of dredged or fill material, must first obtain authorization from the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act (CWA). Section 401 requires an applicant for a federal license or permit that allows activities resulting in a discharge to waters of the U.S. must obtain a state certification that the discharge complies with other provisions of the CWA. The Regional Water Quality Control Board (RWQCB) administers the certification program in California. The RWQCB also regulates discharges of pollutants or dredged or fill material to waters of the State which is a broader definition than waters of the U.S.

#### ***California Fish and Game Code Section 1602 – Lake and Streambed Alteration Program***

Diversions or obstructions of the natural flow of, or substantial changes or use of material from the bed, channel, or bank of any river, stream, or lake in California that supports wildlife resources are subject to

regulation by CDFW, pursuant to Section 1602 of the California Fish and Game Code. The CDFW requires notification prior to commencement of any such activities, and a Lake and Streambed Alteration Agreement (LSAA) pursuant to Fish and Game Code Sections 1601-1603, if the activity may substantially adversely affect an existing fish and wildlife resource.

## **Biological Reconnaissance Survey Results**

### **Habitat Types in the Project Area**

The entire project site consists of ruderal/disturbed habitat as would be expected due to the history of rough grading. The soil in the site is disturbed and appears to be partially comprised of non-native fill. Vegetation on the site is characterized by introduced annual grasses and other weedy species. Dominant grass species include medusa head (*Elymus caput-medusae*), wild oats (*Avena fatua*), soft chess (*Bromus hordeaceus*), Italian ryegrass (*Festuca perennis*), and fescue (*Vulpia* spp.). Common forbs include rose clover (*Trifolium hirtum*), vetch (*Vicia* spp.), prickly lettuce (*Lactuca serriola*), and yellow star-thistle (*Centaurea solstitialis*).

A constructed vegetated swale is located between the project site and the church to the east. The southern portion of the swale is rock lined while the remainder of the swale has earthen bed and banks. The swale collects runoff from the church property and drains in a northwesterly direction into a storm drain inlet on the south side of Scholar Way. The swale contains a mix of horticultural species associated with the landscaping from the church as well as some native and non-native wetland species including dallis grass (*Paspalum dilatatum*), pampass grass (*Cortaderia selloana*), narrow leaved cattail (*Typha angustifolia*), bulrush (*Scirpus* sp.) and wild rose (*Rosa californica*). The swale was dry at the time of the biological survey.

Several trees are noted along the project site's southern border (immediately adjacent to the Broadstone Marketplace commercial center). Approximately eight trees were identified that were inventoried to the taxonomic level. Three Fremont cottonwoods (*Populus fremontii*) with diameter at breast height (DBH) of 8, 10, and 12-inches were noted, along with three arroyo willow (*Salix lasiolepis*) (DBH <2, 6, and 12-inches), a single black willow (*Salix goodingii*) (DBH 3-inches) and an almond tree (*Prunus* spp. (DBH <2-inches). The single almond tree is an ornamental, while both willow species and the Fremont cottonwoods are native trees. All the trees were rated in fair condition due to their proximity to an existing masonry wall/fence and evidence of deferred maintenance.

### **Wildlife Observations**

No special-status species were observed in the project site during the biological reconnaissance. Bird species observed in the vicinity of the project site include mourning dove (*Zenaida macroura*), northern mockingbird (*Mimus polyglottos*), California scrub jay (*Aphelocoma californica*), western kingbird (*Tyrannus verticalis*), and turkey vulture (*Cathartes aura*). A black phoebe (*Sayornis nigricans*) was observed foraging in the site during the biological survey. These are common birds in urban and rural residential settings, and highly tolerant of human presence.

## Results of Special-Status Species Evaluation

### Evaluation of Regionally Occurring Special-Status Plant Species

Database queries (see **Appendix C**) returned 11 special-status plant species recorded in the “Folsom, CA” and “Clarksville, CA” quads. Of these 11 species, three are endemic to vernal pools (*Downingia pusilla*, *Navarretia myersii* ssp. *myersii*, and *Orcuttia viscida*), seven occur on gabbroic or serpentine soils (*Ceanothus roderickii*, *Chlorogalum grandiflorum*, *Crocianthemum suffrutescens*, *Fremontodendron decumbens*, *Galium californicum* ssp. *serrae*, *Packera layneae*, and *Wyethia reticulata*), and one occurs in marshes and swamps (*Sagittaria sanfordii*). None of these species has potential to occur in the project site due to absence of suitable soils and/or habitat. The site is a rough graded pad that lacks vernal pools or other wetland habitats, with the exception of the constructed stormwater quality treatment swale, and the soil has been too disturbed to support special-status plants. The constructed swale is highly disturbed and does not appear to hold water for any significant duration and is not suitable habitat for *Sagittaria sanfordii*, which requires nearly permanent water. The project has no potential for impacts to regionally occurring special-status plant species.

### Evaluation of Regionally Occurring Special-Status Animal Species

Database queries (see **Appendix C**) returned a total of 19 special-status animal species that are either recorded in CNDDDB from the “Folsom, CA” and “Clarksville, CA” quads or in the USFWS list of special status species with the potential to occur in the project site. Of these 19 species, two fishes, four amphibians, two reptiles, and three birds are associated with permanent aquatic habitat, and three branchiopods are endemic to vernal pools. There are no aquatic habitats or vernal pools on the site to provide habitat for any of these species. One insect, valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), is an obligate specialist on elderberry shrubs (*Sambucus* spp.) which are not present in the project site. Two birds and two mammals are associated with open grassland habitat, which does not occur on this site surrounded by development. Therefore, none of the regionally occurring special-status species have the potential to occur in the project site due to absence of suitable habitat. The project has no potential for impacts to regionally occurring special-status animal species.

### **Evaluation of Nesting Birds**

Native birds are protected by the California Fish and Game Code, which prohibits direct take of adults, nests, eggs, and chicks. Disturbance that leads to nest abandonment can be considered take of eggs and chicks. Common bird species found on and adjacent to the project site include species that nest on all types of substrata, including bare ground, herbaceous and woody vegetation, culverts, poles, and structures.

Potential nesting habitat is limited on the project site and no bird nests were observed in the site; however, development of the site for the proposed project would result in removal of vegetation that provides potential nesting habitat for nesting birds. Shrubs, small trees, and herbaceous vegetation in and adjacent to the site may provide nesting locations for a wide variety of common bird species. Small and larger horticultural trees occur in landscaped areas adjacent to the site along Cavitt Drive, East Bidwell Street and in the adjacent commercial development. Project construction activities would potentially result in impacts to nesting birds if construction of the proposed project commences during the typical avian breeding season (February – September). Construction activities and construction-related disturbance (noise, vibration and increased human activity) could adversely affect these species

if they were to nest in or adjacent to the project area. Potential effects include physical destruction of nests by construction equipment and/or nest abandonment.

Mitigation Measure BIO-01 for nesting migratory birds is added to reduce impacts to nesting migratory birds to less than significant.

### **Wetlands or Other Waters of the U.S. or State**

A constructed vegetated swale occurs along the northeast side of the project site, and some rock-lined constructed drainage features drain into the swale. The swale is vegetated with a mix of wetland and upland ruderal species and is fed by landscape irrigation and stormwater runoff from the church grounds. Per site plans dated May 9, 2006 prepared by Psomas, the vegetated swale is a constructed stormwater quality treatment facility constructed to treat runoff from the adjacent church. A roughly 20-foot by 10-foot depression left over from construction activities associated with mass grading is also present in the northeast portion of the site next to a mound of spoils. The depression appears to be a borrow pit or was otherwise excavated in the rough graded pad during construction. The depression contains wetland vegetation and apparently holds water periodically during the wet season and drains into the constructed swale via an approximately 1-2-foot wide constructed outfall.

The following discussion is based on a review of historic aerial imagery from National Environmental Title Research (<<https://www.historicaerials.com/viewer>>). The stormwater quality treatment swale was constructed in roughly 2007. A historic ditch was present on the site prior to 2002 and may have been in a similar location to the current vegetated swale. However, the entire site was graded in 2002 as part of the surrounding commercial development and based on aerial imagery the historic ditch appears to have been mostly if not completely eliminated at that time. Prior to 2002, a small segment of the historic ditch appears to have occurred in approximately the location where the present-day ditch is. No wetlands are visible on historic aerial imagery of the site dating back to before mass grading occurred in the site and vicinity for the existing commercial development. Historical aerial imagery dating back to 1952 was reviewed and there is no indication that wetlands ever occurred on the site other than the historic ditch, which does not appear to follow any natural topographic contours and appears to have been constructed in uplands.

### **Waters of the U.S.**

There are no waters of the U.S. on the site. The *Navigable Waters Protection Rule: Definition of "Waters of the United States"* (33 CFR Part 328) exempts stormwater control features constructed or excavated in upland or in non-jurisdictional waters to convey, treat, infiltrate, or store stormwater run-off from Clean Water Act jurisdiction. The vegetated swale was constructed in fill associated with development of the church and is considered exempt from jurisdiction. The final rule also excludes water-filled depressions constructed or excavated in upland or in non-jurisdictional waters incidental to mining or construction activity, and pits excavated in upland or in non-jurisdictional waters for the purpose of obtaining fill, sand, or gravel. The depression with wetland vegetation and the associated outfall was constructed or excavated in uplands incidental to construction activity and/or for the purpose of obtaining borrow material. Therefore, the constructed vegetated swale and the depression are exempt from Clean Water Act regulation and do not qualify as waters of the U.S.

### **Waters of the State**

There are no waters of the state on the site. According to the *State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State* adopted April 2, 2019, that went into effect on May 28, 2020, artificial wetlands constructed for the purpose of detention, retention, infiltration, or treatment of stormwater runoff and other pollutants or runoff subject to regulation under a municipal, construction, or industrial stormwater permitting program are not waters of the state.

The constructed vegetated stormwater quality treatment swale is not a waters of the state as it was constructed to treat stormwater runoff from the church to meet City of Folsom stormwater quality guidelines. The depression with wetland vegetation on the rough graded pad is also not a waters of the state because although it resulted from historic human activity it is not a relatively permanent part of the natural landscape and is subject to ongoing operation and maintenance. The depression is situated on a rough-graded constructed pad that is not a part of the natural landscape and is regularly maintained for fire protection.

### **California Fish and Game Code Section 1602 – Lake and Streambed Alteration Program**

There are no lakes, rivers, or streams on or adjacent to the site and therefore no resources subject to California Fish and Game Code Section 1602 – Lake and Streambed Alteration Program on the site.

### **Potential Impacts to Waters of the U.S./State**

There are no potential waters of the U.S. or state on the site. Therefore, the project would not result in any impacts to waters of the U.S. or state.

### **Evaluation of Native Trees**

None of the trees noted on the project site meet the definition of protected trees per the City's Tree Preservation Ordinance (City of Folsom 2020b). The trees are a combination of both native and nonnative and display signs of deferred maintenance (i.e., poor trunk and limb structure and signs of drought stress). As the trees are located adjacent to an existing masonry wall, they would likely require substantial pruning, if not removal, in the near future in order to maintain wall integrity. The trees may provide habitat for resident and migratory songbirds, but are not of suitable size or location to support nesting/perching opportunities for raptors. Project site plans (**Figure 3A**) indicate that the trees would be removed as part of implementation of the proposed project. The proposed landscape plan (**Figure 5**) indicates that approximately 16 shade and canopy trees would be planted along the project site's southern border (not adjacent to the masonry wall).

### **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?

**Less than significant with mitigation.** The proposed project would not affect special-status species. However, common bird species protected by Fish and Game Code may nest on the buildings, trees, and other vegetation on or adjacent to the project site. Project construction activities would potentially



result in impacts to nesting birds if construction of the proposed project commences during the typical avian breeding season (February 15 – August 31). Construction activities and construction-related disturbance (noise, vibration and increased human activity) could adversely affect these species if they were to nest in or adjacent to the project area. Potential effects include physical destruction of nests by construction equipment and/or nest abandonment. Mitigation Measure BIO-01 would be implemented to avoid and minimize impacts to nesting birds:

**Mitigation Measure BIO-01: Avoid and minimize impacts to nesting birds.**

- If ground clearing activities occur during the typical bird nesting season (February 15 through August 31), pre-construction nesting bird surveys shall be conducted by a qualified biologist on the project site and within a 500-foot radius of proposed construction areas, where access is available, no more than 14 days prior to the initiation of construction. If no nests are found, no further mitigation is required.
- If active nests are identified in these areas, the project applicant shall coordinate with the City to develop measures to avoid disturbance of active nests prior to the initiation of any construction activities, or construction could be delayed until the young have fledged. Avoidance measures may include establishment of a buffer zone and monitoring of the nest by a qualified biologist until the young have fledged the nest and are independent of the site. If a buffer zone is implemented, the size of the buffer zone shall be determined by a qualified biologist in coordination with the City and shall be appropriate for the species of bird and nest location.

With implementation of Mitigation Measure BIO-01, impacts to nesting birds would be 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?

**No impact.** No riparian habitats, sensitive natural communities, or other protected habitats are located on or adjacent to the project site. Therefore, no impact would occur.

- 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.** There are no potential waters of the U.S. or state on the site. Therefore, there would be no impact to potential waters of the U.S. or state.

- 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?

**No impact.** The project site has been roughed graded and is surrounded by development including East Bidwell Street, Scholar Way, Cavitt Drive, a church and adjacent parking lot, a residential subdivision, and commercial uses. The project site does not provide any wildlife movement corridors or wildlife nursery sites. Therefore, there would be no impacts to wildlife corridors or the use of native wildlife nursery sites as a result of the proposed project.

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

**Less than significant impact.** The project does not conflict with any local policies or ordinances protecting biological resources. None of the trees noted on the project site meet the definition of protected trees per the City's Tree Preservation Ordinance (City of Folsom 2020b). Removal of the trees as indicated on the project site plans (**Figure 3A**) constitutes a less than significant impact; mitigation is unwarranted.

- 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.

## 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 on a cultural resources assessment prepared by HELIX Environmental Planning, Inc. (HELIX 2020), attached to this Initial Study as **Appendix D**. This assessment, which addresses both archaeological and architectural resources, is based on the results of an archival records search, Native American coordination, and a pedestrian survey of the project site.

### 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 Resource Record Search**

On April 22, 2020, a cultural resources 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 17 studies that have previously been conducted within 0.25 mile of the project site (**Table 8**). Of these, four reports (003830, 004481, 009185, and 011191) addressed all or part of the project site.

**Table 8. Previous Studies Conducted within 0.25-Mile of the Project Site**

Report	Year	Author(s)	Affiliation	Title
003830	1997	Windmiller, R., et al.	None	Evaluation of Cultural Resources Broadstone Unit 3 Folsom Sacramento County, California



<b>Report</b>	<b>Year</b>	<b>Author(s)</b>	<b>Affiliation</b>	<b>Title</b>
003925	1990	Derr, E.	Cultural Resources Unlimited	The Broadstone Master Plan Project: Final Report
004481	1991	Lindstrom, S.	None	A Cultural Resource Evaluation of the Broadstone 3 Project Involving 570 Acres Near Folsom, California, Sacramento County
004482	1989	Dreyer, W.	None	A Cultural Resource Survey of the Proposed El Dorado Campus of Los Cerritos Community College, Folsom, California
004489	1986	Archeo-Tec	Archeo-Tec	An Archaeological Surface Reconnaissance of the Proposed Willow Creek Estates South Development Project, Folsom, California
004523	1989	Jensen & Associates	Jensen & Associates	Addendum to an Archaeological Inventory Survey of the Proposed Broadstone Unit # 1 Subdivision Parcel, Folsom, Sacramento County, California
007130	2002	Hatoff, B., and R. Eggherman	URS	Roseville Energy Facility Cultural Resources
007924	1989	Jensen & Associates	Jensen & Associates	Archaeological Evaluation of a Portion of the Natomas Ditch and Replacement Pipeline Route, Near Folsom, Sacramento County, California
009185	1991	Jones, D., et al.	Far Western Anthropological Research Group; Jackson Research Projects	Cultural Resources Study for the Folsom East Area Facilities Plan and Portions of the Sewer and Water Line System
009732	2008	Bonner, W. H.	Michael Brandman Associates	T-Mobile Candidate SC25456B (Community College PG&E)
010555	2010	Pappas, S.	ECORP Consulting, Inc.	Cultural Resources Inventory Report Folsom Lake College Athletic Field Expansion, Phase I, Sacramento County, California, Project No. 2009-093.1
010712	2011	Pappas, S., and L. Westwood	ECORP Consulting, Inc.	Cultural Resources Inventory Report Folsom Lake College Athletic Field Expansion, Phase II, Sacramento County, California, Project No. 2009-093.2
011134	2012	Wills, C.	Michael Brandman Associates	Cultural Resources Records Search and Site Visit Results for the T-Mobile West, LLC, Candidate SC06024A (Madison & Chippendale), 5331 Walnut Avenue, Sacramento, Sacramento County California

Report	Year	Author(s)	Affiliation	Title
011135	2012	Wills, C.	Michael Brandman Associates	Cultural Resources Records Search and Site Visit Results for the T-Mobile West, LLC Candidate SC25456B (Nesmith Court), 2575 East Bidwell Street, Folsom, Sacramento County, California
011165	2012	Crawford, K.	Michael Brandman Associates	Direct APE Historic Architectural Assessment for T-Mobile West, LLC Candidate SC25456B (Nesmith Court), 2575 East Bidwell Street, Folsom, Sacramento County, California
011191	2013	Armstrong, M., et al.	Applied Earth Works, Inc.	Cultural Resources Survey for the Missouri Flat-Gold Hill 115 kV Reconductoring Project El Dorado and Sacramento Counties, California
011534	2014	Wills, C., and K. Crawford	Environmental Assessment Specialists, Inc.	Collocation ("CO") Submission Packet. FCC Form 621. T-Mobile West, LLC Candidate SC25456B (PG&E Nesmith Court), 2575 East Bidwell Street, Folsom, Sacramento County, California

Source: Helix 2020.

