

**PLANNING COMMISSION AGENDA**  
**December 2, 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:** Barbara Leary, Jennifer Lane, Andrew Grant, Vice Chair Eileen Reynolds, Daniel West, Kevin Duewel, 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 November 18, 2020 will be presented for approval.

**PUBLIC HEARING**

**1. PN 20-248 The Shops at Folsom Ranch Tentative Parcel Map and Planned Development Permit Extensions**

A Public Hearing to consider a request from The Shops at Folsom Ranch, LLC for approval of a Tentative Parcel Map Extension and Planned Development Permit Extension for development of a 27,900-square-foot commercial shopping center on a 5.9-acre site located at the southeast corner of the intersection of East Bidwell Street and Alder Creek Parkway within the Folsom Plan Area. The Zoning classification for the site is SP GC-PD, while the General Plan Land Use designation is GC. The City, as lead agency, previously determined that The Shops at Folsom Ranch project is entirely consistent with the Folsom Plan Area Specific Plan (FPASP) and Westland Eagle Specific Plan Amendment, therefore the project is exempt from the California Environmental Quality Act as provided by Government Code section 65457 and CEQA Guidelines section 15182. **(Project Planner: Principal Planner, Steve Banks/Applicant: The Shops at Folsom Ranch, LLC)**

**NEW BUSINESS**

**2. PN 19-243 White Rock Springs Ranch Villages 4-7 Residential Design Review**

A Public Meeting to consider a request from Lennar Homes for Residential Design Review approval for 135 single-family residential units located within Villages 4 through 7 of the previously approved White Rock Springs Ranch Subdivision project. The Zoning classification for the site is SP-SFHD and SP-SF, while the General Plan Land Use designation is SFHD. The City, as lead agency, previously determined that the White Rock Springs Ranch Subdivision is entirely consistent with the Folsom Plan Area Specific Plan (FPASP), therefore the project is exempt from the California Environmental Quality Act as provided by Government Code section 65457 and CEQA Guidelines section 15183. **(Project Planner: Principal Planner, Steve Banks/Applicant: Lennar Homes)**

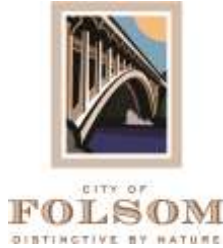
**PLANNING COMMISSION / PLANNING MANAGER REPORT**

The next Planning Commission meeting is scheduled for **January 20, 2021**. 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**  
**November 18, 2020**  
**CITY COUNCIL CHAMBERS**  
**6:30 P.M.**  
**50 Natoma Street**  
**Folsom, CA 95630**

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

**ABSENT:** Grant

**CITIZEN COMMUNICATION:** None

**MINUTES:** The amended minutes of October 21, 2020 and the minutes of November 4, 2020 were approved.

**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.)**

COMMISSIONER LEARY MOVED TO ADOPT THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM PREPARED FOR THE SCHOLAR WAY SENIOR HOUSING PROJECT 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 A-O AND THE RECOMMENDED CONDITIONS OF APPROVAL NOS. 1-63 ATTACHED TO THE REPORT.

COMMISSIONER REYNOLDS SECONDED THE MOTION.

COMMISSIONER DUEWEL MADE A FRIENDLY AMENDMENT TO ADD VERBIAGE TO CONDITION NO. 31 TO STATE:

“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. **The applicant shall change the landscaping plan to incorporate more native species to the satisfaction of the Community Development Department.**”

COMMISSIONER RAITHEL MADE A FRIENDLY AMENDMENT TO ADD AN ADDITIONAL BULLET TO CONDITION NO. 44 TO STATE:

“44. To further ensure safe travel within the project site, the following measures shall be implemented to the satisfaction of the Community Development Department:

- “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.
- **The owner/applicant shall work with City staff to evaluate design alternatives to driveway access to and from Cavitt Drive to the satisfaction of the Community Development Department.”**

WHICH CARRIED THE FOLLOWING VOTE:

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

NOES: NONE

ABSTAIN: NONE

ABSENT: GRANT

## **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)**

City staff presented three key issues to the Planning Commission for their consideration and input. The issues included standards for off-street parking, sign regulations, and the regulation of entertainment and alcohol-serving uses. Staff discussed the issues and drawbacks regarding the use of variances for parking. Staff also discussed current issues related to sign regulations plus staff’s recommendations for signage. Finally, staff identified what was working well and those issues that remained related to entertainment, outdoor dining, and alcohol serving uses. Overall, Commission members supported staff’s recommendations for changes to current sign standards. On the issues of parking and the regulation of entertainment and alcohol-serving uses there was a wider range of opinions. The Commission was split on the subject of parking reductions for development near the City’s light rail stations, but did support the use of tandem garages and staff’s recommendations regarding the treatment of existing homes with one-car garages. Parking requirements for outdoor dining also resulted in mix opinions with some wanting more regulation and others favoring no additional regulation in an effort to support outdoor dining. Finally, Commission members liked the idea of using a standard based on closing time as well as distance from residential as key criteria for conditional use permits for bars and other businesses serving alcohol.

**PLANNING COMMISSION / PLANNING MANAGER REPORT**

None

RESPECTFULLY SUBMITTED,

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Kelly Mullett, ADMINISTRATIVE ASSISTANT

**APPROVED:**

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Justin Raithel, CHAIR



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**AGENDA ITEM NO. 1**  
**Type: Public Hearing**  
**Date: December 2, 2020**

## **Planning Commission Staff Report**

50 Natoma Street, Council Chambers  
Folsom, CA 95630

**Project:** The Shops at Folsom Ranch Tentative Parcel Map and Planned Development Permit Extensions  
**File #:** PN-20-248  
**Request:** Tentative Parcel Map Extension and Planned Development Permit Extension  
**Location:** Southeast Corner of Intersection of East Bidwell Street and Alder Creek Parkway  
**APN(s):** 072-3190-044 and 072-3190-045  
**Staff Contact:** Steve Banks, Principal Planner, 916-461-6207  
 sbanks@folsom.ca.us

### **Property Owner/Applicant**

**Name:** The Shops at Folsom Ranch, LLC  
**Address:** 10100 Santa Monica Boulevard,  
 Suite 1000, Santa Monica, CA 90067

**Recommendation:** Conduct a public hearing and upon conclusion recommend approval of a Tentative Parcel Map Extension and a Planned Development Permit Extension for a period of three years (until November 7, 2023) for development of The Shops at Folsom Ranch project (PN 20-248) subject to the findings (Findings A-O) and conditions of approval (Conditions 1-51) attached to this report.

**Project Summary:** The proposed project involves a three-year year extension in time of the previously approved Tentative Parcel Map and Planned Development Permit associated with development of The Shops at Folsom Ranch project. The Shops at Folsom Ranch project features development of a 27,900-square-foot commercial shopping center on a 5.9-acre site located within the Folsom Plan Area at the southeast corner of the intersection of East Bidwell Street and Alder Creek Parkway. The Tentative Parcel Map will subdivide the 5.9-acre project site (which currently consists of two parcels) into five (5) individual parcels for development of commercial uses. The Planned Development Permit will allow for development of five commercial pad buildings within the 27,900-square-foot shopping center. The applicant has indicated that additional time is required to allow completion of the project due to the negative impact the COVID-19 pandemic has had on the retail shopping center market.



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**AGENDA ITEM NO. 1**  
**Type: Public Hearing**  
Date: December 2, 2020

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- 3 - Proposed Findings of Fact and Conditions of Approval
- 4 - Vicinity Map
- 5 - Tentative Parcel Map, dated October 25, 2018
- 6 - Site Plan, dated October 25, 2018
- 7 - Building Elevations and Renderings, dated August 31, 2018
- 8 - Planning Commission Staff Report, dated November 7, 2018
- 9 - Letter from Applicant, dated October 26, 2020
- 10 - Site Photographs
- 11 - Planning Commission PowerPoint Presentation

Submitted,

A handwritten signature in blue ink, appearing to read "Pam Johns", written over a horizontal line.

**PAM JOHNS**  
Community Development Director

## ATTACHMENT 1 DESCRIPTION/ANALYSIS

### APPLICANT'S PROPOSAL

The applicant, The Shops at Folsom Ranch, LLC, is requesting a three-year extension in time of the previously approved Tentative Parcel Map and Planned Development Permit associated with development of The Shops at Folsom Ranch project located at southeast corner of the intersection of East Bidwell Street and Alder Creek Parkway within the Folsom Plan Area. A full description of the previously approved shopping center project is included in the original staff report (Attachment 8).

### POLICY/RULE

The Folsom Municipal Code (FMC) requires that applications for Tentative Parcel Maps and Planned Development Permit Extensions be forwarded to the Planning Commission for final action. Expiration of the Tentative Parcel Map is covered by Section 16.16.110 of the Folsom Municipal Code. Expiration of the Planned Development Permit is covered by Section 17.38.110 of the Folsom Municipal Code.

### ANALYSIS

The Planning Commission approved a Tentative Parcel Map and Planned Development Permit for development of The Shops at Folsom Ranch Shopping Center on November 7, 2018. With respect to timing of the development, a condition of approval was placed on the project stating that "failure to obtain the relevant building (or other) permits within this time period, without the subsequent extension of this approval, shall result in the termination of this approval." In this particular case, the Tentative Parcel Map and Planned Development Permit for the project were valid until November 7, 2020.

On October 26, 2020, the project applicant (The Shops at Folsom Ranch, LLC) submitted a timely letter (Attachment 9) to the City requesting a three-year extension in time for the previously approved Planned Development Permit. In the letter, the applicant stated that additional time is required in order to allow time for the retail market to come back to full strength due to the negative impacts associated with the COVID 19 pandemic.

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



and Planned Development Permit associated with The Shops at Folsom Ranch project.

### **ENVIRONMENTAL REVIEW**

The City, as lead agency, previously determined that The Shops at Folsom Ranch project is entirely consistent with the Folsom Plan Area Specific Plan (FPASP) and Westland Eagle Specific Plan Amendment. As a project that is consistent with existing plans and zoning and which would not result in any new or more severe environmental effects that are peculiar to the project or the parcels or which were not previously analyzed as significant effects in the FPASP EIR/EIS and/or the Addendum for the Westland Eagle Specific Plan Amendment, the Shops at Folsom Ranch project qualifies for the streamlining provisions in Public Resources Code section 21083.3 and CEQA Guidelines section 15183.

### **RECOMMENDATION/PLANNING COMMISSION ACTION**

Move to approve the Tentative Parcel Map Extension and Planned Development Permit Extension for a period of three years (until November 7, 2023) for development of The Shops at Folsom Ranch Project (PN 20-248) with the findings (Findings A-O) and conditions of approval (Conditions 1-51) included as Attachment 3.

**ATTACHMENT 2  
BACKGROUND**

**BACKGROUND**

On November 7, 2018, the Planning Commission approved a Vesting Tentative Parcel Map and Planned Development Permit for development of a 27,900-square-foot commercial shopping center (The Shops at Folsom Ranch) on a 5.9-acre site located within the Folsom Plan Area at the southeast corner of the intersection of East Bidwell Street and Alder Creek Parkway. The Vesting Tentative Parcel Map was approved to subdivide the 5.9-acre project site (which currently consists of two parcels) into five (5) individual parcels for development of future commercial uses. The Planned Development Permit was approved for development of five commercial pad buildings within the 27,900-square-foot shopping center. The five approved single-story pad buildings, which range from 1,900 to 9,000 square feet in size, feature two retail/restaurant pad buildings, two fast-food restaurant pad buildings with drive-thru service, a large restaurant pad building, and an automotive fuel station with car wash facility. In terms of building design, the approved project featured a contemporary California Ranch Style architectural theme that is combined with modern building materials and earth tone colors.

**GENERAL PLAN DESIGNATION**

GC (General Commercial)

**ZONING**

SP-GC-PD (Specific Plan, General Commercial, Planned Development District)

**ADJACENT LAND USES/ZONING**

North: Alder Creek Parkway with Undeveloped Commercial Property (SP-GC-PD) Beyond  
South: Old Ranch Way with a Future Single-Family Residential Subdivision (SP-MLD-PD) Beyond  
East: Future Single-Family Residential Subdivision (SP-GC-PD and SP-GC-PD) with Westwood Drive Beyond  
West: East Bidwell Street with Undeveloped Commercial Property (SP-GC-PD) Beyond

**SITE CHARACTERISTICS**

The 5.9-acre project site has graded and contains no vegetation.

**APPLICABLE CODES**

FMC 16.12, Maps Required  
FMC 16.24, Parcel Maps  
FMC 17.22, Commercial Land Use Zones  
FMC 17.37, Specific Plan District  
FMC 17.38, Planned Development District  
Folsom Plan Area Specific Plan (FPASP)  
Subdivision Map Act

**ATTACHMENT 3**

**PROPOSED FINDINGS OF FACT AND CONDITIONS OF APPROVAL**

**GENERAL FINDINGS**

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

**CEQA FINDINGS**

- C. A FINAL ENVIRONMENTAL IMPACT REPORT AND ENVIRONMENTAL IMPACT STATEMENT WAS PREVIOUSLY CERTIFIED FOR THE FOLSOM PLAN AREA SPECIFIC PLAN IN ACCORDANCE WITH CEQA AND NEPA.
- D. AN ADDENDUM TO THE FOLSOM PLAN AREA SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT AND ENVIRONMENTAL IMPACT STATEMENT WAS CERTIFIED IN 2015 FOR THE WESTLAND-EAGLE SPECIFIC PLAN AMENDMENT PROJECT IN ACCORDANCE WITH CEQA.
- E. THE PROPOSED PROJECT IS CONSISTENT WITH THE DEVELOPMENT DENSITY ESTABLISHED BY THE FOLSOM PLAN AREA SPECIFIC PLAN AS AMENDED BY THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT, FOR WHICH A FINAL EIR/EIS WAS CERTIFIED.
- F. ANY FEASIBLE MITIGATION MEASURES SPECIFIED IN THE FOLSOM PLAN AREA SPECIFIC PLAN FINAL EIR/EIS AND WESTLAND EAGLE ADDENDUM RELEVANT TO A SIGNIFICANT EFFECT THE PROPOSED PROJECT WILL HAVE ON THE ENVIRONMENT WILL BE UNDERTAKEN FOR THE PROPOSED PROJECT, CONSISTENT WITH PUBLIC RESOURCES CODE SECTION 21083.3(c) AND CEQA GUIDELINES SECTION 15183(e).
- G. NO PROJECT-SPECIFIC SIGNIFICANT EFFECTS WHICH ARE PECULIAR TO THE PROJECT OR ITS SITE EXIST.

**TENTATIVE PARCEL MAP EXTENSION FINDINGS**

- H. THE PROPOSED VESTING TENTATIVE PARCEL MAP TOGETHER WITH THE PROVISIONS FOR THE PROJECT'S DESIGN AND IMPROVEMENTS, ARE CONSISTENT WITH THE CITY'S SUBDIVISION ORDINANCE AND THE SUBDIVISION MAP ACT IN THAT THE PROJECT IS SUBJECT TO

CONDITIONS OF APPROVAL THAT WILL ENSURE THAT THE PROJECT IS DEVELOPED IN COMPLIANCE WITH CITY STANDARDS.

- I. AS CONDITIONED, THE DESIGN OF THE VESTING TENTATIVE PARCEL MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.
- J. THE DESIGN OF THE VESTING TENTATIVE PARCEL MAP AND THE TYPE OF PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.
- K. THE DESIGN OF THE VESTING TENTATIVE PARCEL MAP AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED PROJECT.
- L. THE PROPOSED PROJECT, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENTS, IS CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.
- M. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.
- N. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF THE DEVELOPMENT.
- O. SUBJECT TO SECTION 66474.4 OF THE SUBDIVISION MAP ACT, THE LAND IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965 (COMMENCING WITH SECTION 51200 OF THE GOVERNMENT CODE).

**PLANNED DEVELOPMENT PERMIT EXTENSION FINDINGS**

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

- R. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND NEIGHBORING USES AND NEIGHBORHOOD CHARACTERISTICS IS ACCEPTABLE.
- S. THERE ARE AVAILABLE NECESSARY PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO, WATER, SEWER AND DRAINAGE TO ALLOW FOR THE DEVELOPMENT OF THE PROJECT SITE IN A MANNER CONSISTENT WITH THIS PROPOSAL.
- T. THE PROPOSED PROJECT WILL NOT CAUSE UNACCEPTABLE VEHICULAR TRAFFIC LEVELS ON SURROUNDING ROADWAYS, AND THE PROPOSED PROJECT WILL PROVIDE ADEQUATE INTERNAL CIRCULATION, INCLUDING INGRESS AND EGRESS.
- U. 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.
- V. ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICES AND EMERGENCY PUBLIC SAFETY SERVICES TO THE DEVELOPMENT.
- W. AS CONDITIONED, THE PROPOSED PROJECT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN MITIGATED TO AN ACCEPTABLE LEVEL.

<b>CONDITIONS OF APPROVAL FOR THE SHOPS AT FOLSOM RANCH PROJECT (PN 18-179)  SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND ALDER CREEK PARKWAY  VESTING TENTATIVE PARCEL MAP AND PLANNED DEVELOPMENT PERMIT</b>			
Condition No.	Condition of Approval	When Required	Responsible Department
<b>GENERAL REQUIREMENTS</b>			
1.	<p><b><i>Final Development Plans</i></b>  The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> <li>1. Vicinity Map</li> <li>2. Vesting Tentative Parcel Map, dated October 25, 2018</li> <li>3. Preliminary Site Plan, dated October 25, 2018</li> <li>4. Preliminary Grading and Drainage Plan, dated October 25, 2018</li> <li>5. Preliminary Utility Plan, dated October 25, 2018</li> <li>6. Preliminary Landscape Plan and Tree Shading Exhibit, dated October 5, 2018</li> <li>7. Preliminary Site Furnishings and Courtyard Exhibit, dated September 4, 2018</li> <li>8. Onsite Bicycle and Pedestrian Circulation Exhibit, dated October 5, 2018</li> <li>9. Preliminary Off-Site Roadway Configuration Exhibit, dated October, 2018</li> <li>10. Preliminary Off-Site Utility Exhibit, dated October, 2018</li> <li>11. Preliminary On-Site and Off-Site Grading Exhibit, dated October, 2018</li> <li>12. Building Elevations, dated August 31, 2018 and October 5, 2018</li> <li>13. Building Floor Plans, dated October 5, 2018</li> <li>14. Building Renderings and Perspectives, dated August 31, 2018 and October 5, 2018</li> <li>15. Color and Materials Board, dated August 31, 2018</li> <li>16. Roof Screening and Lighting Exhibit, dated August 31, 2018</li> <li>17. Uniform Sign Criteria for The Shops at Folsom Ranch, dated August 31, 2018</li> </ol> <p>The Vesting Tentative Parcel Map and Planned Development Permit are approved for the development of a 27,900-square-foot shopping center (Shops at Folsom Ranch). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p>	G, I, M, B	CD (P)(E)

<b>CONDITIONS OF APPROVAL FOR THE SHOPS AT FOLSOM RANCH PROJECT (PN 18-179) SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND ALDER CREEK PARKWAY VESTING TENTATIVE PARCEL MAP AND PLANNED DEVELOPMENT PERMIT</b>			
<b>Condition No.</b>	<b>Condition of Approval</b>	<b>When Required</b>	<b>Responsible Department</b>
2.	<p><b><i>Plan Submittal</i></b>            All civil engineering, improvement, and landscape and irrigation plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	G, I, M,	CD (P)(E)(B)
3.	<p><b><i>Validity</i></b>            The project approvals granted under this staff report shall remain in effect for three years from final date of approval (November 7, 2023). Failure to obtain a building permit within this time period, without the subsequent extension of this Vesting Tentative Parcel Map and Planned Development Permit, shall result in the termination of this Vesting Tentative Parcel Map and Planned Development Permit.</p>	OG	CD (P)
4.	<p><b><i>Improvements in the PFFP</i></b>            The owner/applicant shall be subject to all thresholds, timelines and deadlines for the construction and final completion of various improvements for the entire Folsom Plan Area. The various improvements are outlined and detailed in the Folsom Plan Area Specific Plan Public Facilities Financing Plan (PFFP) dated January 28, 2014 and adopted by City of Folsom Resolution No. 9298. These improvements in the PFFP include, but are not limited to, the backbone infrastructure water (water reservoirs, water transmission mains, booster pump stations, pressure reducing valve stations, etc.), sanitary sewer (lift stations and forced mains) systems, recycled water mains and associated infrastructure, roadway and transportation (future interchanges, major arterial roadways, etc.) improvements, aquatic center (community pool), parks, fire stations, municipal services center, community library, etc The thresholds and timelines included in the PFFP require facilities to be constructed and completed based on number of building permits issued and in some cases, number of residential units that are occupied. The owner/applicant shall be required to address these thresholds and timelines as the project moves forward through the various developments stages and shall be subject to the various fair share requirements, subject to the provisions of the PFFP, the ARDA and any amendment thereto.</p>	M, B, O	CD(E)(P)(B), PW, FD, EWR, PR



<b>CONDITIONS OF APPROVAL FOR THE SHOPS AT FOLSOM RANCH PROJECT (PN 18-179)            SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND ALDER CREEK PARKWAY            VESTING TENTATIVE PARCEL MAP AND PLANNED DEVELOPMENT PERMIT</b>			
Condition No.	Condition of Approval	When Required	Responsible Department
5.	<p><b><i>Indemnity for City</i></b>            The owner/applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> <li>• The City bears its own attorney’s fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith</li> </ul> <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The owner/applicant’s obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD

<b>CONDITIONS OF APPROVAL FOR THE SHOPS AT FOLSOM RANCH PROJECT (PN 18-179) SOUTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND ALDER CREEK PARKWAY VESTING TENTATIVE PARCEL MAP AND PLANNED DEVELOPMENT PERMIT</b>			
<b>Condition No.</b>	<b>Condition of Approval</b>	<b>When Required</b>	<b>Responsible Department</b>
6.	<p><b><i>Vesting Tentative Parcel Map and Planned Development Permit</i></b>  The Vesting Tentative Parcel Map and Planned Development Permit are expressly conditioned upon compliance with all applicable environmental mitigation measures in the Folsom Plan Area Specific Plan (FEIR/EIS) as amended by the Westland/Eagle Specific Plan Amendment CEQA Addendum, the Folsom South of U.S. Highway 50 Specific Plan Revised Proposed Off-Site Water Facility Alternative CEQA Addendum, as well as compliance with the mitigation measures in the South of U.S. Highway 50 Backbone Infrastructure Project Mitigated Negative Declaration.</p>	OG	CD
7.	<p><b><i>ARDA and Amendments</i></b>  The owner/applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the owner/applicant of the project.</p>	G, I, M, B	CD (E)
8.	<p><b><i>Mitigation Monitoring</i></b>  The owner/applicant shall participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Folsom Plan Area Specific Plan FEIR/EIS, the South of 50 Backbone Infrastructure Project MND, the Westland/Eagle Specific Plan Amendment to the FPASP and Addendum to the FPASP EIR/EIS, and the Folsom South of U.S. Highway 50 Specific Plan Project Revised Proposed Off-Site Water Facility Alternative Amendment to the FPASP and Addendum to the FPASP EIR/EIS have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).</p>	OG	CD (P)

<b>DEVELOPMENT COSTS AND FEE REQUIREMENTS</b>				
9.		<p><b><i>Taxes and Fees</i></b>  The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and Amendment No. 1 to the Amended and Restated Tier 1 Development Agreement.</p>	OG	CD (P)(E)
10.		<p><b><i>Assessments</i></b>  If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	OG	CD (E)
11.		<p><b><i>FPASP Development Impact Fees</i></b>  The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.</p> <p>Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (December 2, 2020), or otherwise shall be governed by the terms of Amendments No. 1 and 2 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>	B	CD (P), PW, PK
12.		<p><b><i>Legal Counsel</i></b>  The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	OG	CD (P)(E)

13.	<p><b><i>Consultant Services</i></b>          If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the City shall provide notice to the owner/applicant of the outside consultant selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or first inspection, whichever is applicable.</p>	G, I, M, B	CD (P)(E)
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<b>MAJOR INFRASTRUCTURE/GRADING REQUIREMENTS</b>				
14.		<p><b><i>Development Plan</i></b>                      The owner/applicant shall construct the following improvements as shown on the Vesting Tentative Parcel Map, Preliminary Site Plan, Preliminary Grading and Drainage Plan, Preliminary Utility Plan, Preliminary Off-Site Roadway Configuration Exhibit, and Preliminary Off-Site Utility Exhibit. Roadways shall be to the ultimate horizontal and vertical alignment unless otherwise noted.</p> <ul style="list-style-type: none"> <li>▪ <b>Roads</b></li> <li>• <b><u>East Bidwell Street</u></b>                      Prior to issuance of the first certificate of occupancy, the owner/applicant shall configure East Bidwell Street as follows:                     <ul style="list-style-type: none"> <li>○ On the west side of the existing East Bidwell Street fronting the Project, construct a raised median and one new southbound lane. Realign southbound traffic to be on the west side of the median. The raised median shall extend south from Alder Creek Parkway, past Old Ranch Way, to prevent left turns out from the Project’s East Bidwell Street driveway and from Old Ranch Way.</li> <li>○ Construct roadway transitions for the new southbound alignment, north of Alder Creek Parkway and south of Old Ranch Way.</li> <li>○ Restripe pavement on the east side of the new median for exclusive northbound use (Stripe as one U-turn lane in a 100-foot (or longer) pocket plus 60-foot taper, one through lane, a 5-foot bike lane, and one right-turn lane in a 150-foot pocket plus 60-foot taper) as described below for the East Bidwell Street/Alder Creek Parkway, East Bidwell Street/Old Ranch Way, and East Bidwell Street/Project Driveway intersections.</li> <li>○ Frontage improvements including curb, gutter, sidewalk, and landscaping along the east side of East Bidwell Street from Old Ranch Way to Alder Creek Parkway to complete roadway section “I” as shown on the Vesting Tentative Parcel Map.</li> </ul> </li> </ul>	O, I, G	CD (E), EWR, PW, FD

14.Cont.		<ul style="list-style-type: none"> <li>• <u>Alder Creek Parkway</u>                      Prior to issuance of the first certificate of occupancy, the owner/applicant shall configure Alder Creek Parkway as follows:                     <ul style="list-style-type: none"> <li>○ Widen eastbound Alder Creek Parkway between East Bidwell Street and the Eastern Project boundary to two through lanes plus turn pocket as described below for the Alder Creek Parkway/Western Project Driveway intersection.</li> <li>○ Frontage improvements including curb, gutter, sidewalk, and landscaping along the south side of Alder Creek Parkway from East Bidwell Street to the Eastern project boundary to complete roadway section “B” as shown on the Vesting Tentative Parcel Map.</li> </ul> </li> <li>• <u>Old Ranch Way</u>                      Prior to issuance of the first certificate of occupancy, the owner/applicant shall configure Old Ranch Way as follows:                     <ul style="list-style-type: none"> <li>○ Construct Old Ranch Way within ultimate right-of-way as a two-lane urban street, between East Bidwell Street and the Old Ranch Way Project Driveway.</li> <li>○ Frontage improvements including curb, gutter, sidewalk, and landscaping along the north side of Old Ranch Way from East Bidwell Street to the Eastern project boundary to complete roadway section “S” as shown on the Vesting Tentative Parcel Map.</li> </ul> </li> <li>• <u>East Bidwell Street/Alder Creek Parkway Intersection</u>                      Prior to issuance of the first certificate of occupancy, the owner/applicant shall configure the East Bidwell Street/Alder Creek Parkway Intersection as follows:                     <ul style="list-style-type: none"> <li>○ Northbound Approach: Stripe as one U-turn lane in a 100-foot (or longer) pocket plus 60-foot taper, one through lane, a 5-foot bike lane, and one 150-foot right-turn lane plus 60-foot taper. Widen the west side of East Bidwell</li> </ul> </li> </ul>	O, I, G	CD (E), EWR, PW, FD
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		<p>Street at the intersection to accommodate U-turns as shown on the Roadway Configuration Exhibit.</p> <ul style="list-style-type: none"><li>○ Southbound Approach: Construct as one through lane, and one left-turn lane in a 100-foot (or longer) pocket plus 60-foot taper.</li></ul>		
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14.Cont.		<ul style="list-style-type: none"> <li>○ Westbound Approach: Retain existing westbound geometry.</li> <li>○ Control: Retain existing westbound stop-control.</li> <li>○ The southeast corner of the intersection shall include a “bulb-out” into Alder Creek Parkway that facilitates turn pockets described for the Alder Creek Parkway/Western Project Driveway intersection below.</li> <li>● <u>East Bidwell Street/East Bidwell Street Project Driveway Intersection</u>  Prior to issuance of the first certificate of occupancy, the owner/applicant shall configure East Bidwell Street/East Bidwell Street Project Driveway Intersection as follows: <ul style="list-style-type: none"> <li>○ Northbound Approach: Stripe as one through lane, and one right-turn in a 150-foot pocket plus a 60-foot taper, and a 5-foot bike lane.</li> <li>○ Southbound Approach: Construct as one through lane on the west side of the median.</li> <li>○ Westbound Driveway: Construct as a single right-turn lane.</li> <li>○ Eastbound Driveway: Construct a two-lane entrance as shown on the preliminary site plan</li> <li>○ A raised median on East Bidwell Street is included to prevent left-turns out from the Project Driveway.</li> </ul> </li> <li>● <u>East Bidwell Street/Old Ranch Way Intersection</u>  Prior to issuance of the first certificate of occupancy, the owner/applicant shall configure East Bidwell Street/Old Ranch Way Intersection as follows: <ul style="list-style-type: none"> <li>○ Northbound Approach: Stripe as shared through-right lane with a 60-foot taper for the right-turn.</li> </ul> </li> </ul>	O, I, G	CD (E), EWR, PW, FD
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		<ul style="list-style-type: none"><li>○ Southbound Approach: Construct as one through lane, and one left-turn lane in a 90-foot pocket plus 60-foot taper.</li><li>○ Westbound Approach: Construct as a single right-turn only lane.</li></ul>		
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14.Cont.		<ul style="list-style-type: none"> <li>○ A raised median or curb is included on East Bidwell Street to prevent left-turns out from Old Ranch Way. There shall be no westbound left-turn from Old Ranch Way onto East Bidwell Street.</li> <li>● <u>Alder Creek Parkway/Western Project Driveway Intersection</u>                  Prior to issuance of the first certificate of occupancy, the owner/applicant shall configure Alder Creek Parkway/Western Project Driveway Intersection as follows:                 <ul style="list-style-type: none"> <li>○ Eastbound Approach: Construct as two through lanes and one right-turn deceleration lane in a 130-foot pocket plus 30-foot taper, and 5-foot bike lane.</li> <li>○ Northbound Driveway: Construct as a single right-turn only lane.</li> <li>○ Driveway Entrance: Construct as a single lane as shown on the preliminary site plan.</li> </ul> </li> <li>● <u>Alder Creek Parkway/Eastern Project Driveway Intersection</u>                  Prior to issuance of the first certificate of occupancy, the owner/applicant shall configure Alder Creek Parkway/Eastern Project Driveway Intersection as follows:                 <ul style="list-style-type: none"> <li>○ Eastbound Approach: Construct as two through lanes, and 5-foot bike lane.</li> <li>○ Northbound Driveway: Construct as a single right-turn only lane.</li> <li>○ Driveway Entrance: Construct as a single lane as shown on the preliminary site plan.</li> </ul> </li> <li>● <u>Old Ranch Way/Old Ranch Way Project Driveway Intersection</u>                  Prior to issuance of the first certificate of occupancy, the owner/applicant shall configure Old Ranch Way/Old Ranch Way Project Driveway Intersection:                 <ul style="list-style-type: none"> <li>○ Eastbound Approach: Construct as one lane</li> </ul> </li> </ul>	O, I, G	CD (E), EWR, PW, FD
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		<ul style="list-style-type: none"> <li>○ Westbound Approach: Construct as one lane.</li> </ul>		
14.Cont.		<ul style="list-style-type: none"> <li>○ Southbound Driveway: Construct one shared lane for outgoing left and right turns from the Project. Left-turns out of the driveway will not be permitted until future extension of Old Ranch Way east.</li> <li>○ Driveway Entrance: Construct as a single lane as shown on the preliminary site plan.</li> </ul>	O, I, G	CD (E), EWR, PW, FD
15.		<p><b><i>Off-site improvements / Rights of Entry</i></b>  For any improvements constructed on private property that are not under the ownership or control of the owner/applicant, all rights-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City. All rights of entry, construction easements, either permanent or temporary and other easements shall be obtained as set forth in Amendments No. 1 and 2 to ARDA, which shall be fully executed by all affected parties and shall be recorded with the Sacramento County Recorder, where applicable, prior to approval of grading and/or improvement plans.</p>	G, I	CD (E)
16.		<p><b><i>Mine Shaft Remediation</i></b> owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans.</p>	G	CD (E)