The records search also determined that eight previously recorded cultural resources that are located within 0.25-mile of the project site (**Table 9**).

**Table 9. Previously Documented Resources within 0.25-Mile of the Project Site**

Primary P-34-__	Trinomial CA-SAC-__	Description	Year	Recorder	Affiliation	NRHP Status
000022	None	Historic ceramic sherds	1991	Jones, D., and D. Dyer	Far Western Anthropological Research Group, Inc.	Not evaluated
000335	000308H	Folsom Mining District	1969	K. G. S	None	Eligible
000461	000434H	Natomas Ditch	1986	Russo, M. L.	NCIC	Eligible
000808	None	Woodard and Gould Ranch Fence	1991	Jones, D., D. Glover, and E. Montes	Far Western Anthropological Research Group, Inc.	Ineligible
000809	None	Keefe-McDerby Mine Ditch	1991	Jones, D., D. Glover, and E. Montes	Far Western Anthropological Research Group, Inc.	Eligible
001480	000903H	Rhoads' Branch Ditch	1990	Derr, E., and K. McIvers	Cultural Resources Unlimited	Not evaluated

Primary P-34-__	Trinomial CA-SAC-__	Description	Year	Recorder	Affiliation	NRHP Status
004519	None	Steel transmission tower	2012	Crawford, K.	Crawford Historic Services	Not evaluated
005120	None	Placerville & Sacramento Valley Railroad	1991	Syda, K., and W. Shapiro	PAR Environmental Services, Inc.	Not eligible

Source: HELIX 2020

Two of the eight resources are located partially within the current project site:

**P-34-000808** represents the remains of the Woodard and Gould Ranch Fence. Originally recorded in 1991 for the Folsom East Area Facilities Plan, this resource consists of historic property boundary fences in the form of rock walls, brush fences, and wire fences totaling over 4.2 miles in length. A small section of the fence line originally ran north to south through the southeastern portion of the project site. This resource has been determined ineligible for the NRHP, but has not been evaluated for eligibility to the CRHR.

**P-34-000809** is the Keefe-McDerby Mine Ditch; this resource was also originally recorded in 1991 for the Folsom East Area Facilities Plan. The majority of the ditch is documented to the east of the proposed project, although a small portion originally intersected the northeastern portion of the project site. This resource was found eligible to the CRHR and NRHP in 2011. Potentially significant impacts to the ditch by the proposed Folsom South of U.S. Highway 50 Specific Plan were mitigated through Historic American Engineering Record (HAER) documentation in 2015.

### Native American Coordination

On April 9, 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 April 13, 2020, stated that the Sacred Lands File failed to indicate the presence of Native American cultural resources in the immediate area. Documentation related to Native American coordination is included as Attachment C.

On April 17, 2020 HELIX sent letters to 11 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
- Pamela Cubbler, Colfax-Todds Valley Consolidated Tribe
- 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, two responses have been received:

- Anna M. Starkey of the United Auburn Indian Community of the Auburn Rancheria replied via email on May 12, 2020. Ms. Starkey wrote that the tribe does not have any records of tribal cultural resources in the project site, but is consulting directly with the City because there is the potential for unrecorded resources to be present. She requested to review the cultural report, survey photographs of the project area, and an analysis of the potential for buried sites to be present, and said that based on this information the tribe may wish to conduct a survey for tribal cultural resources. Ms. Starkey also stated that the tribe would provide the City with their preferred mitigation measures for the Tribal Cultural Resources section of the CEQA document.
- Daniel Fonseca of the Shingle Springs Band of Miwok Indians responded on May 11, 2020. Mr. Fonseca stated that the tribe is not aware of any known cultural resources on the project site, but would like to have continued consultation through updates as the project progresses. He also requested copies of any record searches and environmental, cultural, or archaeological reports completed for the proposed project.

## **Archeological Survey Results**

On May 15, 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 walk-over of the approximately 4.2-acre project site 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. Representative site photos are included as Attachment D.

Conditions during the survey were generally good, with sparse vegetation in many areas that allowed for good ground surface visibility. The eastern edge of the project site was less visible because of taller, thicker grass. Portions of the project site appear to have been previously graded, with construction-related ground disturbances visible in a few areas in the eastern portion of the site. The northeastern boundary of the project site is marked by a long, modern trench that is approximately 15 feet wide and 10 feet deep; this trench extends the length of the project site and appears to function as flood control for the adjacent parking lot. The project site is sparsely littered with modern glass and plastic fragments, and the surface soil on site consists primarily of a light-brown sand.

No evidence of sites P-34-000808 (the Woodard and Gould Ranch Fence) or P-34-000809 (the Keefe-McDerby Mine Ditch) was seen during the survey, and no new cultural resources were found. All manmade materials on the project site appear to be less than 50 years old, or are nondiagnostic 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.

The records search determined that two previously recorded cultural resources have been documented within the project site, but no evidence of these sites remain. The NAHC Sacred Lands File search and Native American outreach did not indicate that known Native American resources are present, and no archaeological resources were encountered during the survey. Ground visibility during the time of the survey was good, making it unlikely that near-surface archaeological resources are located within the project site.

No subsurface testing was conducted for this study, but the disturbed nature of the project site suggests that the potential for encountering buried historical or archeologic resources during grading or shallow excavation is low. If historical or archaeological resources are discovered, implementation of **Mitigation Measure CUL-01** would reduce any potential impact to a less than significant level for questions a) and b).

### Mitigation Measure CUL-01: Inadvertent Discovery

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.

- 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 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, would be followed:

1. All excavation activities within 60-feet of the remains would immediately stop, and the area would 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 would contact the County Coroner.
3. The coroner would 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 would notify NAHC of the discovery within 24 hours.
4. NAHC would immediately notify the Most Likely Descendant (MLD), who would have 48 hours after being granted access to the location of the remains to inspect them and make recommendations for treatment of them. Work would 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 would 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"/>

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 10** provides a summary of California's electricity sources as of 2017.

**Table 10. 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 consistent with General Plan Goal LU 9.1 and the California Green Building Standards Code (CALGreen). The project would exceed the 2016 California Building Energy Efficiency Standards (Title 24, Part 6) by 15 percent or more. The project provides electric vehicle parking spaces (12) and charging stations (6) consistent with CALGreen. The buildings' position in a north-south orientation maximizes passive solar access and natural lighting. A rooftop photovoltaic system (approximately 199 kilowatts) would serve the community.

Hardscapes, such as decorative pavement, concrete refuse collection pads, pedestrian pathways, outdoor dining patios, dog park, and the bocce court will be constructed with cool paving materials (e.g., slag concrete). Cool paving areas, including shaded areas, account for approximately 68 percent of the non-roof impervious area.

Additionally, the Folsom Municipal Code requires one bicycle parking space for every five units (which equates to 21 bicycle parking spaces required for the project). The project provides bicycle parking infrastructure that would accommodate 24 bicycles in designated parking spaces located on the north, south, and 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

### Environmental Setting

#### Geology

The project site is situated on the east edge of Sacramento County, located within the western foothills of the Sierra Nevada geomorphic province of California. The project area and general vicinity are

underlain by the Copper Hill volcanics. The Copper Hill volcanics are a sequence of Late Jurassic-age volcanic rock that overlies the Salt Spring Slate. It is comprised of primarily andesitic or basaltic pyroclastic rocks, lava, and pillow lava with subordinate felsic porphyritic and pyroclastic rocks (Youngdahl 2019).

The project site is not located within an Alquist-Priolo Earthquake Fault Zone. According to the geotechnical report, there are no active faults or Earthquake Fault Zones (Special Studies Zones) are located on the project site. Additionally, no evidence of recent or active faulting was observed during our field study. The nearest mapped potentially active and active faults pertinent to the site are summarized in **Table 11**.

**Table 11. Local Activity and Potentially Active Faults**

Activity	Fault Name	Distance, Direction
Active	Dunnigan Hills	65 km, W
Active	West Tahoe Fault	96 km, NE
Active	Cleveland Hill Fault	90 km, NW
Active	Cordelia Fault Zone	100 km, SW
Potentially Active	Highway 49 Fault	37km, N
Potentially Active	Rescue Fault	17 km NE
Potentially Active	Dewitt Fault	28 km, N
Potentially Active	Deadman Fault	25 km, N
Potentially Active	Giant Gap Fault	68 km, NE
Potentially Active	Spenceville Fault	38 km NW
Potentially Active	Swain Ravine Fault	82 km NW
Potentially Active	Ione Fault	40 km SE
Potentially Active	Poorman Gulch Fault	52 km SE
Potentially Active	Vaca Fault	81 km, SW
Potentially Active	Negro Jack Point Fault	98 km, SE
Potentially Active	Green Springs Run Fault	93 km, SE
Potentially Active	Bowie Flat Fault	88 km, SE
Potentially Active	Rawhide Flat East Fault	95 km, SE

Source: Youngdahl 2019

### Subsurface Conditions

Subsurface explorations by Youngdahl Consulting Group, Inc., were conducted on April 19, 2019, and included the excavation of six exploratory test pits. Test pits encountered sandy silt materials with gravel and was generally medium dense to very dense and in a slightly moist to moist condition aside from test pit 4. Test pit 4, located in the central-east portion of the site encountered fill materials in a loose condition to a depth of approximately 4-feet. Underlying the fill material was a 1 to 2-feet thick layer of

clay. Underlying the layer of clay, metavolcanics bedrock was encountered and observed to be in a moderately to completely weathered and soft to moderately hard state (Youngdahl 2019).

## City Regulation of Geology and Soils

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. Additionally, the City 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.** According to the Geotechnical Report there are no known active faults crossing the property, and the project site is not located within an Earthquake Fault Zone (Youngdahl 2019). 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 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?

**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 2019). Therefore, liquefaction is unlikely at the subject property and impacts would be less than significant.

- 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 2019). Therefore, 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 (California Building Code) 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 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. Compliance with the City's regulations and the 2016 CBC requirements 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, 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.** A thin layer of highly expansive soils was present on top of the weathered bedrock in the test pit excavations. In concentrated amounts, such clays could cause distress to concrete slab-on-grade floors and foundations if present in the upper 3-feet of the structural improvement areas. However, due to the amount of fills overlying these materials, the geotechnical report does not recommend mitigation measures to be required. 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 with mitigation.** No previous surveys conducted in the project area have identified the project site as sensitive for paleontological resources or other geologically sensitive resources, nor have testing or ground disturbing activities performed to date uncovered any paleontological resources or geologically sensitive resources. While the likelihood encountering paleontological resources and other geologically sensitive resources is considered low, project-related ground disturbing activities could affect the integrity of a previously unknown paleontological or other geologically sensitive resource, resulting in a substantial change in the significance of the resource. Therefore, the proposed project could result in potentially significant impacts to paleontological resources. Implementation of Mitigation Measure GEO-01 would reduce potentially significant impacts to a level of less than significant.

**Mitigation Measure GEO-01: Avoid and Minimize Impacts to Paleontological Resources**

In the event a paleontological or other geologically sensitive resources (such as fossils or fossil formations) are identified during any phase of project construction, all excavations within 100-feet of the find shall be temporarily halted until the find is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the appropriate representative at the City of Folsom who shall coordinate with the paleontologist as to any necessary investigation of the find. If the find is determined to be significant under CEQA, the City shall implement those measures which may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code Section 21083.2.



## 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 checked="" type="checkbox"/>	<input 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 (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF<sub>6</sub>). 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 CO<sub>2</sub>. For example, since CH<sub>4</sub> and N<sub>2</sub>O are approximately 25 and 298 times more powerful than CO<sub>2</sub>, respectively, in their ability to trap heat in the atmosphere, they have GWPs of 25 and 298, respectively (CO<sub>2</sub> has a GWP of 1). Carbon dioxide equivalent (CO<sub>2</sub>e) 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 CO<sub>2</sub>e. The atmospheric lifetime and GWP of selected GHGs are summarized in **Table 12**.

**Table 12. Global Warming Potentials and Atmospheric Lifetimes**

<b>GREENHOUSE GAS</b>	<b>ATMOSPHERIC LIFETIME (years)</b>	<b>GLOBAL WARMING POTENTIAL (100-year time horizon)</b>
Carbon Dioxide (CO <sub>2</sub> )	50.0–200.0	1
Methane (CH <sub>4</sub> )	12.0	25
Nitrous Oxide (N <sub>2</sub> O)	114.0	298
HFC-134a	14	1,430
PFC: Tetrafluoromethane (CF <sub>4</sub> )	50,000.0	7,390
PFC: Hexafluoroethane (C <sub>2</sub> F <sub>6</sub> )	10,000.0	12,200
Sulfur Hexafluoride (SF <sub>6</sub> )	3,200.0	22,800
Carbon Dioxide (CO <sub>2</sub> )	50.0–200.0	1
Methane (CH <sub>4</sub> )	12.0	25
Nitrous Oxide (N <sub>2</sub> O)	114.0	298
HFC-134a	14	1,430

HFC: hydrofluorocarbons; PFC: perfluorocarbons

Source: IPCC 2007

**Regulatory Framework Relating to Greenhouse Gas Emissions**

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).

### Evaluation of Greenhouse Gas Emissions

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.

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

#### Less than Significant Impact.

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 CO<sub>2</sub>e (MT CO<sub>2</sub>e) for each year of construction. The estimated construction GHG emissions for the project are shown in Table 13. The proposed project would generate less than significant levels of the GHGs.

**Table 13. Estimated Annual GHG Emissions from Project Construction**

YEAR	EMISSIONS (MT CO <sub>2</sub> e)
2023	98
2024	400
<i>SMAQMD Threshold</i>	<i>1,100</i>
<b>Threshold Exceeded?</b>	<b>No</b>

Source of emissions estimates: CalEEMod output (Appendix B)  
MT CO<sub>2</sub>e: metric tons of carbon dioxide equivalent

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 (CCAR) *General Reporting Protocol* (CCAR 2009). The results of the calculations are shown in **Table 14**. As shown therein, the total operational GHG emissions at buildout of the proposed project are estimated at 605 MT CO<sub>2</sub>e 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 14. Estimated Annual GHG Emissions from Project Operation**

SOURCE	EMISSIONS (MT CO <sub>2</sub> e)
Area	2
Energy	188
Mobile	382
Waste	19
Water	15
Total	605
<i>SMAQMD Threshold</i>	<i>1,100</i>
<b>Threshold Exceeded?</b>	<b>No</b>

Source of emissions estimates: CalEEMod output (Appendix B)

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 CO<sub>2</sub>e: 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 with Mitigation.** In accordance with SMAQMD's Guide (SMAQMD 2009, revised), project emissions have been 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 living 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.

The project must also comply with the City's Greenhouse Gas Reduction Strategy Consistency Checklist (Checklist; City 2018). The Checklist, included in **Appendix B**, is part of the City's 2035 General Plan GHG Reduction Strategy which outlines the policies and programs that the City will undertake to achieve its proportional share of State GHG emissions reductions. Per the Checklist, the GHG reduction measures included in the Checklist that are applicable to a project are to be incorporated into the project's CEQA documents as mitigation measures. The GHG reduction measures applicable to the proposed project are prescribed in Mitigation Measure GHG-01 as follows:

**Mitigation Measure GHG-01: GHG Reduction Measures**

- Per GHG Reduction Measure E-1, the project shall exceed the requirements of the 2016 California Building Energy Efficiency Standards (Title 24, Part 6) by 15 percent or more.
- Per GHG Reduction Measure T-1, the project shall have a mix of uses with a minimum density of 20 units per acre or a Floor Area Ratio of 0.75.
- Per GHG Reduction Measure T-3, the project shall provide 5 percent more bicycle parking spaces than required in the City's Municipal Code.
- Per GHG Reduction Measure T-6, the project shall use high-performance diesel (also known as Diesel-HPR or Reg-9000/RHD) for construction equipment.
- Per GHG Reduction Measure T-8, the project shall provide electric vehicle charging in 5 percent of total parking spaces.
- Per GHG Reduction Measure SW-1, the project shall divert to recycle or salvage at least 65 percent of nonhazardous construction and demolition waste generated at the project site in accordance with Appendix A4 of the California Green Building Standards Code. This may be done by using a waste management company that can provide verifiable documentation that the waste diversion complies with this requirement.
- Per GHG Reduction Measure W-1, the project shall comply with all applicable indoor and outdoor water efficiency and conservation measures required under CALGreen Tier 1, as outlined in the California Green Building Standards Code.

With implementation of Mitigation Measure GHG-01, impacts related to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases would be less than significant.

**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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 project site consists of a vacant parcel that has been previously rough graded. The project site has no known past land uses associated with potentially hazardous sites.

The school located nearest to the project site is Folsom Lake College, 10 College Parkway, Folsom, CA, approximately 570 feet north of the site. Other schools in the near vicinity include the Candence Academy preschool, located 1,000 feet southwest of the site, and the Folsom Educational Academy, approximately 0.6 miles northwest of the site.

A Phase I Environmental Site Assessment was prepared for the proposed project and can be found in **Appendix F** (Essel 2018). The assessment found no evidence of a recognized environmental condition in connection with the site. However, based on State radon test data indicating the potential for elevated



radon concentrations in the site's zip code, site-specific radon testing is recommended and has been added as Mitigation Measure HAZ-01.

In addition, 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 2019). Based on the results of the databases reviewed, no hazardous waste sites are on 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?

**Less than significant impact.** 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 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 cleaners, 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 Hazardous Materials 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.

- 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?