17.		<p><b><i>Prepare Traffic Control Plan.</i></b>  Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared. The Traffic Control Plan shall designate haul routes and comply with requirements in the encroachment permits issued by the City of Rancho Cordova, Sacramento County, and Caltrans and any other local agencies, including but not limited to the City, if applicable. The Traffic Control Plan to be prepared by the project construction contractor(s) shall, at minimum, include the following measures:</p> <ul style="list-style-type: none"> <li>• Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage.</li> <li>• Maintaining alternate one-way traffic flow past the lay down area and site access when feasible.</li> <li>• Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. on weekdays).</li> <li>• A minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. This shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone.</li> <li>• A phone number and community contact for inquiries about the schedule of the construction throughout the construction period. This information will be posted in a local newspaper, via the City’s web site, or at City Hall and will be updated on a monthly basis.</li> </ul>	G, I	CD (E)
18.		<p><b><i>State and Federal Permits</i></b>  The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.</p>	G, I	CD (P)(E)
19.		<p><b><i>Water Quality Certification</i></b>  A water quality certification pursuant to Section 401 of the Clean Water Act is required before issuance of the record of decision and before issuance of the Section 404 permit. Before construction in any areas containing wetland features, the owner/applicant shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented pursuant to the permit conditions.</p>	G	CD (E)

20.		<b><i>Landslide /Slope Failure</i></b> The owner/applicant shall retain an appropriately licensed engineer during the grading activities to identify existing landslides and potential slope failure hazards. The said engineer shall be notified a minimum of two days prior to any site clearing or grading to facilitate meetings with the grading contractor in the field.	G	CD (E) PW
<b>IMPROVEMENT PLAN REQUIREMENTS</b>				
21.		<b><i>Improvement Plans</i></b> The improvement plans for the required public and private improvements, including but not limited to street and frontage improvements on Alder Creek Parkway, East Bidwell Street, and Old Ranch Way shall be reviewed and approved by the Community Development Department prior to issuance of the Building Permit.	B	CD (E)
22.		<b><i>Required Improvements</i></b> Required public and private improvements, including but not limited to street and frontage improvements on Alder Creek Parkway, East Bidwell Street, and Old Ranch Way shall be completed prior to the first issuance of a Certificate of Occupancy.	O	CD (E)
23.		<b><i>Sewer/Water/Drainage Studies</i></b> The owner/applicant shall submit water, sewer and drainage studies to the satisfaction of the Community Development Department and provide sanitary sewer, water and storm drainage improvements with corresponding easements and quit claims, as necessary, in accordance with these studies and the current edition of the City of Folsom <u><i>Standard Construction Specifications</i></u> and the <u><i>Design and Procedures Manual and Improvement Standards</i></u> .	I	CD (E)
24.		<b><i>Lot and Building Configurations</i></b> Final lot and building configurations may be modified to allow for overland release of storm events greater than the capacity of the underground system.	I, G	CD (E)
25.		<b><i>Standard Construction Specifications and Details</i></b> Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <u><i>Standard Construction Specifications and Details</i></u> and the <u><i>Design and Procedures Manual and Improvement Standards</i></u> .	I	CD (P)(E)

26.		<p><b><i>Water and Sewer Infrastructure</i></b>  All City-owned water and sewer infrastructure shall be placed within the street right of way or public utility easements as approved by the Community Development Department. In the event that a City-maintained public water or sewer main needs to be placed in an area other than the public right of way or public utility easement, such as through an open space corridor, landscaped area, etc., the following criteria must be met;</p> <ul style="list-style-type: none"> <li>• The owner/applicant shall provide public sewer and water main easements</li> <li>• An access road shall be designed and constructed to allow for the operations, maintenance and replacement of the public water or sewer line by the City along the entire water and/or sewer line alignment.</li> <li>• In no case shall a City-maintained public water or public sewer line be placed on private residential property.</li> <li>• The domestic water and irrigation system owned and maintained by the City shall be separately metered per City of Folsom <u><i>Standard Construction Specifications and Details.</i></u></li> </ul>	I	CD (E)
27.		<p><b><i>Lighting Plan</i></b>  Final exterior building and site lighting plans shall be submitted for review and approval by Community Development Department for location, height, aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. All lighting, including but not limited freestanding parking lot lights, landscape and walkway lights, festoon light strings, and building attached lights shall be screened, shielded, and directed downward onto the project site and away from adjacent properties and public rights-of-way. The final design of all exterior lighting shall be subject to review and approval by the Community Development Department. Lighting shall be equipped with a timer or photo condenser. In addition, pole-mounted parking lot lights shall utilize a low-intensity, energy efficient lighting method.</p>	I, B	CD (P)
28.		<p><b><i>Utility Coordination</i></b>  The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&amp;E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to recording the Parcel Map.</p>	M	CD (P)(E)

29.		<b>Replacing Hazardous Facilities</b> The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.	I, OG	CD (E)
30.		<b>Future Utility Lines</b> All future utility lines lower than 69 KV that are to be built within the project, shall be placed underground within and along the perimeter of the project at the developer's cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.	I, O	CD (E)
31.		<b>Water Meter Fixed Network System</b> The owner owner/applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed network system for any City-owned and maintained water meters within the project.	I	CD (E), EWR
32.		<b>Vertical Curb</b> All curbs located adjacent to landscaping, whether natural or manicured, and where parking is allowed shall be vertical.	I	CD (P)(B)
33.		<b>Class II Bike Lanes</b> All Class II bike lanes shall be striped and the legends painted green. No parking shall be permitted within the Class II bike lanes.	I	CD (E)(P)

34.		<p><b><i>Master Plan Updates</i></b>          The City has approved the Folsom Plan Area Storm Drainage Master Plan, Wastewater Master Plan, and Water Master Plan. The owner/applicant shall submit complete updates to the approved master plans, if applicable, for the proposed changes to the master plans as a result of the proposed project. The updates to the master plans for the proposed project shall be reviewed and approved by the City prior to approval of grading and/or improvement plans.</p> <p>The plans shall be accompanied by engineering studies supporting the sizing, location, and timing of the proposed facilities. Improvements shall be constructed in phases as the project develops in accordance with the approved master plans, including any necessary off-site improvements to support development of a particular phase or phases, subject to prior approval by the City. Off-site improvements may include roadways to provide secondary access, water transmission lines or distribution facilities to provide a looped water system, sewer trunk mains and lift stations, water quality facilities, non-potable water pipelines and infrastructure, and drainage facilities including on or off-site detention. No changes in infrastructure from that shown on the approved master plan shall be permitted unless and until the applicable master plan has been revised and approved by the City. Final lot configurations may need to be modified to accommodate the improvements identified in these studies to the satisfaction of the City.</p> <p>The owner/applicant shall provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom <u><i>Standard Construction Specifications and Details</i></u>, and the <u><i>Design and Procedures Manual and Improvement Standards</i></u>.</p> <p>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	G, I	CD(E), EWR, PW
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35.		<p><b><i>Best Management Practices</i></b></p> <p>The storm drain improvement plans shall provide for “Best Management Practices” that meet the requirements of the water quality standards of the City’s National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</p> <p>In addition to compliance with City ordinances, the owner/applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, “Hydrology and Water Quality.”</p> <p>Each proposed project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The owner/applicant shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the Specific Plan Area. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, “Hydrology and Water Quality,” are met and shall be designed as off-stream detention basins.</p> <p>Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</p>	G, I	CD (E)
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36.		<p><b><i>Litter Control</i></b>          During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).</p>	OG	CD (E)
37.		<p><b><i>Trash/Recycling</i></b>          The final location, orientation, design, materials, and colors of the trash/recycling enclosures is subject to review and approval by the Community Development Department.</p>	I, B	CD (P)
38.		<p><b><i>Walls/Fencing</i></b>          The final location, design, height, materials, and colors of the retaining wall, sound wall, and decorative fencing be subject to review and approval by the Community Development Department to ensure consistency with the overall design of the proposed shopping center.</p>	B, G	CD (P)(E)

**FIRE DEPT REQUIREMENTS**

39.	<p><b><i>All-Weather Access and Fire Hydrants</i></b>          The owner/applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any project site or other approved alternative method as approved by the Fire Code Official/Fire Chief. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any project site or other approved alternative method as approved by the Fire Code Official/Fire Chief. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inch asphalt concrete over six inch aggregate base from October to April 30). 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.</p> <ul style="list-style-type: none"> <li>• Commercial Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the general commercial portion of the project is determined to be 750 GPM for three hours. The reduced fire-flow shall not be less than 1,000 GPM for commercial buildings with automatic sprinkler systems per Section 903.1.1 of the CFC, and shall not be less than 1,500 GPM for commercial buildings with automatic sprinkler systems per Section 903.3.1.2 of the CFC.</li> <li>• All public streets shall meet City of Folsom Street Standards unless an alternative is specifically included within this approval.</li> <li>• The maximum length of any dead end street shall not exceed 500 feet in accordance with the Folsom Fire Code (unless approved by the Fire Department). Several streets indicated on the plans are dead ends greater than 500 feet. In such cases, a second emergency access will be required.</li> <li>• All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material storage or vertical construction is allowed. All-weather access is defined as 6” of compacted AB from May 1 to September 30 and 2”AC over 6” AB from October 1 to April 30</li> <li>• The first Fire Station planned for the Folsom Plan Area shall be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Plan Area is met.</li> </ul>	G, I, M, B	CD (P), FD
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**LANDSCAPE REQUIREMENTS**

40.		<p><b><i>Landscaping Plans</i></b>          Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first Building Permit or Parcel Map, whichever occurs first. Said plans shall include all on-site landscape specifications and details, off-site detention basin landscaping specifications and details, and shall comply with all State and local rules, regulations, Governor’s declarations and restrictions pertaining to water conservation and outdoor landscaping.</p> <p>Landscaping shall meet shade requirements as outlined in the Folsom Plan Area Specific Plan where applicable. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals (Tree topping for height reduction, view protection, light clearance or any other purpose shall not be allowed). Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. Furthermore, 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 Shops at Folsom Ranch project.</p>	I, OG	CD(P), PW
41.		<p><b><i>Right of Way Landscaping</i></b>          Landscaping along all road rights of way (directly adjacent to the project site) shall be installed when the adjoining road or lots are constructed.</p>	I, OG	CD (P), PW

**MAP REQUIREMENTS**

42.	<p><b>Public Utility Easements</b>  The owner/applicant shall dedicate public easements for water, sewer, and sidewalks within the private streets, as well as public utility easements for underground public facilities on properties adjacent to the streets. Twelve and one-half-foot (12.5') wide Public Utility Easements for underground public facilities shall be dedicated adjacent to all private and public streets for other public utilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone). The width of the public utility easements adjacent to public and private streets may be reduced with prior approval from public utility companies. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.</p>	M	CD (E)
43.	<p><b>Reciprocal Easements</b>  The owner/applicant shall dedicate all reciprocal access easements for access, parking, sewer, water, landscape, and fire protection systems on the Parcel Map.</p>	M	CD (E)
44.	<p><b>Backbone Infrastructure</b>  As provided for in the ARDA and the Amendment No. 1 thereto, the owner/applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Backbone Infrastructure to serve the project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the Backbone Infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA, and any amendments thereto.</p>	I	CD (E)
45.	<p><b>New Permanent Benchmarks</b>  The owner/applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the project site or at any other locations in the vicinity of the off-site Backbone Infrastructure as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the owner/applicant within 6 months from the date of approval of the Parcel Map.</p>	M	CD (E)

46.		<p><b><i>Recorded Parcel Map</i></b>          The owner/applicant shall provide a digital copy of the recorded Parcel Map (in AutoCAD format) to the Community Development Department.</p>	O	CD (E)
47.		<p><b><i>Deferred Improvement Agreement</i></b>          Prior to the recording of each Parcel Map, the owner/applicant shall enter into a deferred improvement agreement with the City, identifying public improvements, if any, to be constructed with each phase. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.</p>	M	CD (E)
48.		<p><b><i>Project Phasing</i></b>          If the proposed project is approved in phases, the phasing of improvements shall be to the satisfaction of the Community Development Department. Construction of all public and/or frontage improvements shall be completed with the initial phase.</p>	M, I	CD (E)
49.		<p><b><i>SPIF Fees</i></b>          The owner/applicant shall be subject to all Specific Plan Infrastructure Fees (SPIF) prior to recordation of the Parcel Map.</p>	M	CD (E)

**TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS**

50.		<p><b>Traffic Impact Analysis</b>          In accordance with the traffic impact analysis dated, October 24, 2018, prepared by T.KEAR Transportation Planning &amp; Management, the following traffic measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> <li>• The owner/applicant shall construct an eastbound Left-Turn Lane that provides for U-Turn movement on Alder Creek Parkway at the future location of Westwood Drive as shown in Figure ES-2 of the Traffic Study. The Left-Turn Lane shall be constructed with a 100-foot-long (or longer) turn pocket plus 60-foot taper. Widening on the north side of Alder Creek Parkway is required to accommodate the U-turn movement. The area to be widened is shown conceptually in Figure ES-2 of the Traffic Study, widening shall accommodate turning radius for emergency vehicles and delivery trucks serving the Project.</li> <li>• If not already constructed, the owner/applicant shall construct a northbound U-turn at the East Bidwell Street/Alder Creek Parkway intersection with a 100-foot long (or longer) pocket plus 60-foot taper.</li> <li>• If neighboring projects construct a raised median within East Bidwell Street, the owner/applicant shall construct a southbound left-turn through the raised median at the East Bidwell Street/Old Ranch Way intersection with a 90-foot long (or longer) pocket plus 60-foot taper.</li> <li>• The owner/applicant shall construct a 150-foot left turn pocket with 60-foot taper on eastbound Alder Creek Parkway to facilitate future access into the 50-acre commercial property located on the north side of Alder Creek Parkway as shown on the Offside Roadway Configuration Exhibit (Attachment 9). The left-turn pocket shall be barricaded and striped to prevent left or U-turns prior to development of the 50-acre commercial property (Parcel 85 A), and further analyses of its site access.</li> <li>• In the event that the fuel station is not developed within the shopping center, the Eastern Driveway on Alder Creek Parkway shall be eliminated, unless authorized by the City Engineer, in order to reduce the number of driveways on Alder Creek Parkway (major arterial roadway) and to reduce the number of driveways in close proximity to the intersection of East Bidwell Street and Alder Creek Parkway.</li> </ul>	B	CD (E)
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50. Con		<ul style="list-style-type: none"> <li>If the Community Development Director determines that either the P3 or P4 building pad users are likely to have queues of more than 10 cars, analysis of drive through queueing shall be required prior to approval of grading or improvement plans for that parcel.</li> </ul>	G, I	CD (E)(P)
51.		<p><b><i>Vehicle and Bicycle Parking</i></b>          A minimum of 207 vehicle parking spaces shall be provided for the project including 13 electric vehicle charging spaces and stations. In addition, a minimum of 21 bicycle parking spaces shall be provided to serve residents. <b><u>The electric vehicle charging spaces and stations shall be centrally located within the shopping center to the satisfaction of the Community Development Department (this condition was modified by the Planning Commission at its November 7, 2018 meeting).</u></b></p>	B	CD (E)

<b>ARCHITECTURE/SITE DESIGN REQUIREMENTS</b>				
52.		<p><b><i>Architectural Requirements</i></b>            The project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> <li>1. This approval is for the Shops at Folsom Ranch Shopping Center, which includes development of six, single-story commercial buildings totaling 27,900 feet. The applicant shall submit building plans that comply with this approval and the attached building elevations and building perspectives dated August 31, 2018 and October 5, 2018.</li> <li>2. The design, materials, and colors of the proposed Shops at Folsom Ranch Shopping Center shall be consistent with the submitted building elevations, building perspectives, materials samples, and color scheme to the satisfaction of the Community Development Department.</li> <li>3. Brick pavers, stamped asphalt or another type of colored masonry material (ADA compliant) shall be used to designate pedestrian walkways and crosswalks on the project site, in addition to where pedestrian paths cross drive aisles, and shall be incorporated as a design feature at the primary driveway entrances at Alder Creek Parkway (westerly driveway) and East Bidwell Street.</li> <li>4. All mechanical equipment shall be concealed from view of public streets, neighboring properties and nearby higher buildings where practicable to the satisfaction of the Community Development Department.</li> <li>5. The final design of the building-attached light fixtures shall be subject to review and approval by the Community Development Department to ensure architectural consistency with the overall building design.</li> </ol>	B	CD (P)

**NOISE REQUIREMENTS**

53.		<p><b>Noise Barriers and Noise Reduction Measures</b>          Based on the Environmental Noise Assessment prepared by Bollard Acoustical Consultants on May 22, 2018, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> <li>• The owner/applicant shall construct a solid 6-foot-tall masonry wall (noise barrier) along the eastern project boundary as shown in Figure 1 of the Environmental Noise Assessment (Attachment 18).</li> <li>• The vacuum stalls associated the fuel station and car wash shall be located on the west side of Building P3 as shown on Figure 1 of the Environmental Noise Assessment (Attachment 18).</li> <li>• The car wash entrance shall be equipped with an automatic entrance door that will remain closed during every wash cycle.</li> <li>• All rooftop mechanical equipment shall be screened from view by intervening rooftop parapets.</li> </ul>	I	CD (E)(P)
54.		<p><b>Noise Requirements</b>          Compliance with Noise Control Ordinance and General Plan Noise Element shall be required. Hours of construction operation shall be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays. Construction equipment shall be muffled and shrouded to minimize noise levels.</p>	I, B	CD (P)(E)

<b>POLICE/SECURITY REQUIREMENT</b>				
55.		<p><b><i>Police Requirements</i></b>            The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered:</p> <ul style="list-style-type: none"> <li>• A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas.</li> <li>• Security measures for the safety of all construction equipment and unit appliances.</li> <li>• Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.</li> </ul>	G, I, B	PD

**Mitigation Measures**

56. *Westland/Eagle Specific Plan Amendment (W/E SPA) Mitigation Monitoring Reporting Program (MMRP) for the Westland/Eagle Area of the Folsom Plan Area Specific Plan (FPASP).* Table 1 below describes the mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012) and by W/E SPA (September 2015).

**Table 1.  
 FPASP EIR/EIS, as amended by the W/E SPA Addendum, Mitigation Measures Applicable to the Shops at Folsom Ranch Project.\***

\*The MMRP for the W/E SPA Addendum to the FPASP EIR/EIS is included as Attachment 19.

Condition	Mitigation Measures Applicable to the Project	Timing	Responsible Agency	Notes/Compliance
<b>Aesthetics</b>				
56-1	3A.1-4: Screen Construction Staging Areas.	G	CD (P)(E)(B)	
56-2	3A.1-5: Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.	B	CD (P)	
<b>Air Quality</b>				
56-3	3A.2-1a: Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.	G, C	CD	
56-4	3A.2-1b: Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements.	G, C	CD (P)(E) SMAQMD	
56-5	3A.2-1c: Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements.	G	CD (E)(P)	
56-6	3A.2-1d: Implement SMAQMD's Basic Construction Emission Control Practices during Construction of all Off-site Elements located in Sacramento County	G	SMAQMD	
56-7	3A.2-1f: Implement SMAQMD's Enhanced Exhaust Control Practices during Construction of all Off-site Elements.	G	Sacramento County El Dorado County or Cal Trans	
56-8	3A.2-1g: Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of Off-site Elements.	G	SMAQMD	

56-9	3A.2-1h: Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of Off-site Elements	G		
56-10	3A.2-2: Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.	M, I	CD	
56-11	3A.2-4a: Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.	G, C	CD	
56-12	3A.2-4b: Implement Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants.	G, C	CD SMAQMD	
56-13	3A.2-5: Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan.	G, C	CD	
56-14	3A.2-6: Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions	B, C	CD	
<b>Biological Resources</b>				
56-15	3A.3-1a (as amended by W/E SPA): Mitigation for erosion impacts.	I, OG	PW USACE	
56-16	3A.3-1b (as amended by W/E SPA): Implement Clean Water Act Section 404 Permits and Section 401 Water Quality Certifications.	G, I, OG	CD USACE	Comply with Carpenter Ranch and Backbone 401 and 404 permits and any amendments thereto
56-17	3A.3-2a (as amended by W/E SPA): Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests.	G, I, C	CD CDFW	See Swainson's Hawk and Tricolored Blackbird Mitigation Plans, dated 5/2/17 and 2/21/17
56-18	W/E SPA Mitigation Measure 4.4-4: Conduct preconstruction Swainson's Hawk and other raptor surveys	G	CD (P)(E) CDFW	See Swainson's Hawk and Tricolored Blackbird Mitigation Plans, dated 5/2/17 and 2/21/17
56-19	3A.3-2b: Prepare and Implement a Swainson's Hawk Mitigation Plan.	G, I, C	CD	See Swainson's Hawk and Tricolored Blackbird Mitigation Plans, dated 5/2/17 and 2/21/17

56-20	W/E SPA Mitigation Measure 4.4-5: Prepare and Implement Swainson's hawk mitigation plan.	G	CD (P)(E) CDFW	See Swainson's Hawk and Tricolored Blackbird Mitigation Plans, dated 5/2/17 and 2/21/17
56-21	3A.3-2c (as amended by W/E SPA): Conduct preconstruction Tricolored Blackbird Nesting surveys.	G	CD CDFW	See Swainson's Hawk and Tricolored Blackbird Mitigation Plans, dated 5/2/17 and 2/21/17
56-22	W/E SPA Mitigation Measure 4.4-6: Conducting preconstruction burrowing owl survey.	G	CD (P)(E) CDFW	
56-23	W/E SPA Mitigation Measure 4.4-7: Preconstruction nesting bird survey.	G	CD (P)(E) CDFW	
56-24	3A.3-2d (as amended by W/E SPA): Conduct preconstruction bat roosting survey.		CD	
56-25	3A.3-2e: Obtain an Incidental Take Permit under Section 10(a) of ESA; Develop and Implement a Habitat Conservation Plan to Compensate for the Loss of Vernal Pool Habitat.	G, I, OG	USFWS CD	
56-26	3A.3-2f: Obtain an Incidental Take Permit under Section 10(a) of ESA; Develop and Implement a Habitat Conservation Plan to Compensate for the Loss of VELB Habitat.	G, I, OG	USFWS USACE CD	
56-27	3A.3-2g: Secure Take Authorization for Federally Listed Vernal Pool Invertebrates and Implement All Permit Conditions.	G, I, C	USACE CD	
56-28	3A.3-2h (as amended by W/E SPA): Valley Elderberry Longhorn Beetle avoidance and minimization measures.	G, I, OG	USACE USFWS CD	
56-29	3A.3-3: Conduct Special-Status Plant Surveys; Implement Avoidance and Mitigation Measures or Compensatory Mitigation.	G, I, B	USFWS CDFW CD	
56-30	3A.3-4a (as amended by W/E SPA): Implement Section 1602 Master Streambed Alteration Agreement.	G, I, C	CDFW CD	Comply with approved 1602 Master Streambed Alteration Agreement
56-31	3A.3-4b (as amended by W/E SPA): Valley Needlegrass Grassland Avoidance and Minimization Measures.	G, I, B	CDFW CD	Comply with the Needlegrass Plan, dated 10/6/16

56-32	3A.3-5 (as amended by W/E SPA): Oak woodlands mitigation.	G, I, C	CD, PW	Comply with the Oak Tree Mitigation and Monitoring Plan, dated 1/24/17, and the Off-Site Oak Woodland Operations and Management Plan, dated March 17, 2017
56-33	W/E SPA Mitigation Measure 4.4-1: Conduct environmental awareness training for construction employees.	G, C	CD	
56-34	W/E SPA Mitigation Measure 4.4-2: Conduct preconstruction western spadefoot survey	G	CD (E) (P) CDFW	
56-35	W/E SPA Mitigation Measure 4.4-3: Conduct preconstruction western pond turtle survey.	G	CD (E)(P) CDFW	
<b>Climate Change</b>				
56-36	3A.4-1: Implement Additional Measures to Control Construction-Generated GHG Emissions.	M, B, C	CD SMAQMD	
56-37	3A.4-2a: Implement Additional Measures to Reduce Operational GHG Emissions.	M, B	CD SMAQMD	
56-38	3A.4-2b: Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree Program to Off-Set Loss of On-Site Trees.	M, B	CD	
<b>Cultural Resources</b>				
56-39	3A.5-1a (as amended by W/E SPA): Comply with the Programmatic Agreement.	G	CD USACE	
56-40	3A.5-1b (as amended by W/E SPA): Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided.	G	CD USACE	
56-41	3A.5-2 (as amended by W/E SPA): Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.	G, C	CD USACE	



56-42	3A.5-3 (as amended by W/E SPA): Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.	OG	CD (P)(E) Sacramento County Coroner Native American Heritage Commission	
<b>Geology, Soils, Minerals, And Paleontological Resources</b>				
56-43	3A.7-1a: Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations.	B	CD (E)	
56-44	3A.7-1b: Monitor Earthwork during Earthmoving Activities	B	CD (P)(E)(B)	
56-45	3A.7-3: Prepare and Implement the Appropriate Grading and Erosion Control Plan.	G	CD (E)	
56-46	3A.7-5: Divert Seasonal Water Flows Away from Building Foundations.	B	CD (B)(P)	
56-47	3A.7-10: Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.	C	CD	
<b>Hazards and Hazardous Materials</b>				
56-48	3A.8-2: Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures	G, C	CD	
56-49	3A.8-5: Prepare and Implement a Blasting Safety Plan in Consultation with a Qualified Blaster.	M	CD	
56-50	Mitigation Measure 3A.8-6: Prudent Avoidance and Notification of EMF Exposure.	M	CD Folsom Cordova Unified School District	
56-51	3A.8-7: Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District.	G	CD Sacramento- Yolo Mosquito and Vector Control District	
<b>Hydrology and Water Quality</b>				
56-52	3A.9-1: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.	G, C	CD (E) CVRWQB	

56-53	3A.9-2: Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.	G, B	CD (E)	
56-54	3A.9-3: Develop and Implement a BMP and Water Quality Maintenance Plan.	G, C	CD (E), PW	
56-55	3A.9-4: Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary.	M, I	PW	
Noise				
56-56	3A.11-1: Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.	G, C	CD	
56-57	3A.11-3: Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities.	C	CD (E)(P)	See the Folsom Ranch Commercial Development Environmental Noise Assessment dated May 22, 2018
56-58	3A.11-4: Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-site and On-Site Roadways.	C	CD (E)(P)	See the Folsom Ranch Commercial Development Environmental Noise Assessment dated May 22, 2018
56-59	3A.11-5: Implement Measures to Reduce Noise from Project-Generated Stationary Sources.	I, OG	CD (E)	See the Folsom Ranch Commercial Development Environmental Noise Assessment dated May 22, 2018
56-60	W/E SPA Mitigation Measure 4.12-1: Implement measures to prevent exposure of sensitive receptors to increases in noise from project-generated operational traffic on offsite and onsite roadways.	M	CD	
Public Services				
56-61	3A.14-1 (as amended by W/E SPA): Prepare and Implement a Construction Traffic Control Plan.	G, I, B, C	PW	

56-62	3A.14-2: Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.	B, O	CD, FD	
56-63	3A.14-3: Incorporate Fire Flow Requirements into Project Designs.	B, O	CD, FD	
<p>Traffic and Transportation</p> <p>It should be noted that many of the Transportation, Traffic, and Circulation mitigation measures identified below will be satisfied through the payment of fees. Below is a brief summary of the fee types and their purpose. The acronyms for each fee type noted below are further noted in the Implementation Schedule column of each applicable mitigation measure to clarify how each mitigation measure is anticipated to be satisfied.</p> <p>Public Facilities Financing Plan (PFFP):                  In January of 2014, the City of Folsom adopted the PFFP for the Folsom Plan Area which detailed all the infrastructure components to address full build out of the Plan Area. The PFFP includes various techniques including development fees to fund the necessary infrastructure. The City is currently in the process of preparing and adopting implementing ordinances and a nexus study required by State law to impose the associated development fees.</p> <p>Included in the PFFP are a number roadway projects including the Highway Interchanges that the Shops at Folsom Ranch project will have cumulative impacts on within the Folsom Plan Area. The PFFP was designed to satisfy the “fair share” financing of all the Plan Area’s backbone roadway system. Participating in this fee program will satisfy numerous roadway mitigation measures as shown in the MMRP table.</p> <p>Sacramento County Transportation Development Fee (SCTDF) contribution:                  The City is establishing a “fair share” fee to mitigate roadway impacts outside the project boundaries and within unincorporated Sacramento County. This fee will be included in the City Facilities portion of the Public Facilities Financing Plan program and will be collected at the time of building permit issuance. The basis for the calculation of the fee is a report entitled, “Fair Share Cost Allocation Sacramento County &amp; City of Folsom” dated January 2, 2014.</p> <p>Cal Trans/City Memorandum of Understanding (Cal Trans MOU):                  The City of Folsom and Cal Trans entered into an MOU on December 17, 2014 to establish a fee mechanism to address the “fair share” impacts to Highway 50. The MOU identifies all the highway improvements for which there are mitigation measures and potential construction projects to address them. The City will establish a fee in the City Facilities portion of the Public Facilities Financing Plan and it will be collected at the time of building permit issuance</p>				
56-64	3A.15-1: Project Participation in Funding Transportation Improvements	B	CD (E), PW	
56-65	3A.15-1a: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).	B (pay PFFP fee)	CD (E), PW	
56-66	3A.15-1b: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/ Blue Ravine Road Intersection (Intersection 2).	B (pay PFFP fee)	CD (E), PW	

56-67	3A.15-1c: The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).	B (pay SCTDF)	CD (E), PW	
56-68	3A.15-1e: Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).	B (pay PFFP fee)	CD (E), PW	
56-69	3A.15-1f: Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).	B (pay PFFP fee)	CD (E), PW	
56-70	3A.15-1h: Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).	B (pay SCTDF)	CD (E), PW	
56-71	3A.15-1j: Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).	B (pay SCTDF)	CD (E), PW	
56-72	3A.15-1o: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection (Caltrans Intersection 4).	B (Caltrans MOU)	CD (E), PW	
56-73	3A.15-1p: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).	B (Caltrans MOU/pay SCTDF)	CD (E), PW	
56-74	3A.15-1q: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).	B (Caltrans MOU)	CD (E), PW	
56-75	3A.15-1r: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).	B (Caltrans MOU)	CD (E), PW	
56-76	3A.15-1s: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).	B (Caltrans MOU)	CD (E), PW	
56-77	3A.15-1u: Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).	B (Caltrans MOU)	CD (E), PW	
56-78	3A.15-1v: Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).	B (Caltrans MOU)	CD (E), PW	
56-79	3A.15-1w: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Segment 4).	B (Caltrans MOU)	CD (E), PW	

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56-80	3A.15-1x: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).	B (Caltrans MOU)	CD (E), PW	
56-81	3A.15-1y: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).	B (Caltrans MOU)	CD (E), PW	
56-82	3A.15-1z: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8).	B (pay PFFP fee)	CD (E), PW	
56-83	3A.15-1aa: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9)	B (Caltrans MOU)	CD (E), PW	
56-84	3A.15-1dd: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).	B (Caltrans MOU)	CD (E), PW	
56-85	3A.15-1ee: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).	B (Caltrans MOU)	CD (E), PW	
56-86	3A.15-1ff: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	B (Caltrans MOU)	CD (E), PW	
56-87	3A.15-1gg: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).	B Caltrans MOU)	CD (E), PW	
56-88	3A.15-1hh: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).	B (Caltrans MOU)	CD (E), PW	
56-89	3A.15-1ii: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).	B (Caltrans MOU)	CD (E), PW	
56-90	3A.15-2a: Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development, and Develop and Provide Options for Alternative Transportation Modes.	I (pay PFFP fee and Transit fee)	PW	
56-91	3A.15-2b: Participate in the City's Transportation System Management Fee Program.	B (pay City fee)	CD (E), PW	
56-92	3A.15-2c: Participate with the 50 Corridor Transportation Management Association	B (pay City fee)	PW	

56-93	3A.15-3: Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.	B (Caltrans MOU, PFFP fee, SCTDF)	CD (E), PW	
56-94	3A.15-4a: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).	B (pay PFFP fee)	CD (E), PW	
56-95	3A.15-4b: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6).	B (pay PFFP fee)	CD (E), PW	
56-96	3A.15-4c: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).	B (pay PFFP fee)	CD (E), PW	
56-97	3A.15-4d: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21).	B (pay PFFP fee)	CD (E), PW	
56-98	3A.15-4e: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23)	B (pay PFFP fee)	CD (E), PW	
56-99	3A.15-4f: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24).	B (pay PFFP fee)	CD (E), PW	
56-100	3A.15-4g: The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).	B (pay SCTDF)	CD (E), PW	
56-101	3A.15-4i: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).	B (pay SCTDF)	CD (E), PW	
56-102	3A.15-4j: Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).	B (pay SCTDF)	CD (E), PW	
56-103	3A.15-4k: Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8).	B (pay SCTDF)	CD (E), PW	
56-104	3A.15-4l: Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).	B (pay SCTDF)	CD (E), PW	

56-105	3A.15-4m: Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).	B (pay SCTDF)	CD (E), PW	
56-106	3A.15-4n: Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).	B (pay SCTDF)	CD (E), PW	
56-107	3A.15-4o: Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).	B (pay SCTDF)	CD (E), PW	
56-108	3A.15-4p: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).	B (pay SCTDF)	CD (E), PW	
56-109	3A.15-4q: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).	B (pay SCTDF)	Capitol Southeast Connector JPA	
56-110	3A.15-4r: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).	B (pay SCTDF)	Capitol Southeast Connector JPA	
56-111	3A.15-4s: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).	B (pay SCTDF)	Capitol Southeast Connector JPA	
56-112	3A.15-4t: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).	B (pay PFFP/Interchange fee)	CD (E), PW	
56-113	3A.15-4u: Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6).	B (pay PFFP fee)	CD (E), PW	
56-114	3A.15-4v: Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).	B (pay PFFP fee)	CD (E), PW	
56-115	3A.15-4w: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).	B (pay PFFP fee)	CD (E), PW	

56-116	3A.15-4x: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).	B (pay PFFP fee)	CD (E), PW	
56-117	3A.15-4y: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).	B (pay PFFP fee)	CD (E), PW	
56-118	W/E SPA Mitigation Measure 4.16-1: Participate in Fair Share Funding of modification of the Iron Point Road/East Bidwell Street Intersection.	B (pay PFFP fee)	CD (E), PW	
56-119	W/E SPA Mitigation Measure 4.16-2: Participate in Fair Share Funding of improvements to the Scott Road/Easton Valley Parkway Intersection.	B (pay PFFP fee)	CD (E), PW	
<b>Utilities and Service Systems</b>				
56-120	3A.16-1: Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured	M, B	CD, PW	
56-121	3A.16-3: Demonstrate Adequate SRWTP Wastewater Treatment Capacity	M, B	CD, PW	
<b>Water Supply</b>				
56-122	3A.18-1: Submit Proof of Surface Water Supply Availability	M, B	CD, PW	
56-123	3A.18-2a: Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.	M, B	CD, PW	
<b>Cumulative</b>				
56-124	AIR-1-Land: Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants from Quarry Truck Traffic.	M	CD	
56-125	NOISE-1-Land: Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Noise from Quarry Truck Traffic.	M	CD	

57. ***Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (Backbone MND) Mitigation Monitoring Reporting Program (MMRP) for the Folsom Plan Area Specific Plan (FPASP).*** Table 2 Below describes the mitigation measures from the Backbone MND (December 2014) MMRP

**Table 2.  
 Backbone MND Mitigation Measures Applicable to the Shops at Folsom Ranch Project.\***



*The mitigation measures specific to the 2014 Backbone Infrastructure MND (designated by roman numerals, e.g., IV-1) apply only to the portions of the Shops at Folsom Ranch Project that are included as part of the South of Highway 50 Backbone Infrastructure Project. The MMRP for the Backbone Infrastructure Project is included as Attachment 20.				
Condition	Mitigation Measures Applicable to the Project	Timing	Responsible Agency	Notes/Compliance
<b>Aesthetics</b>				
57-1	Backbone MND Mitigation Measure I-1: Design above ground pump station and storage tank facilities to reduce visual impacts.	I	CD, EWR	
57-2	Backbone MND Mitigation Measure I-2: Develop and implement a landscaping plan for pump station and storage tank facilities to reduce visual impacts.	I	CD, EWR	
<b>Air Quality</b>				
57-3	Backbone MND Mitigation Measure III-1: Prepare and Implement NOX Reduction Plan	G, C	CD SMAQMD	
57-4	Backbone MND Mitigation Measure III-2: Pay Off-site Mitigation Fee to SMAQMD to off-set NOX Emissions Generated by Construction.	G, C	CD SMAQMD	
57-5	Backbone MND Mitigation Measure III-4: Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan.	G, C	CD SMAQMD	
<b>Biological Resources</b>				
57-6	Backbone MND Mitigation Measure IV-1: Conduct Special-Status Plant Surveys; Implement Avoidance and Mitigation Measures or Compensatory Mitigation	G, C	CD	
57-7	Backbone MND Mitigation Measure IV-2: Implement Conditions of the Biological Opinion (BO) for Federally Listed Vernal Pool Invertebrates.	G, C	CD USFWS	
57-8	Backbone MND Mitigation Measure IV-3: Implement Conditions of the Biological Opinion for Impacts on Valley Elderberry Longhorn Beetle.	G, C	CD USFWS	
57-9	Backbone MND Mitigation Measure IV-4: Western Spadefoot Toad	G, C	CD CDFW	
57-10	Backbone MND Mitigation Measure IV-5: Western Pond Turtle	G, C	CD CDFW	
57-11	Backbone MND Mitigation Measure IV-6(a): Swainson's Hawk Nesting Habitat	G, I, C	CD	See Swainson's Hawk and Tricolored Blackbird Mitigation Plans, dated 5/2/17 and 2/21/17
57-12	Backbone MND Mitigation Measure IV-6(b): Swainson's Hawk Foraging Habitat	G, I, C	CD	See Swainson's Hawk and Tricolored Blackbird Mitigation Plans, dated 5/2/17 and 2/21/17

57-13	Backbone MND Mitigation Measure IV-7: Tricolored Blackbird	G, C	CD CDFW	See Swainson's Hawk and Tricolored Blackbird Mitigation Plans, dated 5/2/17 and 2/21/17
57-14	Backbone MND Mitigation Measure IV-8: Nesting Raptors	G, I	CD CDFW	
57-15	Backbone MND Mitigation Measure IV-9: Nesting Special Status Birds and Migratory Birds	G, C	CD CDFW	
57-16	Backbone MND Mitigation Measure IV-10: Special-Status Bats		CD CDFW	
57-17	Backbone MND Mitigation Measure IV-12: Implement Section 1602 Master Streambed Alteration Agreement	G, C	CD CDFW	Comply with the approved Master Streambed Alteration Agreement
57-18	Backbone MND Mitigation Measure IV-13: Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation, if necessary	G, C	CD CDFW	Comply with the Needlegrass Plan, dated 10/6/16
57-19	Backbone MND Mitigation Measure IV-14: Secure Amended Clean Water Act Section 404 Permit and Section 401 Permit and Implement All Permit Conditions; Ensure No Net Loss of Functions of Wetlands, Other Waters of the U.S., and Waters of the State	G, I, C	CD USACE	Comply with Carpenter Ranch and Backbone 401 and 404 permits and any amendments thereto.
57-20	Backbone MND Mitigation Measure IV-15: Conduct Tree Survey, Prepare and Implement an Oak Woodland Mitigation Plan, Replace Native Oak Trees Removed, and Implement Measures to Avoid and Minimize Indirect Impacts on Oak Trees and Oak Woodland Habitat Retained On-Site.	G, I, C	CD, PW	Comply the Oak Tree Mitigation and Monitoring Plan, dated 1/24/17, and the Off-Site Oak Woodland Operations and Management Plan, dated March 17, 2017
57-21	Backbone MND Mitigation Measure IV-11: American Badger	G, C	CD CDFW	
<b>Cultural Resources</b>				
57-22	Backbone MND Mitigation Measure V-1: Comply with the applicable procedures in the FAPA and implementation of applicable historic property treatment plans	G, C	CD USACE	
57-23	Backbone MND Mitigation Measure V-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.	G, C	CD USACE	

57-24	Backbone MND Mitigation Measure V-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.	OG	CD Sacramento County Coroner Native American Heritage Commission	
<b>Geology, Soils, and Paleontological Resources</b>				
57-25	Backbone MND Mitigation Measure VI-1: Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations.	G, C	CD EWR	
57-26	Backbone MND Mitigation Measure VI-3: Monitor Earthwork during Earthmoving Activities.	G, C	CD	
57-27	Backbone MND Mitigation Measure VI-5(a): Prepare and Implement the Appropriate Grading and Erosion Control Plan.	G	PW	
<b>Hydrology and Water Quality</b>				
57-28	Backbone MND Mitigation Measure VI-5(b): Prepare and Implement the appropriate Grading and Erosion Control Plan for the detention basin West of Prairie City Road.	G	PW	
57-29	Backbone MND Mitigation Measure IX-1: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.	G	CD (E) Central Valley Regional Water Quality Control Board.	
<b>Climate Change</b>				
57-30	Backbone MND Mitigation Measure VII-1: Greenhouse Gas Emissions	Prior to releasing RFB to contractors	SMAQMD	
<b>Public Services</b>				
57-31	Backbone MND Mitigation Measure XVI-1: Prepare and Implement a Construction Traffic Control Plan.	G, I, B, C	PW	
<b>Water Improvements</b>				
57-32	Backbone MND Mitigation Measure III-3: North of U.S. Highway 50 Water Improvements	G, I	SMAQMD CD (E)	

57-33	Backbone MND Mitigation Measure V-4 North of U.S. Highway 50 Water Improvements	G, I	CD (E)	
57-34	Backbone MND Mitigation Measure VI-2 North of U.S. Highway 50 Water Improvements	G, I	CD (E)	
57-35	Backbone MND Mitigation Measure VI-4 North of U.S. Highway 50 Water Improvements	G, I	CD (E)	
57-36	Backbone MND Mitigation Measure XII-1 North of U.S. Highway 50 Water Improvements	G, I, B	PW	

58. **Revised Proposed Off-Site Water Facility Alternative Mitigation Monitoring Reporting Program (MMRP) for the Folsom Plan Area Specific Plan (FPASP).** Table 3 below describes the mitigation measures from the Revised Water Alternative (November 2012) MMRP.

<b>Table 3. Revised Proposed Off-Site Water Facility Alternative Addendum to the FPASP EIR/EIS Mitigation Measures Applicable to the Shops at Folsom Ranch Project.*</b>				
*The Folsom South of U.S. Highway 50 Specific Plan Project: Revised Proposed Off-Site Water Facility Alternative was approved December 11, 2012. The November 2012 MMRP for the Revised Proposed Off-Site Water Facility Alternative is included as Attachment 21.				
<b>Condition</b>	<b>Mitigation Measures Applicable to the Project</b>	<b>Timing</b>	<b>Responsible Agency</b>	<b>Notes/Compliance</b>
<b>Aesthetics</b>				
58-1	3B.1-2a: Enhance Exterior Appearance of Structural Facilities.	G, B	CD	
58-2	3B.1-2b: Prepare Landscaping Plan.	G, B	CD	
58-3	3B.1-3a: Conformance to Construction Lighting Standards.	G, B	CD	
58-4	3B.1-3b: Prepare and Submit a Lighting Master Plan.	G, B	CD	
<b>Air Quality</b>				
58-5	3B.2-1a: Develop and Implement a Construction NOX Reduction Plan.	G, C	CD SMAQMD	
58-6	3B.2-1c: Implement Fugitive Dust Control Measures and a Particulate Matter Monitoring Program during Construction.	G, C	CD SMAQMD	
58-7	3B.2-3a: Cite Pump Siting Buffers Away from Sensitive Receptors.	G, B	CD SMAQMD	
58-8	3B.2-3b: Conduct Project-Level DPM Screening and Implement Measures to Reduce Annual DPM to Acceptable Concentrations.	G, B	CD SMAQMD	
<b>Climate Change</b>				
58-9	3B.4-1a: Implement GHG Reduction Measures during Construction.	G, B	CD SMAQMD	
58-10	3B.4-1b Prepare and Implement an Off-site Water Facilities Climate Action Plan.	G, B	CD	

			SMAQMD	
<b>Cultural Resources</b>				
58-11	3A.5-1a: Comply with the Programmatic Agreement.	G	CD (E) USACE	This Mitigation Measure was revised in the W/E SPA Addendum. See Condition No. 56-39
58-12	3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided.	B, C	CD	This Mitigation Measure was revised in the W/E SPA Addendum. See Condition No. 56-40
58-13	3A.5-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.	G, C	CD USACE	This Mitigation Measure was revised in the W/E SPA Addendum. See Condition No. 56-41
58-14	3A.5-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.	C	CD USACE	This Mitigation Measure was revised in the W/E SPA Addendum. See Condition No. 56-42
<b>Geology, Soils, Minerals, and Paleontological Resources</b>				
58-15	3B.7-1a: Prepare Geotechnical Report(s) for the Revised Proposed Off-site Water Facilities and Implement Required Measures.	engineering plans	CD	
58-16	3B.7-1b: Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design.	engineering plans	CD	
58-17	3B.7-4: Implement Corrosion Protection Measures.	engineering plans	CD	
58-18	3B.7-5: Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.	C	CD	
<b>Hazards and Hazardous Materials</b>				
58-19	3B.8-1a: Transport, Store, and Handle Construction-Related Hazardous Materials in Compliance with Relevant Regulations and Guidelines.	G, C	CD	
58-20	3B.8-1b: Prepare and Implement a Hazardous Materials Management Plan.	G, C	CD	
58-21	3B.8-5a: Conduct Phase 1 Environmental Site Assessment for Selected Alignment.	G, C	CD	
58-22	3B.8-5b: Develop and Implement a Remediation Plan.	G, C	CD	
58-23	3B.8-7a: Keep Construction Area Clear of Combustible Materials.	G, C	CD	
58-24	3B.8-7b: Provide Accessible Fire Suppression Equipment.	G, C	CD	

Hydrology and Water Quality				
58-25	3B.9-1a: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.	G, C	CD CVRWQB	
58-26	3B.9-1b: Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board.	G, C	CD CVRWQB	
58-27	3B.9-3a: Prepare and Implement Drainage Plan(s) for Structural Facilities.	G, C	CD CVRWQB	
58-28	3B.9-3b: Ensure the Provision of Sufficient Outlet Protection and On-site Containment.	G, C	CD CVRWQB	
Noise				
58-29	3B.11-1a: Limit Construction Hours.	C	CD	
58-30	3B.11-1b: Minimize Noise from Construction Equipment and Staging.	C	CD	
58-31	3B.11-1c: Maximize the Use of Noise Barriers.	G, C	CD	
58-32	3B.11-1d: Prohibit Non-Essential Noise Sources During Construction.	G, C	CD	
58-33	3B.11-1e: Monitor Construction Noise and Provide a Mechanism for Filing Noise Complaints.	G, C	CD	
58-34	3B.11-3: Implement Operational Noise Minimization Measures.	engineering plans	CD	
Parks and Recreation				
58-35	3B.12-1: Provide for Continued Recreational Access as Identified in Mitigation Measure 3.14-1a.	G, C	CD	
Traffic and Transportation				
58-36	3B.15-1a: Prepare Traffic Control Plan.	G, C	CD	
58-37	3B.15-1b: Assess Pre-Off-site Water Facilities Roadway Conditions.	G, C	CD	
Utilities and Service Systems				
58-38	3B.16-3a: Minimize Utility Conflicts by Implementing an Underground Services Alert.	G, C	CD	
58-39	3B.16-3b: Coordinate with Utility Providers and Implement Appropriate Installation Methods to Minimize Potential Utility Service Disruptions.		CD	
Groundwater				
58-40	3B.17-1a: Implement Construction Dewatering Best Management Practices.	G, C	CD CDFW or CVRWQB	
58-41	3B.17-1b: Implement a Dewatering Discharge Monitoring Program.	G, C	CD CDFW or CVRWQB	

Water Supply				
58-42	3A.18-1: Submit Proof of Surface Water Supply Availability.	M, B	CD, PW	
58-43	3A.18-2a: Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.	M, B	CD, PW	

**CONDITIONS**

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

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

## **Attachment 4**

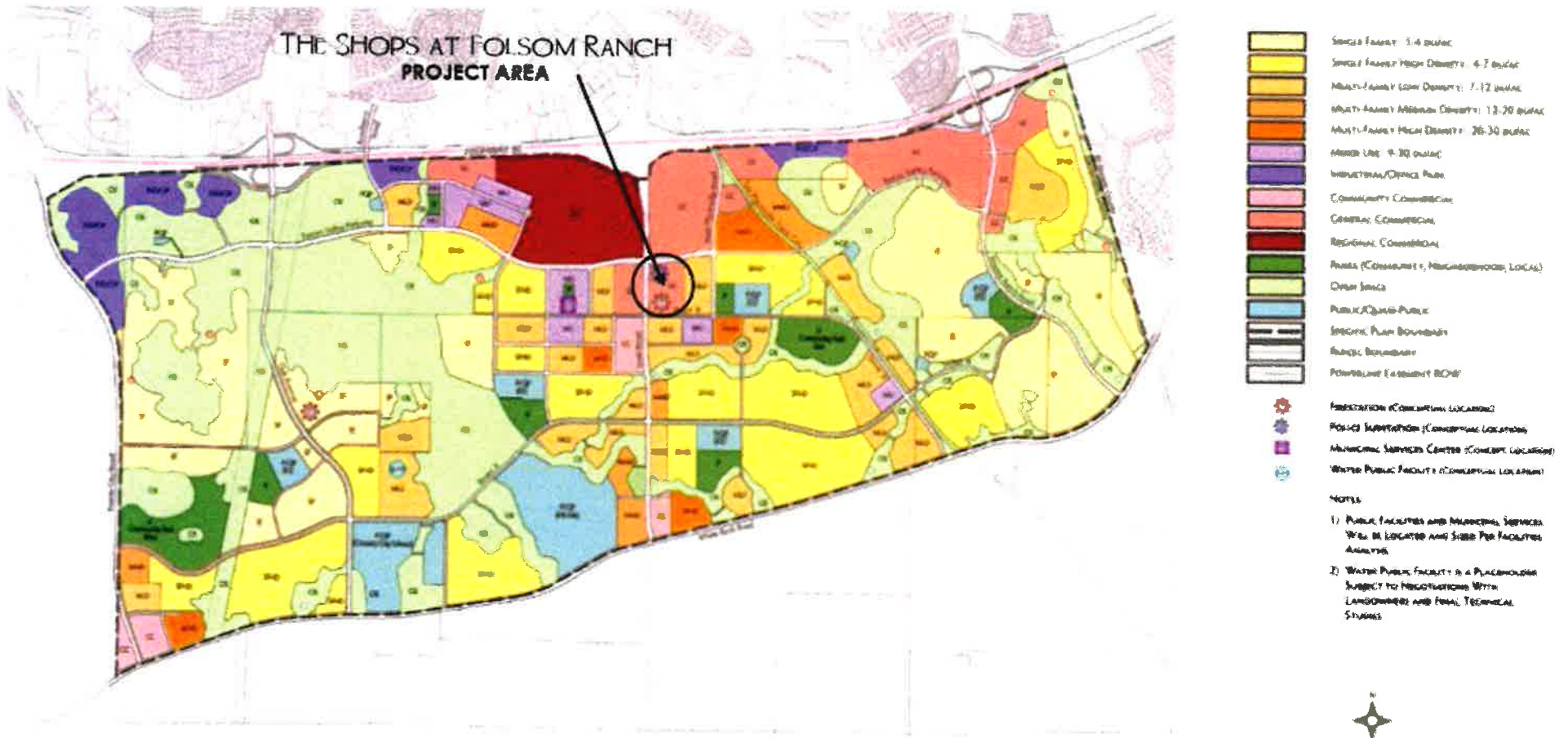
### **Vicinity Map**



# Vicinity Map

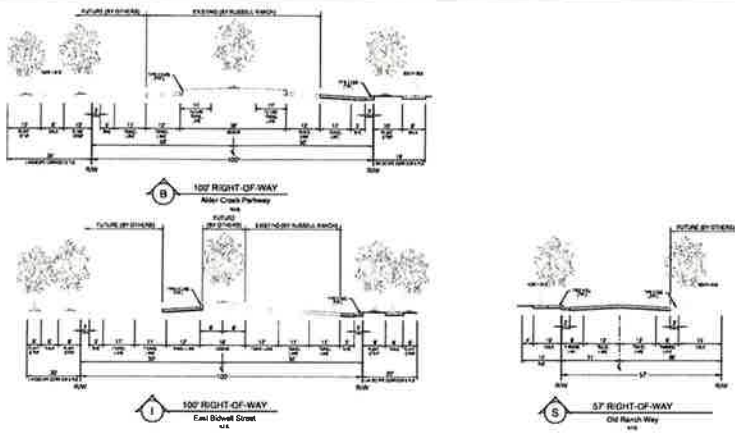


CITY OF  
**FOLSOM**



## **Attachment 5**

### **Tentative Parcel Map, dated October 25, 2018**



**BENCHMARK**  
 IDENTIFICATION NO. City of Folsom Benchmark "15-35"  
 ELEVATION 414.83 (NAVD 84)  
 78' TAD AND NAL IN HEADWALL AT NORTHEAST CORNER OF IRON POINT ROAD AND EAST BOWWEL STREET BASED ON A LEVEL RUN BY MACKAY & SOMPS IN FEBRUARY 2014

EAGLE COMMERCIAL PARTNERS LLC  
 977-3130-048  
 1001

**TENTATIVE MAP INFORMATION**

**OWNER/DEVELOPER:** SHOPS AT FOLSOM RANCH, LLC  
 555 California Street #2400  
 San Francisco, CA 94104

**ENGINEER:** MACKAY & SOMPS CIVIL ENGINEERS, INC.  
 1534 Elmira Road, Suite 100  
 Roseville, CA 95661  
 (916) 775-1189

**ASSESSORS PARCEL NO.:** 072 3190-044 & 072 3190-045

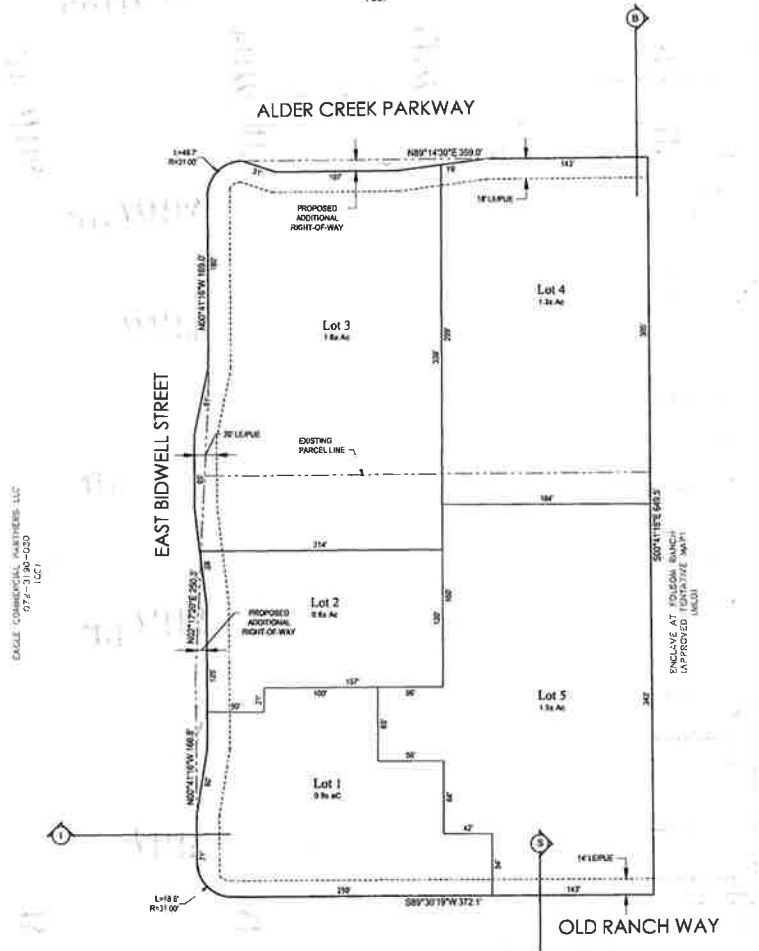
**SITE ACREAGE:** 5.8 ± A.C. Gross

**EXISTING LAND USE ZONE:** A portion of the Folsom Plan Area Specific Plan

**NUMBER OF PARCELS:** 5

**SERVICE PROVIDERS:**

- SCHOOL DISTRICTS: Folsom-Cuba Unified School District
- PARKS & RECREATION: City of Folsom
- POLICE & FIRE PROTECTION: City of Folsom
- SANITARY SEWER: City of Folsom
- DOMESTIC WATER: City of Folsom
- STORM DRAIN: City of Folsom
- ELECTRICITY: SMLD
- TELEPHONE: AT&T
- CABLE: COMCAST



**NOTES**

**PROPERTY DESCRIPTION:** Parcels 2 and 3 as shown on Parcel Map PN 18-025

- Lot dimensions and acreages are approximate and subject to change.
- Lot lines and lot areas may be adjusted at the time of the Final Map(s) provided no additional lots are created, subject to the approval of the City of Folsom. Flexibility in lot configuration as shown herein is allowed provided the new configuration is in substantial compliance with the approved Specific Plan, subject to the approval of the City of Folsom.
- The Final Mapping and subsequent development of lots may be phased. Phasing is to be consistent with the Development Agreement.
- Lot numbering is for identification purposes only and does not indicate order of development.
- Additional easements to accommodate new public utility improvements, access required for lot development, or other similar mapping requirements needed to accomplish the final design may be added prior to each Final Map based on the Tentative Map.
- The entire property contained within this Tentative Parcel Map is covered by an Avigation Easement to the benefit of the City of Folsom and County of Sacramento recorded August 28, 2014 in Book 20140828 at page 0576, Official Records of Sacramento County.
- Reciprocal parking, access, and utility easements shall be provided on all lots.

MANCINI RANCH PHASE 2  
 (APPROVED TENTATIVE MAP)  
 (M.L.D.)

Parcel #	GP Designation	SP/Planning Designation	Land Use	Acres
1	OC	SP-OC-PD	General Commercial	0.8
2	OC	SP-OC-PD	General Commercial	0.8
3	OC	SP-OC-PD	General Commercial	1.2
4	OC	SP-OC-PD	General Commercial	1.2
5	OC	SP-OC-PD	General Commercial	1.2
<b>Total</b>				<b>5.8</b>

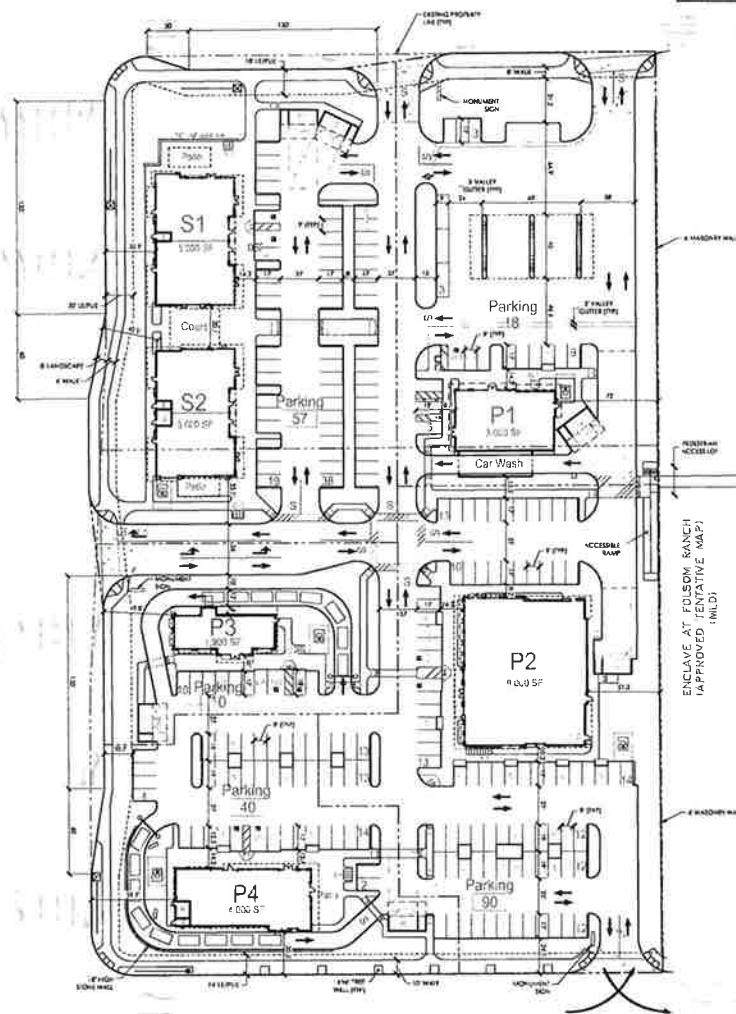


Vesting Tentative Parcel Map  
**The Shops at Folsom Ranch**  
 Folsom, California  
 October 23, 2018  
**MACKAY & SOMPS**  
 ENGINEERS PLANNERS SURVEYORS

## **Attachment 6**

### **Site Plan, dated October 25, 2018**

EAGLE COMMERCIAL PARTNERS LLC  
072-3190-046  
(GC)



**PROJECT INFORMATION**

OWNER/DEVELOPER: SHOPS AT FOLSOM RANCH LLC  
555 California Street # 3400  
San Francisco, CA 94104

ENGINEER: MACKAY & SOMPS CIVIL ENGINEERS, INC.  
1559 Everett Road, Suite 100  
Roseville, CA 95661  
(916) 771-1109

ASSESSORS PARCEL NO.: 072-3190-046 & 072-3190-045

SITE ACREAGE: 5.9 +/- AC Net

EXISTING LAND USE: GC

NUMBER OF PARCELS: 5

**Proposed Parking**

Standard spaces	163	95%
Compact spaces	33	11%
Accessible Spaces	9	4%

**Total Parking Provided:** 215  
(12 additional spaces are provided at the fuel station area not included above summary)

\* The project will provide a total of 13 Electric Vehicle charging spaces. 6% of the total spaces provided. Five (5) of the accessible spaces and six (6) standard spaces are designed for future EV Space (one (1) standard space and one (1) standard space)

**Bicycle Parking Provided:** 28 \*\*  
\*\* All spaces to measure 2'x5' and assume all spaces will be furnished

Ref	Use	Building Area (SF)
S1	Self-Store	3,000 SF
S2	Self-Store	3,000 SF
P1	Post/ Gas Station	3,000 SF
P2	Post/ Restaurant	9,000 SF
P3	Post/ Restaurant	1,700 SF
P4	Post/ Restaurant	4,000 SF

**Total Building Area:** 27,700 SF

**SERVICE PROVIDERS:**  
SCHOOL DISTRICT: Folsom Cordova Unified School District  
PARKS & RECREATION: City of Folsom  
POLICE & FIRE: City of Folsom  
SANITARY SERVICE: City of Folsom  
DOMESTIC WASTE: City of Folsom  
STORM DRAINAGE: City of Folsom  
ELECTRICITY: SCLD  
TELEPHONE: AT&T  
GAS: PG&E  
CABLE: COMCAST

Note: Reciprocal parking, access and utilities easements shall be provided on all lots

EAGLE COMMERCIAL PARTNERS LLC  
072-3190-020  
(GC)

MANGINI RANCH PHASE 2  
(APPROVED TENTATIVE MAP)  
(INL01)

**LEGEND**

PARCEL LINE	
TRASH ENCLOSURE	
PROJECT IDENTIFICATION MARKER	
TRANSFORMER	
BIKE RACK (WITH QUANTITY)	
ENHANCED PEDESTRIAN CROSSING	
'COOL PAVING' CONCRETE	
STOP SIGN	
EV - ELECTRIC VEHICLE CHARGING STATION	
EV-C - CONDUIT FOR FUTURE CHARGING STATION	

**SHEET INDEX**

NUMBER	DESCRIPTION
1	PRELIMINARY SITE PLAN
2	PRELIMINARY GRADING AND DRAINAGE PLAN
3	PRELIMINARY UTILITY PLAN
4	BUILDING FLOOR PLANS
5	BUILDING ELEVATIONS - S1
6	BUILDING ELEVATIONS - S2
7	BUILDING ELEVATIONS - P1/GAS STATION
8	BUILDING ELEVATIONS - P2
9	BUILDING ELEVATIONS - P3
10	BUILDING ELEVATIONS - P4
11	COLOR AND MATERIAL BOARD
12	PERSPECTIVES
13	PERSPECTIVES
14	ROOF SCREENING AND LIGHTING CONCEPT EXHIBIT
15	LANDSCAPE SITE PLAN AND PLANTING PALETTE
16	TREE SHADING EXHIBIT
17	SITE AMBIGUES EXHIBIT
18	COURTYARD FURNISHMENT & MATERIALS

**Preliminary Site Plan  
Planned Development Permit  
The Shops  
at Folsom Ranch**  
Folsom, California October 25, 2018

## **Attachment 7**

### **Building Elevations and Renderings Dated August 31, 2018**



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ENGINEERS PLANNERS SU

SGPA  
ARCHITECTURE AND PLANNING in

### Materials & Colors

- 1. Cement plaster, paint finish
- 2. Fiber cement board siding, paint fini
- 3. Wood siding, stained finish
- 4. Board and Batten siding
- 5. Manufactured Stone Veneer
- 6. Metal Panel

- 7. Wood screen, stained finish
- 8. Wood structure, stained finish
- 9. Standing seam metal roof
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- 13. Metal fascia, paint finish
- 14. Precast coping
- 15. Metal / wood trellis, painted & stain
- 16. Metal / wood sunscreen, painted &

- P1. Benjamin Moore 2121-50 - Iced Cut
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- P3. Benjamin Moore 2126-30 - Anchor
- P4. Benjamin Moore 2108-50 - Silver Fc
- P5. Benjamin Moore 2111-40 - Taos Ta
- P6. Benjamin Moore 2111-20 - Grizzly E
- P7. Benjamin Moore HC91 - Danville Tar
- P8. Benjamin Moore HC151 - Buckland