**Less than significant impact with mitigation.** As discussed above, the proposed project site has no known history of past land uses associated with potentially hazardous sites and construction of the proposed project would follow all local, state and federal regulations. The Phase I Site Assessment prepared for the proposed project indicated that per State radon test data in the proposed project site zip code, the project site has the potential for elevated radon concentrations. Potential significant impacts would be reduced to less than significant with the implementation of Mitigation Measure HAZ-01.

**Mitigation Measure HAZ-01: Radon Testing**

Prior to issuance of a grading permit, the project applicant shall conduct site-specific radon testing to confirm that radon levels on-site are at acceptable levels for habitation on-site. Should results of the radon testing indicate that radon levels exceed State standards for habitation, the project applicant shall follow recommended remediation procedures per the testing report prior to issuance of an occupancy permit by the City. Results from this testing shall be submitted to the City of Folsom.

- 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 Folsom Lake College, located approximately 570 feet north of the site. During project construction oil, gasoline, diesel fuel, paints, solvents, and other hazardous materials may be used, but they would be used accordingly to local, state, and federal regulations. The proposed project would have a less than significant impact.

- 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. No hazardous materials sites are located at the project site based on review of the Phase 1 Environmental Site Assessment (Essel 2018), *EnviroStor* (DTSC 2020), *Geotracker* (SWRCB 2020), and *EPA Superfund Priority List* (EPA 2019). 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 10 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 2020a). The proposed project is located in evacuation plan area #23-Willow Creek South, which identifies Broadstone Parkway as a minor evacuation route and East Bidwell Street as a major evacuation route. 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. The site is designed for clear fire lane/fire truck access and fire hose access to all parts of the buildings. 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

A Preliminary Drainage Study was prepared for the proposed project by TSD Engineering and is included as **Appendix G** (TSD 2020). This memo was used when analyzing potential impacts to hydrology and water quality resources. The majority of the project site is rough graded and as stated in the project description, a 16,558 square foot church and parking area are located northeast of the proposed development. Flows from the developed church parcel and existing flows from the undeveloped project site drain to a cobble-lined water quality swale that connects to the storm drain system. The swale is located between the existing church and the proposed project site. The development of the proposed apartment project would continue to convey and treat the storm water from the existing developed parcel (church site) through a proposed bio retention area constructed in the same location of the

existing swale. The existing drainage system would be utilized with the addition of a new connection to convey the storm water off site.

Precipitation is the source of surface water for the project site. Because the area is currently undeveloped, implementation of the project would result in an increase of impervious surface area and channelization of storm water runoff, the rates and volumes of which would increase. The drainage patterns associated with the project are designed to not impact adjacent properties. On-site run-off would flow to the underground storm water drainage system. The project would incorporate standard best management practices (BMPs) to maintain existing water quality in accordance with City regulations. The site would accomplish post construction stormwater quality through the use of LID and Stormwater Quality methods, as outlined in the "Stormwater Quality Design Manual – Sacramento Region, July 2018" (TSD 2020).

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 06067C0117H, effective August 16, 2012. The project site is not located within a 100-year floodplain (FEMA 2012).

The site is not located in an area of important groundwater recharge. Domestic water in the City is provided solely by surface water sources. The City is the purveyor of water for the site.

### **Regulatory Framework Relating to Hydrology and Water Quality**

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 15**.

**Table 15. City of Folsom Municipal Code Sections Regulating the Effects on Hydrology and Water Quality from Urban Development**

<b>Code Section</b>	<b>Code Name</b>	<b>Effect of Code</b>
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 2020b

## 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?
- 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 has been rough graded. Implementation of the proposed project would alter the existing drainage patterns on the project site. The site conditions would be replaced with impervious surfaces from the buildings, parking lot, and sidewalks or walking paths. The project would utilize the existing storm drain system and would need to construct a new connection to that system to convey water off-site.

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 could be a potentially significant impact if not mitigated.

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 from the Broadstone Unit No. 3 Specific Plan EIR would be implemented, and are prescribed again here as Mitigation Measures HYD-01 and HYD-02, to reduce the impacts to less than significant.

### **Mitigation Measure HYD-01: Drainage Plan**

Prior to approval of improvement plans, the 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 Folsom City Public Works Department.

#### **Mitigation Measure HYD-02: Erosion Control Plan**

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. 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.

With implementation of Mitigation Measures HYD-01 and HYD-02, 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 supplies because domestic water in the City is provided solely from surface water sources from the Folsom Reservoir. While development of the proposed project would increase the amount of impervious surfaces on the site that could affect groundwater recharge, the site is not known to be important to groundwater recharge. Further, because the proposed project would not rely on groundwater for domestic water and irrigation purposes, and the site is not an important area of groundwater recharge, the proposed project would not deplete groundwater supplies or interfere substantially with groundwater recharge that would result in a net deficit in aquifer volume or a lowering of the local groundwater table. Therefore, impacts to groundwater supplies and recharge would be less than significant.

- 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 2.7 miles north. Based on the site's location away from the 100-year floodplain, distance from tsunami inundation area, and distance to Folsom 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 in the General Plan as Multi-Family High Density (MHD) which provides for multi-family residential units in apartment buildings. This designation has a maximum density of thirty (30) units per acre.

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 General Plan Housing Element Vacant Residential Land Inventory (Table 3-A-2) identifies the site for the development of 83 affordable units.

The project site is currently zoned SP 95-1 (Broadstone Unit No. 3 Specific Plan) with an underlying zoning designation of R-4-PD (General Apartment, Planned Development District). (Apartments are a permitted use in the R-4-PD zone. In the R-4 (General Apartment) zone, apartments are a-permitted use (Zoning Code 17.18.020). 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).

### Evaluation of Land Use and Planning

a) Physically divide an established community?

**No impact.** The proposed project would develop a vacant lot, surrounded by residential and commercial uses. The construction would not barricade or reduce access to Scholar Way, Cavitt Drive, or East Bidwell Street. The community would not be gated. There is an existing bike path to the south of the site, this path would not be altered. The proposed project would not divide an established 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?

**No impact.** The proposed project is consistent with both the General Plan land use and zoning designations for the site, as multi-family apartments are identified as a permitted land use within both. The density of the proposed project would be 26.9 units per acre which is consistent with the densities permitted under the MHD designation (up to 30 units per acre) and EBC Overlay (20-30 units per acre). The 109 units affordable to low and very-low income units in the project satisfy the requirement for 83 affordable units identified for the site under the General Plan Housing Element Vacant Residential Land Inventory. The proposed project would not conflict with any land use plan, policy, or regulation and, therefore, would have no impact.

## 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

- 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?
- 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?

**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 checked="" type="checkbox"/>	<input 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 East Bidwell Street and Scholar Way. Other noise sources include ambient urban sounds associated with the commercial developments to the south of the project site.

Ambient noise measurements were conducted on July 15, 2020 at two on-site locations and two off-site locations, including at the adjacent church and along East Bidwell Street. Measurements were conducted to assess the existing ambient noise environment. The ambient measurements are shown in **Table 16**.

Noise-sensitive land uses are land uses that may be subject to stress and/or interference from excessive noise, including residences, hospitals, churches, schools, hotels, resorts, libraries, sensitive wildlife habitat, or similar facilities where quiet is an important attribute of the environment. Noise-sensitive land uses in the project vicinity include the adjacent church to the northeast, the single-family residences further to the east across Cavitt Drive, and a learning center located at the commercial development to the southeast.

**Table 16: Ambient Noise Measurement Results**

Measurement	Location	dBA L <sub>EQ</sub>	Measurement Length	Traffic Count
M1	On-site; Northwestern corner near intersection of East Bidwell Street and Scholar Way	58.8	10 minutes	N/A
M2	On-site; Central portion of the southeastern boundary line	48.9	10 minutes	N/A
M3	Off-site; Central portion of the northeastern boundary line, across the street from the church	50.6	10 minutes	N/A
M4	Off-site; Central portion of the southwestern boundary along East Bidwell Street	63.9	15 minutes	575 automobiles, 7 medium trucks, 1 heavy truck

Note: Measurements were taken during the COVID-19 pandemic, which forced the mandatory closures of non-essential business throughout the region. Because of this, vehicular traffic during the measurements were likely lower than normal levels, and noise levels are likely lower than what would be expected under more standard conditions prior to CoVID-19.

## Terminology

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<sub>EQ</sub>, 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.

## Regulatory Framework

### 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 2020b). 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 with mitigation.**

### **On-site Noise Impacts**

#### *Exposure to Traffic Noise*

The project would be subject to noise from vehicular traffic along East Bidwell Street (located approximately 70 feet from the project site's southwestern boundary), Scholar Way (located adjacent to the project site's northwestern boundary), and Cavitt Drive (located approximately 300 feet from the project site's northeastern boundary).

Daily traffic volumes along East Bidwell Street, Scholar Way, and Cavitt Drive were provided by T. Kear Transportation Planning and Management, Inc. (T. Kear 2020a and 2020b). 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. The project's designated outdoor use areas include a community dining patio, bocce ball court, and community garden, all of which are located on the northeastern side of the proposed structures. Based on this location, these outdoor use areas would be exposed to traffic noise from Scholar Way and Cavitt Drive. The proposed building would be located between the outdoor use areas and East Bidwell Street and would therefore shield the outdoor use areas from traffic noise generated on East Bidwell Street.



Noise levels were modeled at the proposed community dining patio location and at the bocce ball court and community garden location (the bocce ball court and community garden are located adjacent to one another and would be exposed to similar traffic noise). The community dining patio is estimated to be exposed to noise levels of 57.7 CNEL from Scholar Way and 46.6 CNEL from Cavitt Drive, for an estimated combined noise level of 58.0 CNEL. The bocce ball court and community garden are estimated to be exposed to noise levels of 53.9 CNEL from Scholar Way and 47.7 CNEL from Cavitt Drive, for an estimated combined noise level of 54.8 CNEL. Noise levels at the project's outdoor use area would therefore comply with the City's exterior noise standard of 60 CNEL.

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. Noise levels from each roadway surrounding the project site were modeled at the project's nearest proposed building façade to that roadway. Noise levels from East Bidwell Street are modeled to be 67.5 CNEL at the project's southwestern façade and 66.8 CNEL at the project's southeastern façade. Noise levels from Scholar Way are modeled to be 60.3 CNEL at the project's northwestern façade. Noise levels from Cavitt Drive are modeled to be 48.3 CNEL at the project's northeastern façade. The northwestern-most portion of the buildings would be exposed to noise from East Bidwell Street and Scholar Way. The combined noise level is estimated to be 68.3 CNEL. Because noise levels at the project's facades are modeled to be above 60 CNEL from roadway traffic, interior noise levels may exceed the 45 CNEL standard.

The units located at the northwest corner of the proposed building would be exposed to traffic noise from East Bidwell Street and Scholar Way and are anticipated to be exposed to the highest noise levels at the project site (estimated to be 68.3 CNEL). This is a conservative noise estimate in that it assumes traffic along both East Bidwell Street and Scholar Way would be flowing at full speed simultaneously, whereas in actuality the intersection would cause vehicles on one roadway to slow and/or stop while vehicles on the other roadway travel at full speed. To determine interior noise levels at these units, an exterior-to-interior analysis was conducted for the northwest corner unit bedroom that includes two walls with exposure to traffic noise and the northwest corner unit living room that includes one wall with exposure to traffic noise.

**Table 17** shows the calculated interior noise levels and specifies the Sound Transmission Class (STC) ratings necessary to ensure interior noise levels for the proposed project are consistent with the 45 CNEL interior standard.

With typical STC 46 exterior walls and standard dual glazing windows the project's habitable rooms would comply with the relevant interior noise standard of 45 CNEL. Appropriate means of circulation and provision of fresh air must be included to allow windows to remain closed for extended intervals of time so that acceptable levels of noise can be maintained on the interior. The building design would include a mechanical ventilation system that would meet the criteria of the International Building Code (Chapter 12, §1203 of the 2016 California Building Code) to ensure that windows would be able to remain permanently closed. With incorporation of appropriate architectural materials and techniques per **Mitigation Measure NOI-01**, the project would be consistent with City Noise Element policies noise exposure impacts would be less than significant.

**Table 17: Exterior-to-Interior Noise Levels**

<b>Specification</b>	<b>Bedroom</b>	<b>Living Room</b>
Minimum exterior wall requirement	Typical STC 46 Wall	Typical STC 46 Wall
Exterior wall construction	Standard 0.875-inch Stucco over 0.5-inch Shearwall on 2x6 Studs with 0.625-inch Type "X" Drywall	Standard 0.875-inch Stucco over 0.5-inch Shearwall on 2x6 Studs with 0.625-inch Type "X" Drywall
Minimum window requirement	STC 28	STC 28
Window construction	Dual Glazing Window Thickness 0.125-inch and 0.5-inch Air Gap	Dual Glazing Window Thickness 0.125-inch and 0.5-inch Air Gap
Exterior Noise	68.3	68.3
Interior Noise	36.7 (windows closed)	32.8 (windows closed)
<b>Above 45 CNEL interior noise standard?</b>	No	No

### Off-site Noise Impacts

#### *Project-generated Construction Noise*

Construction of the proposed project would involve 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 the church, commercial uses, 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 this size. The project's interior building area is provided as approximately 78,384 square feet, and normal HVAC planning assumes one ton of HVAC for every 350 square feet of habitable

space. This equals approximately 224 tons of HVAC or 14 16-ton HVAC units. The 14 HVAC units would be located at various locations across the proposed building rooftops and noise from all 14 units would not combine to affect a given off-site receptor. The simultaneous use of 14 16-ton HVAC units, conservatively modeled in close proximity to one another at a central rooftop location, with the inclusion of a parapet, would result in an estimated noise level of 39.1 dBA  $L_{EQ}$  at the property line to the northeast adjacent to the off-site church (an approximate distance of 150 feet) and an estimated noise level of 33.3 dBA  $L_{EQ}$  at the property line to the southeast adjacent to the off-site commercial uses (an approximate distance of 300 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 is not required.

#### *Project-generated Traffic Noise*

The project is expected to generate approximately 417 daily trips (T. Kear 2020a). Most of this project-generated traffic would utilize the segment of Cavitt Drive between Scholar Way and the project driveway, the segment of Scholar Way between Cavitt Drive and East Bidwell Street, and East Bidwell Street. Residential NSLUs are located along this segment of Cavitt Drive and a church NSLU is located along this segment of Scholar Way. A general rule of thumb is that a doubling of traffic would cause a doubling in sound energy (a 3-dBA increase), which would be considered a perceptible, and therefore significant, increase. Under existing conditions, Cavitt Drive accommodates 2,200 ADT, Scholar Way 6,700 ADT, and East Bidwell Street 38,100 ADT. Conservatively assuming all 417 daily trips utilize these segments, traffic levels would be well below the level needed to double the existing traffic volumes. It can therefore be concluded that the proposed project would not result in a perceptible increase in noise levels along roadways in the vicinity of the project site. Impacts would be less than significant.

#### **Mitigation Measure NOI-01: On-site Interior Noise Levels**

For the project's habitable areas (both living rooms and bedrooms) with a direct line-of-sight to East Bidwell Street, the following measures shall be incorporated in the design of the project to reduce interior noise levels to 45 CNEL or less:

- Minimum exterior wall requirement of STC 46 with a construction of standard 0.875-inch stucco over 0.5-inch shearwall on 2x6 studs with 0.625-inch Type "X" Drywall.
- Minimum window requirement of STC 28 with a window construction of dual glazing window thickness 0.125-inch and 0.5-inch air gap.
- Appropriate means of air circulation and provision of fresh air shall be incorporated in the project to allow windows to remain closed for extended intervals of time so that acceptable levels of noise can be maintained on the interior.
- The building design shall include a mechanical ventilation system that meets the criteria of the International Building Code (Chapter 12, §1203.3 of the 2013 California Building Code) to ensure that windows would be able to remain permanently closed.

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 130 feet of the nearby church. 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 2020) are used. A vibratory roller creates approximately 0.21 in/sec PPV at a distance of 25 feet. At a distance of 130 feet, a vibratory roller would create a PPV of 0.03 in/sec.<sup>1</sup> 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. Other vibration-sensitive uses, including the single-family residences to the east of the project site, would be located at further distances to the vibratory roller than the church and would therefore experience vibration levels less than 0.03 in/sec. 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 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?

**No impact.** 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 two miles of the project area; therefore, 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. No impact would occur and no mitigation would be necessary.

<sup>1</sup> Equipment PPV = Reference PPV \* (25/D)<sup>n</sup>(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 2018a). The proposed project would construct 110 affordable one-bedroom apartment units within two apartment buildings, of which 109 units would be affordable to low and very-low-income households. The manager's apartment would be a market-rate unit.

### 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 110 affordable apartment units for seniors aged 55 and older. Existing backbone 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 110 to 290 new residents (assuming 2.63 people per unit, based on projected household size in 2035 [City of Folsom 2008:18]). The project would be restricted to residents 55 years and old and apartment units will be one-bedroom. Consequently, the population of the project would range from approximately 110 to 220 residents. The population generated by the project is within the projected increase in population from planned growth as projected in the City's 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. Therefore, there would be no impact on displacement of existing people or housing.

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## XV. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 0.2-miles southwest 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 2018b). 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 Gold Ridge Elementary School, Folsom Middle School, and Vista del Lago High School. There are several parks near the project site, including the Handy Family Park, Nisenan Community Park, and John Kemp 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.



## 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 Scholar Way and Cavitt Drive and the project would include fire hydrants, exterior Fire Department Connection assemblies, and fire riser rooms. Emergency vehicle access would be maintained on the 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), 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 would 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 110-unit project would accommodate residents who would create additional demand for park and recreation facilities. The nearest park is John Kemp Community Park, 1322 Bundrick Drive, approximately 0.6 mi from the project site. Since the park is not adjacent to the proposed apartment community, 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 includes additional information. Potential impacts from the proposed project parks would be less than significant.

### e) Other Facilities?

**Less than significant impact.** The project site is within the urban area of Folsom served by adequate police, fire, and emergency services. The apartment complex includes on-site recreational amenities to serve residents. 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. The impact of the project would be **less than significant** and mitigation would not be necessary

## 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 John Kemp Community Park, 1322 Bundrick Drive, approximately 0.6 mi from the project site. The proposed project would provide some on-site recreational amenities to residents, including a community room with recreation and social activities, community garden, walking path, bocce court, and outdoor patios.

### 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 of community parks is anticipated, however, the increase would not be substantial because the parks are not directly adjacent the proposed project building. On-site recreational facilities at the apartment complex would reduce 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 project's proposed community amenities include a 2,601± square foot community center on the first floor with a great room with large screen television, game and lounge areas, a business center, a convenience kitchen, an outdoor dining patio with seating areas, seat walls, patio tables with umbrellas, and barbeque area. Outdoor amenities would include an outdoor patio adjacent to the community center, bocce court with bench seating, community garden, and bark park (dog park) with synthetic turf.

On-site facilities and existing neighborhood parks are anticipated to adequately serve the recreation demands of project residents. 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 (TIS) prepared by T. Kear Transportation Planning & Management, Inc. (T. Kear 2020a) and a parking evaluation prepared by USA Properties Fund, Inc. (USA Properties Fund 2020). Both reports are included in **Appendix H**.

### Environmental Setting

#### Study Scenarios

Four scenarios were identified for inclusion in the TIS through consultation with City staff. These study scenarios were used to evaluate project impacts relevant to General Plan Policy M4.1.3 relative to level of service. The analysis determines the weekday AM peak-hour, PM peak-hour, and Sunday peak-hour level of service (LOS) at study intersections under the following scenarios:

- 1) Existing 2020 without Project condition;
- 2) Existing 2020 with Project condition;
- 3) Existing Plus Approved Projects (EPAP) 2025 without Project condition;
- 4) EPAP 2025 with Project condition.

#### Existing 2020 Condition with and without the Project

The Existing 2020 Condition (without and with project) quantifies the existing conditions in the study area and identifies project related impacts anticipated to occur if the project opened in 2020.

#### EPAP 2025 Condition with and without 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.

### **Roadway System**

Brief descriptions of the key roadways serving the project site are provided below:

- **Scholar Way** is an east-west collector roadway with a raised median that runs between East Bidwell Street and Broadstone Parkway. Scholar Way provides access to Folsom Lake College through the Scholar Way/Cavitt Drive intersection. There are two eastbound lanes and two westbound lanes, with Class 2 bike lanes, curb, gutter, and sidewalk, on both sides of the road. Turn pockets are provided at major intersections. The posted speed limit is 40 miles per hour. There is no on-street parking and trucks are prohibited.
- **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. The posted speed limit is 35 miles per hour. Turn pockets are provided at major intersections.

### **Study Intersections**

The traffic impact study analyzed the following three study intersections:

- 1) Scholar Way/Cavitt Drive- Control: All-Way Stop Control (AWSC).
- 2) Cavitt Drive/Primary Project Driveway- Control: Two-Way Stop Control (TWSC).
- 3) Scholar Way/Secondary Project Driveway- Control: Uncontrolled.

### **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.

Based on guidance from City staff, the following procedures described below for intersection traffic operations analysis were utilized in the analysis:

#### *Intersection Traffic Operations Analysis*

##### 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 TWSC intersections and 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 LOS 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 LOS is for each movement (or group of movements) based upon the respective average delay per vehicle. **Table 18** presents the average delay criteria used to determine the LOS at TWSC and AWSC intersections.
- AWSC:** At all-way stop-controlled intersections, the LOS 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 LOS 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 18**. LOS 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 LOS D, E, or F conditions while the major street movements have LOS 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 18. Level of Service Criteria for Unsignalized Intersections**

Level of Service (LOS)	Description	<b>TWSC<sup>1</sup></b> Average Delay by Movement (seconds/vehicle)	<b>AWSC<sup>2</sup></b> Intersection Wide Average Delay (seconds/vehicle)
A	Little or no delays	< 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) LOS 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 LOS F.

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

Source: T. Kear 2020a

### 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) *“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, the TIS 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 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.

## General Plan Thresholds

### *Level of Service*

Consistency with General Plan LOS policies for the proposed project were determined based on the methods described above and identified as either "conforming" or "non-conforming". General Plan Policy M 4.1.3 addresses LOS:

*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.*

The General Plan Environmental Impact Report (EIR) includes a criterion addressing potential impacts at locations that operate at LOS E or F under no-project conditions. Under this standard, a non-conforming situation 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, LOS is considered potentially non-conforming 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 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.

### **Vehicle Miles Traveled Standards of Significance**

Under State Law (SB 743), vehicle miles traveled (VMT) is the only metric for evaluating significant transportation impacts in environmental impact analyses required under CEQA.

Folsom General Plan policy NCR 3.1.3 addresses VMT, as stated 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 City of Folsom has not yet adopted thresholds of significance for VMT. Consequently, this analysis uses a qualitative screening against the Governors’ Office of Planning and Research (OPR) guidance. OPR’s guidance (Technical Advisory on Evaluating Transportation Impacts in CEQA, OPR 2018 and 2019) recommends 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.

Based on these criteria, a project would be considered to have a potentially significant impact if it:

- Per capita VMT from residential projects is anticipated to be greater than 85% of the regional average per capita VMT.
- The project is anticipated to inhibit implementation of planned pedestrian, bicycle, or transit improvements.

### **Existing 2020 Condition**

**Table 19** presents a summary of LOS results for the study intersections under Existing conditions. All study intersections operate at LOS B or better during the AM, PM, and Sunday peak hours. Calculation sheets for intersection delay and LOS are provided in **Appendix H**.

### **Projected Trip Generation**

The projected traffic generated by the proposed project was calculated using trip generation factors from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10<sup>th</sup> Edition (2017) and is presented in **Table 20** below.

**Table 19. Existing 2020 Intersection Delay and Level of Service**

Location	Control	2020 Existing AM	2020 Existing PM	Peak hour Signal Warrant
1. Scholar Way/ Cavitt Dr	AWSC	14.2/B	8.7/A	Not Met
2. Cavitt Dr/Primary Project Driveway	TWSC (EB approach controls)	9.1/A	9.8/A	Not Met
3. Scholar Way/Secondary Project Driveway	Un-controlled	Driveway Intersection does not exist without project		

Source: T. Kear 2020a

**Table 20. Project Trip Generation**

Description	ITE Land Use	Quantity	Metric	Daily	AM Peak-Hour			PM Peak-Hour			Sunday Peak-Hour		
					Total	In	Out	Total	In	Out	Total	In	Out
Senior Adult Housing - Attached	252	110 Dwelling Units	Rate	3.79	0.33	47%	53%	0.32	53%	47%	0.36	64%	36%
			Trips	417	36	17	19	35	19	16	40	25	15

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.

Sunday Peak: Average Rate.

Source: T. Kear 2020a

**Existing 2020 with Project Conditions**

Project peak-hour traffic was added to the existing 2020 turning volumes at each intersection and delay and LOS were determined to the study intersections. **Table 21** presents a summary of LOS results for the study intersections under Existing Conditions. All study intersections operate at LOS B or better during the AM, PM, and Sunday peak hours.

**Existing Plus Approved Projects (EPAP) 2025 Conditions**

The EPAP 2025 Conditions analysis utilizes lane configurations and intersection controls from the Existing 2020 Conditions. **Table 22** presents a summary of LOS results for the study intersections under EPAP 2025 Conditions. All study intersections operate at LOS C or better during the AM, PM, and Sunday peak hours.

**Table 21. Baseline 2020 Intersection Delay and Level of Service, with and without Project**

Location	Control	2020 Existing AM	2020 Existing PM	2020 Existing Sunday	2020 Existing Peak Hour Signal Warrant	2020 Existing + Proj. AM	2020 Existing + Proj. PM	2020 Existing + Proj. Sunday	2020 Existing + Proj. Peak-Hour Signal Warrant
1. Scholar Way/Cavitt Dr	AWSC	14.2/B	10.5/B	8.7/A	Not Met	14.5/B	10.6/B	8.8/A	Not Met
2. Cavitt Dr/Primary Project Driveway	TWSC (EB approach controls)	9.1A	8.9/A	9.8/A	Not Met	9.6/A	10.1/B	10.2/B	Not Met
3. Scholar Way/Secondary Project Driveway	Un-controlled	Driveway intersection does not exist without project				Uncontrolled, level-of-service not applicable			

Source: T. Kear 2020a

**Table 22. EPAP 2025 Intersection Delay and Level of Service**

Location	Control	2025 EPAP AM	2025 EPAP PM	2025 EPAP Sunday	Peak Hour Signal Warrant
1. Scholar Way/Cavitt Dr.	AWSC	15.5/C	10.9/B	9.0/A	Not Met
2. Cavitt Dr/Primary Project driveway	TWSC (EB approach controls)	9.1/A	8.9/A	9.8/A	Not Met
3. Scholar Way/Secondary Project Driveway	Uncontrolled	Driveway intersection does not exist without project			

Source: T. Kear 2020a

**Existing Plus Approved Projects (EPAP) 2025 with Project Condition**

Peak-hour traffic associated with the project was added to EPAP 2025 turning volumes at each intersection. Delay and LOS were then determined at the study intersections. **Table 23** presents a summary of the LOS results for the study intersections. All study intersections operate at LOS C or better during the AM, PM, and Sunday peak-hours.

**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. All study intersections are anticipated to operate at LOS C or better under all study scenarios, both with and without the addition of project traffic. The project is not projected to create new impacts to or worsen traffic LOS, consistent with General Plan Policy M4.1.3. All 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 Scholar Way and Cavitt Drive would not be removed.

The project would have a less than significant impact on program plans, ordinances, or policies addressing the circulation system.

**Table 23. EPAP 2025 Delay and Level of Service, with and without Project**

Location	Control	2025 EPAP AM	2025 EPAP PM	2025 EPAP Sunday	2025 EPAP Peak Hour Signal Warrant	2020 EPAP Proj AM	2025 EPAP Proj PM	2025 EPAP Proj Sunday	2025 EPAP Proj Peak Hour Signal Warrant
1. Scholar Way/Cavitt Dr.	AWSC	15.5/C	10.9/B	9.0/A	Not Met	15.8/C	11.0/B	9.1/A	Not Met
2. Cavitt Dr/Primary Project driveway	TWSC (EB approach controls)	9.1/A	8.9/A	9.8/A	Not Met	9.7/A	10.1/B	10.3/B/A	Not Met
3. Scholar Way/Secondary Project Driveway	Uncontrolled	Driveway intersection does not exist without project				Uncontrolled, level-of-service not applicable			

Source: T. Kear 2020a

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 replaced congestion as the metric for determining transportation impacts.

The project is age-restricted (senior) multi-family housing. Age-restricted housing has a daily trip generation rate that is 32 percent below that of non age-restricted conventional multi-family housing and 61% 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 that would reduce the number of trips necessary for goods and services. Based on the trip generation, the project’s per capita VMT is projected to be at least 32 percent

below City and regional VMT per capita. In addition, affordable housing has lower trip generation rates than market rate housing. OPR guidance recommends that all affordable housing be considered to have a less-than-significant impact. Based on OPR's guidance, the Project is anticipated to have a less-than-significant impact.

- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

**Less than significant impact.** Access to the project site would be provided by driveways from Cavitt Drive and Scholar Way. At the Cavitt Drive driveway, a new circular feature with brick-colored stamped concrete and stop controls will manage movements into the site and give vehicles entering from Cavitt Drive the right-of-way. An inbound-only driveway (right turn in only) would provide access from Scholar Way. The driveways meet the City's design standards and would not introduce any sharp curves or dangerous intersections or be incompatible with the existing road network. The driveway throat depths meet the City's standard for apartment complexes between 81-160 units.

Potential geometric constraints and safety issues were evaluated, including driveway spacing, sight triangles, and Statewide Integrated Traffic Records System (SWITRS) collision data. In the last five years, there have been two non-injury accidents proximate to the project site including one near the adjacent church's Scholar Way driveway and the second at the entrance to the northbound left turn pocket at the Scholar Way/Cavitt Drive intersection. No issues were identified that suggest atypical or unsafe frontage conditions that require additional analysis. Therefore, the proposed project would have a less-than-significant impact.

- d) Result in inadequate emergency access?

**No impact.** The project's internal drive aisles are designed with minimum 25-foot inner and 50-foot outer turning radii to accommodate fire department truck access and turning movements. Emergency vehicle access is available to the site from Cavitt Drive and Scholar Way. Emergency vehicle access is designed consistent with standards and is adequate. There would be no impact.

**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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 April 13, 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. However, on April 22, 2020, only nine days into the response window, the Governor of California issues Executive Order (EO) N-54-20 due to the COVID-19 Pandemic that states:

*"The timeframes set forth in Public Resources Code sections 21080.3.1 and 21082.3, within which a California Native American tribe must request consultation and the lead agency must begin the consultation process relating to an Environmental Impact Report, Negative Declaration, or Mitigated Negative Declaration under the California Environmental Quality Act, are suspended for 60 days."*

As a result of the EO, the 30-day response window paused as of April 22 and resumed on June 22, 2020, which was the sunset date of the EO. Therefore, the response window for a tribe to request consultation closed on July 12, 2020. During the extended response window, one tribe responded to the project notice: the UAIC, as described below. The Lone Band of Miwok Indians and Wilton Rancheria did not respond, and, therefore, no consultation was required or carried out with either tribe under CEQA.

On May 12, 2020, Anna Starkey of UAIC responded to the City's initial letter by email, requesting a copy of the cultural report to determine if there is a potential for a tribal field visit to survey for TCRs. Ms.

Starkey also suggested that the tribe would like to provide some recommended mitigation measures; however, she did not request consultation under AB 52. That same day, City Principal Planner Steven Banks acknowledged the request and indicated that the cultural report was still in preparation.

On June 4, 2020, Mr. Banks provided a copy of the Cultural Resources Assessment, prepared by HELIX Environmental Planning (HELIX 2020), and indicated the City's willingness to consider suggested language for the CEQA document, if submitted by the tribe.

On June 5, 2020, Ms. Starkey responded that there is no reason for the tribe to conduct a field visit to the property, provided their suggested mitigation measures for inclusion in the CEQA document, and requested a review of the draft document prior to public release. The tribe did not provide any information about TCRs that may be present in the project area.

After careful consideration of the tribe's suggested mitigation language, the City notified Ms. Starkey on June 9, 2020 of their intent to prescribe Mitigation Measure TCR-01 addressing the unanticipated discovery of TCRs during construction. In terms of process and involvement by culturally affiliated tribes, Mitigation Measure TCR-01 is in substantial conformance with the proposed language provided by the tribe but is in a form that has been previously approved and used by the City.

### 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)?

**Less than significant impact with mitigation.** As discussed in Section V., Cultural Resources, the records search determined that two previously recorded resources have been documented within the project site, but no evidence of these sites remain. The NAHC Sacred Lands File search and Native American outreach did not indicate that known Native American resources are present, and no archaeological resources were encountered during the survey. Ground visibility during the time of the survey was good, making it unlikely that near-surface archaeological resources are located within the project site.

No subsurface testing was conducted for this study, but the disturbed nature of the project site suggests that the potential for encountering buried historical or archeologic resources during grading or shallow excavation is low. If historical or archaeological resources are discovered, implementation of **Mitigation Measure CUL-01** (Section V) would reduce any potential impact to a less than significant level.

- 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 I**, the City concludes that there would be a less than significant impact on TCR's with the incorporation of **Mitigation Measure TCR-01** regarding unanticipated discoveries.

**Mitigation Measure TCR-01: Inadvertent Discovery of TCRs**

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 culturally appropriate treatment, if avoidance and preservation cannot be accommodated.

**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 electricity (SMUD), underground gas lines (PG&E), underground telephone lines (AT&T), solid waste disposal (City of Folsom), and water and sewer facilities (City of Folsom). The City of Folsom 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 of Folsom 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 are able to 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, and telecommunications facilities follows:

#### **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 2018a). 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 2018a). 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 of Folsom 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 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 of Folsom standards. A cobble-lined water quality swale located on the northwest boundary of the site, in addition to on-site landscaping, would manage on-site stormwater. Environmental impacts from these stormwater features would be less than significant and no mitigation would be necessary.

### **Electricity, Gas, and Telephone**

Through the City's coordination with existing utility providers including SMUD for electricity, PG&E for underground gas lines, AT&T for underground telephone lines, utility providers are able to accommodate the proposed project. The project would connect to existing utility lines off of Scholar way would not require additional facilities.

Based on the details above, the project would have **less than significant** impact on water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. 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 of Folsom 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 Sloughhouse. 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 of Folsom. 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 2007).