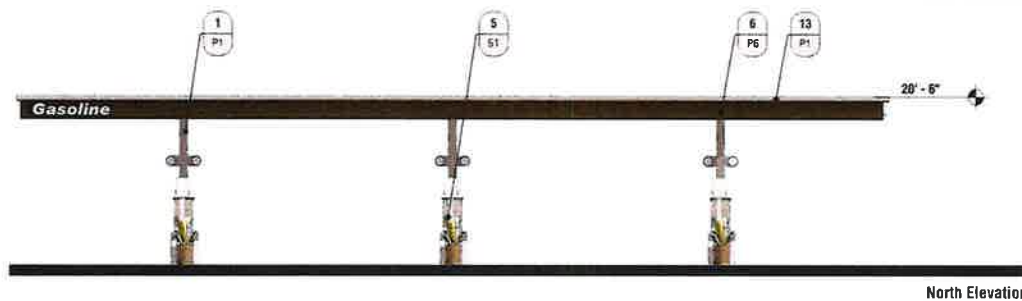
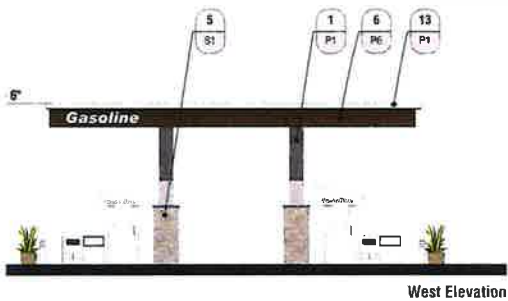
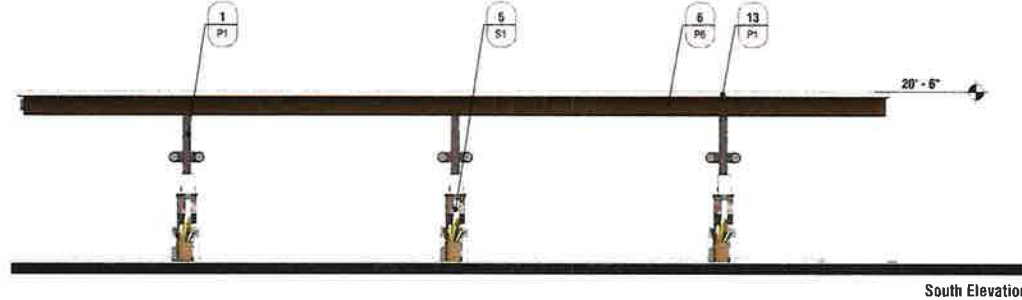
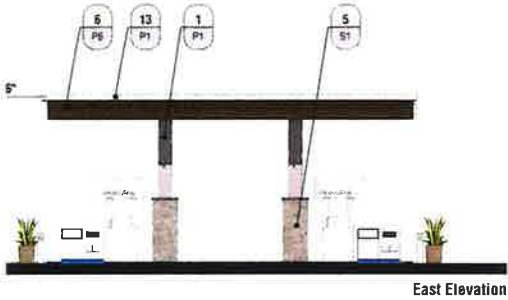
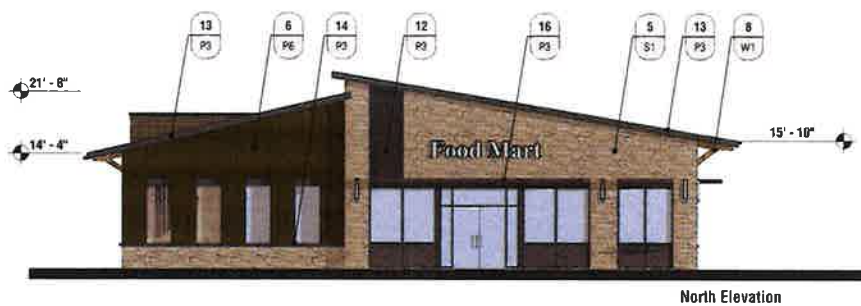
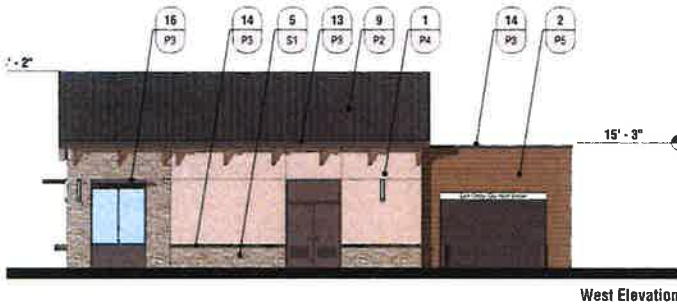
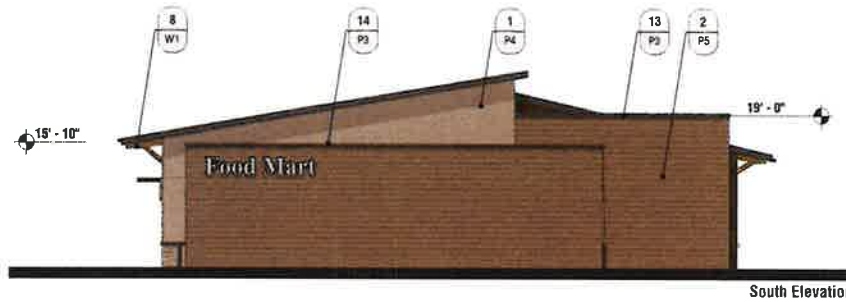
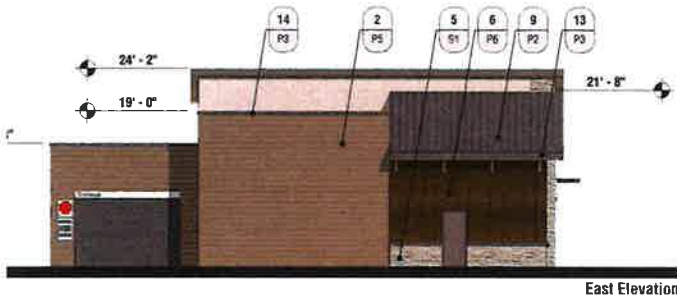
W1. Olympic-Semi-transparent - Drift

S1. Eldorado Stone - Stacked stone - Da

Elevations - BLDG P1 & Gas St:  
Planned Development Pern

# The Shops at Folsom Ranch

Folsom, California August 31



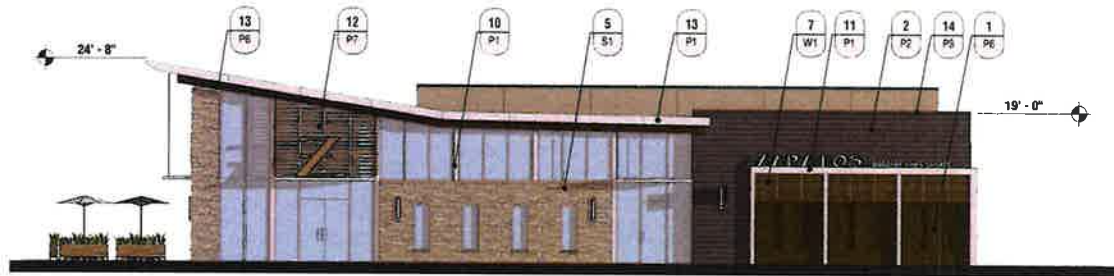


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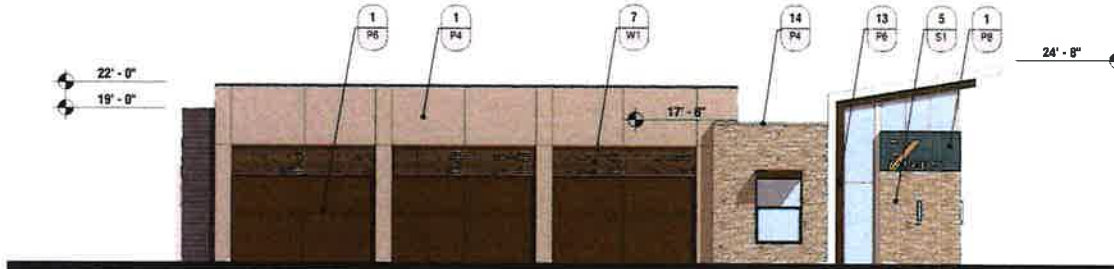
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AND PLANNING



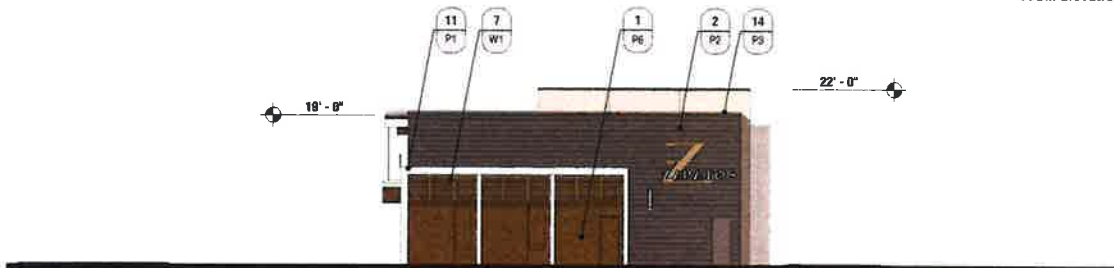
North Elevation



East Elevation



South Elevation



West Elevation

### Materials & Colors

- 1. Cement plaster, paint finish
- 2. Fiber cement board siding, paint finish
- 3. Wood siding, stained finish
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- P4. Benjamin Moore 2108-50 - Silver Fc
- P5. Benjamin Moore 2111-40 - Taos Tal
- P6. Benjamin Moore 2111-20 - Grizzly E
- P7. Benjamin Moore HC91 - Danville Tar
- P8. Benjamin Moore HC151 - Buckland
- W1. Olympic-Semi-transparent - Drift
- S1. Eldorado Stone - Stacked stone - Da

### Elevations - BLDG P4 Planned Development Pern

# The Shops at Folsom Ranch

Folsom, California August 31







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AND PLANNING

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- S1. Eldorado Stone - Stacked stone - De

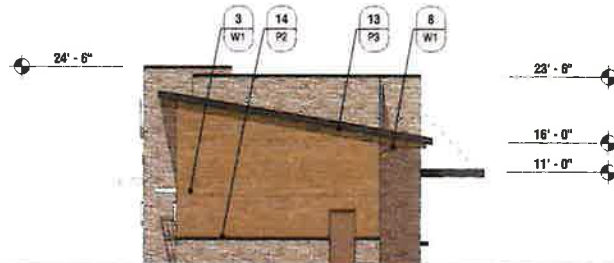
### Elevations - BLDG P3 Planned Development Pern

# The Shops at Folsom Ranch

Folsom, California October 21



North Elevation



East Elevation



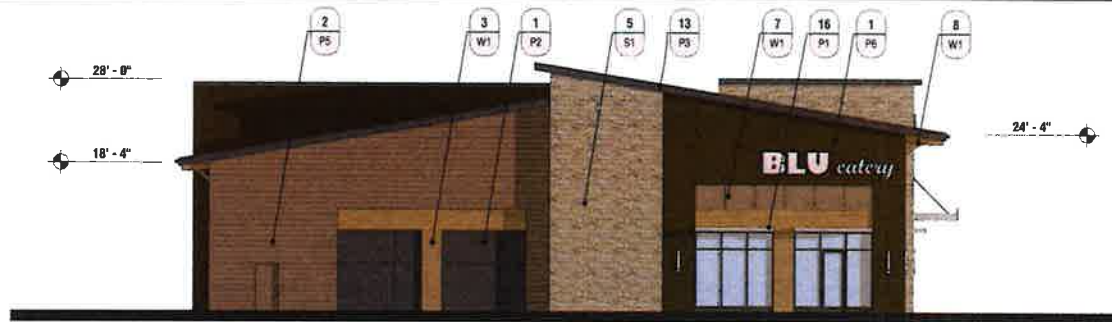
South Elevation



West Elevation



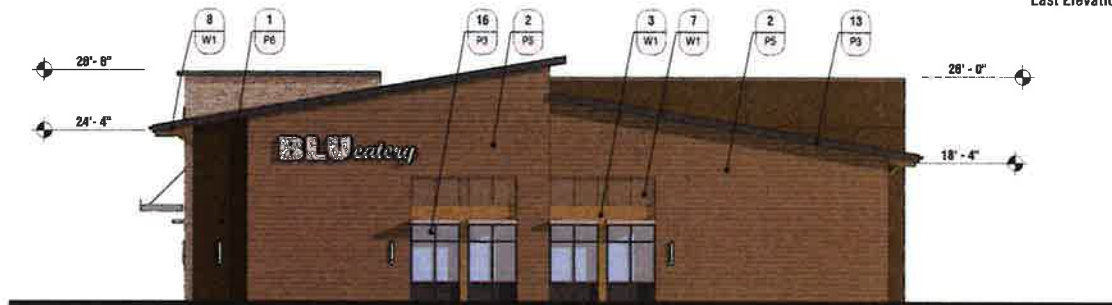
SCALE 1"=8'



North Elevation



East Elevation



South Elevation



West Elevation



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### Materials & Colors

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W1. Olympic-Semi-transparent - Drift

S1. Eldorado Stone - Stacked stone - Da

**Elevations - BLDG P2**  
Planned Development Perm

The Shops  
at Folsom Ranch

Folsom, California August 31





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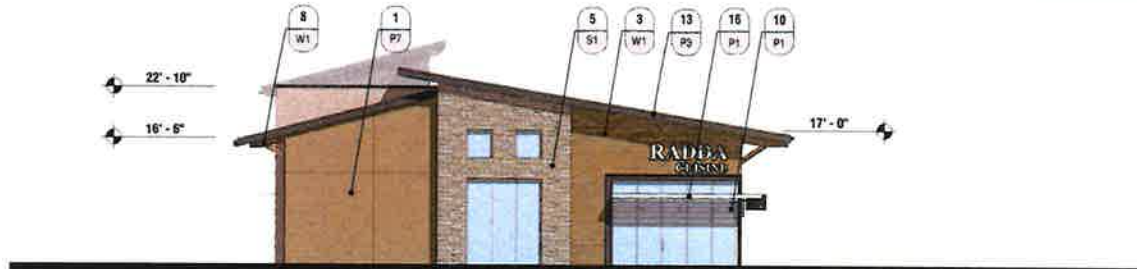
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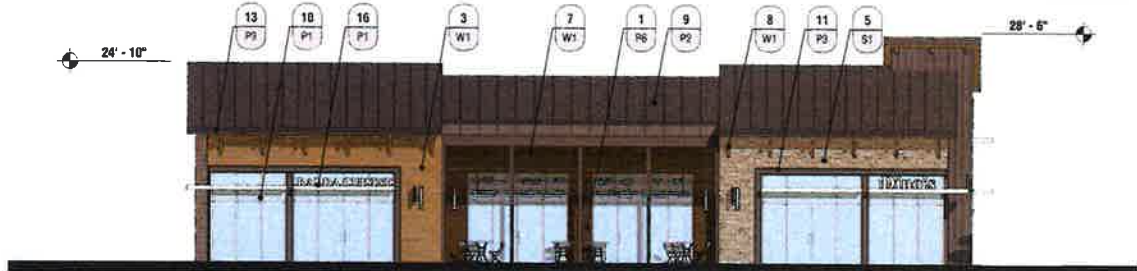
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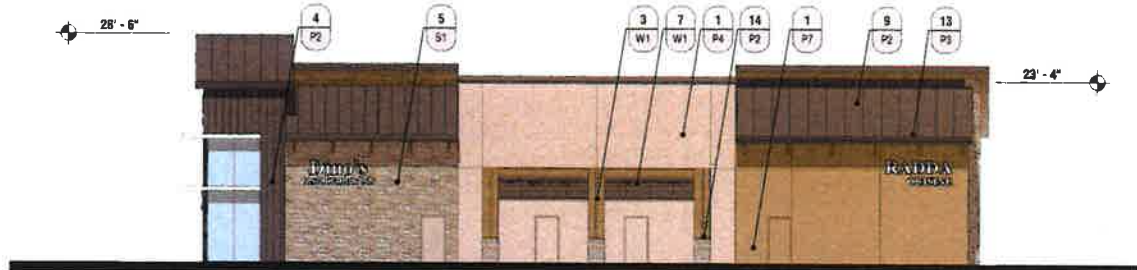
North Elevation



South Elevation



East Elevation



West Elevation

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### Elevations - BLDG S1 Planned Development Pern

## The Shops at Folsom Ranch

Folsom, California August 31





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### Materials & Colors

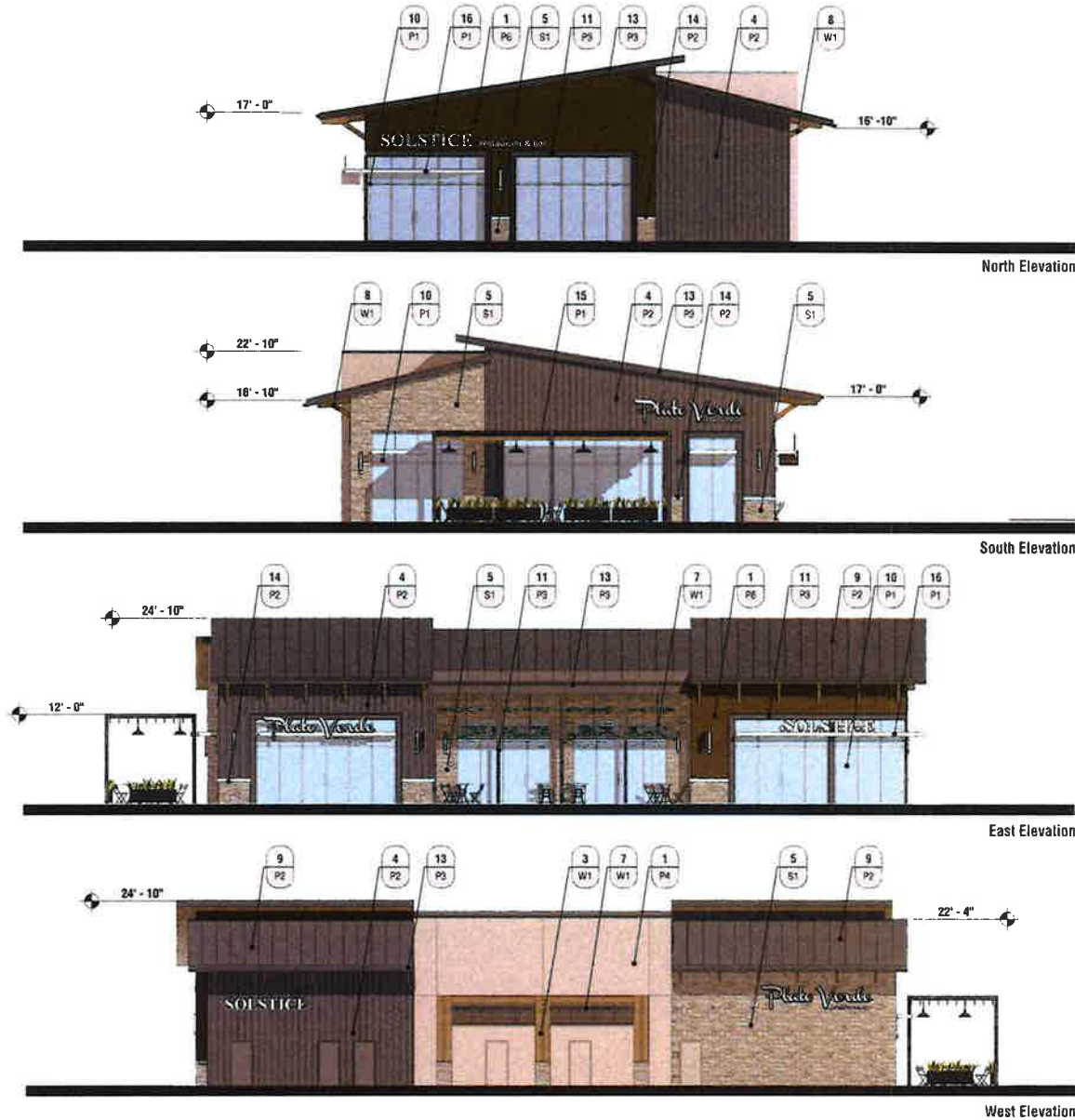
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Elevations - BLDG S2  
Planned Development Perm

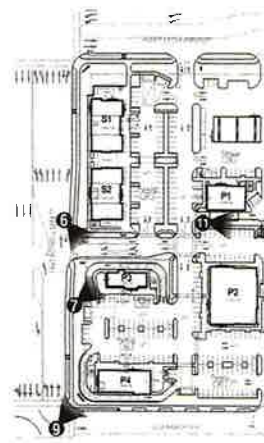
# The Shops at Folsom Ranch

Folsom, California August 31





  
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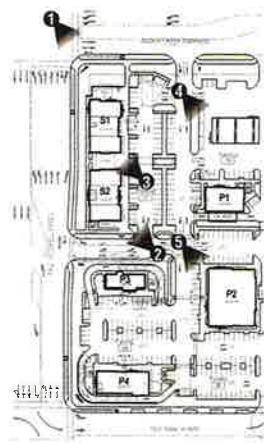


**Perspectives**  
 Planned Development Perm  
**The Shops**  
 at Folsom Ranch  
 Folsom, California October 2011

Some Perspectives in some cases remove proposed trees to afford views of the proposed buildings.



  
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**MacKAY & SOI**  
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**SGPA**   
 ARCHITECTURE  
 AND PLANNING



**Perspectives**  
 Planned Development Perm  
**The Shops**  
**at Folsom Ranch**  
 Folsom, California August 31

Some Perspectives in some cases remove proposed trees to afford views of the proposed buildings.

## **Attachment 8**

### **Planning Commission Staff Report Dated November 7, 2018**

**PLANNING COMMISSION STAFF REPORT**

<b>PROJECT TITLE</b>	The Shops at Folsom Ranch
<b>PROPOSAL</b>	Request for approval of a Vesting Tentative Parcel Map and Planned Development Permit for development of a 27,900-square-foot commercial shopping center
<b>RECOMMENDED ACTION</b>	Approve, based upon findings and subject to conditions
<b>OWNER/APPLICANT</b>	The Shops at Folsom Ranch, LLC/TK Consulting Inc.
<b>LOCATION</b>	The 5.9-acre project site, which is situated within the Folsom Plan Area, is located at the southeast corner of the intersection of East Bidwell Street and Alder Creek Parkway
<b>ASSESSORS PARCEL NUMBERS</b>	APN: 072-3190-044 and 072-3190-045
<b>SITE CHARACTERISTICS</b>	The project site, which is currently undeveloped, is elevated approximately 10-15 feet above the grade of the adjacent roadways (East Bidwell Street and Alder Creek Parkway). The topography of the site is characterized by gently rolling mounds covered in non-native and naturalized grasslands.
<b>GENERAL PLAN DESIGNATION</b>	GC (General Commercial)
<b>SPECIFIC PLAN DESIGNATION</b>	SP-GC-PD (Specific Plan, General Commercial, Planned Development District)
<b>ADJACENT LAND USES/ZONING</b>	North: Alder Creek Parkway with Undeveloped Commercial Property (SP-GC-PD) beyond  South: Future Old Ranch Way with Undeveloped Residential Property (SP-MLD-PD) Beyond



East: Undeveloped Residential Property (SP-MLD-PD) with Westwood Drive Beyond

West: East Bidwell Street with Undeveloped Commercial Property (SP-GC-PD) Beyond

## **PREVIOUS ACTION**

City Council Approval of the Folsom Plan Area Specific Plan and Tier 1 Development Agreement in 2011

City Council Approval of Folsom Plan Area Specific Plan Public Facilities Financing Plan in 2014

City Council Approval of First Amended and Restated Tier 1 Development Agreement in 2014

City Council Approval of the South of Highway 50 Backbone Infrastructure Project in 2015

City Council Approval of the Westland/Eagle General Plan Amendment and Specific Plan Amendment in 2015

City Council Approval of a Tentative Parcel Map, Vesting Tentative Subdivision Map, and Planned Development Permit for development of a 111-unit single-family residential subdivision (Enclave at Folsom Ranch) in 2016

City Council Approval of a Modification of a Condition of Approval and Extension of the Tentative Parcel Map, Vesting Tentative Subdivision Map, and Planned Development Permit associated with the Enclave at Folsom Ranch Subdivision in 2017

Recordation of the Large Lot Parcel Map (created the two subject parcels) associated with the Enclave at Folsom Ranch project on June 29, 2018

## **FUTURE ACTION**

Approval of the Parcel Map, Approval of Improvement Plans, and Issuance of Grading and Building Permits

## **APPLICABLE CODES**

FMC 16.12, Maps Required  
FMC 16.24, Parcel Maps  
FMC 17.22, Commercial Land Use Zones  
FMC 17.37, Specific Plan District  
FMC 17.38, Planned Development District  
FMC 17.59, Signs  
Folsom Plan Area Specific Plan (FPASP)  
Subdivision Map Act

## **ENVIRONMENTAL REVIEW**

An Environmental Impact Report has been certified for the Folsom Plan Area Specific Plan (FPASP) project in accordance with the California Environmental Quality Act (CEQA). This project is consistent with the FPASP and the Westland Eagle Specific Plan Amendment to the FPASP. This project meets the criteria in Government Code Section 65457 and of CEQA Guidelines Section 15182, which exempts the project from further review. The project also qualifies for streamlined environmental review under Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183

## **ATTACHED REFERENCE MATERIAL**

1. Vicinity Map
2. Vesting Tentative Parcel Map, dated October 25, 2018
3. Preliminary Site Plan, dated October 25, 2018
4. Preliminary Grading and Drainage Plan, dated October 25, 2018
5. Preliminary Utility Plan, dated October 25, 2018
6. Preliminary Landscape Plan and Tree Shading Exhibit, dated October 5, 2018
7. Preliminary Site Furnishings and Courtyard Exhibit, dated September 4, 2018
8. Onsite Bicycle and Pedestrian Circulation Exhibit, dated October 5, 2018
9. Preliminary Off-Site Roadway Configuration Exhibit, dated October, 2018
10. Preliminary Off-Site Utility Exhibit, dated October, 2018
11. Preliminary On-Site and Off-Site Grading Exhibit, dated October, 2018
12. Building Elevations, dated August 31, 2018 and October 5, 2018
13. Building Floor Plans, dated October 5, 2018
14. Building Renderings and Perspectives, dated August 31, 2018 and October 5, 2018
15. Color and Materials Board, dated August 31, 2018
16. Roof Screening and Lighting Exhibit, dated August 31, 2018
17. Uniform Sign Criteria for The Shops at Folsom Ranch, dated August 31, 2018
18. CEQA Exemption and Streamlining Analysis and Checklist (Bound Separately)
19. Mitigation Monitoring and Reporting Program for Westland-Eagle Specific Plan Amendment
20. Mitigation Monitoring and Reporting Program for Highway 50 Backbone Infrastructure Project

- 21. Mitigation Monitoring and Reporting Program for Off-Site Water Facility Alternative
- 22. Site Photographs

**PROJECT PLANNER**

Steve Banks, Principal Planner

**BACKGROUND**

The 5.9-acre project site, which is situated within the Folsom Plan Area, is located at the southeast corner of the intersection of East Bidwell Street and Alder Creek Parkway. Historically, mining was the dominant historical theme in the project area and in the surrounding lands. The region, later known as the Folsom Mining District, was extensively placer mined during the Gold Rush era. Since the early 1900's, the subject property and the surrounding areas have been primarily utilized for cattle grazing and associated activities. When construction of the Phase 1 Backbone Infrastructure Improvement project commenced within the Folsom Plan Area in April of 2017, the northern and western borders of the project site were disturbed by grading activities to allow for construction of Alder Creek Parkway and reconstruction/realignment of East Bidwell Street. The remainder of the project site that was not disturbed features gently rolling mounds covered in non-native and naturalized grasslands.

The proposed project site is part of the approved Folsom Plan Area Specific Plan (FPASP), which is a comprehensively planned community that proposes new development based upon principles of "Smart Growth" and Transit Oriented Development. Consistent with these principles, the FPASP includes a mix of residential, commercial, employment and public uses complemented by recreational amenities including a significant system of parks and open space, all within close proximity to one another and interconnected by a network of "Complete Streets", trails and bikeways consistent with the SACOG Blueprint Principles and the requirements of SB 375 (Sustainable Communities and Climate Protection Act). The FPASP includes 11,461 residential units at various densities on approximately 1,625 acres; 320 acres designated for commercial and industrial use; 275 acres designated for public/quasi-public uses, elementary/middle school/high schools, and community/neighborhood parks; and 1,067 acres for open-space areas.

On September 22, 2015, the City Council approved an Addendum to the Folsom Plan Area Specific Plan EIR/EIS, a General Plan Amendment, a Specific Plan Amendment, and Amendment No. 1 to the First Amended and Restated Tier 1 Development Agreement for the Westland-Eagle project. The Westland-Eagle project included a significant reduction in the amount of retail commercial land area and an increase in the number of allowed residential dwelling units within the Folsom Plan Area. The net result of the aforementioned land use modifications was a decrease of 1,445,710 square feet of commercial building area and an increase of 922 residential units within the Plan Area. In addition, the Westland-Eagle project contained modifications to the FPASP including: elimination of the Entertainment Overlay Zone, relocation of more intense land uses toward Alder Creek Parkway, strengthening focus of the town center, relocation of Alder Creek Parkway, and realignment of Old Placerville Road. The proposed project is located within the previously approved Westland-Eagle project area.

On November 8, 2016, the City Council approved a Tentative Parcel Map, Vesting Tentative Subdivision Map, and Planned Development Permit for development of a 111-unit single-family residential subdivision (Enclave at Folsom Ranch) on a 14.7-acre site situated within a larger 75.3-acre portion of the Westland-Eagle project area generally located south of U.S. Highway 50, north of White Rock Road, east of East Bidwell Street, and west of Placerville Road. The aforementioned

Tentative Parcel Map subdivided an existing 75.3-acre parcel into four individual parcels for future sale and development including the subject parcels. On June 29, 2018, a Parcel Map creating the four aforementioned parcels (including the two subject parcels) was recorded with Sacramento County. The improvement plans associated with the Enclave at Folsom Ranch Subdivision are currently in the process of being reviewed by the Community Development Department.

**APPLICANT’S PROPOSAL**

The applicant, TK Consulting Inc., is requesting approval of a Vesting Tentative Parcel Map and Planned Development Permit for development of a 27,900-square-foot commercial shopping center (The Shops at Folsom Ranch) on a 5.9-acre site located within the Folsom Plan Area at the southeast corner of the intersection of East Bidwell Street and Alder Creek Parkway. The Vesting Tentative Parcel Map is proposed to subdivide the 5.9-acre project site (which currently consists of two parcels) into five (5) individual parcels for development of commercial uses. The Planned Development Permit is proposed for development of five commercial pad buildings within the 27,900-square-foot shopping center. The five proposed single-story pad buildings, which range from 1,900 to 9,000 square feet in size, will feature two retail/restaurant pad buildings, two fast-food restaurant pad buildings with drive-thru service, a large restaurant pad building, and an automotive fuel station with car wash facility. In terms of building design, the proposed project features a contemporary California Ranch Style architectural theme that is combined with modern building materials and earth tone colors. The following table provides specific details on each of the proposed buildings within the shopping center:

<b>The Shops at Folsom Ranch</b>		
<b>Land Use</b>	<b>Description</b>	<b>Size</b>
Retail/Restaurant	Building S-1	5,000 S.F.
Retail/Restaurant	Building S-2	5,000 S.F.
Restaurant	Building P-2	9,000 S.F.
Fast-Food Restaurant with Drive-Thru	Building P-3	1,900 S.F.
Fast-Food Restaurant with Drive-Thru	Building P-4	4,000 S.F.
Automotive Fuel Station with Car Wash	Building P-1	3,000 S.F.
<b>Totals</b>		<b>27,900 S.F.</b>

Vehicle access to the project site will be provided by four new project driveways including two driveways located on the south side of Alder Creek Parkway, one driveway located on the east side of East Bidwell Street, and one driveway located on the north side of Old Ranch Way. The project driveway on East Bidwell Street and the westernmost project driveway on Alder Creek Parkway are considered the primary access points to the project site, while the easternmost project driveway on Alder Creek Parkway and the project driveway on Old Ranch Way will serve as secondary access points. It is important to note that the easternmost driveway on Alder Creek Parkway is necessary to accommodate commercial service vehicles and fuel truck deliveries to the proposed automotive fuel station. Internal vehicle circulation is facilitated by a series of internal drive aisles, which provide access throughout the project site. Bicycle and pedestrian circulation is accommodated by a combination of Class II and Class III bicycle lanes, street-separated sidewalks, street-attached sidewalks, internal pedestrian walkways, and a designated pedestrian pathway connection to the future Enclave at Folsom Subdivision directly to the east of the project site.

Proposed on-site improvements include underground utilities, drainage improvements, retaining walls, sound walls, driveways, drive aisles, parking stalls, sidewalks, pedestrian walkways, curbs, gutters, outdoor patios, site furnishings, site lighting, site landscaping, monument signs, and trash/recycling enclosures. Proposed off-site improvements include interim intersection improvements at East Bidwell Street/Alder Creek Parkway, East Bidwell Street/Old Ranch Way, and Alder Creek Parkway/Westwood Drive, frontage improvements along East Bidwell Street, Alder Creek Parkway, and Old Ranch Way, and construction of Old Ranch Way between East Bidwell Street and the eastern project boundary. Additional off-site improvements include constructing sewer infrastructure within Old Ranch Way from the eastern project boundary to East Bidwell Street, constructing a hydromodification basin (Hydromodification Basin No. 19) along East Bidwell Street to the south of the project site, constructing storm drain infrastructure within Alder Creek Parkway from East Bidwell Street to eastern project boundary, constructing storm drain infrastructure within East Bidwell Street from Old Ranch Way to Hydromodification Basin No. 19, constructing storm drain improvements within Old Ranch Way from East Bidwell Street to eastern project boundary, installing potable and recycled water infrastructure at numerous locations, and extending dry utilities within Alder Creek Parkway from Placerville Road to East Bidwell Street.

### **GENERAL PLAN AND SPECIFIC PLAN CONSISTENCY**

In 2011, the City of Folsom adopted a General Plan Amendment for the circulation and land use designations, as well as the Folsom Plan Area Specific Plan (FPASP), which is designed to guide and regulate development for the area south of U.S. Highway 50. In 2015, the City Council approved a General Plan Amendment and Specific Plan Amendment for the Westland-Eagle project (encompasses The Shops at Folsom Ranch project site), which resulted in a modification and redistribution of various land use categories. The adopted General Plan land use designation for the project site is GC (General Commercial) and the adopted Specific Plan land use designation is SP-GC-PD (Specific Plan, General Commercial, Planned Development District). The proposed project is consistent with both the General Plan land use and Specific Plan land use designations, as retail and commercial uses (including retail shops, restaurants, restaurants with drive-thru service, and fuel stations with car washes) are identified as permitted land uses for this particular site. The proposed project also complies with the newly established floor area-ratio (FAR) standard established by the General Plan (2035) for the GC land use category by having an overall FAR of 0.11 whereas the FAR maximum target is 0.50.

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. State law requires the Folsom Plan Area Specific Plan to be consistent with the General Plan including its goals and policies. In addition, new development must not only meet the unique requirements of the Folsom Plan Area Specific Plan, but also the broader policies set forth in the General Plan. The proposed project is consistent with the General Plan goals and policies as well as the Folsom Plan Area Specific Plan objectives and policies as outlined and discussed below:

### **APPLICABLE GENERAL PLAN GOALS AND POLICIES**

#### **GP GOAL LU 7.1 (Land Use/Commercial Centers)**

Provide for a commercial base of the City to encourage a strong tax base, more jobs within the City, a greater variety of good and services, and businesses compatible with Folsom's quality of life.

GP POLICY LU 7.1.1 (Standards for Commercial Uses)

Require new commercial uses to be subject to design and parking standards relative to building configuration, building design, parking, signage, and landscaping.

The proposed project is consistent with this policy in that the project meets all applicable development standards (lot size, floor area ratio, building setbacks, landscape coverage, distance between buildings, and parking) established by the Folsom Plan Area Specific Plan for the General Commercial land use category. In addition, the proposed shopping center has been designed to reflect an architectural style (contemporary California Ranch Style) that is complimentary to the Folsom Plan Area (Folsom Ranch, Central District Design Guidelines).

GP POLICY LU 7.1.3 (Commercial Expansion)

Support the expansion of Folsom's commercial sector to meet the needs of Folsom residents, employees, and visitors.

The proposed project is consistent with this policy in that it represents the first retail commercial development to be constructed within the Folsom Plan Area. In addition, the proposed project will facilitate the expansion of Folsom's commercial sector by introducing a range of services (retail stores, restaurants, fuel station, car wash) that will serve the City's expanding population base, particularly those residents located in the Folsom Plan Area where these types of services do not currently exist.

GP GOAL LU 9.1 (Land Use/Community Design)

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

GP POLICY LU 9.1.1 (Combine Driveways)

Encourage property owners in retail corridors to reduce the number of driveways along arterial roads. When possible, property owners should cooperate through reciprocal access and parking or similar agreements linking parking lots to minimize traffic congestion on the arterial road.

The proposed project is consistent with this policy in that the project involves development of an integrated shopping center that will feature common driveways and provide shared parking among the various buildings, thereby minimizing traffic congestion on the adjacent arterial roadways (East Bidwell Street and Alder Creek Parkway). The project is also conditioned to remove the Eastern Project Driveway on Alder Creek Parkway in the event that the fuel station is not developed within the shopping center, thereby reducing the number of driveways on Alder Creek Parkway (major arterial roadway) and reducing the number of driveways in close proximity to the intersection of East Bidwell Street and Alder Creek Parkway. In addition, the project is required to execute a reciprocal access and parking agreement for common use of all project driveways and parking spaces within the shopping center.

GP POLICY LU 9.1.8 (Cool Paving)

Identify opportunities to use cool paving materials and consider the use of concrete or permeable pavement instead of asphalt for streets and trails where feasible.

The proposed project is consistent with this policy in that concrete (cool paving) will be utilized instead of asphalt within specific areas throughout the project site.

**GP 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 a photovoltaic (PV) solar system will be placed on the rooftop of a 9,000-square-foot building (Building P2) within the shopping center, resulting in an on-site renewable energy system that will offset energy demand for the building.

**GP GOAL M 1.1 (Mobility/General Mobility)**

Provide a comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel that also incorporates emerging transportation technologies and services to increase transportation system efficiency.

**GP POLICY M 1.1.1 (Complete Streets)**

Develop its streets to serve the needs of all users, including bicyclists, public transit users, children, seniors, persons with disabilities, pedestrians, motorists, and movers of commercial goods.

The proposed project is consistent with this policy in that shopping center is designed to accommodate various modes of transportation including buses, cars, bicycles, and pedestrians. Specifically, a future transit corridor that will accommodate bus rapid transit is located adjacent to the project site along Alder Creek Parkway, Class II and Class III lanes/routes are provided along East Bidwell Street, Alder Creek Parkway and Old Ranch Way respectively, pedestrian sidewalks and walkways are being constructed along the project's street frontages and internally, and a designated pedestrian connection is being provided from the project site directly to the future Enclave at Folsom Ranch Subdivision to the east of the project site.

**GP GOAL M 2.1 (Mobility/Pedestrians and Cyclists)**

Maintain and expand facilities and programs that encourage people to walk and bike in safety and comfort, and support the lifestyle and amenities that Folsom residents value.

**GP POLICY M 2.1.3 (Pedestrian and Bicycle Linkages in New Development)**

Require developers to provide a system of sidewalks, trails, and bikeways that link all land uses, provide accessibility to parks and schools, and connect to all existing or planned external street and trail facilities.

The proposed project is consistent with this policy in that Class II bicycle lanes will be constructed along the project's frontage with Alder Creek Parkway and East Bidwell Street and a Class III bicycle route will be established along the frontage of Old Ranch Way. Street sidewalks will also be constructed along the project's frontage with Alder Creek Parkway, East Bidwell Street, and Old Ranch Way. In addition, an enhanced pedestrian walkway will provide access from the project site to a future dedicated pedestrian connection that provides entry to the future Enclave at Folsom Ranch Subdivision located to the east of the project site.

**GP GOAL M 3.1 (Mobility/Transit)**

Support and maintain a comprehensive, safe, and integrated transit system that responds to the needs of all residents and allow frequent and convenient travel throughout the city and region.

GP POLICY M 3.1.1 (Access to Public Transit)

Strive to ensure that all residents have access to safe and convenient public transportation options.

The proposed project is consistent with this policy in that a future transit corridor is located adjacent to the project site along Alder Creek Parkway. The transit corridor is expected to accommodate a future bus rapid transit route, which will accommodate the public transportation needs of the proposed project (employees and customers) and future development in the project area.

GP GOAL M 4.1 (Mobility/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 at least a 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 no project-related reduction in intersection level of service is projected in the AM or PM peak hours under Existing Plus Project Conditions (2018), Existing Plus Approved Project Conditions (2023), and Cumulative Plus Project Conditions (2036) at the five study intersections (East Bidwell Street/Alder Creek Parkway, East Bidwell Street/Old Ranch Way, Alder Creek Parkway/Eastern Project Driveway, Alder Creek Parkway/Western Project Drive, East Bidwell Street/Project Driveway, and Old Ranch Way/Project Driveway. Furthermore, the proposed project will be constructing a number of off-site roadway improvements (East Bidwell Street/Alder Creek Parkway intersection improvements, Alder Creek Parkway/Westwood Drive intersection improvements, East Bidwell Street/Old Ranch Way intersection improvements, Alder Creek Parkway improvements, East Bidwell Street improvements, and Old Ranch Way improvements) that will reduce the level of delay at the intersection of East Bidwell Street and Alder Creek Parkway (left-turn movement from Alder Creek Parkway onto East Bidwell Street) under the Existing Conditions Plus Project conditions. A detailed discussion of the project’s traffic-related impacts are contained within the Traffic/Access/Circulation portion of this staff report.

GP GOAL M 4.2 (Mobility/Vehicle Traffic and Parking)

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

GP POLICY M 4.2.4 (Electric Vehicle Charging Stations)

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



The proposed project is consistent with this policy in that thirteen (13) electric vehicle parking spaces/charging stations (6% of the total parking spaces within the shopping center) will be provided within the shopping center. The electric vehicle parking spaces/charging stations will be evenly distributed throughout the parking lot area of the shopping center.

**GP GOAL M 7.1 (Transportation Funding)**

Provide sufficient funding to construct, maintain, and operate transportation facilities and services needed to achieve the City's mobility goals.

**GP POLICY M 7.1.1 (New Development)**

Require new development to contribute towards the construction of offsite facilities and provision of services to achieve the City's mobility goals.

The 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement included not only a detailed analysis of traffic-related impacts within the Plan Area, but also an evaluation of traffic-related impacts on the surrounding communities. In total, there are fifty-five (55) traffic-related mitigation measures associated with development of the FPASP, which are included as conditions of approval for the proposed project. Many of these mitigation measures are expected to reduce traffic impacts to East Bidwell Street. Specific improvements planned for the East Bidwell Street/Iron Point Road Intersection area include but are not limited to; elimination of the U-turn movement on northbound East Bidwell Street at Iron Point Road, installing signage on Placerville Road directing motorists south to Alder Creek Parkway to access U.S. Highway 50, and modifying the right-turn-lane on Iron Point Road at the approach to East Bidwell Street to accommodate a free-flowing movement. Included among the mitigation measures are requirements to; fund and construct roadway improvements within the Plan Area, pay fair-share contribution for construction of improvements north of U.S. Highway 50, participate in the City's Transportation System Management Fee Program, and Participate in the U.S. Highway 50 Corridor Transportation Management Association. The proposed project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS and the Westland-Eagle Specific Plan Amendment Addendum to the Folsom Plan Area Specific Plan Final EIR/EIS, thus it is consistent with this policy.

**GP GOAL EP 5.1 (Economic Prosperity/Retail Development)**

Maintain and expand retail and services to meet local and regional demands and generate tax revenues for City operations.

**GP POLICY EP 5.1.1 (Diverse Retail)**

Encourage a diverse mix of community and regional retail options to serve Folsom and surrounding communities.

The proposed project is consistent with this policy in that proposed shopping center will include a diverse mixture of retail and commercial services including but not limited to retail shops, sit-down restaurants, fast-food restaurants, a coffee shop, a fuel station, and a car wash.

**GP GOAL SN 6.1 (Noise)**

Protect the citizens of Folsom from the harmful effects of exposure to excessive noise and to protect the economic base of Folsom by preventing the encroachment of incompatible land uses within areas affected by existing noise-producing uses.

**GP POLICY SN 6.1.4 (Noise and Project Review)**

Develop, maintain, and implement procedures to ensure that requirements imposed pursuant to the findings of an acoustical analysis are implemented as part of the project review and building permit processes. The appropriate time for requiring an acoustical analysis would be as early in the project review process as possible so that noise mitigation may be an integral part of the project design.

The proposed project is consistent with this policy in that an Environmental Noise Assessment (Assessment) was prepared for the proposed project on May 22, 2018. The Assessment evaluated potential noise impacts generated by the commercial uses associated with the proposed project and the potential impact on future residential development in the project area. Potential project-related noise sources that were evaluated included restaurant drive-thru speakers, car wash equipment, and mechanical equipment. The Assessment concluded that the aforementioned noise sources associated with the proposed project would not exceed the applicable City of Folsom noise standards. However, to further ensure that the proposed project will not impact future nearby residential uses, the Assessment recommended of number of measures be incorporated into the project design including construction of a six-foot-tall masonry wall along the project's eastern boundary, locating car vacuum stalls on the west side of the car wash building, equipping the car wash with an automatic door that closes during car washes, and screening of all rooftop mechanical equipment.

**APPLICABLE FOLSOM PLAN AREA SPECIFIC PLAN OBJECTIVES AND POLICIES**

**SP OBJECTIVE 4.2 (Land Use)**

Locate commercial centers, public buildings, parks, and schools within walking distance of residential neighborhoods.

**SP POLICY 4.12**

Commercial and office areas should be accessible via public transit routes, where feasible.

The proposed project is consistent with this policy in that the project site is located adjacent to a future transit corridor that runs along Alder Creek Parkway from Prairie City Road to White Rock Road.

**SP POLICY 4.13**

The Plan Area land use plan should include commercial, light industrial/office park, and public/quasi-public land uses in order to create employment.

The proposed project is consistent with this policy in that the project site has a Specific Plan land use designation of SP-GC (Specific Plan, General Commercial) as shown on the Folsom Plan Area Specific Plan Land Use Designations Diagram (Figure 4.3). In addition, the proposed project will create employment opportunities through development of a 27,900-square-foot shopping center.

**SP OBJECTIVE 7.1 (Circulation/General)**

Consistent with the California Complete Streets Act of 2008 and the Sustainable Communities and Climate Protection Act (SB 375), create a safe and efficient circulation system for all modes of travel.

**SP OBJECTIVE 7.3 (Circulation/General)**

Encourage non-vehicular travel options by providing sidewalks, trails, and bikeway connectivity between neighborhoods and destination points.

**SP POLICY 7.1**

The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the majority of the Plan Area in order to create neighborhoods that encourage walking, biking, public transit, and other alternative modes of transportation.

Consistent with the requirements of the California Complete Streets Act, the FPASP identified and planned for hierarchy of connect “complete streets” to ensure that pedestrian, bike, bus, and automobile modes are travel are designed to have direct and continuous connections throughout the Plan Area. Every option, from regional connector roadways to arterial and local streets, has been carefully planned and designed. Recent California legislation to reduce greenhouse gas emissions (AB 32 and SB 375) has resulted in an increased market demand for public transit and housing located closer to service needs and employment centers. In response to these changes, the FPASP includes a regional transit corridor that will provide public transportation links between the major commercial, public, and multi-family residential land uses in the Plan Area. As shown in the various exhibits attached to this staff report, the proposed project has been designed with multiple modes of transportation options consistent with the approved FPASP circulation plan. In addition, the proposed project provides non-vehicular connectivity through the construction of pedestrian sidewalks, pedestrian walkways, and bicycle lanes.

**SP OBJECTIVE 7.5 (Circulation/Roadway Classification)**

Provide multiple and direct street routing based on a traditional rectilinear both macro- and micro-level grid patterns of street in the town center, mixed use neighborhood centers, multi-family residential neighborhoods, and single-family high density residential neighborhoods.

**SP POLICY 7.8**

Roadway improvements shall be constructed to coincide with the demands of new development, as Required to satisfy minimum level of service standards.

**SP POLICY 7.8A**

Concurrent with development of the SP-RC and SP-GC parcels located at the intersection of East Bidwell Street and Alder Creek Parkway, the following roadway improvements will be constructed:

- Alder Creek Parkway from Prairie City Road to East Bidwell Street
- East Bidwell Street from White Rock Road to U.S. Highway 50
- Rowberry Road (including overcrossing of U.S. Highway 50)

The proposed project is consistent with these policies in that the project will be constructing various roadway improvements to the following street segments and intersections:

- Alder Creek Parkway from East Bidwell Street east to Westwood Drive
- East Bidwell Street from Alder Creek Parkway to Old Ranch Way
- Intersection of East Bidwell Street and Alder Creek Parkway
- Intersection of Alder Creek Parkway and Westwood Drive
- Intersection of East Bidwell Street and Old Ranch Way

The proposed project is also subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS and the Westland-Eagle Specific Plan Amendment Addendum to the Folsom Plan Area Specific Plan Final EIR/EIS, many of which will provide funding for future improvements to Alder Creek Parkway and East Bidwell Street. In addition, the proposed project is consistent with these policies in that the Traffic Impact Analysis prepared for this project determined that no project-related change in intersection level of service is projected in the AM or PM peak hours under Existing Plus Project Conditions (2018), Existing Plus Approved Project Conditions (2023), and Cumulative Plus Project Conditions (2036) at the five study intersections (East Bidwell Street/Alder Creek Parkway, East Bidwell Street/Old Ranch Way, Alder Creek Parkway/Eastern Project Driveway, Alder Creek Parkway/Western Project Drive, East Bidwell Street/Project Driveway, and Old Ranch Way/Project Driveway.

**SP OBJECTIVE 7.8 (Circulation/Public Transit)**

Promote the use of public transit in the Plan Area by providing a safe, secure, and cost effective transit system that provides frequent and convenient transit service to local and regional destinations.

**SP POLICY 7.10**

Consistent with the most recent update of the RT master plan and the Plan Area Master Plan, a transit corridor shall be provided through the Plan Area for future regional “Hi-Bus” service (refer to Figure 7.29 and the FPASP Transit Master Plan). Sufficient right-of-way shall be dedicated for the transit corridor as described in Section 7.3 and Figures 7.2, 7.3, 7.14, and 7.15.

The proposed project is consistent with this policy in that sufficient right-of-way is provided within Alder Creek Parkway to accommodate development of the future transit corridor.

**LAND USE COMPATIBILITY**

As noted earlier within this report, the 5.9-acre project site is located within the Folsom Plan Area at the southeast corner of the intersection of East Bidwell Street and Alder Creek Parkway. The project site is currently surrounded by vacant and undeveloped property. However, as shown on the approved FPASP Land Use Plan and Zoning Diagram (FPASP, Figure 4.1), the project site will eventually be bound by single family residential development to the east (approved Enclave at Folsom Ranch Subdivision), commercial development across East Bidwell Street to the west, commercial development across Alder Creek Parkway to the north, and multi-family, low-density residential development across future Old Ranch Way to the south. As described above, the project site is located in an area that will be predominantly commercial in nature when it is fully developed. In addition, the proposed project is consistent with the land use designations in the FPASP and meets all of the policies and regulations contained therein. Based on the aforementioned information, staff has determined that the proposed project is compatible with future planned land uses in the project area.

**VESTING TENTATIVE PARCEL MAP**

A Vesting Tentative Parcel Map is proposed to subdivide the existing 5.9-acre project site (consists of two existing parcels that are 2.5 and 3.4-acres in size respectively) into five (5) individual parcels for development of commercial uses. The proposed parcels, which will be developed with a total of six commercial pad buildings, include numerous site improvements including but not limited to underground utilities, drainage improvements, driveways, drive aisles, parking, spaces, sidewalks,

pedestrian walkways, retaining walls, sound walls, landscaping, site lighting, and trash/recycling enclosures. The following table provides a description of each of the proposed parcels.

<b>The Shops at Folsom Ranch Parcel Summary</b>				
<b>Parcel #</b>	<b>Size</b>	<b>GP Designation</b>	<b>SP Designation</b>	<b>Land Use</b>
1	0.9-Acres	GC	SP-GC-PD	General Commercial
2	0.6-Acres	GC	SP-GC-PD	General Commercial
3	1.6-Acres	GC	SP-GC-PD	General Commercial
4	1.3-Acres	GC	SP-GC-PD	General Commercial
5	1.5-Acres	GC	SP-GC-PD	General Commercial
<b>Totals</b>	<b>5.9-Acres</b>			

The Shops at Folsom Ranch Shopping Center is proposed to be an integrated commercial development in which each of the parcels will share common access driveways, parking, and improvements. Staff recommends that the applicant dedicate reciprocal access easements for driveway access, parking, landscaping, lighting, sewer, water, and fire protection systems. Condition No. 45 is included to reflect this requirement. Staff has determined that the proposed Vesting Tentative Parcel Map complies with all City requirements, as well as with the requirements of the State Subdivision Map Act.

Normally, a division of land involving five or more parcels requires a subdivision map. However, an exception applies to projects zoned for industrial or commercial development that have approved access to a public street or highway, when the governing body has approved street alignments and widths. (Government Code § 66426(c); Folsom Municipal Code § 16.12.020(A)(3)). In those cases, a parcel map, rather than a subdivision map, is required. This project qualifies for that exception because it is zoned General Commercial, has approved access to a public street, and the City Council has approved the street alignments and widths.

**PLANNED DEVELOPMENT PERMIT**

In general, the purpose of the Planned Development Permit process is to allow greater flexibility in the design of integrated developments than otherwise possible through strict application of land use regulations. The Planned Development Permit process is also designed to encourage creative and efficient uses of land. However, in this particular case, the proposed project is not seeking to modify or change any of the existing development standards previously approved for the Folsom Plan Area Specific Plan. The applicant is simply requesting approval of a Planned Development Permit as the Folsom Plan Area Specific Plan requires development of the subject site obtain approval of a Planned Development Permit from the Planning Commission. The applicant’s intent is to request approval of a Planned Development Permit for development of a 27,900-square-foot retail commercial shopping center. In reviewing the applicant’s request for approval of a Planned Development Permit, staff considered a variety of factors including existing development standards, traffic/access/circulation, parking, noise, site lighting, site landscaping, trash/recycling, signage, and architecture/design as outlined below.

### Development Standards

The proposed project complies with all of the development standards established by the Folsom Plan Area Specific Plan for the General Commercial land use category as listed in the table below.

<b>Folsom Plan Area Specific Plan General Commercial (SP-GC) Development Standards</b>					
	<b>Floor Area Ratio (Max)</b>	<b>Front Yard Setback</b>	<b>Side Yard Setbacks</b>	<b>Rear Yard Setback</b>	<b>Building Height limit</b>
<b>General Commercial Standard</b>	0.25	20 feet	20 feet	20 feet	50 feet
<b>Proposed Project</b>	0.11	35 feet	30/80 feet	51 feet	31 feet

As shown in the table above, the proposed project meets all of the development standards established for the General Commercial land use category including floor area ratio, building setbacks, and building height. Parking and landscape requirements are addressed separately within the parking and landscape sections of this staff report.

### Traffic/Access/Circulation

#### Existing Roadway Network:

The 5.9-acre project site is located at the southeast corner of the intersection of Alder Creek Parkway and East Bidwell Street. Regional access to the project site is provided by U.S. Highway 50 to the north via East Bidwell Street, White Rock Road to the south via East Bidwell Street, and Placerville Road to the east via Alder Creek Parkway. Direct access to the project site is provided by two new driveways on Alder Creek Parkway, one new driveway on East Bidwell Street, and one new driveway on Old Ranch Way. Existing roadways in the project area include Alder Creek Parkway and East Bidwell Street. Alder Creek Parkway is currently a two-lane, median-divided roadway with bicycle lanes that from extends from East Bidwell Street east to Placerville Road. In the project vicinity East Bidwell Street is a two-lane, non-divided roadway with bicycle lanes that extends from U.S. Highway 50 south to White Rock Road. The westbound approach to the intersection of Alder Creek Parkway and East Bidwell Street from Alder Creek Parkway, which is currently Stop-Sign controlled, includes two lanes; a left-turn pocket and a through lane that currently only allows right-turn movements.

#### Proposed Roadway Network:

In order to serve the proposed 27,900-square-foot shopping center, the applicant is proposing to construct a number of roadway improvements as shown on the submitted Off-Site Roadway Configuration Exhibit (Attachment 9) including but not limited to modifications to the East Bidwell/Street Alder Creek Parkway intersection, construction of Old Ranch Way, realigning a portion of East Bidwell Street, constructing a raised median in East Bidwell Street, providing U-turn and right-turn pockets on the East Bidwell Street approach to Alder Creek Parkway, providing a left-turn pocket into Old Ranch Way from southbound East Bidwell Street, and widening eastbound Alder Creek Parkway to provide two through lanes plus turn pockets. Staff recommends that the owner/applicant construct the following roadway improvements as depicted on the Off-Site Roadway Configuration Exhibit to the satisfaction of the Community Development Department (Condition No. 14):

- East Bidwell Street

Prior to issuance of the first certificate of occupancy, the owner/applicant shall configure East Bidwell Street as follows:

- On the west side of the existing East Bidwell Street fronting the Project, construct a raised median and one new southbound lane. Realign southbound traffic to be on the west side of the median. The raised median shall extend south from Alder Creek Parkway, past Old Ranch Way, to prevent left turns out from the Project's East Bidwell Street driveway and from Old Ranch Way.
- Construct roadway transitions for the new southbound alignment, north of Alder Creek Parkway and south of Old Ranch Way.
- Restripe pavement on the east side of the new median for exclusive northbound use (Stripe as one U-turn lane in a 100-foot (or longer) pocket plus 60-foot taper, one through lane, a 5-foot bike lane, and one right-turn lane in a 150-foot pocket plus 60-foot taper) as described below for the East Bidwell Street/Alder Creek Parkway, East Bidwell Street/Old Ranch Way, and East Bidwell Street/Project Driveway intersections.
- Frontage improvements including curb, gutter, sidewalk, and landscaping along the east side of East Bidwell Street from Old Ranch Way to Alder Creek Parkway to complete roadway section "I" as shown on the Vesting Tentative Parcel Map.

- Alder Creek Parkway

Prior to issuance of the first certificate of occupancy, the owner/applicant shall configure Alder Creek Parkway as follows:

- Widen eastbound Alder Creek Parkway between East Bidwell Street and the Eastern Project boundary to two through lanes plus turn pocket as described below for the Alder Creek Parkway/Western Project Driveway intersection.
- Frontage improvements including curb, gutter, sidewalk, and landscaping along the south side of Alder Creek Parkway from East Bidwell Street to the Eastern project boundary to complete roadway section "B" as shown on the Vesting Tentative Parcel Map.

- Old Ranch Way

Prior to issuance of the first certificate of occupancy, the owner/applicant shall configure Old Ranch Way as follows:

- Construct Old Ranch Way within ultimate right-of-way as a two-lane urban street, between East Bidwell Street and the Old Ranch Way Project Driveway.

- Frontage improvements including curb, gutter, sidewalk, and landscaping along the north side of Old Ranch Way from East Bidwell Street to the Eastern project boundary to complete roadway section “S” as shown on the Vesting Tentative Parcel Map.
- East Bidwell Street/Alder Creek Parkway Intersection  
Prior to issuance of the first certificate of occupancy, the owner/applicant shall configure the East Bidwell Street/Alder Creek Parkway Intersection as follows:
  - Northbound Approach: Stripe as one U-turn lane in a 100-foot (or longer) pocket plus 60-foot taper, one through lane, a 5-foot bike lane, and one 150-foot right-turn lane plus 60-foot taper. Widen the west side of East Bidwell Street at the intersection to accommodate U-turns as shown on Roadway Configuration Exhibit.
  - Southbound Approach: Construct as one through lane, and one left-turn lane in a 100-foot (or longer) pocket plus 60-foot taper.
  - Westbound Approach: Retain existing westbound geometry.
  - Control: Retain existing westbound stop-control.
  - The southeast corner of the intersection shall include a “bulb-out” into Alder Creek Parkway that facilitates turn pockets described for the Alder Creek Parkway/Western Project Driveway intersection below.
- East Bidwell Street/East Bidwell Street Project Driveway Intersection  
Prior to issuance of the first certificate of occupancy, the owner/applicant shall configure East Bidwell Street/East Bidwell Street Project Driveway Intersection as follows:
  - Northbound Approach: Stripe as one through lane, and a one right-turn in a 150-foot pocket plus a 60-foot taper and 5-foot bike lane.
  - Southbound Approach: Construct as one through lane on the west side of the median.
  - Westbound Driveway: Construct as a single right-turn lane.
  - Eastbound Driveway: Construct a two-lane entrance as shown on the preliminary site plan
  - A raised median on East Bidwell Street is included to prevent left-turns out from the Project Driveway.
- East Bidwell Street/Old Ranch Way Intersection  
Prior to issuance of the first certificate of occupancy, the owner/applicant shall configure East Bidwell Street/Old Ranch Way Intersection as follows:



- Northbound Approach: Stripe as shared through-right lane with a 60-foot taper for the right-turn.
  - Southbound Approach: Construct as one through lane, and one left-turn lane in a 90-foot pocket plus 60-foot taper.
  - Westbound Approach: Construct as a single right-turn only lane.
  - A raised median or curb is included on East Bidwell Street to prevent left-turns out from Old Ranch Way. There shall be no westbound left-turn from Old Ranch Way onto East Bidwell Street.
- Alder Creek Parkway/Western Project Driveway Intersection  
Prior to issuance of the first certificate of occupancy, the owner/applicant shall configure Alder Creek Parkway/Western Project Driveway Intersection as follows:
    - Eastbound Approach: Construct as two through lanes and one right-turn deceleration lane in a 130-foot pocket plus 30-foot taper, and 5-foot bike lane.
    - Northbound Driveway: Construct as a single right-turn only lane.
    - Driveway Entrance: Construct as a single lane as shown on the preliminary site plan.
- Alder Creek Parkway/Eastern Project Driveway Intersection  
Prior to issuance of the first certificate of occupancy, the owner/applicant shall configure Alder Creek Parkway/Eastern Project Driveway Intersection as follows:
    - Eastbound Approach: Construct as two through lanes, and 5-foot bike lane.
    - Northbound Driveway: Construct as a single right-turn only lane.
    - Driveway Entrance: Construct as a single lane as shown on the preliminary site plan.
- Old Ranch Way/Old Ranch Way Project Driveway Intersection  
Prior to issuance of the first certificate of occupancy, the owner/applicant shall configure Old Ranch Way/Old Ranch Way Project Driveway Intersection:
    - Eastbound Approach: Construct as one lane
    - Westbound Approach: Construct as one lane.
    - Southbound Driveway: Construct one shared lane for outgoing left and right turns from the Project. Left-turns out of the driveway will not be permitted until future extension of Old Ranch Way east.
    - Driveway Entrance: Construct as a single lane as shown on the preliminary site plan.

### Traffic:

The Folsom Plan Area Specific Plan established a series of plans and policies for the circulation system within the entire Plan Area. The FPASP circulation system was designed with a sustainable community focus on the movement of people, not cars, and provides a number of mobility alternatives such as walking, cycling, carpooling, and viable forms of public transportation in addition to vehicular circulation. The circulation plan evaluated regional travel, both in terms of connectivity and capacity as well as local internal connections and access. The circulation plan also addressed the concerns of regional traffic, including parallel capacity to U.S. Highway 50, and connectivity with surrounding jurisdictions while considering community-wide connectivity, alternative modes of travel, and the provision of complete streets.

The 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement included not only a detailed analysis of traffic-related impacts within the Plan Area, but also an evaluation of traffic-related impacts on the surrounding communities. In total, there are fifty-five (55) traffic-related mitigation measures associated with development of the FPASP that are included as conditions of approval for the Shops at Folsom Ranch project (Condition Nos. 58-64 to 58-119). Many of these mitigation measures are expected to reduce traffic impacts to East Bidwell Street. Specific improvements planned for the East Bidwell Street/Iron Point Road Intersection area include but are not limited to; elimination of the U-turn movement on northbound East Bidwell Street at Iron Point Road, installing signage on Placerville Road directing motorists south to Alder Creek Parkway to access U.S. Highway 50, and modifying the right-turn-lane on Iron Point Road at the approach to East Bidwell Street to accommodate a free-flowing movement. Included among the mitigation measures are requirements to; fund and construct roadway improvements within the Plan Area, pay fair-share contribution for construction of improvements north of U.S. Highway 50, participate in the City's Transportation System Management Fee Program, and Participate in the U.S. Highway 50 Corridor Transportation Management Association. The Shops at Folsom Ranch project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS.

On May 5, 2015, Fehr & Peers completed a Traffic Impact Analysis for the Westland-Eagle Specific Plan Amendment project (an Addendum to the FPASP EIR/EIS was certified in association with the Westland-Eagle Specific Plan Amendment) and determined that the traffic impacts associated with that project had been adequately addressed in the 2011 Folsom Plan Area Specific Plan EIR/EIS with inclusion of some minor adjustments to account for changes that have occurred since the EIR/EIS was certified. The adjustments include requiring the Westland-Eagle project to modify the westbound approach to the East Bidwell Street/Iron Point Road intersection to include three left-turn lanes, two through lanes, and one right-turn lane. In addition, the project was required to pay a fair-share contribution towards improvements to the East Bidwell Street/Alder Creek Parkway intersection including the addition of a channelized westbound right-turn lane.