**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 2007).

## 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"/>
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)?	<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, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise and tribal cultural resources. See Sections 8.IV, 8.V, 8.VII, 8.VIII, 8.IX, 8.X, 8.XIII, and 8.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, common bird species protected by Fish and Game Code may nest on the building, trees, and other vegetation on or adjacent to the project site. Project construction activities would potentially result in impacts to nesting birds if construction of the proposed project commences during the typical avian breeding season (February 15 – August 31). Construction activities and construction-related disturbance (noise, vibration and increased human activity) could adversely affect these species if they were to nest in or adjacent to the project area. Potential effects include physical destruction of nests by construction equipment and/or nest abandonment. With implementation of **Mitigation Measures BIO-01**, 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 a HELIX archaeologist. The record search identified two resources that were partially located with the project site. No evidence of these two sites was seen during the survey, and no new cultural resources were found. 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 geology and soils impacts:* No previous surveys conducted in the project area have identified the project site as sensitive for paleontological resources or other geologically sensitive resources, nor have testing or ground disturbing activities performed to date uncovered any paleontological resources or geologically sensitive resources. While the likelihood encountering paleontological resources and other geologically sensitive resources is considered low, project-related ground disturbing activities could affect the integrity of a previously unknown paleontological or other geologically sensitive resource, resulting in a substantial change in the significance of the resource. . With implementation of **Mitigation Measure GEO-01**, 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 greenhouse gas emissions impacts:* The project must comply with the City's Greenhouse Gas Reduction Strategy Consistency Checklist. The Checklist is part of the City's 2035 General Plan GHG Reduction Strategy which outlines the policies and programs that the City will

undertake to achieve its proportional share of State GHG emissions reductions. Per the Checklist, the GHG reduction measures included in the Checklist that are applicable to a project are to be incorporated into the project's CEQA documents as mitigation measures. The GHG reduction measures applicable to the proposed project are therefore included as **Mitigation Measure GHG-01**. With implementation of this mitigation measure and compliance with SMAQMD's recommendations, the 2017 Scoping Plan, and the MTP/SCS, the project's 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 hazards and hazardous materials impacts:*** The proposed project site has no known history of past land uses associated with potentially hazardous sites and construction of the proposed project would follow all local, state and federal regulations. The Phase I Site Assessment prepared for the proposed project indicated that per State radon test data in the proposed project site zip code, the project site has the potential for elevated radon concentrations. With implementation of **Mitigation Measure HAZ-01**, 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 and HYD-02** 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 noise impacts:*** The project would be subject to noise from vehicular traffic along East Bidwell Street (located approximately 70 feet from the project site's southwestern boundary), Scholar Way (located adjacent to the project site's northwestern boundary), and Cavitt Drive (located approximately 300 feet from the project site's northeastern boundary). 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. The northwestern-most portion of the buildings would be exposed to noise from East Bidwell Street and Scholar Way. The combined noise level is estimated to be 68.3 CNEL. Because noise levels at the project's facades are modeled to be above 60 CNEL from roadway traffic, interior noise levels may exceed the 45 CNEL standard. With the implementation of **Mitigation Measure NOI-01**, the project would not result in a cumulatively considerable contribution to any significant cumulative impacts related to noise.

*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.

## 9.0 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**.

## 10.0 INITIAL STUDY PREPARERS

### City of Folsom

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### HELIX Environmental Planning, Inc.

Robert Edgerton, AICP CEP, Project Manager

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## Appendix J

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### Mitigation Monitoring and Reporting Program

## **MITIGATION MONITORING AND REPORTING PROGRAM SCHOLAR WAY SENIOR APARTMENT COMMUNITY**

**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 FOR THE  
SCHOLAR WAY SENIOR APARTMENT COMMUNITY**

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible Party	Verification of Compliance	
			Initials	Date
<b>BIOLOGICAL RESOURCES</b>				
<b>Mitigation Measure BIO-01: Avoid and minimize impacts to nesting birds.</b> If ground clearing activities occur during the typical bird nesting season (February 15 through August 31), pre-construction nesting bird surveys shall be conducted by a qualified biologist on the project site and within a 500-foot radius of proposed construction areas, where access is available, no more than 14 days prior to the initiation of construction. If no nests are found, no further mitigation is required.  If active nests are identified in these areas, the project applicant shall coordinate with the City to develop measures to avoid disturbance of active nests prior to the initiation of any construction activities, or construction could be delayed until the young have fledged. Avoidance measures may include establishment of a buffer zone and monitoring of the nest by a qualified biologist until the young have fledged the nest and are independent of the site. If a buffer zone is implemented, the size of the buffer zone shall be determined by a qualified biologist in coordination with the City and shall be appropriate for the species of bird and nest location.	Pre-construction nesting bird surveys shall be conducted between February 15 and August 31. Surveys are not required outside of the nesting season (identified above).	City of Folsom; Project Applicant.		
<b>CULTURAL RESOURCES</b>				
<b>Mitigation Measure CUL-01: Inadvertent discoveries.</b> 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.	Prior to and during construction – this mitigation measure shall be included in all construction documents for implementation during demolition or construction.	City of Folsom; Archaeologist or Qualified Cultural Resource Monitor; Construction Contractor		
<b>Mitigation Measure CUL-02: Treatment of human remains.</b> 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	Prior to and during demolition and construction – this	City of Folsom; Archaeologist or Qualified		

<p>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"> <li>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.</li> <li>2. The project owner or their authorized representative will contact the County Coroner.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ol>	<p>mitigation measure shall be included in all construction documents for implementation during demolition or construction.</p>	<p>Cultural Resource Monitor; Construction Contractor</p>		
<b>GEOLOGY AND SOILS</b>				
<p><b>Mitigation Measure GEO-01: Avoid and minimize impacts to paleontological resources.</b></p> <p>In the event a paleontological or other geologically sensitive resources (such as fossils or fossil formations) are identified during any phase of project construction, all excavations within 100-feet of the find shall be temporarily halted until the find is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the appropriate representative at the City of Folsom who shall coordinate with the paleontologist as to any necessary investigation of the find. If the find is determined to be significant under CEQA, the City shall implement those measures which may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code Section 21083.2.</p>	<p>During project construction, discovered paleontological resources (such as fossils) shall be examined by a qualified paleontologist and reported to the City.</p>	<p>City of Folsom; Paleontologist; Construction Contractor</p>		

**GREENHOUSE GAS EMISSIONS****Mitigation Measure GHG-01: Greenhouse gas reduction measures.**

- Per GHG Reduction Measure E-1, the project shall exceed the requirements of the 2016 California Building Energy Efficiency Standards (Title 24, Part 6) by 15 percent or more.
- Per GHG Reduction Measure T-1, the project shall have a mix of uses with a minimum density of 20 units per acre or a Floor Area Ratio of 0.75.
- Per GHG Reduction Measure T-3, the project shall provide 5 percent more bicycle parking spaces than required in the City's Municipal Code.
- Per GHG Reduction Measure T-6, the project shall use high-performance diesel (also known as Diesel-HPR or Reg-9000/RHD) for construction equipment.
- Per GHG Reduction Measure T-8, the project shall provide electric vehicle charging in 5 percent of total parking spaces.
- Per GHG Reduction Measure SW-1, the project shall divert to recycle or salvage at least 65 percent of nonhazardous construction and demolition waste generated at the project site in accordance with Appendix A4 of the California Green Building Standards Code. This may be done by using a waste management company that can provide verifiable documentation that the waste diversion complies with this requirement.
- Per GHG Reduction Measure W-1, the project shall comply with all applicable indoor and outdoor water efficiency and conservation measures required under CALGreen Tier 1, as outlined in the California Green Building Standards Code.

Project applicant shall demonstrate compliance with the City's 2035 General Plan GHG Reduction Strategy which outlines the policies and programs that the City will undertake to achieve its proportional share of State GHG emissions reductions.

City of Folsom;  
Project  
Applicant.

**HAZARDS AND HAZARDOUS MATERIALS****Mitigation Measure HAZ-01: Radon testing.**

Prior to issuance of a grading permit, the project applicant shall conduct site-specific radon testing to confirm that radon levels on-site are at acceptable levels for habitation on-site. Should results of the radon testing indicate that radon levels exceed State standards for habitation, the project applicant shall follow recommended remediation procedures per the testing report prior to issuance of an occupancy permit by the City. Results from this testing shall be submitted to the City of Folsom.

Prior to issuance of a grading permit from the City, the project applicant shall provide results of radon testing indicating acceptable levels for habitation on-site.

City of Folsom;  
Project  
Applicant.

**HYDROLOGY AND WATER QUALITY****Mitigation Measure HYD-01: Drainage plan.**

Prior to approval of improvement plans, the 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 Folsom City Public Works Department.

To be implemented prior to building occupancy.

City of Folsom; Project Applicant.

**Mitigation Measure HYD-02: Erosion control plan.**

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. 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.

To be implemented prior to building occupancy.

City of Folsom; Project Applicant.

**NOISE****Mitigation Measure NOI-01: On-site interior noise levels.**

For the project's habitable areas (both living rooms and bedrooms) with a direct line-of-sight to East Bidwell Street, the following measures shall be incorporated in the design of the project to reduce interior noise levels to 45 CNEL or less:

- Minimum exterior wall requirement of STC 46 with a construction of standard 0.875-inch stucco over 0.5-inch shearwall on 2x6 studs with 0.625-inch Type "X" Drywall.
- Minimum window requirement of STC 28 with a window construction of dual glazing window thickness 0.125-inch and 0.5-inch air gap.
- Appropriate means of air circulation and provision of fresh air shall be incorporated in the project to allow windows to remain closed for extended intervals of time so that acceptable levels of noise can be maintained on the interior.
- The building design shall include a mechanical ventilation system that meets the criteria of the International Building Code (Chapter 12, §1203.3 of the 2013 California Building Code) to ensure that windows would be able to remain permanently closed.

Prior to issuance of an occupancy permit by the City, the project applicant shall provide evidence of mitigation compliance on final project plans and specs.

City of Folsom; Project Applicant.



**TRIBAL CULTURAL RESOURCES****Mitigation Measure TCR-01: Inadvertent discovery of TCRs.**

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 culturally appropriate treatment, if avoidance and preservation cannot be accommodated.

Prior to and during demolition and construction – this mitigation measure shall be included in all construction documents for implementation during demolition or construction.

City of Folsom;  
Native  
American  
Representative/  
Monitor or  
Qualified  
Cultural  
Resource  
Monitor;  
Construction  
Contractor

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## **Attachment 22**

### **Broadstone Unit No. 3 Design Guidelines**

## 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 23**

### **Planning Commission PowerPoint Presentation**



# Scholar Way Senior Housing



CITY OF  
**FOLSOM**

Scholar Way Senior Housing  
Planned Development Permit  
89 Scholar Way



# Vicinity Map



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**FOLSOM**





# Aerial View of Project Site



CITY OF  
FOLSOM



# Key Project Details



CITY OF  
**FOLSOM**

- Scholar Way Senior Housing
  - 110-Unit Senior (55+) Affordable Apartment Community
    - Units Restricted to Low and Very Low Income Households
  - 4.6-Acre Site at NE Corner of East Bidwell Street and Scholar Way
  - Located within Broadstone Unit No. 3 Specific Plan Area
- Planned Development Permit
  - Establish Project Specific Development Standards
  - Evaluate Site Design
  - Evaluate Architecture and Design

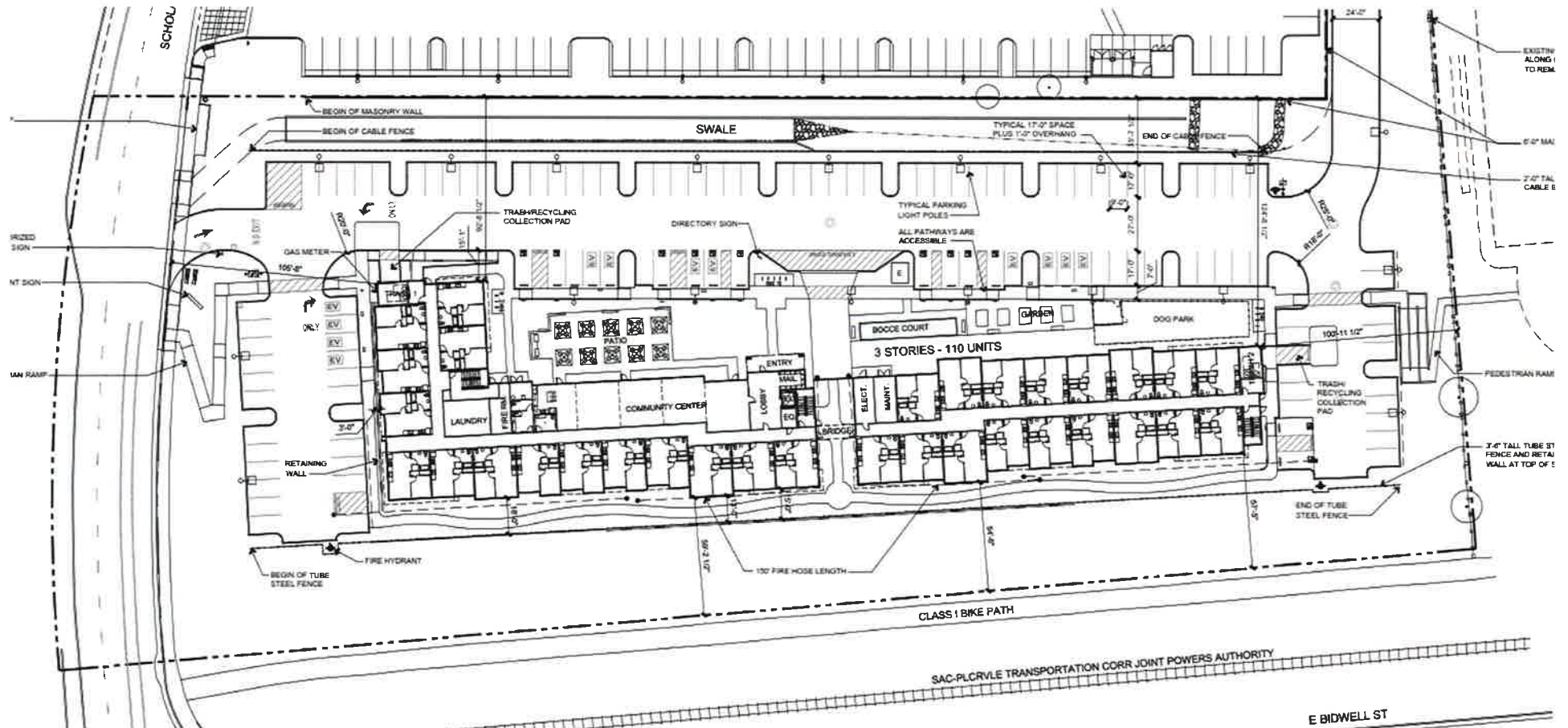




# Enlarged Site Plan



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**FOLSOM**



# Project Analysis



**FOLSOM**

- General Plan and Zoning Consistency
- Planned Development Permit
- Traffic/Access/Circulation
- Parking
- Noise Impacts
- Walls/Fencing
- Site Lighting
- Signage
- Existing and Proposed Landscaping
- Conformance with General Plan and Specific Plan

# Planned Development Permit



CITY OF  
**FOLSOM**

- Conformance with Development Standards

Development Standards Table Scholar Way Senior Housing							
	Lot Area	Lot Width	Building Coverage	Front Yard Setback	Rear Yard Setback	Side Yard Setbacks	Building Height limit
<b>Broadstone Unit No. 3 Specific Plan</b>	PD	PD	60%	20 feet	PD	PD	50 feet (three-stories)
<b>Proposed Project</b>	200,376 s.f.	237 feet	14%	42 feet	105 feet	54 feet and 92 feet	36 feet (three-stories)

- Establishment of Project-Specific Parking Standards
- Site Design
- Building Architecture and Design



# Site Design



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FOLSOM



# Traffic/Access/Circulation



CITY OF  
**FOLSOM**

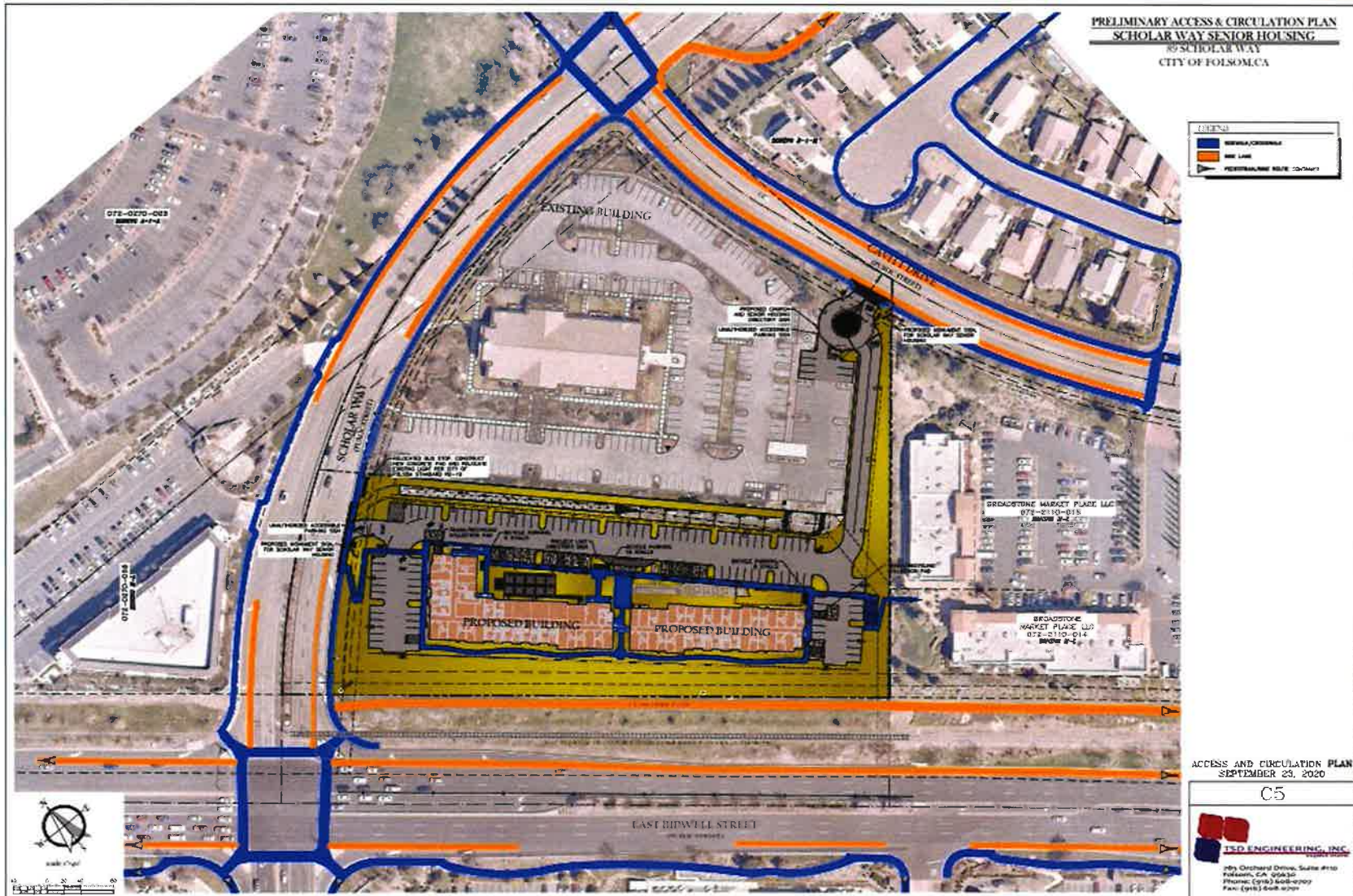
- Traffic Impact Analysis (July-2020)
  - Three Study Intersections Analyzed
  - Four Different Scenarios
  - Project-Related Impacts
    - 417 Daily Vehicle Trips
    - 36 AM/35 PM Peak Hour Trips
  - Study Determined No Significant Impacts (Level of Service)
  - Vehicle Miles Traveled (VMT)(Effective July 1, 2020)
    - State Mandated 15% Reduction in VMT Per Capita
    - Qualitative Assessment
    - Age-Restricted Housing has 32% Reduction in Vehicle Trip Generation
  - Traffic Recommendations
    - Stop-sign Control at Circular Access Driveway near Cavitt Drive Project Driveway
    - Pavement Markings/Signage at Scholar Way Project Driveway
    - Relocation of Existing Bus Stop on Scholar Way