On October 24, 2018, T.KEAR Transportation Planning & Management completed a Transportation Impact Study (Study)(Attachment 18, Exhibit C) for the Shops at Folsom Ranch project to ensure that no additional impacts would occur that were not previously identified and addressed by the 2011 FPASP EIR/EIS and the 2015 Westland-Eagle Specific Plan Addendum to the FPASP EIR/EIS. In addition, the purpose of the Study was to evaluate site-specific impacts associated with the proposed 27,900-square-foot shopping center project relative to traffic, access, circulation, and parking. The Study analyzed traffic operations at two street intersections (East Bidwell Street/Alder Creek Parkway and East Bidwell Street/Old Ranch Way) and four project

driveway intersections (Alder Creek Parkway/Eastern Driveway, Alder Creek Parkway/Western Driveway, East Bidwell Street/Project Driveway, and Old Ranch Way/Project Driveway) under five scenarios: Existing Conditions (2018), Existing Plus Project Conditions (2018), Existing Plus Approved Projects Conditions (2023) Without Project, Existing Plus Approved Projects Conditions (2023) With Project, and Cumulative Plus Project Conditions (2036).

The proposed Shops at Folsom Ranch project is expected to generate 255 AM Peak-Hour trips and 190 PM Peak Hours trips. Including existing trips in the project area, there are expected to be 750 AM Peak Hour trips and 500 PM peak hour trips. Under Existing Conditions Plus Project, all of the study intersections and project driveways are anticipated to operate at Level of Service C (LOS C) or better with exception of the East Bidwell Street/Alder Creek Parkway intersection. The East Bidwell Street/Alder Creek Parkway intersection currently operates at LOS E without the project. At this stop-sign controlled intersection, the level of service is defined by the worst turning movement, which is the low volume (only 5 vehicles make this turning movement in the AM and PM Peak Hours) westbound left-turn from Alder Creek Parkway onto southbound East Bidwell Street. The proposed project is expected to add one AM Peak Hour trip and two PM Peak Hour trips to this particular turning movement. Frontage improvements (improved sight distance with grading) provided by the proposed project are expected to significantly reduce the existing level of delay associated with this left-turn movement (25.5/44.6 second reduction in the AM and PM Peak Hours respectively) and improve the East Bidwell Street/Alder Creek intersection to LOS D, which is consistent with the City's General Plan policy of LOS D.

As mentioned previously within this section of the report, the proposed project does not include construction of Westwood Drive or Old Ranch Way east of the project boundary. Vehicles exiting the project site onto eastbound Alder Creek Parkway would be required to head east and make a U-turn movement at Placerville Road in order to access U.S. Highway 50. To prevent project traffic that exits onto eastbound Alder Creek Parkway from potentially utilizing Placerville Road to access U.S. Highway 50, staff recommends that an eastbound U-turn pocket on eastbound Alder Creek Parkway, prior to the Alder Creek Parkway/Placerville Road be constructed as described in the following recommendation (Condition No. 50-1):

- The owner/applicant shall construct an eastbound Left-Turn Lane that provides for a U-Turn movement on Alder Creek Parkway at the future location of Westwood Drive as shown in Figure ES-2 of the Traffic Study. The Left-Turn Lane shall be constructed with a 100-foot-long (or longer) turn pocket plus 60-foot taper. Widening on the north side of Alder Creek Parkway is required to accommodate the U-turn movement. The area to be widened is shown conceptually in Figure ES-2 of the Traffic Study, widening shall accommodate turning radius for emergency vehicles and delivery trucks serving the Project.

Existing Plus Approved Projects Conditions (2023) Without Project and Existing Plus Approved Projects Conditions (2023) With Project were also analyzed in the Traffic Study. Existing Plus Approved Project Conditions (2023) takes into consideration traffic impacts associated with approved projects within the Folsom Plan Area which includes an additional 2,576 residential dwelling units (Broadstone Estates Subdivision, Carr Trust Subdivision, Enclave at Folsom Ranch Subdivision, Folsom Heights Subdivision, Mangini Ranch Phase 1 and 2 Subdivisions, Russell Ranch Subdivision, and White Rock Springs Ranch Subdivision). The proposed project is not expected to result in any traffic-related impacts at the study intersections or project driveways if the

project is developed prior to development of the aforementioned residential projects. However, if the proposed project is developed after the aforementioned residential projects, mitigation measures associated with the residential projects may impact access to the proposed project site. Existing mitigation measures associated with development of the aforementioned residential units include signalization and widening of the East Bidwell Street/Alder Creek Parkway intersection, as well as widening of East Bidwell Street and construction of a raised median along the Shops at Folsom Ranch frontage with East Bidwell Street. These mitigation measures result in the blocking of key left-turn and U-turn movements associated with the proposed project. To ensure that adequate access is provided to the project site, staff recommends implementation of the following measures (Condition No 50-2/3):

- If not already constructed, the owner/applicant shall construct a northbound U-turn at the East Bidwell Street/Alder Creek Parkway intersection with a 100-foot long (or longer) pocket plus 60-foot taper.
- If neighboring projects construct a raised median within East Bidwell Street, the owner/applicant shall construct a southbound left-turn through the raised median at the East Bidwell Street/Old Ranch Way intersection with a 90-foot long (or longer) pocket plus 60-foot taper.

With incorporation of the aforementioned measures, each of the study intersections and project driveways will operate at LOS D or better under Existing Plus Approved Projects Conditions (2023) Without Project and Existing Plus Approved Projects Conditions (2023) With Project, which is consistent with the City's General Plan policy of LOS D.

Under Cumulative Plus Project Conditions (2036), the Study also determined that all study intersections and project driveways would operate LOS D, which again is consistent with the City's LOS D policy. As part of the cumulative analysis, the applicant requested that the Study evaluate providing an additional eastbound left-turn pocket on Alder Creek Parkway (across from project site) into an undeveloped commercial property (also owned by the project applicant) located on the north side of Alder Creek Parkway. The Study determined that no traffic-related impacts would result from development of the left-turn pocket. To avoid future construction-related disruptions on Alder Creek Parkway, staff recommends that the following measure be implemented (Condition No. 50-4):

- The owner/applicant shall construct a 150-foot left turn pocket with 60-foot taper on eastbound Alder Creek Parkway to facilitate future access into the 50-acre commercial property located on the north side of Alder Creek Parkway as shown on the Offsite Roadway Configuration Exhibit (Attachment 9). The left-turn pocket shall be barricaded and striped to prevent left or U-turns prior to development of the 50-acre commercial property (Parcel 85 A), and further analyses of its site access.

#### Project Access and On-Site Circulation

As shown on the submitted site plan, access to the project site is provided by four project driveways including two driveways on Alder Creek Parkway (Eastern Driveway and Western Driveway), one driveway on East Bidwell Street, and one driveway on Old Ranch Way. The Western Driveway on Alder Creek Parkway and the driveway on East Bidwell Street are considered the primary

driveways for the project and are expected to handle a majority trips into and out of the shopping center. The Eastern Driveway on Alder Creek Parkway is primarily designed to accommodate fueling trucks entering and leaving the gas station and commercial service vehicles within the shopping center. The project driveway on Old Ranch Way is a secondary driveway that is intended to provide access to local residents in the project area. Internal vehicle circulation is provided by a series of internal drive aisles, which provide access throughout the project site. Bicycle and pedestrian circulation is accommodated by a combination of Class II and Class III bicycle lanes, street-separated sidewalks, street-attached sidewalks, internal pedestrian walkways, and an enhanced pedestrian pathway connection to the adjacent Enclave at Folsom Subdivision project site.

The Traffic Study evaluated a number of issues associated with the proposed shopping center including driveway locations, driveway throat depths, right-turn lanes and tapers, internal circulation, and drive-thru queue lengths. The Study determined that the driveway throat depths are sufficient to accommodate vehicles entering and exiting the project site. The Study also determined that the proposed right-turn deceleration lanes and tapers located on northbound East Bidwell Street and eastbound Alder Creek Parkway are adequately designed to safely facilitate vehicle movement into and out of the project site. In addition, the study determined that the location of the four project driveways is appropriate based on the proposed land uses (retail shops, restaurants, and a fuel station with car wash) with the shopping center. However, in the event that the fuel station is not developed within the shopping center, staff recommends that the Eastern Driveway on Alder Creek Drive be eliminated in order to reduce the number of driveways on Alder Creek Parkway (major arterial roadway) and to reduce the number of driveways in close proximity to the intersection of East Bidwell Street and Alder Creek Parkway. Condition No. 50.5 is included to reflect this requirement.

The Traffic Study evaluated the vehicle queues provided for the two proposed fast food restaurants (Buildings P3 and P4 as shown on submitted site plan) to ensure that adequate vehicle storage is provided in the drive-thru lanes so that vehicles don't back up into primary internal drive aisles or into the public right-of-way. The Study determined that each of the drive-thru lanes for the respective fast food restaurant pads could accommodate approximately ten (10) vehicles before the vehicles would begin affecting internal drive aisles within the shopping center. Staff has determined that the proposed vehicle queues are consistent with City policy (stacking or queues for 10 vehicles) with regard to typical fast food restaurants (McDonald's, Burger King, Starbucks, etc.). However, because some fast food restaurants (In-N-Out Burger, Dutch Bros., etc.) are known to experience longer vehicle queuing, staff recommends that an additional vehicle queue analysis may be required once the specific tenants have been identified for individual fast food restaurants (Building P3 and P4) within the shopping center. Condition No. 50-6 is included to reflect this requirement.

### **Parking**

The applicant proposes to provide a total of 230 parking spaces within the shopping center including 215 striped parking spaces and 15 unstriped parking spaces in the fuel station area where the gas pumps are located. Thirteen (13) of the aforementioned parking spaces are specifically designated as electric vehicle parking spaces and will have electric vehicle charging stations installed. The Folsom Plan Area Specific Plan has established specific parking standards for projects located on sites with the GC (General Commercial) land use designation (FPASP, Table A.14, Vehicle Parking Requirements). The following table compares the parking provided by the

proposed project in relation to the parking requirements established for the GC land use designation:

<b>Folsom Plan Area Specific Plan</b>					
<b>General Commercial (SP-GC) Vehicle Parking Requirements</b>					
<b>Building Name</b>	<b>Building Area</b>	<b>Restaurant Seats</b>	<b>Land Use</b>	<b>Parking Ratio</b>	<b>Parking Required</b>
S1	2,500 S.F.	63	Restaurant	1 Space/3 Seats	21
S1	2,500 S.F.	NA	Retail	3 Space/1,000 S.F.	8
S2	2,500 S.F.	63	Restaurant	1 Space/3 Seats	21
S2	2,500 S.F.	NA	Retail	3 Space/1,000 S.F.	8
P1	3,000 S.F.	NA	Gas Station	5 Space/1,000 S.F.	15
P2	9,000 S.F.	215	Restaurant	1 Space/3 Seats	72
P3	1,900 S.F.	60	Restaurant/Drive-Thru	1 Space/3 Seats	20
P4	4,000 S.F.	127	Restaurant/Drive-Thru	1 Space/3 Seats	42
<b>Total Parking Required</b>					<b>207</b>
<b>Total Parking Provided (215 striped spaces/15 un-striped spaces at fuel station)</b>					<b>230</b>

As shown on the table above, the proposed project meets the parking requirements established by Folsom Plan Area Specific Plan by providing 230 parking spaces whereas 207 parking spaces are required. The proposed project is considered an integrated shopping center where each of the parcels will share common use of all the project driveways and parking spaces. A condition of approval (Condition No. 43) has been placed on the project requiring that easements for reciprocal access and parking be recorded on the Parcel Map. The proposed project, which includes 23 bicycle parking spaces that are evenly distributed throughout the project, meets the bicycle parking requirements of the Folsom Plan Area Specific Plan by providing 23 bicycle parking spaces whereas 21 spaces are required.

**Noise**

A supplemental Environmental Noise Assessment (Assessment) was prepared by Bollard Acoustical Consultants on May 22, 2018 in order to verify that there would be no new noise-related impacts associated with the proposed project that were not contemplated and addressed by the 2011 FPASP EIR/EIS and the 2015 Westland-Eagle Specific Plan Amendment Addendum. The purpose of the supplemental Assessment was to quantify noise levels generated by the proposed project and potential impacts of those noise sources on future residential development in the project area. Potential project-related noise sources that were evaluated included drive-thru speakers associated with two fast-food restaurants (Buildings P3 and P4 as shown on the submitted site plan), car wash equipment associated with the fuel station (Building P1), and mechanical equipment associated with every commercial building in the development. The Assessment concluded that the aforementioned noise sources associated with the proposed project would not exceed the applicable City of Folsom noise standards. However, to further ensure that the proposed project will not impact future nearby residential uses, staff recommends that the following project design measures be implemented as suggested by the Environmental Noise Assessment (Condition No. 53):

- The owner/applicant shall construct a solid 6-foot-tall masonry wall (noise barrier) along the eastern project boundary as shown in Figure 1 of the Environmental Noise Assessment (Attachment 18).
- The vacuum stalls associated the fuel station and car wash shall be located on the west side of Building P3 as shown on Figure 1 of the Environmental Noise Assessment (Attachment 18).
- The car wash entrance shall be equipped with an automatic entrance door that will remain closed during every wash cycle.
- All rooftop mechanical equipment shall be screened from view by intervening rooftop parapets.

In addition to the noise measures recommended above, the proposed project is subject to the noise mitigation measures identified within the 2011 FPASP EIR/EIS and the 2015 Westland-Eagle Specific Plan Amendment Addendum.

Construction of the proposed project would temporarily increase noise levels in the project vicinity during the construction period, which would take approximately 12-15 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. 54 is included to reflect these requirements.

### **Walls and Fencing**

The proposed project includes construction of a two-foot-tall stone-faced retaining wall in the southwest corner of the project site adjacent to the drive-thru lane associated with Building P4. The proposed project also includes construction of a decorative, six-foot-tall masonry wall along the eastern boundary of the project site. In addition, decorative, three-foot-tall ranch-style fencing is proposed at the northwest corner of the project site. The City typically requires that that masonry or sound walls have a high quality design that features integrally colored split-face concrete masonry units with a distinctive wall cap, treatments, and pilasters. Staff recommends that the final location, design, height, materials, and colors of the retaining wall, sound wall, and decorative fencing be subject to review and approval by the Community Development Department to ensure consistency with the overall design of the proposed shopping center. Condition No. 38 is included to reflect this requirement.

### **Site Lighting**

The applicant is proposing to use a combination of freestanding parking lot lights, landscape and walkway lighting, courtyard festoon lighting, and building-attached lights to illuminate the project

site for safety and aesthetic purposes. The freestanding parking lot light poles will be evenly distributed throughout the parking lot areas. The landscape and walkway lighting, which primarily consist of bollard-style lights, will be situated within the landscaped areas and along pedestrian walkways. The festoon lighting, which are decorative strings of lights that will be strung up in the outdoor courtyard areas, provide ambient lighting on a seasonal basis. The building attached lighting will consist of decorative lighting fixtures intended to illuminate pedestrian walkways adjacent to buildings within the shopping center. To minimize potential lighting-related impacts, staff recommends that all freestanding parking lot lights, landscape and walkway lights, festoon light strings, and building attached lights be screened, shielded, and directed downward to minimize glare towards the surrounding properties. In addition, staff recommends that the final design of all exterior lighting be subject to review and approval by the Community Development Department. Condition No. 27 is included to reflect these requirements.

### **Existing and Proposed Landscaping**

As noted within the project description, the project site has recently been disturbed to a minor extent by construction of Folsom Plan Area backbone infrastructure improvements along Alder Creek Parkway and East Bidwell Street. Existing vegetation on the project site consists of non-native and naturalized grasslands. There are no trees or other types of vegetation present on the project site.

The proposed project includes a 20-foot-wide landscape easement along the frontage of East Bidwell Street, an 18-foot-wide landscape easement along the frontage of Alder Creek Parkway, and a 14-foot-wide landscape easement along the frontage of Old Ranch Way. Pedestrian sidewalks will be located within the aforementioned landscape easement or buffer areas in addition to landscape materials. Proposed landscaping includes a variety of trees, shrubs, and groundcover. The proposed shade and accent trees include Big Leaf Maple, California Bay, California Sycamore, Olive, and Valley Oak. Proposed shrubs and groundcover will feature drought-tolerant plant materials consisting of Boston Ivy, Blue Wildrye, Buckbrush, California Poppy, Chaparral Currant, Common Manzanita, Coyote Brush, Deergrass, Needlegrass, Western Redbud, and Wild Rose. The preliminary landscape plan meets the General Commercial Development Standards (FPASP) requirement by landscaping 22% of the entire project site whereas 20% of the project site is required to be landscaped. In addition, preliminary landscape plan meets the City shade requirement (40%) by providing 46% shade in the parking lot area within fifteen (15) years.

In April, 2015, the City approved the Folsom Plan Area Specific Plan Community Design Guidelines. The Design Guidelines are intended to provide guidance to developers with respect to the level of design quality expected for the "Public Realm" improvements in the Folsom Plan Area. In relation to the proposed project, the Design Guidelines identified the intersection of East Bidwell Street and Alder Creek Parkway as one of the gateways or symbolic entry points into the Plan Area. The Design Guidelines recommend that these gateways include significant design features including but not limited to monuments, water features, lighting, and ornamental plantings. To address the recommendations, the applicant has designed the project to include a number of significant hardscape and landscape design features at the northwest corner of the project site including two large decorative monuments, ranch-style fencing, and a large grove of olive trees. The aforementioned design features, which are intended to recognize the history and agrarian roots of the project area, represent a symbolic entry point into the Plan Area as recommended by the Design Guidelines.



## **Signage**

The applicant has submitted a Uniform Sign Criteria (Attachment 17) for the Shops at Folsom project with the intent of ensuring the uniformity and consistency of signage for the entire center. The Sign Criteria has also been designed to preserve and enhance the overall appearance of the shopping center, prohibit excessive and confusing sign displays, and safeguard and enhance property values. The Sign Criteria provides for a combination of freestanding monument signs, building-attached wall signs, canopy signs, and blade signs to provide identification for the shopping center. The proposed freestanding signs include two project identification monument signs and one multi-tenant identification monument sign. The proposed project identification monument signs, which are highlighted by a corten metal sign supported by a stone veneer base, are located at the northwest and southwest corners of the project site. The multi-tenant monument sign, which features a corten metal background with aluminum finish panels supported by a stone veneer base, is located at the project driveway on East Bidwell Street.

Identification for individual tenants includes a combination of building-attached wall signs, canopy signs, and blade signs. Tenants will be permitted one wall sign or one canopy sign per store frontage, with end-cap tenants being allowed an additional sign for a maximum total of three wall/canopy signs. For the purpose of secondary identification, tenants facing pedestrian walkways are allowed a two-sided blade sign. In terms of design, the Sign Criteria requires that signs utilize internally illuminated channel letters and shapes, illumination may be through the face or "halo lit" where light spills out the back of the sign onto a wall surface. Creative signage is encouraged by the Sign Criteria and allows hand painted wall signage/graphics as well as face-lit metal cut out letters. With regard to sign area, the Sign Criteria allows for 1.5 square feet of sign area per lineal foot of the primary tenant leased frontage length, with the sign length not exceeding 75% of the tenant leased wall length.

The Folsom Municipal Code (FMC, Chapter 17.59 SIGNS) regulates commercial signage including freestanding monument signs and building-attached wall signs. In reviewing the submitted Sign Criteria, staff has determined that the proposed building-attached wall signs, canopy signs, and blade signs are consistent with the requirements of the Folsom Municipal Code in terms of the permitted sign locations and maximum sign area allowed.

The Folsom Municipal Code states that integrated developments with multiple businesses are permitted one freestanding monument sign with a maximum sign area 60 square feet and a 15-foot height limit to identify the name of the center and the tenants within the development. As described previously, the Sign Criteria for the shopping center provides for a total of three monument signs including two project identification signs (6 feet tall/32 S.F. sign area and 3 feet tall/6 S.F. of sign area) and one multi-tenant monument sign (15 feet tall/60 S.F. of sign area), thus exceeding the number of allowed monument signs. As part of the Planned Development Permit that has been submitted with the subject application, the applicant is requesting approval for three monument signs to provide identification for the shopping center. The applicant has indicated that the additional monument signs are necessary to provide adequate identification for the shopping center given that the center has driveway entrances on three different streets. In addition, the applicant notes that the two additional monument signs are more decorative in nature and important to the overall appearance of the center and do not advertise individual businesses, just the shopping center name.

In reviewing the request for the additional monument signs, staff considered past City policy with regard to shopping center monument identification and the specific design of the proposed shopping center. The City of Folsom contains numerous integrated shopping centers whose site design features multiple access points from public roadways including but not limited to Palladio at Broadstone, Broadstone Marketplace, Broadstone Power Center, Folsom Square, and Folsom Central Plaza. With each of the aforementioned shopping centers, the Planning Commission approved a Uniform Sign Criteria through the Planned Development Permit process that allowed those developments to have multiple monument signs to ensure adequate identification. The proposed project is similar to the aforementioned shopping centers in that it is located on a site that will have driveway access from three different street frontages (Alder Creek Parkway, East Bidwell Street, and Folsom Ranch Way). Based on the site design of the proposed project, staff has determined that three monument signs are necessary to provide adequate identification for the shopping center. In addition, staff has determined that the provision of three monument signs is consistent with City policy and prior Planning Commission action.

### **Trash/Recycling Enclosure**

The proposed project includes six trash and recycling enclosures that are evenly distributed throughout the shopping center. In addition to trash and recycling, the enclosures have been designed with separate food waste collection area to meet the needs of restaurants within the shopping center. The proposed six-foot-tall trash/recycling enclosures, which measure 25 feet in width by 10 feet in depth, include a design that features CMU split-face blocks, a CMU wall-cap, and a metal gate. The applicant is proposing to paint the trash-recycling enclosure an earth-tone color to match the colors utilized on the proposed commercial buildings. Staff recommends that the final location, orientation, design, materials, and colors of the trash/recycling enclosures is subject to review and approval by the Community Development Department. Condition No. 37 is included to reflect this requirement.

### **Grading**

As shown on the submitted grading and drainage plan (Attachment 4), the Shops at Folsom Ranch project site is undulating with gently rolling mounds. The maximum elevation is approximately 438 feet in the central portion of the project site, sloping downward to approximately 416 feet in the northeast corner of the site. The project site is currently elevated approximately 10-15 feet above the grade of the adjacent roadways (Alder Creek Parkway and East Bidwell Street).

The applicant is proposing to mass grade the Shops at Folsom Ranch project site in order to accommodate development of the project site. Mass grading of the project site and associated roadway improvements will involve the stockpiling of approximately 78,500 cubic yards of material on the adjacent undeveloped Enclave at Folsom Ranch Subdivision site to the east and the undeveloped commercial site to the north of Alder Creek Parkway (Attachment 11). An additional 7,500 cubic yards of export material will be utilized to complete the required off-site roadway widening of East Bidwell Street and Alder Creek Parkway. The aforementioned mass grading activity will require transportation of large amounts of material onto and across Alder Creek Parkway to the aforementioned spoils site. Staff recommends that the owner/applicant submit a traffic control plan to address the method by which the spoils will be transported and to ensure that the impact to the adjacent public roadways (Alder Creek Parkway and East Bidwell Street) is limited to the greatest extent possible. The traffic control plan will be subject to review and approval by the Community Development Department. Condition No. 17 is included to reflect this requirement.

As described above, development of the project site is anticipated to require significant movement of soils and the compaction of said materials. The applicant will be required to provide a complete geotechnical report before the design of streets and building foundations are finalized. Condition No. 58-43 is included to reflect this requirement. The proposed project includes construction of a two-foot-tall stone-faced retaining wall in the southwest corner of the project site adjacent to Building P4. Staff recommends that the final location, design, materials, and colors of all retaining walls be subject to review and approval by the Community Development Department. Condition No. 38 is included to reflect this requirement.

### **Drainage**

As shown on the submitted grading and drainage plan (Attachment 4) and the off-site utility exhibit (Attachment 10), the Shops at Folsom Ranch project includes a number of on-site and off-site improvements to accommodate stormwater flows generated by the project. In terms of on-site stormwater improvements, the proposed project includes installation of storm drain pipes and appurtenances that will direct flows to Old Ranch Way to the south of the project site. In relation to off-site stormwater improvements, the proposed project will be installing a storm drain main and appurtenances in the following locations: Alder Creek Parkway from East Bidwell Street to the eastern project boundary, East Bidwell Street from Old Ranch Way to tie in at proposed Hydromodification Basin No. 19 to the south of the project site, and Old Ranch Way from East Bidwell Street to the eastern project boundary.

As described previously, the proposed project includes construction of a permanent hydromodification basin (Basin No. 19) on the east side of East Bidwell Street, approximately 1,500 feet to the south of the project site. Proposed Hydromodification Basin No. 19 will tie in to existing Drainage Basin No. 6, which is located approximately 200 feet to the south. Permanent hydromodification basins are approved as part of the FPA Storm Drainage Master Plan. Staff recommends the storm drain improvement plans provide for “Best Management Practices” that meet the requirements of the water quality standards of the City’s National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board. Condition 35 is included to reflect this requirement.

### **Utilities**

As provided for in the Development Agreement between the City and the Landowners south of U.S. Highway 50, each individual project within the Plan Area is required to build the portion of the off-site utility infrastructure system (sewer, water, stormwater, dry utilities, etc.) necessary to support the proposed project. The Shops at Folsom Ranch project will be served by existing sewer infrastructure located within the Alder Creek Parkway and East Bidwell Street right-of-way. The applicant is proposing to construct a sewer main and appurtenances within the Old Ranch Way from East Bidwell Street to the eastern project boundary.

The proposed Shops at Folsom Ranch project is located within the Zone 3 water pressure zone in the Folsom Plan Area. The proposed project includes construction of improvements to accommodate potable water and recycled water. The following are proposed potable water improvements to be constructed with development of the project: installation of a pressure reducing station at Alder Creek Parkway and Westwood Drive (Zone 4 to Zone 3), installation of a Zone 4 distribution main and appurtenances within Alder Creek Parkway from Placerville Road to Westwood Drive, installation of a Zone 3 distribution main and appurtenances within Alder Creek Parkway from Westwood Drive to East Bidwell Street, installation of a Zone 3 distribution main

and appurtenances from Old Ranch Way to Mangini Parkway, and installation of a Zone 3 distribution main and appurtenances from East Bidwell Street to the eastern project boundary. To accommodate recycled water, a Zone 3 distribution main and appurtenances are proposed to be constructed from East Bidwell Street to the eastern project boundary.

As shown on the submitted utility plan (Attachment 5) and the off-site utility exhibit (Attachment 10), the proposed project includes construction of on-site and off-site dry utility ties to accommodate electric, gas, telephone, and cable infrastructure. With respect to off-site utility improvements, a dry joint-utility trench will be constructed from Placerville Road to East Bidwell Street in order to serve the proposed project.

The Pacific Gas & Electric Company (PG&E) will provide the entire Plan Area including the Shops at Folsom Ranch project with natural gas service. Peak natural gas demand at build-out of the Plan Area is estimated at approximately 818 thousand cubic feet per hour. PG&E currently has excess capacity in its system to serve a portion of the Plan Area. PG&E will be constructing additional infrastructure (transmission pipelines, gas regulator stations, etc.) within the Plan Area to accommodate the full gas demand. The Sacramento Metropolitan Utility District (SMUD) will supply electric service to the entire Plan Area including the Shops at Folsom Ranch project. Peak electric demand at build-out of the Plan Area is estimated at approximately 87 megavolt amperes. Three electrical substations will be constructed to provide electric service to the Plan Area. The first SMUD electrical substation has been constructed on Placerville Road, within the eastern portion of the project site.

### **Off-Site Improvements**

As discussed within various sections of this report, the proposed project features a number of off-site improvements (as shown on Attachments 9, 10, and 11) including roadway improvements to Alder Creek Parkway, East Bidwell Street, and Old Ranch Way, storm drain improvements within Alder Creek Parkway, East Bidwell Street, and Alder Creek Parkway, storm drain improvements involving construction of an off-site hydromodification basin to the south of the project site, utility improvements within Alder Creek Parkway, East Bidwell Street, and Old Ranch Way, and grading activities that impact adjacent and nearby properties. For any off-site improvements constructed on private property that are not under the ownership or control of the project applicant, staff recommends that the owner/applicant shall obtain all rights-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City. Condition No. 15 is included to reflect these requirements.

### **Architecture and Design**

The Shops at Folsom Ranch features a contemporary California Ranch Style architectural theme that is designed to recognize the history of Folsom, while also complimenting the agrarian roots and rolling hills landscape of the project site. As shown on the submitted building elevations (Attachment 12) and building perspectives (Attachment 14), the design of the buildings features many unique architectural elements including varied roof forms, staggered roof heights and pitches, asymmetrical shapes, and trellis structures. The proposed project utilizes a variety of natural building materials, which accentuate the Ranch Style design theme of the buildings. As shown on the color and materials board (Attachment 15), the proposed color palette for the buildings is a lighter muted range of earth tone colors including light tans, warm wood tones, cool grays, and rustic bronze-colored metals. With regard to site design, the proposed project features a number of gathering places (courtyards and outdoor seating areas) intended to compliment the buildings

through the use of high quality materials (limestone ledge walls, gabion rock walls, corten steel design elements, and ranch wood decking) and site furnishings (wood benches, wood planter boxes, decorative tree grates, bollard lights, and festoon lighting).

Commercial design guidelines were intentionally not established for the Folsom Plan Area in order to provide projects with the opportunity to create innovating and creating design concepts. In addition, design guidelines are not necessary as the applicant has provided specific design details for all of the buildings within the shopping center. As described above, the applicant has chosen a modern California Ranch Style architectural theme in order to complement the natural setting of project site. In reviewing the project design, staff considered design parameters that have been established previously for other high quality commercial developments within the City including the Parkway Shopping Center, Broadstone Marketplace Shopping Center, Prairie City Crossing Shopping Center, each of which have similarities to the proposed project. The aforementioned design guidelines include a variety of recommendations for commercial developments including:

- The architectural design of buildings should consider the site, relationship to other structures, and climatic orientation.
- Strong variations of traditional architecture, massing, and form which create texture and shadow should be a major consideration.
- Openings in buildings should be accentuated architecturally through indentation, framing, and roof variations.
- Buildings with long uninterrupted exterior walls should be avoided. Walls should have varied forms to create shadows which soften the architecture.
- Natural materials such as stone, masonry, wood, and patterned concrete should be used as building materials. Other building materials such as tile, glass, and metal should be utilized in concert with the natural building materials to reflect the area's modernity, diversity, and traditions.
- Finish colors of general wall areas should be of natural earth tones or variations of these tones. Limited accent colors of compatible schemes may be used for trim, window areas, and doors.

In reviewing the architecture and design of the proposed shopping center, staff has determined that the project features a modern and sophisticated design concept that includes a significant number of quality design elements that results in an attractive overall appearance. Staff has also determined that the proposed materials and colors clearly compliment the California Ranch Style design theme of the shopping center. In addition, the proposed design theme of the shopping center compliments the natural setting of the project area. As a result, staff forwards the following design recommendations for the Shops at Folsom project to the Commission for consideration:

1. This approval is for the Shops at Folsom Ranch Shopping Center, which includes development of six, single-story commercial buildings totaling 27,900 feet. The applicant shall submit building plans that comply with this approval and the attached building elevations and building perspectives dated August 31, 2018 and October 5, 2018.
2. The design, materials, and colors of the proposed Shops at Folsom Ranch Shopping Center shall be consistent with the submitted building elevations, building perspectives, materials samples, and color scheme to the satisfaction of the Community Development Department.
3. Brick pavers, stamped asphalt or another type of colored masonry material (ADA compliant) shall be used to designate pedestrian walkways and crosswalks on the project site, in addition to where pedestrian paths cross drive aisles, and shall be incorporated as a design feature at the primary driveway entrances at Alder Creek Parkway (westerly driveway) and East Bidwell Street.
4. All mechanical equipment shall be concealed from view of public streets, neighboring properties and nearby higher buildings where practicable to the satisfaction of the Community Development Department.
5. The final design of the building-attached light fixtures shall be subject to review and approval by the Community Development Department to ensure architectural consistency with the overall building design.

These recommendations are included in the conditions of approval presented for consideration by the Planning Commission (Condition No. 52).

### **ENVIRONMENTAL REVIEW**

The application of CEQA to the approval of a project that is consistent with a previously approved zoning decision, community plan, or general plan, for which an environmental impact report was certified, shall be limited to effects upon the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior environmental impact report. (Public Resources Code § 21083.3.) This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies (CEQA Guidelines § 15183(a).)

The City, as lead agency, has determined that the Shops at Folsom Ranch project is entirely consistent with the Folsom Plan Area Specific Plan (FPASP) and Westland Eagle Specific Plan Amendment. As a project that is consistent with existing plans and zoning and which would not result in any new or more severe environmental effects that are peculiar to the project or the parcels or which were not previously analyzed as significant effects in the FPASP EIR/EIS and/or the Addendum for the Westland Eagle Specific Plan Amendment, the Shops at Folsom Ranch project qualifies for the streamlining provisions in Public Resources Code section 21083.3 and CEQA Guidelines section 15183. The City provides the attached CEQA Streamlining Analysis and Checklist exploring considerations raised by CEQA Guidelines section 15183 because the checklist, together with the information in this staff report, provides a clear disclosure of the City's evidence and reasoning for determining the project's consistency with the FPASP and eligibility for the claimed CEQA streamlining.

Site specific studies were prepared for this project to analyze noise (Noise Assessment referenced above) and traffic (Attachment 18, Exhibit C). Along with the attached Checklist, these studies document the bases for the conclusion that the proposed project will not have any new significant or substantially more severe environmental impacts which were not addressed as significant effects in the FPASP EIR/EIS and/or the Addendum for the Westland Eagle Specific Plan Amendment and the conclusion that it will not result in any significant impacts that are peculiar to the parcel or to the project and which were not addressed as significant impacts in the FPASP EIR/EIS and/or the Westland Eagle Addendum.

All of the recommended feasible mitigation measures previously adopted for the FPASP Final EIR/EIS, the Westland Eagle Addendum to the FPASP EIR/EIS, the U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration, and the Revised Off-Site Water Facility Alternative Mitigation Monitoring and Reporting Program for the FPASP have been included as conditions of approval for this project. The City is not required to formally adopt any analysis under CEQA to make these determinations under Guidelines section 15183, except for a finding regarding the implementation of previously adopted mitigation measures.

**RECOMMENDATION/PLANNING COMMISSION ACTION**

MOVE TO APPROVE A VESTING TENTATIVE PARCEL MAP CREATING FIVE (5) INDIVIDUAL PARCELS AS ILLUSTRATED IN ATTACHMENT 2 FOR THE SHOPS AT FOLSOM RANCH PROJECT;

AND

MOVE TO APPROVE A PLANNED DEVELOPMENT PERMIT FOR THE DEVELOPMENT OF A 27,900-SQUARE-FOOT SHOPPING CENTER LOCATED AT THE SOUTHEAST CORNER OF THE INTERSECTION OF ALDER CREEK PARKWAY AND EAST BIDWELL STREET FOR THE SHOPS AT FOLSOM RANCH PROJECT AS ILLUSTRATED ON ATTACHMENTS 2 THROUGH 18 WITH THE FOLLOWING FINDINGS AND CONDITIONS (NOS. 1-58):

**GENERAL FINDINGS**

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

**CEQA FINDINGS**

- C. A FINAL ENVIRONMENTAL IMPACT REPORT AND ENVIRONMENTAL IMPACT STATEMENT WAS PREVIOUSLY CERTIFIED FOR THE FOLSOM PLAN AREA SPECIFIC PLAN IN ACCORDANCE WITH CEQA AND NEPA.

- D. AN ADDENDUM TO THE FOLSOM PLAN AREA SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT AND ENVIRONMENTAL IMPACT STATEMENT WAS CERTIFIED IN 2015 FOR THE WESTLAND-EAGLE SPECIFIC PLAN AMENDMENT PROJECT IN ACCORDANCE WITH CEQA.
- E. THE PROPOSED PROJECT IS CONSISTENT WITH THE DEVELOPMENT DENSITY ESTABLISHED BY THE FOLSOM PLAN AREA SPECIFIC PLAN AS AMENDED BY THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT, FOR WHICH A FINAL EIR/EIS WAS CERTIFIED.
- F. ANY FEASIBLE MITIGATION MEASURES SPECIFIED IN THE FOLSOM PLAN AREA SPECIFIC PLAN FINAL EIR/EIS AND WESTLAND EAGLE ADDENDUM RELEVANT TO A SIGNIFICANT EFFECT THE PROPOSED PROJECT WILL HAVE ON THE ENVIRONMENT WILL BE UNDERTAKEN FOR THE PROPOSED PROJECT, CONSISTENT WITH PUBLIC RESOURCES CODE SECTION 21083.3(c) AND CEQA GUIDELINES SECTION 15183(e).
- G. NO PROJECT-SPECIFIC SIGNIFICANT EFFECTS WHICH ARE PECULIAR TO THE PROJECT OR ITS SITE EXIST.

**TENTATIVE PARCEL MAP FINDINGS**

- H. THE PROPOSED VESTING TENTATIVE PARCEL MAP TOGETHER WITH THE PROVISIONS FOR THE PROJECT'S DESIGN AND IMPROVEMENTS, ARE CONSISTENT WITH THE CITY'S SUBDIVISION ORDINANCE AND THE SUBDIVISION MAP ACT IN THAT THE PROJECT IS SUBJECT TO CONDITIONS OF APPROVAL THAT WILL ENSURE THAT THE PROJECT IS DEVELOPED IN COMPLIANCE WITH CITY STANDARDS.
- I. AS CONDITIONED, THE DESIGN OF THE VESTING TENTATIVE PARCEL MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.
- J. THE DESIGN OF THE VESTING TENTATIVE PARCEL MAP AND THE TYPE OF PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.
- K. THE DESIGN OF THE VESTING TENTATIVE PARCEL MAP AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED PROJECT.
- L. THE PROPOSED PROJECT, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENTS, IS CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.



- M. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.
- N. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF THE DEVELOPMENT.
- O. SUBJECT TO SECTION 66474.4 OF THE SUBDIVISION MAP ACT, THE LAND IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965 (COMMENCING WITH SECTION 51200 OF THE GOVERNMENT CODE).

**PLANNED DEVELOPMENT PERMIT FINDINGS**

- P. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF CHAPTER 17.38 (PLANNED DEVELOPMENT DISTRICT) OF THE FOLSOM MUNICIPAL CODE, OTHER APPLICABLE ORDINANCES OF THE CITY, AND THE GENERAL PLAN.
- Q. THE PROPOSED PROJECT IS CONSISTENT WITH THE OBJECTIVES, POLICIES, AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY.
- R. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND NEIGHBORING USES AND NEIGHBORHOOD CHARACTERISTICS IS ACCEPTABLE.
- S. THERE ARE AVAILABLE NECESSARY PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO, WATER, SEWER AND DRAINAGE TO ALLOW FOR THE DEVELOPMENT OF THE PROJECT SITE IN A MANNER CONSISTENT WITH THIS PROPOSAL.
- T. THE PROPOSED PROJECT WILL NOT CAUSE UNACCEPTABLE VEHICULAR TRAFFIC LEVELS ON SURROUNDING ROADWAYS, AND THE PROPOSED PROJECT WILL PROVIDE ADEQUATE INTERNAL CIRCULATION, INCLUDING INGRESS AND EGRESS.
- U. 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.
- V. ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICES AND EMERGENCY PUBLIC SAFETY SERVICES TO THE DEVELOPMENT.
- W. AS CONDITIONED, THE PROPOSED PROJECT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN MITIGATED TO AN ACCEPTABLE LEVEL.

Submitted,



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PAM JOHNS  
Community Development Director

**CONDITIONS**

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

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

## **Attachment 9**

**Letter from Applicant, dated October 26, 2020**



October 26, 2020

Mr. Scott Johnson, Planning Manager  
City of Folsom Community Development  
50 Natoma Street  
Folsom, CA 95630

**RE: The Shops at Folsom Ranch**

PN 18-179: approved by the City of Folsom Planning Commission November 7, 2018, Vesting Tentative Parcel Map & Planned Development Permit (expires November 6, 2020).

Dear Mr. Johnson,

The Shops at Folsom Ranch, LLC (Applicant/ Owner) on behalf of project listed above formally submits this request for time-extension of the item listed and referenced above.

The entitlements listed above are currently valid for a period of twenty-four (24) months from the date of final approval of the City of Folsom Planning Commission. The time extension requested would be for a period of thirty-six (36) months, as allowable by the City of Folsom, and consistent with Subdivision Map Act. The map extensions, if approved, would add the approved extended time to the current expiration date listed above. A typical time extension in the City of Folsom is for a period of twenty-four (24) months, however, due to the current COVID 19 Pandemic, extra time is needed and requested to allow time for the retail market to come back to full strength.

**Signature of Owner**

  
Jim Galovan

# **Attachment 10**

## **Site Photographs**

















## **Attachment 11**

### **Planning Commission PowerPoint Presentation**

# Shops at Folsom Ranch



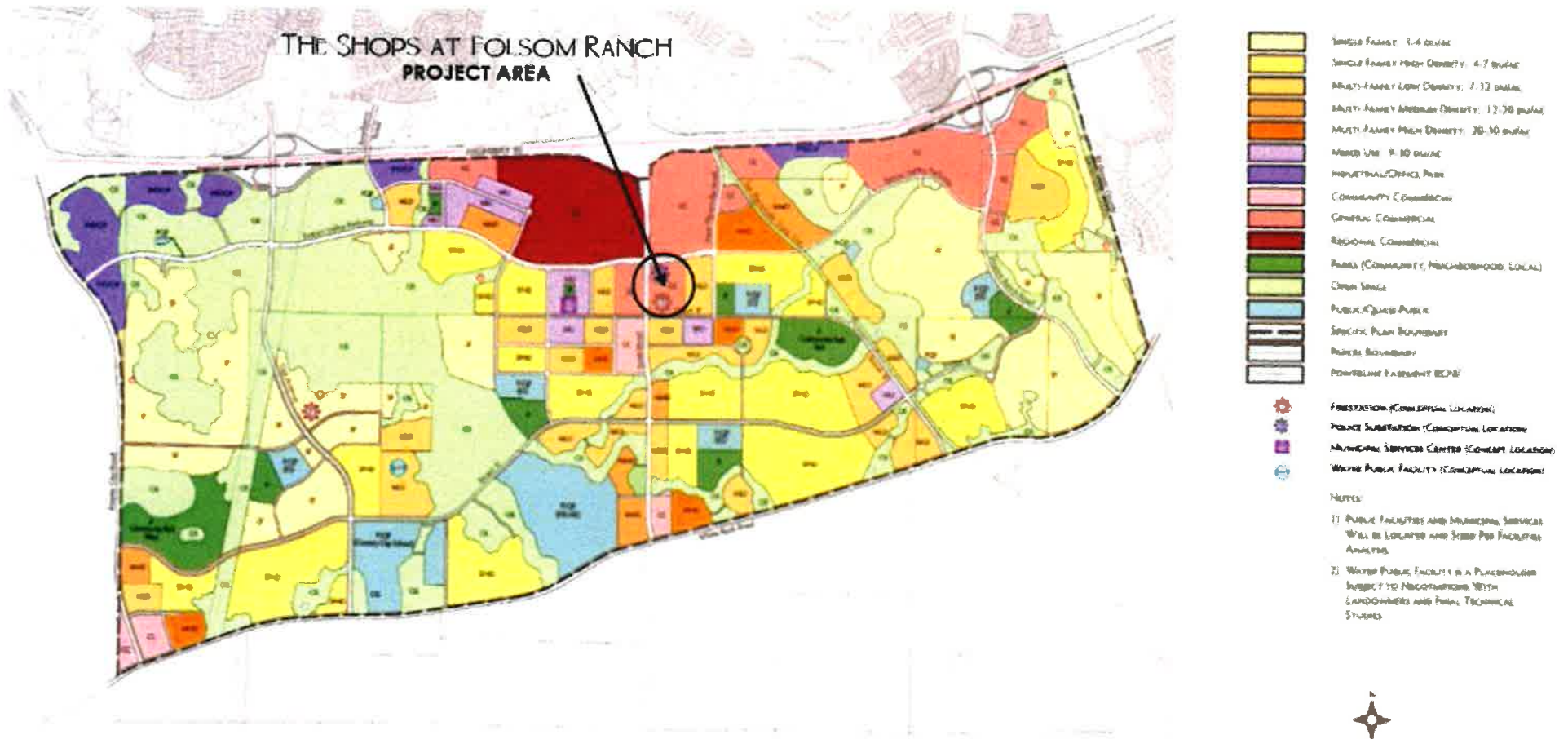
CITY OF  
FOLSOM

Shops at Folsom Ranch  
Tentative Parcel Map and Planned  
Development Permit Extensions for  
Development of 27,900-Square-Foot  
Commercial Shopping Center

# Vicinity Map



CITY OF  
**FOLSOM**



# Street View of Project Site



CITY OF  
FOLSOM





# Project Background



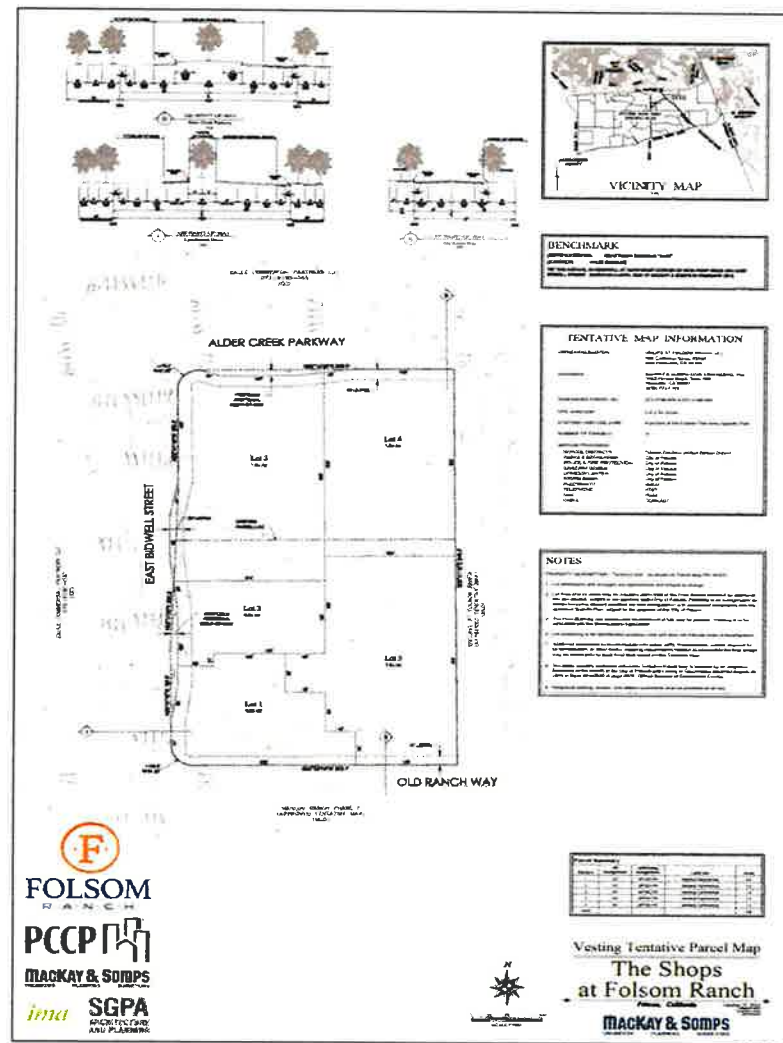
CITY OF  
**FOLSOM**

- November 7, 2018: Planning Commission Approval of a Vesting Tentative Parcel Map and Planned Development Permit for development of a 27,900-square-foot commercial shopping center (The Shops at Folsom Ranch) on a 5.9-acre site located within the Folsom Plan Area at the southeast corner of the intersection of East Bidwell Street and Alder Creek Parkway.

# Tentative Parcel Map



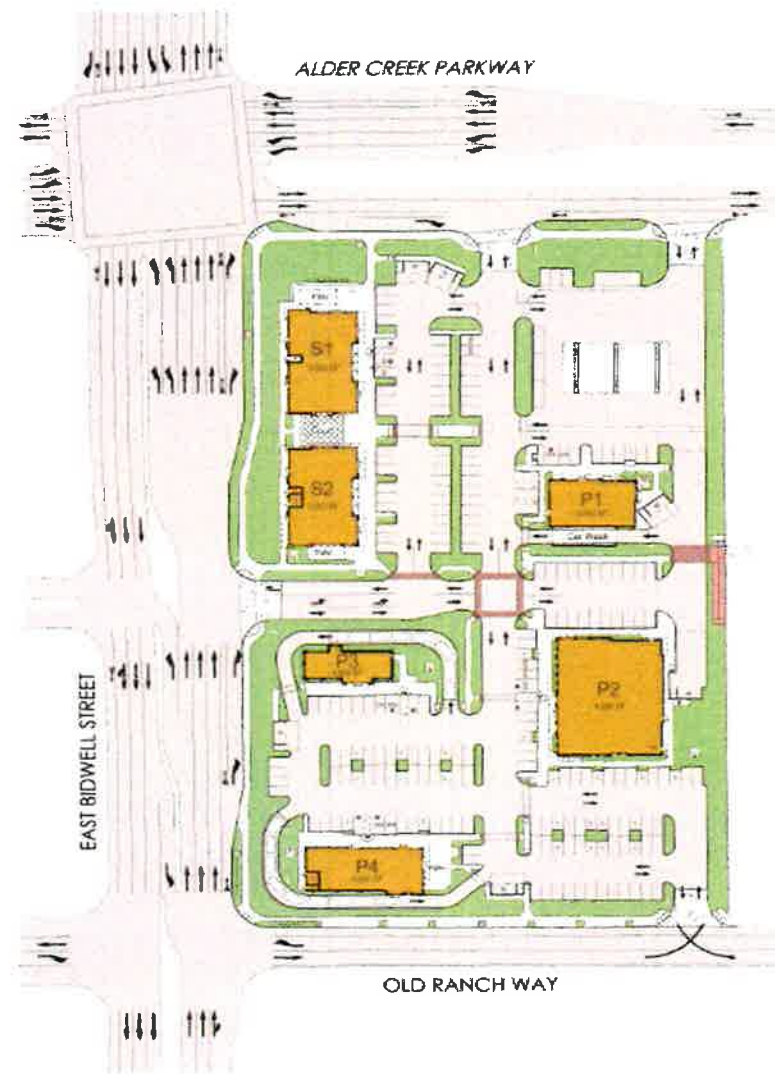
CITY OF  
**FOLSOM**



# Site Plan



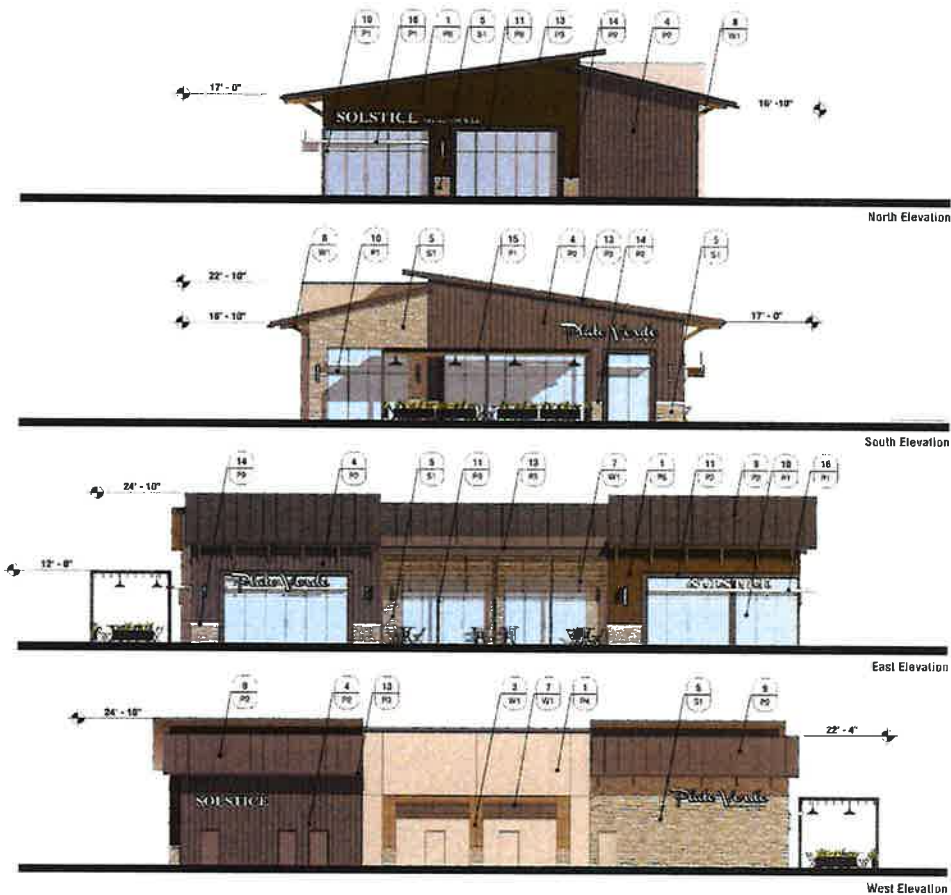
CITY OF  
**FOLSOM**



# Building Elevation (BLDG S2)



CITY OF  
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**FOLSOM**  
R · A · N · C · H



**MACKAY & SOMPS**  
ENGINEERS PLANNERS SURVEYORS

**SGPA**  
ARCHITECTURE  
AND PLANNING *ima*

## Materials & Colors

1. Cement plaster, paint finish
2. Fiber cement board siding, paint finish
3. Wood siding, stained finish
4. Board and Batten siding
5. Manufactured Stone Veneer
6. Metal Panel
7. Wood screen, stained finish
8. Wood structure, stained finish
9. Standing seam metal roof
10. Aluminum storefront
11. Steel structure, paint finish
12. Metal screen, paint finish
13. Metal fascia, paint finish
14. Precast coping
15. Metal / wood trellis, painted & stained
16. Metal / wood sunscreen, painted & stained
- P1. Benjamin Moore 2121-50 - Iced Cube Silver
- P2. Benjamin Moore 2127-40 - Wolf Gray
- P3. Benjamin Moore 2125-30 - Anchor Gray
- P4. Benjamin Moore 2108-50 - Silver Fox
- P5. Benjamin Moore 2111-40 - Teos Taupe
- P6. Benjamin Moore 2111-20 - Grizzly Bear Brown
- P7. Benjamin Moore HC91 - Danville Tan
- P8. Benjamin Moore HC151 - Buckland Blue
- W1. Olympic-Semi-transparent - Drift
- S1. Elcorado Stone - Stacked stone - Daybreak

**Elevations - BLDG S2**  
Planned Development Permit

**The Shops  
at Folsom Ranch**

Folsom, California August 11, 2014



# Building Renderings



CITY OF  
FOLSOM



*Project Architecture*



# Key Project Details/Analysis



CITY OF  
**FOLSOM**

- Entitlement Extension Request:
  - Tentative Parcel Map Extension (3 Year Extension)
  - Planned Development Permit Extension (3 Year Extension)
- Analysis:
  - Timely Letter Submitted by Project Applicant on October 26, 2020
    - Additional Time Required for Retail Market to Reach Full Strength
    - Significant Impact on Project Caused by COVID 19 Pandemic
  - No Changes on Project Site or in Project Vicinity that Would Require Modification to any Conditions of Approval for the Project
  - Staff Supportive of Three-Year Extension for the Tentative Parcel Map and Planned Development Permit

# Staff Recommendation



CITY OF  
FOLSOM

Staff Recommends Planning  
Commission Approval of  
The Shops at Folsom Ranch  
Tentative Parcel Map and Planned  
Development Permit Extensions



## **Planning Commission Staff Report**

50 Natoma Street, Council Chambers  
Folsom, CA 95630

**Project:** White Rock Springs Ranch Villages 4-7 Residential Design Review  
**File #:** PN-20-243  
**Request:** Residential Design Review  
**Location:** Southeast Corner of Mangini Parkway and Rock Springs Ranch Road within Folsom Plan Area  
**Staff Contact:** Steve Banks, Principal Planner, 916-461-6207  
sbanks@folsom.ca.us

**Property Owner**

Name: Gragg Ranch Recovery Acquisition  
Address: 5796 Armada Drive, Suite 375  
Carlsbad, CA 92008

**Applicant**

Name: Lennar Homes  
Address: 1025 Creekside, Suite 240  
Roseville, CA 95678

**Recommendation:** Conduct a public meeting and upon conclusion recommend approval of a Residential Design Review Application for 135 single-family residential units as illustrated on Attachments 6 through 11 for the White Rock Springs Ranch Villages 4-7 project (PN 20-243) subject to the findings (Findings A-J) and conditions of approval (Conditions 1-14) attached to this report.

**Project Summary:** The proposed project involves a request for Residential Design Review approval for 135 traditional single-family residential units located within Villages 4-7 of the previously approved White Rock Springs Ranch Subdivision. In particular, the applicant is requesting Design Review approval for seven individual master plans. Five distinct California heritage-themed architectural styles and eighteen color and material alternatives are incorporated among the five master plans.

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- 7 - Landscape Plan Exhibits, dated October 23, 2020
- 8 - Street Scene Exhibits, dated October 27, 2020





CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**AGENDA ITEM NO. 2**  
**Type: Public Meeting**  
**Date: December 2, 2020**

- 9 - Building Articulation Exhibits, dated October 27, 2020
- 10 - Building Elevations and Floor Plans, dated October 27, 2020
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Submitted,

**PAM JOHNS**  
Community Development Director

## **ATTACHMENT 1 DESCRIPTION/ANALYSIS**

### **APPLICANT'S PROPOSAL**

The applicant, Lennar Homes, is requesting residential design review approval for 135 single-family residential units situated within Villages 4-7 of the previously approved White Rock Ranch Springs Subdivision project. Specifically, the applicant is requesting design review approval for seven (7) individual master plans. The master plans include five (5) distinct California heritage-themed architectural styles (California Wine Country, California Prairie, Craftsman, Spanish, and Western Farmhouse) and eighteen (18) color and material alternatives.

The proposed master plans, which feature two, single-story models and five, two-story models, range in size from 1,991 to 3,768 square feet (3BR/2.5BA to 5BR/4.5) and include an attached two or three-car garage. All of the two-story master plans promote multi-generational living by including a downstairs bedroom and bathroom. In addition, each of the master plans incorporates a covered outdoor living area (California Room) to maximum the outdoor living space and provide greater architectural interest to the rear of the homes. The two-story masters plans will also include an option for second story balcony/deck, also adding to the visual interest on the rear building elevation.

The proposed master plans include five classic design themes that are characterized by a variety of unique architectural elements including distinctive roof lines, gable and hip roof forms, covered front entry features, covered rear patios, varied window and door design, and enhanced decorative elements. Proposed building materials include stucco, board and batten siding, lap siding, stone veneer, brick veneer, wood corbels, wood shutters, wood posts and beams, decorative form trim, multi-paned windows, themed garage doors, decorative light fixtures, and concrete roof tiles. In addition, there are 18 distinct color and material alternatives available for each of the master plans resulting in 84 different visual expressions.

### **POLICY/RULE**

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

### **RESIDENTIAL DESIGN REVIEW**

The proposed project is subject to the White Rock Springs Ranch Design Guidelines, which were approved by the City Council in 2016. The Design Guidelines are a complementary document to the Folsom Plan Area Specific Plan. The Design Guidelines, which are intended to act as an implementation tool for residential

development specifically within the White Rock Springs Ranch Subdivision, provide the design framework for architecture, street scene, and landscaping to convey a master plan identity. While these Design Guidelines establish the quality of architectural and landscape development for the master plan, they are not intended to prevent alternative designs and/or concepts that are compatible with the overall project theme.

The following are the general architectural principles intended to guide the design of the White Rock Springs Ranch Subdivision to ensure quality development:

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

In addition to the general architectural principles referenced previously, the Design Guidelines also provide specific direction regarding a number of architectural situations and features including: building forms, building massing, building height, roofscape, elevations, architectural details, entryways, door and windows, architectural lighting, building materials, building colors, and building finishes. The following are examples of architectural situations and features that are relevant to the proposed project:

- Provide a balance of hip and gable roof forms along the street scene
- Provide off-set massing or wall plans
- Provide offset roof planes, eave heights, and ridge lines
- Provide enhanced style-appropriate details on front elevation
- Provide decorative window shelves or sill treatments
- Garage doors should be recessed from the wall plane

- Materials and colors should be varied and add texture and depth to the overall character of the neighborhood

The White Rock Ranch Springs Design Guidelines identify up to seven (7) unique architectural styles that are envisioned being implemented within the subdivision including: California Prairie, California Ranch, California Wine Country, Craftsman, Monterey, Spanish Colonial, and Western Farmhouse. As described in the applicant's proposal, the proposed project features five of the architectural themes that have been chosen from the design collections referenced above including California Wine Country, Craftsman, Spanish, and Western Farmhouse. Below is a thorough description of each of the proposed architectural styles:

#### California Prairie

Unique to the California Prairie style is its reliance on massing and proportion to define its character. Strong massing, stucco exterior, linear masonry and earthy color palette are hallmarks of the style. Its low-pitched hip roofs and large overhangs introduce a desired horizontal element into the community.

#### California Wine Country

Present in more rural, agrarian parts of California and influenced by the vineyard estates scattered throughout California's wine country, the California Wine Country style is native to Central California with its large expanses of un-interrupted stone walls punctuated with judicious window placement. Often shown with head and sill trim and recessed "vent" with sill detail in the gables. Roof forms are combination of hip and gable forms.

#### Craftsman

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

#### Spanish

Referencing Folsom Ranch's Spanish Colonial style, the Spanish style respects this quintessentially Californian aesthetic with contemporary flair. This design echoes the required elements of the style as defined by the Design Guidelines. The form is inherently asymmetrical, simplistic in its massing, and is articulated by low-pitched gable

gables, 's' tile, and expressed entries. Comprised primarily of stucco, the purity of the style's forms is emphasized through stone masses, and wood accents, adding to subtle beauty of the aesthetic. The stone appears en masse or on parapet elements, serving to accentuate entries. Fenestrations are clean and rectilinear, providing a fresh take on traditional Spanish forms. Refined in its execution, the Spanish style maintains the essential elements of the style, as stated within the Design Guidelines, while illustrating its strong, modern influence through its pure, well-articulated forms.

### Western Farmhouse

The Western Farmhouse represents a practical and picturesque country house. Its beginnings are traced to both Colonial style from New England and the Midwest. As the American frontier moved westward, the American Farmhouse style evolved according to the availability of materials and technological advancements, such as balloon framing. Predominant features of the style are large wrapping front porches with a variety of wood columns and railings. Two story massing, dormers, and symmetrical elevations occur most often in the New England Farmhouse variations. The asymmetrical, casual cottage look, with more decorated appearance, is typical of the Western American Farmhouse. Roof ornamentation is a characteristic detail consisting of cupolas, weather vanes, and dovecotes.

In reviewing the architecture and design of the project, staff determined that the design of the seven proposed master plans (which also include five elevation plans, eighteen color and material alternatives, and 84 architectural and visual expressions) reflect the level and type of high quality design features recommended by the White Rock Springs Ranch Design Guidelines. All of the master plans are responsive to views on all four building elevations and include a variety of unique architectural elements that create an interesting streetscape scene including: off-set building shapes and massing, a combination of gable and hip and gable roof forms, architectural projections, recessed second-story elements, covered entries and rear porches, decorative enhancements, and varied garage door designs.

The proposed building materials, which include stucco, board and batten siding, lap siding, stone veneer, brick veneer, wood corbels, wood shutters, wood posts and beams, decorative form trim, multi-paned windows, themed garage doors, decorative light fixtures, and concrete roof tiles are consistent with the materials recommended by the Design Guidelines. In addition, the proposed project includes distinct (earth-tone) color schemes that will enhance the visual interest of each of the master plans. Taking into consideration the aforementioned architectural details, materials, and colors, staff has determined that the design of the master plans is consistent with the design principles established by the White Rock Springs Ranch Design Guidelines. As a result, staff forwards the following design recommendations to the Commission for consideration:

1. This approval is for two, single-story master plans and five, two-story master plans (five building elevations with eighteen color and material options and 84 visual expressions) for White Rock Ranch Springs Villages 4-7. The applicant shall submit building plans that comply with this approval and the attached building elevations dated October 27, 2020.
2. The design, materials, and colors for White Rock Springs Ranch Villages 4-7 single-family residential units shall be consistent with the submitted building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department.
3. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same roof-line, same elevation style, side-by-side, or across the street from each other.
4. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings. For lots abutting the open space areas, mechanical equipment shall be located out of view from open space areas.
5. Decorative light fixtures, consistent with the White Rock Springs Ranch Design Guidelines and unique to each architectural design theme, shall be added to the front and rear building elevation of each Master Plan to the satisfaction of the Community Development Department.
6. A minimum of one tree shall be planted in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final.

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

### **ENVIRONMENTAL REVIEW**

The City, as lead agency, previously certified an EIR/EIS for the FPASP. Subsequently, the City determined that the White Rock Springs Ranch Subdivision project is entirely consistent with the Folsom Plan Area Specific Plan (FPASP) and therefore the project is exempt from the California Environmental Quality Act as provided by Government Code section 65457 and CEQA Guidelines section 15182. Since that determination was made, none of the events described in Public Resources Code section 21166 or CEQA Guidelines section 15162 (e.g. substantial changes to the project) have occurred. Therefore, no environmental review is required in association with this application.