# Traffic/Circulation Exhibit



CITY OF  
**FOLSOM**







# Parking Analysis



CITY OF  
**FOLSOM**

- Broadstone Unit No. 3 Specific Plan and Folsom Municipal Code Don't Specify Parking Standard for Active-Adult Communities
- Proposed Parking
  - 115 On-Site Parking Spaces (Uncovered)
  - 1.05 Parking Spaces Per Unit
  - 12 Electric Vehicle Parking Spaces ( 6 Charging Stations)
- Parking Survey Evaluation (September-2020)
  - Consider Parking Requirements for Other Jurisdictions in Sacramento Region
  - Evaluated Parking Provided for Similar Projects in California and Nevada
  - Compared Industry Standard Parking Rates (ITE Parking Generation Rates)
    - Average Weekday Predicted Parking Space Use of 65 Stalls (0.59 Ratio)
    - 85<sup>th</sup> Percentile Predicted Parking Space Use of 73 Stalls (0.66 Ratio)
  - NPA Shared Parking Model
    - Appropriate Weekday Parking Ratio of 0.85 Parking Spaces Per Unit (80 stalls)
    - Appropriate Weekend Parking Ratio of 0.72 Parking Spaces Per Unit (94 stalls)

# Noise Analysis



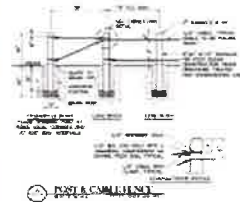
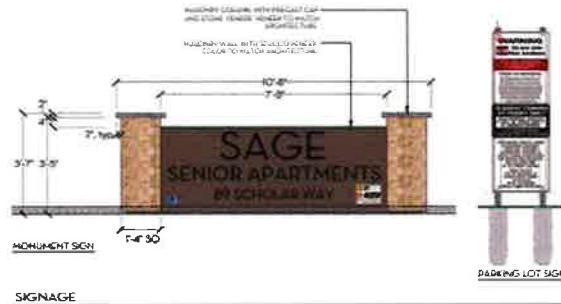
CITY OF  
**FOLSOM**

- Construction-Related Noise Impacts
  - 14 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
- Interior Noise Level Impacts Identified (East Bidwell Street Units)
  - Enhanced Exterior Wall Construction
  - Enhanced Window Construction
  - Appropriate Means for Air Circulation
  - Mechanical Ventilation System

# Site Details



CITY OF  
**FOLSOM**



SCHOLAR WAY SENIOR HOUSING PRELIMINARY CONCEPT  
BY SCHOLAR WAY, FOLSOM, CA

SITE AMENITIES IMAGERY

L2

SEPTEMBER 23, 2020





# Landscape Plan



# Architecture/Design



FOLSOM

- **Proposed Architecture/Design**
  - Two, Three-Story Apartment Buildings (79,955-Square-Feet Combined)
    - Contemporary Design Concept
    - Rectangular-Shaped Buildings
    - Design Details (Rectilinear Forms, Recessed Elements, Balconies)
    - Primary Brown Color with Lighter Accent Colors
- **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 (South)



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**EXTERIOR COLOR**

PAVING	PAVING
CONCRETE	CONCRETE
BRICK	BRICK
CLAY TILE	CLAY TILE
WOOD	WOOD
STEEL	STEEL
GLASS	GLASS
PAINT	PAINT



**Scholar Way Senior Housing**  
FOLSOM, CALIFORNIA

ELEVATIONS



A3.2



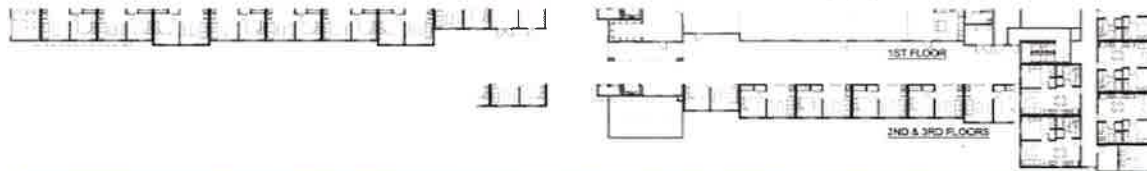
# Building Elevations (North)



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**NORTH ELEVATION**  
March 20, 2019



## EXTERIOR COLOR

- 1. Light Tan (Exterior Wall, 1st & 2nd Floor)
- 2. Dark Brown (Exterior Wall, 3rd & 4th Floor)
- 3. Dark Brown (Exterior Wall, 5th & 6th Floor)
- 4. Dark Brown (Exterior Wall, 7th & 8th Floor)
- 5. Dark Brown (Exterior Wall, 9th & 10th Floor)
- 6. Dark Brown (Exterior Wall, 11th & 12th Floor)
- 7. Dark Brown (Exterior Wall, 13th & 14th Floor)
- 8. Dark Brown (Exterior Wall, 15th & 16th Floor)
- 9. Dark Brown (Exterior Wall, 17th & 18th Floor)
- 10. Dark Brown (Exterior Wall, 19th & 20th Floor)

Color Match with F&B  
10/18/2018, 10/18/2018



**NORTH ELEVATION - EAST END**  
March 20, 2019



**NORTH ELEVATION - WEST END**  
March 20, 2019



**Scholar Way Senior Housing**  
FOLSOM, CALIFORNIA

ELEVATIONS



A3.1

# Building Elevations (East-West)



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**Scholar Way Senior Housing**  
FOLSOM, CALIFORNIA

ELEVATIONS



A3.3

# Renderings



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SOUTHWEST VIEW



NORTHWEST VIEW



SOUTHEAST VIEW



NORTHEAST VIEW



**Scholar Way Senior Housing**  
FOLSOM, CALIFORNIA

VIEWS



SEPTEMBER 22, 2022

A3.4



# Renderings



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AERIAL VIEW



SOUTHEAST CORNER



COMMUNITY CENTER



**Scholar Way Senior Housing**  
FOLSOM, CALIFORNIA

VIEWS



September 23, 2016

A3.5



# 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

# Site Photographs



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# Site Photographs



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# Site Photographs



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# Site Photographs



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# Staff Recommendation



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Staff Recommends  
Planning Commission Approval of the  
Scholar Way Senior Housing  
Planned Development Permit







CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**AGENDA ITEM NO. 2**  
**Type: Workshop**  
**Date: November 18, 2020**

## **Planning Commission Staff Report**

50 Natoma Street, Council Chambers  
Folsom, CA 95630

**Project:** Zoning Code Update – Workshop on Articles 3 and 4 Zoning Standards and Direction to Staff  
**File #:** PN 19-051  
**Request:** Review and Comment  
**Location:** Citywide  
**Parcel(s):** N/A  
**Staff Contact:** Desmond Parrington, AICP, Principal Planner, 916-461-6233  
dparrington@folsom.ca.us

**Recommendation:** Please review and comment on the topics and recommendations for the new Zoning Code Update as it relates to existing standards and staff recommendations for changes.

**Project Summary:** Staff is returning to the Commission for a workshop on the Zoning Code Update. This workshop focuses on zoning regulations related parking, signage, and entertainment uses. The objective of the workshop is to receive Commission and public input on these topics so that staff and its consultant team can prepare the draft Zoning Code.

Staff will present current standards as well as additional options for consideration. These options are meant to address questions and concerns raised by the Commission, Council, the public, or City staff. Several of these options involve different benefits or drawbacks for consideration.

Based on the feedback received from the Commission, staff will revise and update the appropriate section of the Zoning Code and will present a complete draft for public and Commission consideration in early spring 2021.

Submitted,

PAM JOHNS  
Community Development Director

## **ATTACHMENT 1 DESCRIPTION/ANALYSIS**

This is the third in a series of workshops that staff has held with the Planning Commission. The earlier workshops were on September 19, 2019 and on January 15, 2020. The large span of time between those workshops was the result of urgent work that was done to get a new Accessory Dwelling Unit Ordinance in place and delays due to the COVID-19 outbreak. This workshop as well as the ones with the public, the Planning Commission and the City Council are part of the Zoning Code Update process which is expected to conclude in late spring 2021. The next workshop early next year will focus on the permitting process and administrative procedures.

This workshop focuses on several key topics:

- Off-street parking regulations;
- Sign standards;
- Regulation of entertainment and alcohol-serving uses.

The focus on these topics comes because of past comments from the Commission, City Council, members of the public including property owners and developers, and from City staff. Questions have been raised regarding these topics which suggest that the current standards in the current Zoning Code (Title 17 of the Folsom Municipal Code) may require some adjustment to achieve the City's General Plan goals and policies. This report identifies the current issue(s) associated with each topic, presents the current standard as well as other options for consideration, and discusses the trade-offs associated with those options, where applicable.

### **Topic 1 - Off-Street Parking**

As is typical in most communities, off-street parking regulations are often a source of contention between residents on one side and businesses and developers on the other. Having adequate parking requirements helps prevent the spillover of parking into adjacent areas. On the other hand, excessive parking requirements may be unnecessary most days of the year, result in greater costs for developers, and inefficient land use. In addition, high parking requirements can result in development patterns that create obstacles for pedestrians, bicyclists, and transit riders. We are all familiar with the store set back hundreds of feet from the street that whose parking area is rarely full but requires walking long distances for patrons with little to no protection from vehicles. Yet, we have also all faced the frustration of trying to find parking at a store that is clearly under-parked.

As part of the Zoning Code update, staff and its consultant team have been reviewing all of the land use listings allowed in each zone to ensure that allowed use regulations are appropriate, filling in any gaps, and identifying any new or special use that may have unique parking needs or generate unusual parking demand. Based on our review, staff is not proposing major changes to the City's parking requirements. In general, the City's requirements are working well. However, there are two areas that require special attention: 1) parking for outdoor dining, which is discussed later in this staff report; and 2) the need for an alternative to variances for those situations where requiring the full parking standards may not be necessary and may be counterproductive to the City's General Plan goals and policies.

For example, requiring standard parking requirements for an office, residential, or mixed-use project next to one of the City's light rail stations may actually undermine the City's General Plan goals, particularly Land Use policies LU-4.1.2 (Mix of Uses Near Transit Station), LU 4.1.6 (Parking Management), LU 6.1.5 (Off-Street Parking), and LU 8.1.5 (Transit), which are described in detail later in the Policy/Rule section of this report. Yet, there is no provision to allow a modest parking reduction in the Zoning Code for a project located near a light rail station. In another example, a restaurant that locates in an office park or residential project that shares the site with an office building may be able to take advantage of shared parking. Even though this concept received a favorable reception in the zoning survey that staff conducted back in May 2019, there is no provision that explicitly allows it in the Zoning Code.

As shown in Table 1, there are only three instances where parking requirements can be reduced. They only apply to commercial, office, and industrial development and they can only reduce the required amount of parking by two percent.

**Table 1 – Existing Provisions for Reduced Parking Requirements**

Reason for Reduction	Maximum Allowed Reduction	Notes
Shower/locker facilities	2% or 5 spaces, whichever is greater	Only applies to development with 100 or more employees. Goal is to encourage bicycle commuting employees.
Secure bicycle parking	Reduces 1 vehicle space for every 3 bike parking spaces up to a maximum of 2% reduction.	This is for additional secure bike parking space above the current bike parking requirement.
Preferred carpool/vanpool parking spaces	Reduces 1 vehicle space for every 1 carpool/ vanpool space up to a maximum of 2% reduction.	Only applies to office or industrial developments that provide carpool or van pool spaces in a preferential location.

**Source:** [Section 17.57.050\(C\) of the Folsom Municipal Code](#).

Folsom is unique in not having a greater list of allowable reductions and in not having an administrative process to request a reduction without having to apply for a variance, which is expensive and time-consuming. For example, the City of Roseville allows reductions for shared parking, requires no parking in their Downtown, and has established an administrative permit process for individual uses seeking a parking reduction that may be granted by the Planning Manager. In addition, the City allows parking reductions for eating and drinking establishments, but only if approved by the Planning Commission. In the City of Rancho Cordova, their zoning code not only allows the same type of reductions as Folsom, but also allows reductions for shared parking, joint parking, availability of public or common parking lots, property enhancements or amenities, projects near transit, and mixed-use development. In addition, Rancho Cordova also has an administrative adjustment process that can allow parking reductions for projects that do not meet the listed criteria for reductions.

Finally, as shown in Table 2, Sacramento County offers of menu of alternative options available to property owners and developers in order to receive a parking reduction. With this approach, the County offers staff-level reductions up to 25% if the project provides any of the acceptable types of alternatives including shared parking, transit shelters, additional bike parking, or the reduction results in the preservation of trees. In Sacramento County, a request for a reduction larger than 25 percent may be granted

subject to the approval of a special development permit from the Zoning Administrator, Planning Commission, or Board of Supervisors.

**Table 2 – Parking Reduction Options**  
**Example: Sacramento County - Maximum Staff Level Parking Reductions**

Type	Maximum Reduction
<i>Maximum Staff Level Parking Reduction</i>	25%
Shared Parking	25%
Transit Accessibility	10%
Transit Supportive Plazas	10%
Tree Preservation	10% (not more than 6 spaces total)
Bicycle Parking (non-required)	10%
Provision of Electric Vehicle Charging Station	2:1
Preferential Parking for Carpool/Vanpool	5%
Shower/Locker Facilities	5%
Transit Waiting Shelter	10%
Motorcycle Parking	1:1 (One space can be reduced for each motorcycle space provided)
Available On-Street Parking	1:1 (One space can be reduced for each available on-street parking space provided)

Source: Sacramento County Office of Planning and Environmental Review, *Sacramento County Zoning Code* (as amended June 20, 2019), Table 5.26, p. 5-102.

The key question for the Planning Commission is how Folsom should update its approach to parking reductions considering the City's General Plan goals. Staff recommends abandoning the use of variances for parking reductions and instead developing a menu of acceptable alternatives for property owners and developers to select from in order to be granted a reduction along with the development of an administrative process that would allow parking reductions to be granted so long as a parking study justified such a reduction.

In addition, staff also recommends allowing reduced parking for residential mixed-use projects and residential projects located near one of the City's light rail stations. The current parking requirement for multi-family structures, such as apartments, is 1.5 spaces per unit. Staff recommends reducing that to 1 space per unit if the residential or residential mixed-use development is located within a 1/2-mile of a light rail station. Staff is recommending this because new residents located near light rail stations are more likely to use transit than elsewhere in Folsom. In addition, this is consistent with

the City's General Plan policies as well as with the objectives of the Transit Priority Areas as designated in SACOG's Sustainable Communities Strategy (SCS). This also supports Regional Transit's efforts to increase the frequency of light rail service to Folsom from 30 minutes to 15 minutes. Parking is a significant obstacle to TOD development as higher parking standards can reduce the amount of a parcel available for development and the financial feasibility of a project.

Citywide, staff also recommends allowing the use of tandem parking for single-family homes and for multi-family units with no more than 2 bedrooms. Tandem parking can result in an efficient use of land and allows for pedestrian-scale design as opposed to auto-centric design, where the garage becomes the predominant design feature of the front of a home. It also allows for a variety of housing types such as townhomes and condominiums that are often built on narrower lots where a traditional two-car garage might not work as well from a site design standpoint.

Another parking obstacle in older areas of the City is the requirement for two covered parking spaces for homes originally built with one space. Typically built between the 1940s and early 1960s, these older homes were often constructed with just a one-car garage. The challenge the homeowners face when they plan to do improvements to the home, such as an addition, is that they must meet the City's two covered parking space requirement before they can proceed with the improvements. In most cases, either the lot is not wide enough to accommodate the additional garage space or the original home design would need to be substantially altered to allow for the second space resulting in a less desirable design (i.e., a design where the front entry becomes secondary to the large garage). Staff recommends development of an administrative process that would grant an exemption from the two covered parking space requirement if the home was original built with a one-car garage and the homeowner met certain findings (i.e., insufficient space on site for second covered space, would negatively alter original design, etc.).

Another question for the Commission is whether the City should reduce the parking requirement for residential and mixed-use projects from 1.5 spaces per unit to 1 space per unit for projects located within the East Bidwell Corridor Mixed-Use Overlay. Reducing the parking requirement along the corridor would lower the cost of development and potentially make smaller parcels more feasible to develop in the short-term. However, while the area is currently served by transit (Folsom Stage Lines Route 10), the frequency of the transit is very low (1 bus per hour) and large sections of the corridor abut residential neighborhoods increasing the potential for spillover. Currently, staff does not recommend reducing the parking requirement because of these issues. Instead, if Commission supports reductions for shared uses, there are opportunities for parking reductions when there is the availability of shared parking in different areas of the corridor that might lessen the burden on development. For example, residential on



the same site as retail could potentially use the same parking in the evening that is occupied during the day by retail patrons.

The last parking modification staff recommends is the addition of design standards or guidelines that support improved pedestrian pathways from the street through parking lots to the entries of businesses. Too often pedestrians, including those who are parking on-site and exiting their vehicles, must navigate their way through large parking lots or even through drive aisles that lack safe pedestrian pathways, which separate pedestrians from vehicles. The new design standards or guidelines would encourage or require separated and direct pedestrian pathways from the street through the parking lot to the business entry, whenever possible.

## **Topic 2 – Signs**

There are three key issues for discussion related to building signs:

- New legal limitations on sign regulation;
- Sign requirements based on land use instead of the zone; and
- Signage locations and sign size for multi-tenant office buildings.

Legal Changes: The rules governing signs have changed since the U.S Supreme Court case of *Reed v. Town of Gilbert*, Arizona in 2015. As a result of that case, jurisdictions can no longer distinguish between different types of content. All local sign regulations must be content neutral. If you must read a sign in order to determine how it is regulated, then those regulations are considered content-based and are illegal. For example, political signage cannot be treated differently than other types of temporary signs. In additional concurring opinions from other justices, the Court clarified that jurisdictions can still:

- Regulate the locations in which signs may be placed (on-site vs. off-site)
- Distinguish between free-standing signs and those attached to buildings
- Distinguish between lighted vs. unlighted signs
- Distinguish between fixed messages and electronic or variable
- Distinguish between placement on private or public property
- Impose time restrictions on signs advertising a one-time event

City regulations must focus on the time, place, and manner of the proposed sign, not what it says. While this has not been a major issue in Folsom, it further limits what the City can regulate and it means that portions of the current Zoning Code must be revised to ensure that the City is consistent with the new rules. Some signs may no longer be allowed while others may be reclassified based on the sign type. As a result, staff will

be updating and revising the rules governing signage to ensure compliance with the law.

Sign Standards Based on Land Use instead of the Zone: One of the challenges staff has faced implementing the City’s sign regulations is when a new and different use locates in a building or shopping center without existing a Uniform Signage Program (USP). That use may have very different sign requirements than the other existing uses adjacent to it even though it is in the same center or building. For example, the wall sign requirements for a new office that opens in a tenant space in a shopping center are very different than those of its neighboring retail tenants as shown below in Table 3 even though they are both located in the Central Business (C-2) Zone. As you can see below, there is a considerable difference between the sign regulations for the two uses that may be in the same commercial center or building.

**Table 3 – Existing Sign Regulations (Office and Retail Example)**

Use	Max. Number of Signs	Max. Size
Office	1 wall sign	0.5 sf for each 1 lineal foot of primary building footage up to 50 sf
Commercial/ Retail	Multiple signs so long as together they do not exceed the allowed maximum. Signs may be wall signs, projecting signs or canopy signs.	1.5 sf for each 1 lineal foot of primary frontage up to a maximum of 150 sf. May not exceed 75% of building frontage

**Source:** [Section 17.59.040 \(Sign Regulations\) of the Folsom Municipal Code.](#)

To address this issue, staff recommends using sign requirements based on the zoning designation (e.g., C-2, C-3, BP, etc.) instead of on the land use. This will eliminate the potential for an incongruous assortment of signs for different uses within a shopping center or multi-tenant building.

Signage for Multi-Tenant Office Buildings: City staff have increasingly handled situations where tenants in office buildings request additional signage, signage in an alternate location other than the allowed location, and increased sign signage. In many cases, these have resulted in the need for Commission-level sign criteria approval in order to allow for the additional square footage and alternative locations. For example, tenants in an office space that does not front a street have requested street side signage in addition to the signage above their entry. Another example is where there is not only signage for the building’s name, but also large signage for each individual office tenant all on the same street-facing side of the building. If not handled properly this can create visual clutter and detract from the design of building.

For multi-tenant office buildings, staff recommends increasing the maximum allowable sign area square footage from 0.5 to 1 square foot for every lineal foot of building frontage and increasing the total maximum amount of allowed signage from 50 square feet per business or entity to a new overall maximum amount of 250 square feet to be divided among all tenant spaces. The new rules would allow each tenant to have one sign on each building frontage oriented toward a parking lot, street, alley, driveway, or freeway. This would allow the tenant to have a sign facing the street as well as the building front facing the parking area so long as the total amount of signage on the building did not exceed 250 square feet. This type of approach has been approved for other projects and was most recently approved by the Commission when it approved the sign criteria for the College Point Business Center on East Bidwell.

### **Topic 3 – Regulation of Entertainment and Alcohol-Serving Uses**

The establishment of new restaurants, bars and other business with entertainment uses, particularly outdoor entertainment, have occasionally raised concerns due to issues associated with the serving of alcohol, noise, hours of operation, parking, and proximity to existing residential neighborhoods. With the growing trend toward the use of entertainment as a means for commercial uses to attract additional patrons, City staff and its consultant team took a fresh look at the City's existing standards regulating entertainment and establishments serving alcohol.

Under the City's current regulations, a major Conditional Use Permit and fee is required for any outdoor dining area where alcohol is served. For live entertainment as an incidental use associated with a bar or restaurant, a minor Conditional User permit and fee is required. However, there is no reference to outdoor entertainment associated with a bar or restaurant. Similarly, there are no standards in the current Zoning Code for staff to use to evaluate such proposed uses. In addition, parking associated with outdoor dining has been a source of concern, but the Zoning Code is silent on the parking for outdoor dining areas. It simply states that "eating establishments and bars are required to have one space per three seats, based on the capacity of fixed and moveable seating as determined by the Uniform Building Code."

Staff and its consultant team reviewed the current regulations and the issues that have been raised in the past and recommended the following:

- **Conditional Use Permit:** The CUP requirement would remain for alcohol serving establishments in C-1 zones typically located near existing neighborhoods. Bars and restaurants with bars would require an Administrative Use Permit in the C-2 and C-3 zones so long as they did not operate past 11 pm. Any bar operating later than 11 pm would require a CUP. To obtain an AUP or CUP the applicant would need to meet the required performance standards and

conditions as well as satisfy a set of findings.

- **Performance Standards:** Required for all ABC-licensed establishments these would set new rules controlling the hours of operation, noise, events, and entertainment.
- **Outdoor Dining Standards:** A new set of standards is proposed that would clarify the rules for outdoor dining. These would include standards related to hours of operation, location and access, entertainment, maintenance, alcohol service, barrier, storage, etc.
- **Parking for Outdoor Dining:** New parking standards for outdoor dining are also proposed. Staff tried to strike a balance between addressing parking demand but also supporting restaurant activity since the City does not want to discourage outdoor dining. Outdoor seating which is less than 25% of the indoor seating would be exempt from parking requirements, but any additional outdoor seating area would have half of the standard parking requirement (i.e., half of 1 parking space for every 3 seats). For outdoor dining space associated with a restaurant located in a commercial or mixed-use center, they would be required to provide parking based on the number of spaces required for each use in the center, unless mutual parking agreements allow a shared parking reduction.

These standards would be in addition to the requirements of the State's Department of Alcohol Beverage Control (ABC). ABC requires all businesses serving alcohol to obtain a license and in doing so ABC staff require the business to meet specific requirements. They also monitor the number of liquor licenses in an area and if a large concentration of licenses exists that exceeds the set amount allocated for the County or a high crime level exists in that area then typically the license application is denied.

Another issue that staff continues to struggle with is the definition of a bar versus that of a restaurant or entertainment use that serves food and alcohol. The current Zoning Code distinguishes a restaurant from a bar based on whether the portion of a restaurant devoted to the serving of alcohol is less than 10% of the floor area. The current challenge is that most entertainment uses as well as bars serve food now. So, trying to figure out what part of the floor area is for the bar and what part is for food service is a challenge. Staff and the consultant team are looking at other options but would like Commission input on this and any other issues related to entertainment uses. One approach is to focus on the hours of operation rather than the floor area. In this scenario, a venue that served alcohol past 11 pm or midnight would be subject to a CUP while one that closed at 10 pm might just require an Administrative Use Permit.

The key questions for the Commission on this topic are: 1) Has staff and its consultants struck the right balance between supporting restaurants, bars, outdoor dining and entertainment and regulating the occasional issues that can arise with these uses? 2) Should this approach be changed in light of the COVID-19 pandemic where restaurants and bars are much more reliant on outdoor dining than before? 3) Are there other

issues associated with entertainment, outdoor dining, or alcohol-related uses that staff has missed and needs to be addressed?

## **Conclusion**

Staff have highlighted these three areas because these topics have been discussed in the past by members of the Commission, the City Council, by the public or by staff. In addition, in some cases the standards addressing the issues in these areas are insufficient or have not been working as intended. City staff would like input from the Commission on the topics raised in this report and any other Zoning Code issues in Folsom that merit further attention.

## **POLICY/RULE**

The City's 2035 General Plan established several policies which are guiding the preparation of the Zoning Code update particularly as it relates to new districts, development standards, design and allowed uses. These policies include:

- LU 1.1.1 Zoning Ordinance: Ensure that the Folsom Zoning Ordinance is consistent with the policies and programs of the General Plan.
- LU 3.1.1 Mixed-Use Nodes: Encourage mixed-use development in nodes located at major intersections that include housing, open space, and offices. This development pattern should reflect best practices in mixed-use development, in contrast to strip retail developments along corridors.
- LU 3.1.2 Districts and Corridors: Encourage development of diverse mixed-use districts and corridors that address different community needs and market sectors, provide a variety of housing opportunities, and create distinct and unique areas of the city.
- LU 3.1.3 Mixed-Use Design: Encourage mixed-use developments to limit the number of access driveways, minimize building setbacks, and require active edges on ground floor spaces adjacent to sidewalks.
- LU 3.1.4 Compatibility with Adjoining Uses: Encourage development and redevelopment of higher density mixed-use development within districts and along corridors to be compatible with adjacent land uses particularly residential uses.
- LU 3.1.5 East Bidwell Street: Encourage new development along East Bidwell Street by creating a stronger mixed-use development pattern, both horizontal and vertical, with an emphasis on medium- and higher-density housing, while also addressing local and citywide demand for retail and services.
- LU 3.1.6 Central Commercial District: Encourage development of mixed-use

projects that create a walkable, vibrant district along East Bidwell Street between Coloma Street and Blue Ravine Road.

- LU 4.1.2 Mix of Uses Near Station: Encourage new development around transit stations that mix retail with a variety of housing and employment options to transform Folsom stations into destinations that take advantage of public investment in transit.
- LU 4.1.4 Restrict Auto-Oriented Uses Around Transit Stations: Restrict new auto-oriented uses (e.g., automobile repair, gas station, car wash, drive through restaurants, mini storage facilities) within one-quarter mile of light rail stations.
- LU 4.1.6 Parking Management: Develop long-term parking management approaches that decrease the amount of land dedicated to surface parking while maintaining parking capacity. Solutions may include parking structures or shuttles to nearby parking.
- 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.
- LU 6.1.4 Open Space in Residential Developments: Require open space in each residential development except the following: developments located within a Specific Plan Area that has already dedicated open space, on multifamily parcels of less than 10 acres and, or parcels of less than 20 acres for single family uses surrounded by existing development. Open space includes parklands, common areas, landscaped areas, paths and trails, and plazas. Open space does not include areas devoted to vehicle parking, streets, and landscaped streetscapes. To achieve the open space guidelines, a developer may be allowed to group the homes at smaller lot sizes around shared open space features, as long as the average gross density does not increase.
- LU 6.1.5 Off-Street Parking: Require sufficient off-street parking for residents be included in the design of all residential projects. Off-street parking for guests shall be included in the design of all multifamily projects. The City shall allow for reduced parking requirements for high-density residential and mixed-use developments near transit stations.
- LU 7.1.2 Enhance Vitality of Commercial Areas: Encourage development of underutilized and vacant parcels in commercial zones to improve the aesthetic appearance and enhance the vitality of commercial areas.
- LU 8.1.5 Transit: Encourage new employment uses to locate where they can be

easily served by public transit. Transit centers should be incorporated into the project, when appropriate.

- LU 9.1.7 District Identity: Encourage efforts to establish and promote district identities (e.g., urban centers, East Bidwell Street) through the use of signage, wayfinding signage, streetscape and building design standards, advertising, and site-specific historic themes.

## **ENVIRONMENTAL REVIEW**

This is a special presentation and is not a project as defined by California Environmental Quality Act (CEQA). It is therefore not subject to environmental review.

## **RECOMMENDATION/PLANNING COMMISSION ACTION**

Review and comment. This is an informational presentation designed to receive input and direction on current specific use and zoning standards as well as on questions and changes proposed by staff. City staff is seeking the Commission's input on the following issue areas:

- Off-street parking regulations;
- Sign standards;
- Regulation of entertainment and alcohol-serving uses.



## **Attachment 2**

### **Presentation on Proposed Zoning and Use Standards**

HOOD APARTMENT DISTRICT  
RTMENT DISTRICT  
MULTI FAMILY DWELLING  
ILER PARKS

NG  
VAL  
STRICT



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

City of Folsom  
**ZONING**

3

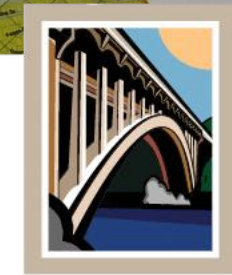


# Zoning Code Update

## Articles 3 & 4: Zoning and Use Standards

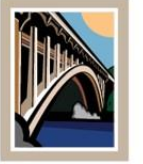
### Planning Commission Workshop

November 18, 2020



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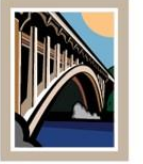
# Topics



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- Focus is on zoning and use standards
- Workshop topics cover:
  - Off-street parking
  - Sign standards
  - Regulation of entertainment and alcohol-serving uses
- Review and comment only

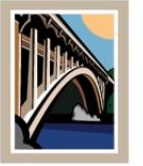
# Purpose



CITY OF  
FOLSOM

- Receive Commission and public input on existing and proposed changes to Citywide specific use and zoning standards

# Outreach



CITY OF  
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To encourage greater participation in the Zoning Code workshops, staff did the following for this workshop:

- Sent out emails about the workshop to over 550 stakeholders including residents, business owners, developers, business and community groups
- Reached out to board members of the Folsom Chamber
- Posted announcements in the City's e-newsletter
- Posted information about the workshop including workshop materials on the City's home page and the Zoning Code Update website



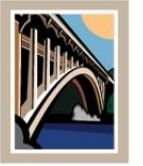


# Off-Street Parking

## Planning Commission Workshop



# Current Parking Regulations

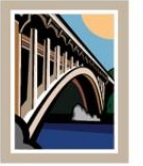


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- No major changes proposed to existing parking standards
- Need different process to allow for flexibility for unique uses and locations
- Variance process does not work well
  - Costly (~\$1,500 fee)
  - Time consuming
  - Projects often cannot meet findings



# Limited Parking Reductions



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- Only 3 options for allow parking reductions:
  - Shower/locker facilities (Must have 100 or more employees)
  - Additional secure bicycle parking
  - Carpool/vanpool preferred parking location
- Parking reduction limited to only 2% of required parking
- No provisions for shared parking
- No reductions for mixed-use or projects near transit

# General Plan – Parking Policies



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- In some areas, parking requirements not consistent with General Plan goals and policies including
  - Policy LU-4.1.2 - Mix of Uses Near Transit Station;
  - Policy LU 4.1.6 - Parking Management;
  - Policy LU 6.1.5 - Off-Street Parking; and
  - Policy LU 8.1.5 - Transit
- Most other cities in our region allow for parking reductions without requiring a variance
- Many provide reduced parking requirement near transit stations

# Other Approaches



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- **City of Roseville**
  - No downtown parking required
  - Administrative permit process for granting reductions
  - Approved by Planning Manager
  - Parking reductions for bars and restaurants only granted by Commission
- **City of Rancho Cordova**
  - Same reductions as Folsom but also allows reductions for:
    - Shared parking;
    - Joint parking;
    - Availability of public parking;
    - Property enhancements or amenities;
    - Projects near transit; and
    - Mixed-use projects
  - Also has administrative process for unique situations

# Other Approaches:

## *Sacramento County Example*



CITY OF  
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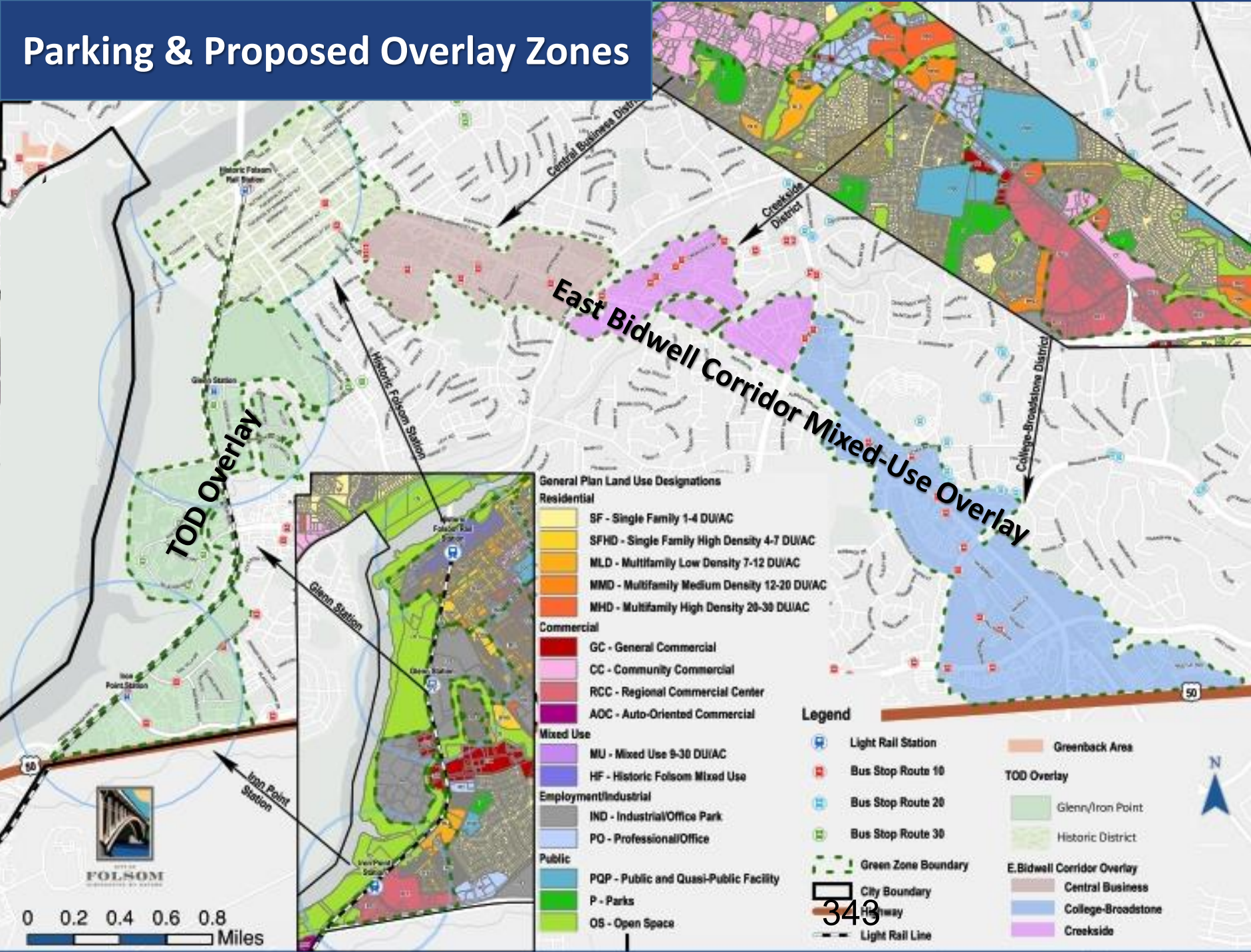
Acceptable Alternative Type	Maximum Reduction
<i>Maximum Staff Level Parking Reduction</i>	25%
Shared Parking	25%
Transit Accessibility	10%
Transit Supportive Plazas	10%
Tree Preservation	10% (not more than 6 spaces total)
Bicycle Parking (non-required)	10%
Provision of Electric Vehicle Charging Station	2:1
Preferential Parking for Carpool/Vanpool	5%
Shower/Locker Facilities	5%
Transit Waiting Shelter	10%
Motorcycle Parking	1:1 (One space can be reduced for each motorcycle space provided)
Available On-Street Parking	1:1 (One space can be reduced for each available on-street parking space provided)



# Parking & Proposed Overlay Zones

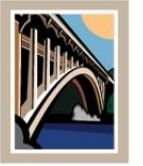


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- Reduced parking proposed for residential and mixed-use projects in TOD Overlay areas (light green areas)
- No reduced parking requirements for East Bidwell Corridor Mixed Use Overlay given limited transit service and proximity to existing neighborhoods
- Other reductions available if project on E. Bidwell provided acceptable alternatives

# Parking Lot Design Issues

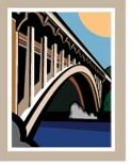


CITY OF  
FOLSOM

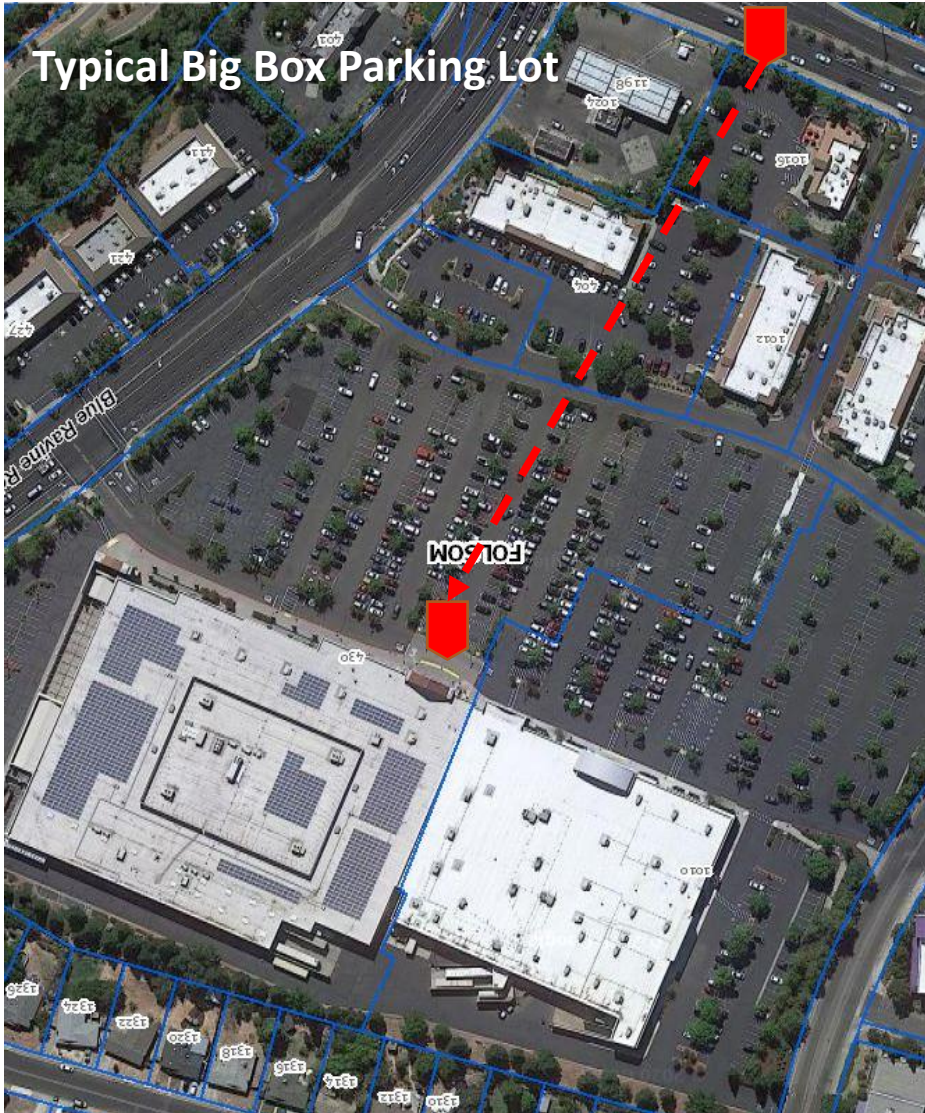
- Parking lots can present site design challenges
- City Planning currently has no standards or guidelines for parking lot design
- Ensuring safe paths of travel for pedestrians is important
- Should not mix pedestrians and vehicles in lots
- Need design guidelines or standards to encourage safe connections that support walkability



# Parking Lot Design Examples



CITY OF  
**FOLSOM**



## Alternative Parking Lot Design with Multiple Paths





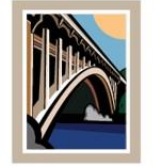
# Staff Recommendation



CITY OF  
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- Eliminate use of variances for parking reductions
- Develop list of acceptable alternatives to allow reduction
- Use administrative process for granting parking reduction
  - Smaller reductions reviewed by staff
  - Larger reductions reviewed by Commission
- Establish findings for granting parking reduction
- Provide reduced parking requirements around light rail stations

# Staff Recommendation (continued)



CITY OF  
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- Development of administrative process to exempt homes built with single-car garage from two-car garage requirement

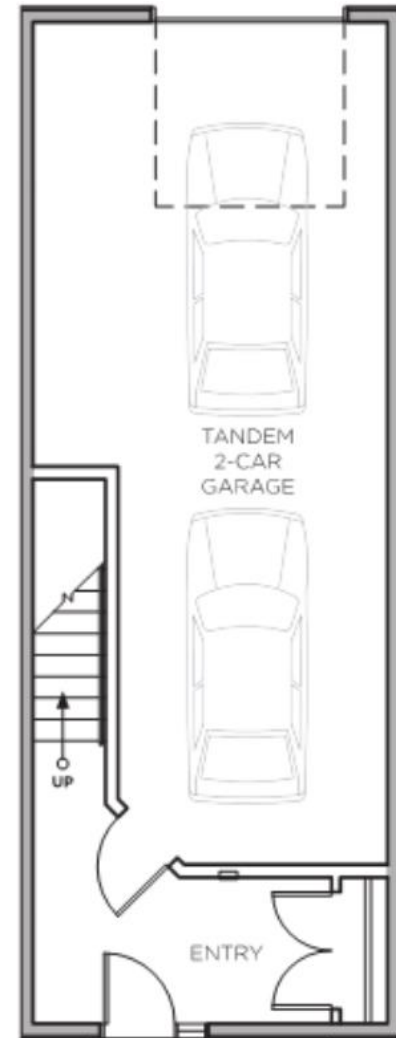


# Staff Recommendation (continued)



CITY OF  
**FOLSOM**

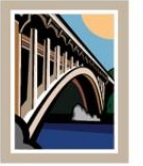
- Allow for tandem garages in single and multi-unit development ( $\leq 2$  bedrooms)
  - Supports alternative housing types such as townhomes
  - More efficient use of land
  - Design focus on entry not on garage



- Design standards or guidelines recommended for parking lot design to include pedestrian pathways
  - Creates better and safer access for pedestrians



# Key Parking Questions



CITY OF  
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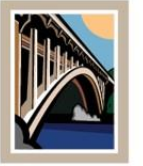
- Is this right approach to parking given General Plan policies?
- Should East Bidwell Corridor Overlay have reduced parking standards for mixed-use projects too?
- Should senior or affordable projects have reduced parking standards?
- Other parking questions?

A grayscale photograph of a Whole Foods Market building. The building features a large, curved sign that reads "WHOLE FOODS MARKET" in a serif font. The building has a tiled roof and large windows. In the foreground, there are several tall palm trees and a large, rounded bush. The image is used as a background for the text.

# Sign Standards

Planning Commission Workshop

# Current Sign Issues



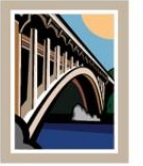
CITY OF  
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Three main sign issues in current Zoning Code:

1. New legal limitations on sign regulation
2. Sign requirements based on land use instead of the zone
3. Signage locations and sign size for multi-tenant office buildings



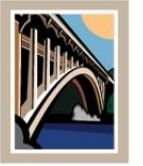
# Legal Changes



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- US Supreme Court case:
  - *Reed v. Town of Gilbert*
- Sign regulations must be **content neutral**
  - If you must read the sign to regulate it, then regulation is not content neutral
- Need to update City regulations to meet new laws
- Focus of rules should be on **time, place, and manner**
  - Example – political signs should be treated as temporary signs

# Sign Regulations



CITY OF  
FOLSOM

Despite new case law, jurisdictions can still:

- Regulate the locations in which signs may be placed (on-site vs. off-site)
- Distinguish between free-standing signs and those attached to buildings
- Distinguish between lighted vs. unlighted signs
- Distinguish between fixed messages and electronic or variable
- Distinguish between placement on private or public property
- Impose time restrictions on signs advertising a one-time event

# Sign Standards: Use vs. Zone



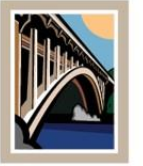
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- Mix of uses can result in mix of sign types and sizes
- Problems among different uses in same building or on same parcel (Example: Commercial v. office tenants in same center)

## Existing Sign Regulations

Use	Max. Number of Signs	Max. Size
Office	1 non-illuminated wall sign plus 1 freestanding sign	Wall Sign: 0.5 sf for each 1 lineal foot of primary building footage up to 50 sf Freestanding Sign: 24 sf
Commercial/ Retail	Multiple signs but cannot exceed allowed maximum. Signs may be wall signs, projecting signs or canopy signs. Plus 1 freestanding sign	1.5 sf of sign area for each 1 lineal foot of primary frontage up to a max. of 150 sf. May not exceed 75% of building frontage Freestanding Sign: 24 sf

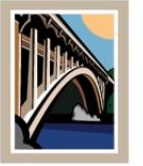
# Use vs. Zone: Recommendation



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- To address this issue:
  - Continue to require Uniform Sign Program for multi-tenant buildings and centers
  - Based sign standards on the zone not on individual use
    - Example: All use in C-2 Zone would have same sign standards

# Multi-Tenant Office Buildings



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FOLSOM

Requests for alternate locations, additional signage or increased sign areas.

- Regardless of tenant location, most want street-facing signage
- Most want both street-facing signage and entry signage
- Potential issues of visual clutter and multiple sign designs on same building
- Confusion over 50 sf per business or entity



# Proposed Solution



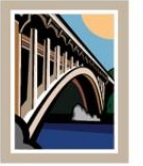
CITY OF  
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- Continue requirement for Uniform Sign Program
- Provide greater flexibility regardless of tenant location
- Increases amount of sign area
- Limits overall signage on building regardless of number of tenants
- Similar approach recently approved for College Pointe Business Center

Office Use	Sign Area	Sign Size and Amount
Current Rules	Wall Sign: 1 Freestanding Sign: 1	Wall Sign: 0.5 sf of sign area for each 1 lineal foot of primary building footage up to 50 sf <b>per business or entity</b> Freestanding Sign: 24 sf Illumination: Halo or external
Proposed Rules	Wall Sign: 1 Freestanding Sign: 1 per street frontage	Wall Sign: 1.0 sf of sign area for each 1 lineal foot of primary building footage up to 250 sf <b>total for entire building</b> Freestanding Sign: 24 sf Illumination: Halo or external



# Sign Recommendation Summary



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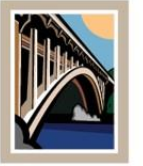
- Sign standards based on zone rather than land use
- Greater sign allowances for office buildings
  - Still less than retail sign allowances
- Flexibility for multi-tenant office buildings
  - Continue to require Uniform Sign Program
  - More signage allowed
  - Overall cap on building size regardless of tenant spaces



# Entertainment and Alcohol-Serving Uses

Planning Commission Workshop

# Regulating Entertainment Uses

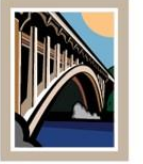


CITY OF  
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Typical issues associated with entertainment and alcohol-serving uses can include:

- Management
- Hours of operation
- Noise
- Over-concentration
- Parking

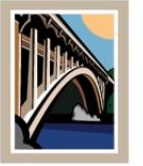
# Current Regulations



CITY OF  
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- Bars and entertainment venues serving alcohol must get Conditional Use Permit (CUP)
- Must also get ABC license and meet ABC requirements in addition to City requirements
- City also has Entertainment Permit
  - Only used in Sutter Street Entertainment District
  - Could be applied in other areas of Folsom

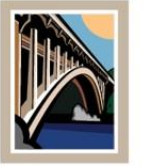
# New Approach



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- Conditional Use Permit for any bar operating past 11 pm
  - Must meet performance standards
- Performance Standards
  - Address hours of operation, noise, events, entertainment
- Outdoor Dining Standards
  - Address hours of operation, location, access, entertainment, etc.
- Parking Standards for Outdoor Dining Areas
  - If less than 25% of indoor seating, it is exempt
  - Greater than 25% then would require half of standard restaurant parking requirement
  - Mutual parking agreements could allow for parking reduction
- These would be in addition to ABC requirements

# Determining Alcohol Serving Uses

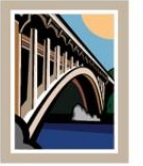


CITY OF  
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- Currently, if alcohol serving area is greater than 10% of floor area then CUP is required
- Typical standard used by most jurisdictions
- Often difficult to determine especially when the venue serves food or has entertainment
- Should hours of operation be the key criteria to determine when CUP is required?
  - Beyond 11 pm? Beyond midnight?
  - Different weekday and weekend end times?



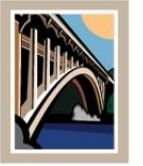
# Key Questions



CITY OF  
**FOLSOM**

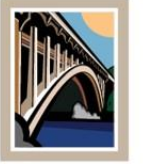
- Have staff struck right balance between supporting business and regulating use?
- Should City impose outdoor dining parking requirement now during pandemic?
- Are there other issues staff has missed?

# Next Steps



CITY OF  
**FOLSOM**

- Based input, staff will update the draft Zoning Code
- Another workshops will be held in either December or January on administrative and permit procedures
- A virtual community workshop will be held in January 2021
- Public review draft will be available in early spring 2021
- Spring 2021, Zoning Code adoption hearings at Commissions and Council



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# Thank You!

For more information visit:

[www.folsom.ca.us/zoningcode](http://www.folsom.ca.us/zoningcode)