### **RECOMMENDATION/PLANNING COMMISSION ACTION**

Move to Approve a Residential Design Review Application for 135 single-family residential units as illustrated on Attachments 6 through 11 for the White Rock Springs Ranch Villages 4-7 project (PN 20-243) subject to the findings (Findings A-J) and conditions of approval (Conditions 1-14) attached to this report.

### **GENERAL FINDINGS**

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS GENERALLY CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND THE WHITE ROCK SPRINGS RANCH DESIGN GUIDELINES.

### **CEQA FINDINGS**

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN.
- D. THE CITY PREVIOUSLY DETERMINED THAT THE WHITE ROCK SPRINGS RANCH SUBDIVISION PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.
- E. THE CITY PREVIOUSLY DETERMINED THAT THE WHITE ROCK SPRINGS RANCH SUBDIVISION PROJECT IS EXEMPT FROM THE REQUIREMENTS OF CEQA PURSUANT TO GOVERNMENT CODE SECTION 65457 AND CEQA GUIDELINES SECTION 15182.
- F. NONE OF THE EVENTS SPECIFIED IN SECTION 21166 OF THE PUBLIC RESOURCES CODE OR SECTION 15162 OF THE CEQA GUIDELINES HAVE OCCURRED.
- G. NO ADDITIONAL ENVIRONMENTAL REVIEW IS REQUIRED FOR THIS APPLICATION.

### **DESIGN REVIEW FINDINGS**

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

- I. THE PROJECT IS IN CONFORMANCE WITH THE WHITE ROCK SPRINGS RANCH DESIGN GUIDELINES.
  
- J. THE BUILDING MATERIALS, TEXTURES, AND COLORS OF THE PROJECT WILL BE COMPATIBLE WITH SURROUNDING DEVELOPMENT AND CONSISTENT WITH THE GENERAL DESIGN THEME OF THE NEIGHBORHOOD.



**ATTACHMENT 2  
BACKGROUND**

**BACKGROUND**

On March 22, 2016, the City Council approved a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, Project Design Guidelines, Inclusionary Housing Plan, and Amendment No. 1 to the First Amended and Restated Tier 1 Development Agreement for development of a 395-unit single-family residential subdivision (White Rock Springs Ranch Subdivision) on a 138.9-acre property located within the southeast portion of the Folsom Plan Area. The Large-Lot Vesting Tentative Subdivision Map subdivided the subject property into 10 single-family residential lots, 6 open space lots, a portion of a school site, and a portion of a neighborhood park site. The Small-Lot Vesting Tentative Subdivision Map subdivided the large-lot residential parcels into 395 single-family residential lots. Lastly, the White Rock Springs Ranch Design Guidelines were approved for the orderly development of the proposed single-family residential subdivision. The Small-Lot Vesting Tentative Subdivision Map associated with the project received an automatic three-year extension in 2018 as provided for by the State Subdivision Map Act.

On October 16, 2019, the Planning Commission approved a Residential Design Review Application submitted by Richmond American Homes for 121 single-family residential units situated within the previously approved White Rock Ranch Springs Village 1 and Carr Trust Subdivision projects. The aforementioned Design Review approval included eight (8) individual master plans with three (3) distinct California heritage-themed architectural styles (Craftsman, Spanish Colonial, and Western Farmhouse) and eighteen (18) color and material alternatives.

On June 17, 2020, the Planning Commission approved a Residential Design Review Application submitted by JMC Homes for 86 single-family residential units situated within the previously approved White Rock Ranch Springs Villages 8 and 9 Subdivision project. The aforementioned Design Review approval included ten (10) individual master plans with three (3) distinct California heritage-themed architectural styles (Craftsman, Spanish Colonial, and French Cottage) and fifteen (15) color and material alternatives.

<b>GENERAL PLAN DESIGNATION</b>	SFHD (Single-Family High Density)
<b>SPECIFIC PLAN DESIGNATION</b>	SP-SFHD (Folsom Plan Area Specific Plan, Single-Family High Density District)
<b>ADJACENT LAND USES/ZONING</b>	North: Mangini Parkway with a Future Park Site (SP-P) Beyond

South: White Rock Road with Undeveloped Property within Sacramento County Beyond

East: Undeveloped Single-Family Residential Property (SP-SFHD) with Future Empire Ranch Road Beyond

West: Rock Springs Ranch Road with Undeveloped Single-Family Residential Property (SP-SFHD) Beyond

### **SITE CHARACTERISTICS**

The project site is currently in the process of being graded. Site improvements (underground utilities, roadways, curbs, gutters, sidewalks, etc.) are under construction and expected to be completed within the next four months

### **APPLICABLE CODES**

FPASP (Folsom Plan Area Specific Plan)  
White Rock Springs Ranch Design  
Guidelines  
FMC 17.06, Design Review

# **Attachment 3**

## **Conditions of Approval**

<b>CONDITIONS OF APPROVAL FOR WHITE ROCK SPRINGS RANCH VILLAGES 4-7 RESIDENTIAL DESIGN REVIEW PROJECT (PN 20-243) SOUTHEAST CORNER OF MANGINI PARKWAY AND ROCK SPRINGS RANCH ROAD WITHIN FOLSOM PLAN AREA</b>				
	<b>Mitigation Measure</b>	<b>Condition/Mitigation Measure</b>	<b>When Required</b>	<b>Responsible Department</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> <ul style="list-style-type: none"> <li>• Site Plan Exhibit, dated June 2020</li> <li>• Landscape Plan Exhibits, dated October 23, 2020</li> <li>• Street Scene Exhibits, dated October 27, 2020</li> <li>• Building Articulation Exhibits, dated October 27, 2020</li> <li>• Building Elevations and Floor Plans, dated October 27, 2020</li> <li>• Color and Materials Schemes</li> </ul> <p>This project approval is for the White Rock Springs Ranch Villages 4-7 Residential Design Review (PN 20-243), which includes design review approval for 135 traditional single-family residential units located within Villages 4-7 of the previously approved White Rock Springs Ranch Subdivision project. 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 shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.	B	CD (P)(E)(B)
3.		The project approvals granted under this staff report (Residential Design Review) shall remain in effect for two years from final date of approval (December 2, 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)

<b>CONDITIONS OF APPROVAL FOR WHITE ROCK SPRINGS RANCH VILLAGES 4-7 RESIDENTIAL DESIGN REVIEW PROJECT (PN 20-243) SOUTHEAST CORNER OF MANGINI PARKWAY AND ROCK SPRINGS RANCH ROAD WITHIN FOLSOM PLAN AREA</b>				
	<b>Mitigation Measure</b>	<b>Condition/Mitigation Measure</b>	<b>When Required</b>	<b>Responsible Department</b>
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, NS
<b>DEVELOPMENT COSTS AND FEE REQUIREMENTS</b>				
5.		The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.	B	CD (P)(E)
6.		If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	B	CD (E)
7.		The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	B	CD (P)(E)

<b>CONDITIONS OF APPROVAL FOR WHITE ROCK SPRINGS RANCH VILLAGES 4-7 RESIDENTIAL DESIGN REVIEW PROJECT (PN 20-243) SOUTHEAST CORNER OF MANGINI PARKWAY AND ROCK SPRINGS RANCH ROAD WITHIN FOLSOM PLAN AREA</b>				
	<b>Mitigation Measure</b>	<b>Condition/Mitigation Measure</b>	<b>When Required</b>	<b>Responsible Department</b>
8.		If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Final Map, improvement plans, or beginning inspection, whichever is applicable.	B	CD (P)(E)
9.		This project shall be subject to all City-wide development impact fees, unless exempt by previous agreement. This project shall be subject to all City-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, fees for fire protection, park facilities, park equipment, Humbug-Willow Creek Parkway, Light Rail, TSM, capital facilities and traffic impacts. The 90-day protest period for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (December 2, 2020). The fees shall be calculated at the fee rate in effect at the time of building permit issuance.	B	CD (P)(E), PW, PK
10.		The owner/applicant agrees to pay to the Folsom-Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970) of the Government Code; and Sections 65995, 65995.5 and 65995.7 of the Government Code.	B	CD (P)

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

12.		<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, single-story master plans and five, two-story master plans (five building elevations with eighteen color and material options and 84 visual expressions) for White Rock Ranch Springs Villages 4-7. The applicant shall submit building plans that comply with this approval and the attached building elevations dated October 27, 2020.</li> <li>2. The design, materials, and colors for White Rock Springs Ranch Villages 4-7 single-family residential units shall be consistent with the submitted building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department.</li> <li>3. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same roof-line, same elevation style, side-by-side, or across the street from each other.</li> <li>4. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings. For lots abutting the open space areas, mechanical equipment shall be located out of view from open space areas.</li> <li>5. Decorative light fixtures, consistent with the White Rock Springs Ranch Design Guidelines and unique to each architectural design theme, shall be added to the front and rear building elevation of each Master Plan to the satisfaction of the Community Development Department.</li> <li>6. A minimum of one tree shall be planted in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final.</li> </ol>	B	CD (P) (B)
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<b>FIRE DEPARTMENT REQUIREMENT</b>				
13.		The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Marshal.	B	FD
<b>POLICE/SECURITY REQUIREMENT</b>				
14.		<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 another approved security measure shall be in place including but not limited to a six-foot security fence shall be constructed around the perimeter of construction areas. (This requirement shall be included on the approved construction drawings).</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>	B	PD

**CONDITIONS**

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

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

## **Attachment 4**

### **Vicinity Map**

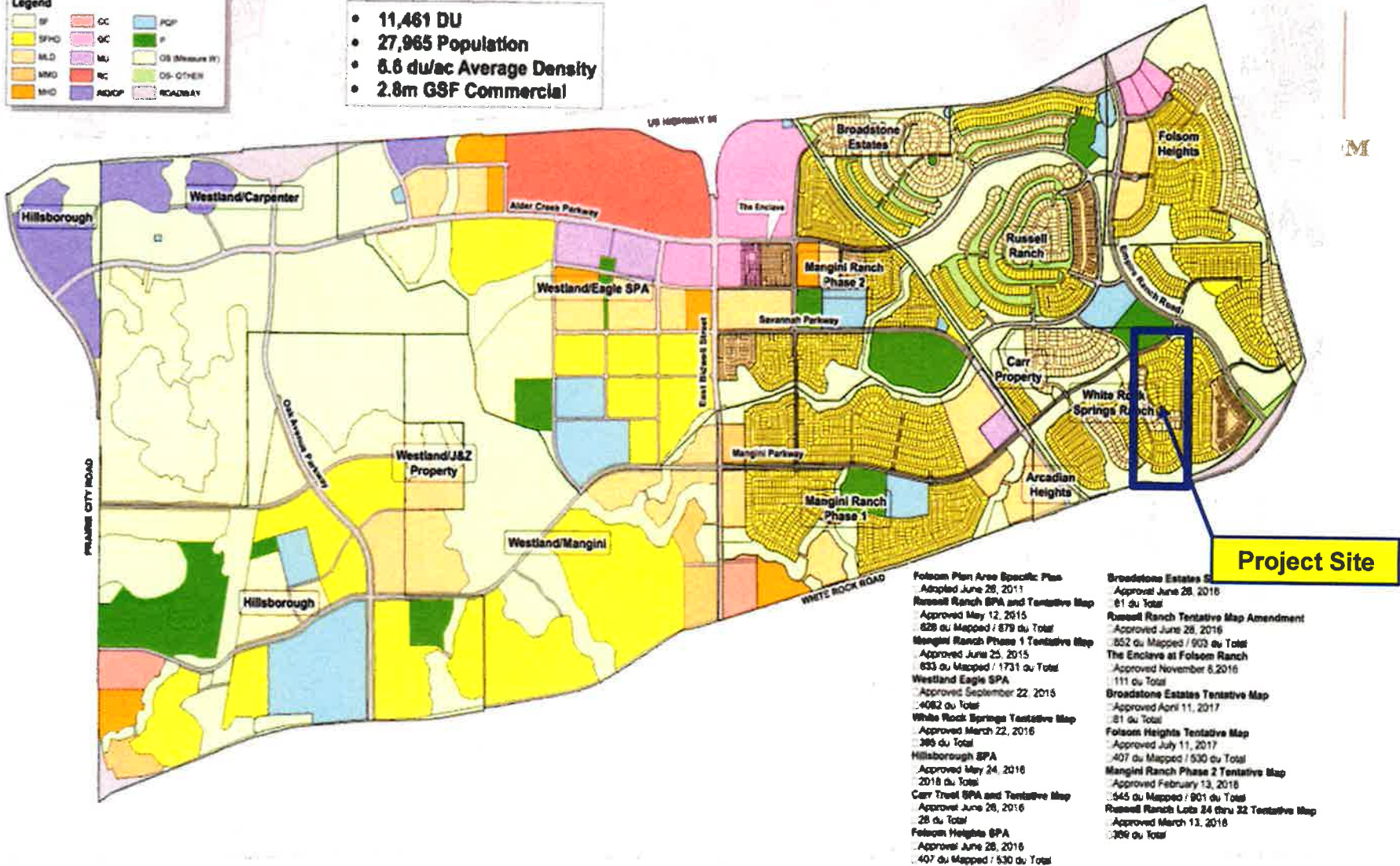
# Vicinity Map



CITY OF  
**FOLSOM**

Legend		
SP	CC	PDF
SFHD	OC	W
MLO	ML	OS (Measure #)
MND	RC	OS-OTHER
MHO	INDCP	ROADWAY

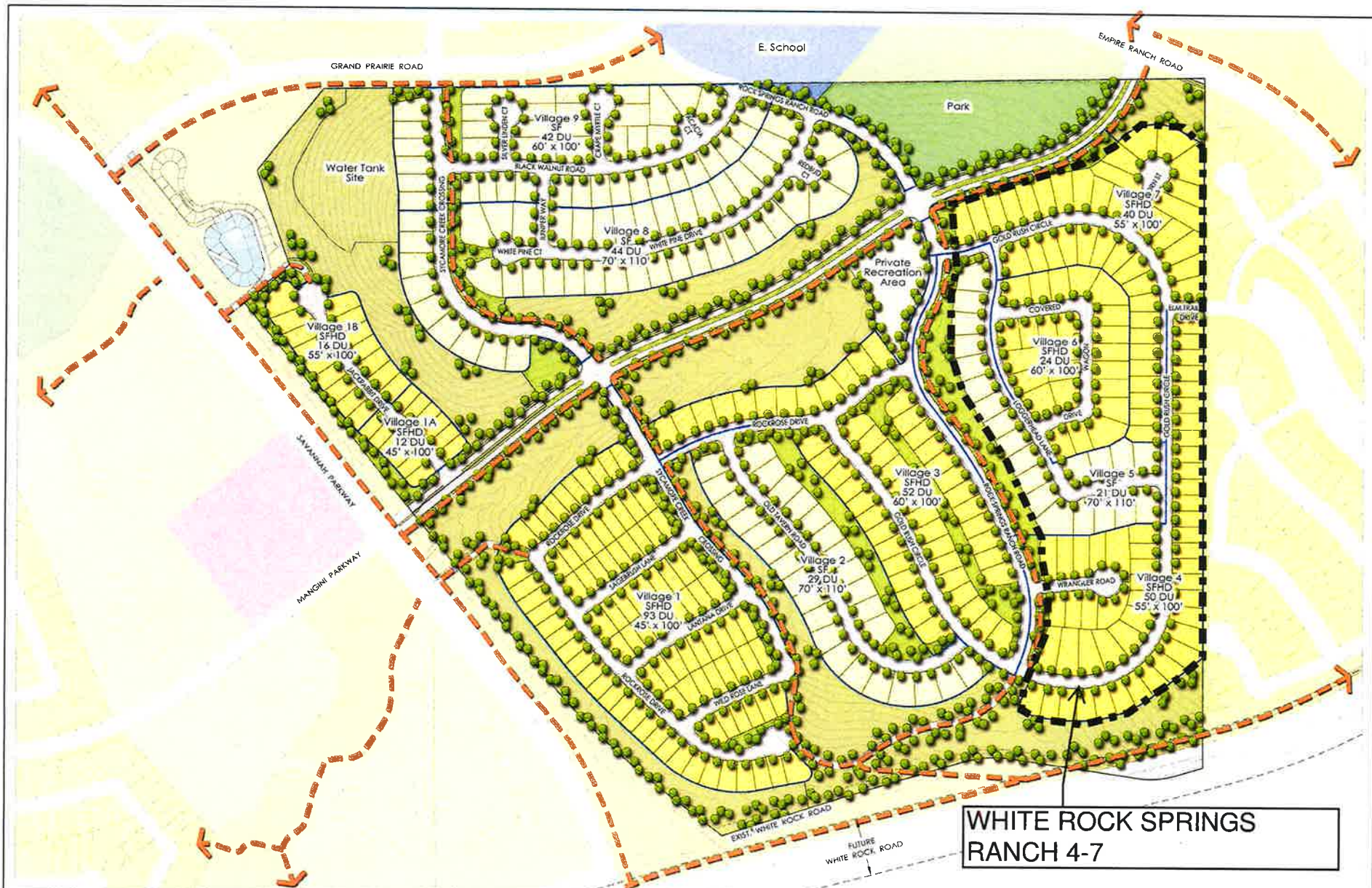
- 11,461 DU
- 27,965 Population
- 8.6 du/ac Average Density
- 2.8m GSF Commercial



<b>Folsom Plan Area Specific Plus</b> Adopted June 28, 2011	<b>Broadstone Estates</b> Approved June 28, 2016
<b>Russell Ranch SPA and Tentative Map</b> Approved May 12, 2015	81 du Total
829 du Mapped / 879 du Total	<b>Russell Ranch Tentative Map Amendment</b> Approved June 28, 2016
<b>Mangini Ranch Phase 1 Tentative Map</b> Approved June 25, 2015	852 du Mapped / 903 du Total
633 du Mapped / 1731 du Total	<b>The Enclave at Folsom Ranch</b> Approved November 8, 2016
<b>Westland Eagle SPA</b> Approved September 22, 2015	111 du Total
4082 du Total	<b>Broadstone Estates Tentative Map</b> Approved April 11, 2017
<b>White Rock Springs Tentative Map</b> Approved March 22, 2016	81 du Total
386 du Total	<b>Folsom Heights Tentative Map</b> Approved July 11, 2017
<b>Hillsborough SPA</b> Approved May 24, 2016	407 du Mapped / 530 du Total
2018 du Total	<b>Mangini Ranch Phase 2 Tentative Map</b> Approved February 13, 2018
<b>Carr Tract SPA and Tentative Map</b> Approved June 28, 2016	345 du Mapped / 801 du Total
28 du Total	<b>Russell Ranch Lots 24 thru 32 Tentative Map</b> Approved March 13, 2016
<b>Folsom Heights SPA</b> Approved June 28, 2016	306 du Total
407 du Mapped / 530 du Total	

# **Attachment 5**

## **Illustrative Master Plan Exhibit**



ILLUSTRATIVE MASTER PLAN EXHIBIT

# WHITE ROCK SPRINGS RANCH

August 16, 2017

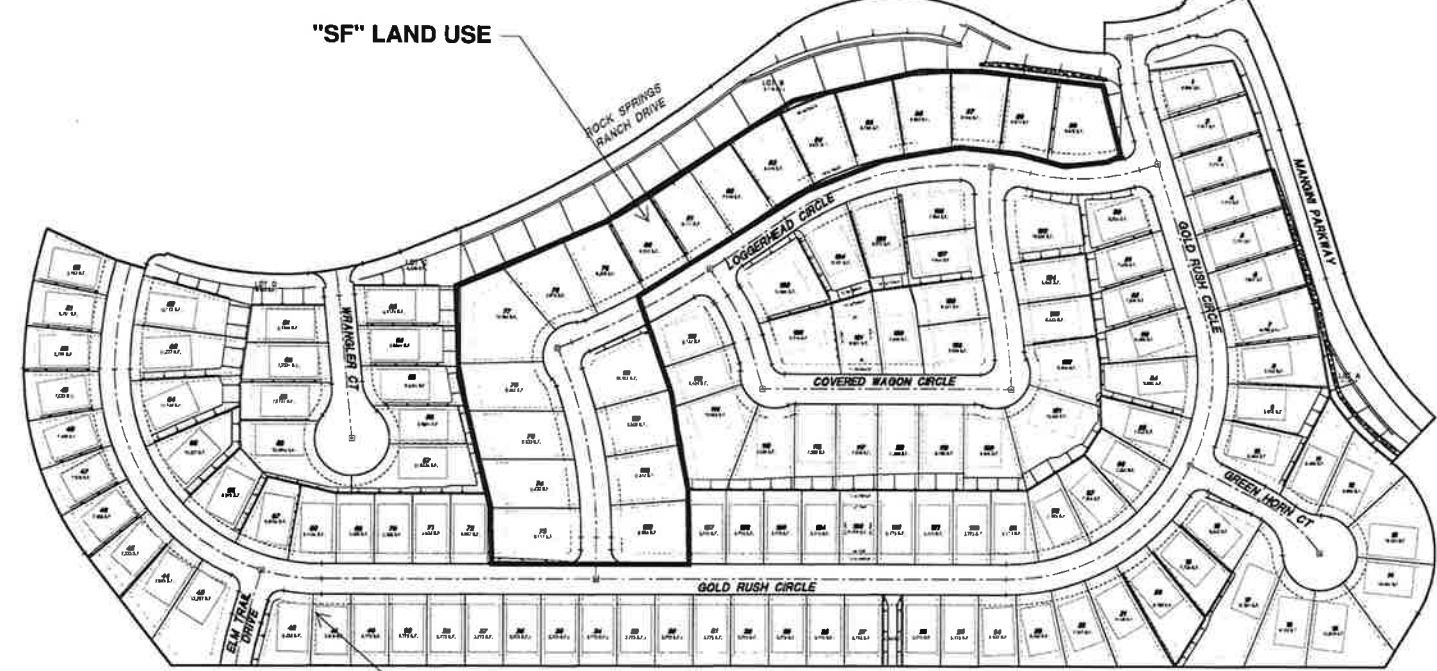
**Mackay & Soms**  
ENGINEERS PLANNERS SURVEYORS

C-1



**Attachment 6**  
**Site Plan Exhibit, dated June 2020**

17-19-2020 1:53:21 PM A:\PROJECTS\17-19-2020\17-19-2020.dwg  
17-19-2020 1:53:21 PM A:\PROJECTS\17-19-2020\17-19-2020.dwg  
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"SF" LAND USE

"SFHD" LAND USE  
(BALANCE OF COMMUNITY)

**SITE PLAN** C-2

Villages 4-7

*White Rock Springs Ranch*

City of Folsom  
Scale: 1"=80'

**MACKAY & SOMPS**  
PLANNING ARCHITECTURE

Folsom, California  
June 2020  
775m.dbs

PRELIMINARY - Subject to Revision



## **Attachment 7**

### **Landscape Plan Exhibits, dated October 23, 2020**

**L1.1**

Scale: NOTED

Drawn By: JL

Date: OCTOBER 23, 2023

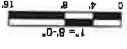
45 FOOT HOMES  
PLANTING  
LAYOUTS


**LENNAR**

WHITE ROCK SPRINGS RANCH - PHASE 2  
VILLAGES 4-7  
CITY OF FOLSOM, CALIFORNIA  
1025 CREEKSIDE RIDGE DR. #240 / ROSEVILLE, CA

LANDSCAPE ARCHITECT/ENGINEER  
1000 W. 10TH AVENUE, SUITE 100  
FOLSOM, CA 95630  
www.earthland.com

FOLSOM APPROVAL

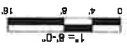


SEE SHEET L1.4 FOR  
CONCEPTUAL PLANT LISTS

MATCH LINE - SEE SHEET L-1.3



SEE SHEET L1.4 FOR  
CONCEPTUAL PLANT LISTS



L1.2

DATE: OCTOBER 23, 2023  
DRAWN BY: JL  
NOTED:

50 FOOT HOMES  
PLANTING  
LAYOUTS

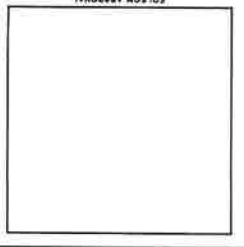
NO.	DESCRIPTION	DATE



WHITE ROCK SPRINGS RANCH - PHASE 2  
VILLAGES 4-7  
CITY OF FOLSOM, CALIFORNIA  
**LENNAR**  
1928 CREEKSIDE RIDGE DR. #240 / ROSEVILLE, CA



FOLSOM APPROVAL





L1.3

DATE: OCTOBER 21, 2022  
 DRAWN BY: JL  
 CHECKED BY: NOTED

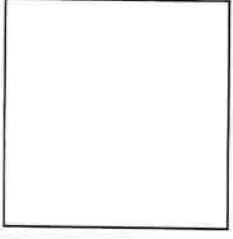
NAME: CORNER PLANTING CONDITIONS

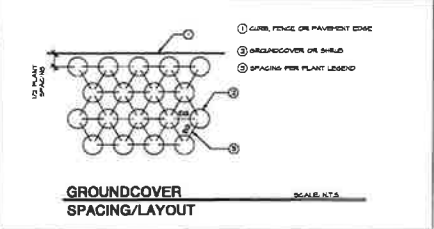
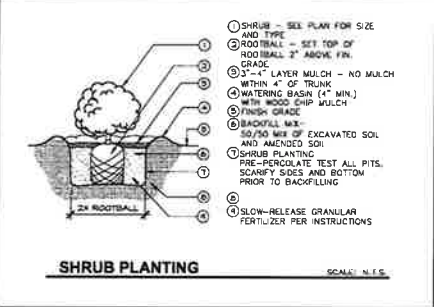
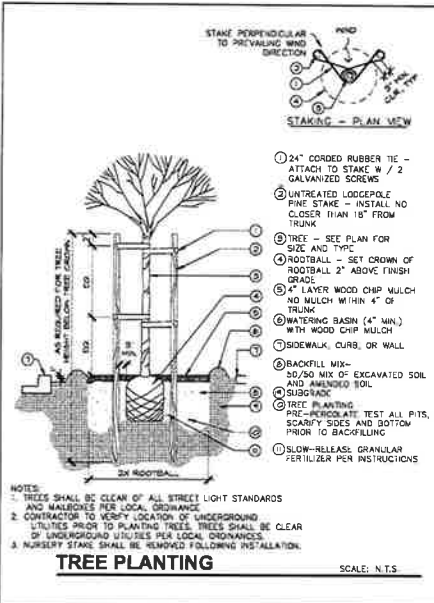



**LENNAR**  
 WHITE ROCK SPRINGS RANCH - PHASE 2  
 VILLAGES 4-7  
 CITY OF FOLSOM, CALIFORNIA  
 1025 CREEKSIDE RIDGE DR. - #240 / ROSEVILLE, CA



FOLSOM APPROVAL





**DESIGN REVIEW LANDSCAPE NOTES:**

The Landscape Construction Documents for Typical Front yard areas shall adhere to the requirements contained in:

- White Rock Springs Ranch Design Guidelines (current edition)
- Folsom Plan Area Specific Plan
- City of Folsom Zoning Code

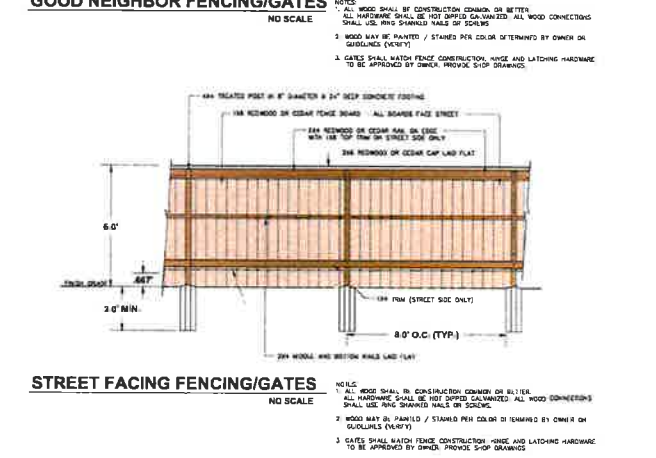
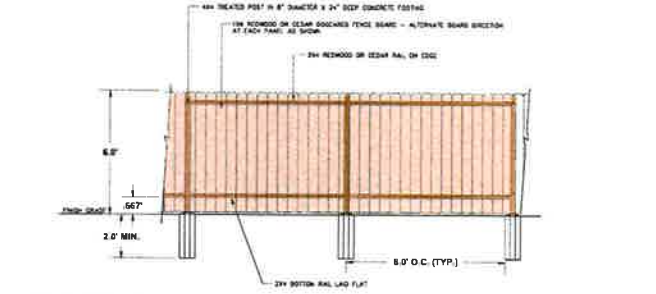
Prior to final acceptance, final Landscape and Irrigation construction documents shall be approved by the City of Folsom using the Full Documentation Landscape Package Requirement. These plans are for Design Review purposes only.

**Landscape Notes:**

- Installer shall reference approved Improvement Plans and Plot Plans by Mackay & Samps for additional information, including elements, notes, and details.
- Installer shall verify location of all on-site utilities prior to start of work. Any damage to utilities shall be the responsibility of the installer.
- All work within public right of way shall be performed in compliance with the City of Folsom codes and ordinances. Clearance minimums to all utilities shall be maintained.
- All shrub and grass/cover areas shown on plan shall be depressed with a 2" minimum layer of recycled asphalt base (Mackay) excepted back as required by Mackay or notes.
- Final plant palette and tree number shall be provided in final Construction Documents. Note that all trees in this community must abide by height and spread restrictions as set not to obstruct rooftop solar collection. Root trunks shall be installed in locations as required by the City of Folsom.
- Installer shall follow recommendations developed in Soil Management Report (to be provided in Construction Documents).
- Apply pre-emergent herbicides (ReneStar or equal) to all shrub and groundcover areas per manufacturer's suggested rate.
- Installer shall make every effort to maintain smooth and even grades throughout contact areas, with no abrupt changes in grade where possible.
- All plant material shall conform to the guidelines established by the current American Standard of Nursery Stock, published by The American Association of Nurserymen and the Guidelines Specifications for Nursery Tree Quality, published by the Urban Tree Foundation. Landscape Architect reserves the right to reject or substitute unacceptable plant material.

**Fencing / Wall Note:**

- For specific approved fencing and wall types, and locations, see WRSR Design Guidelines 'Wall and Fence Key Map' on page 3-30.



**CONCEPTUAL PLANT LIST / DESIGN INTENT**

General planting design intent shall be the creation of a layered site of water-wise plant material as needed to maximize visual interest and a soft but distinct 'HI' cohesive streetscape throughout the community. See additional notes below.

See container size recommendations in each section below.

Plant Name	Size / Notes
<b>STREET TREES</b>	ALL 15 GALLON SIZE
Street Tree plantings shall be specified on final landscape plans. Street tree types and watering methods (staking, etc.) shall be detailed.	
A Final Street Tree Plan shall be developed and approved, identifying Container and Substrate street tree types throughout the entire community. Tree diversity requirements shall be demonstrated on final plans.	
Final Plans shall select from the following list (WATER USE IN PARENTHESES):	
<b>Domestic (40% of street trees):</b>	
Zakaria white (CV Spruce)	Compact laurel oak (MOD)
Ulmus A 7 (sawyer)	Frontier elm (MOD)
Kalmia latifolia	Golfstream tree (MOD)
<b>Subdomestic (35% of street trees):</b>	
Lagotis indica Muskogee	Crape myrtle (LOW)
Acce (beige/green)	Trident maple (MOD)
Lagotis indica 'Tussocka'	Crape myrtle (LOW)
<b>FRONT YARD ACCENT TREES</b>	ALL 15 GALLON SIZE
(50 inch heights only)	
These smaller accent trees are installed in the front yard as shown.	
Final Plans shall select from the following list:	
<b>Acce japonicum 'Sango Kaku'</b>	Corel bark Japanese maple (MOD)
Prunus canadensis 'Crimson'	Dwarf carolina cherry (LOW)
Magnolia grandifolia 'Golfstream'	Dwarf southern magnolia (MOD)
<b>CONNER SIDE YARD TREES:</b>	ALL 15 GALLON SIZE
These trees are installed along the side yard of corner lots.	
Final Plans shall select from the following list:	
Zakaria white 'City Spruce'	Compact sweetbark Zakaria (MOD)
<b>FOUNDATION SHRUBS (LARGE)</b>	ALL 5 GALLON SIZE
This larger evergreen shrub is used as a foundation along fence lines where shown.	
Final Plans shall select from the following list:	
Viburnum tomentosum 'Spring Bouquet'	Laurelsum (MOD)
<b>FOUNDATION SHRUBS (SMALL)</b>	ALL 5 GALLON SIZE
This shrub is used as a smaller foundation behind shrub where shown.	
Final Plans shall select from the following list:	
Nandina domestica	Heavenly Bamboo (LOW)
<b>ACCENT SHRUBS</b>	ALL 5 GALLON SIZE
These shrubs are used sparingly, as sinking accent shrubs within each front yard, and are selected for their vibrant flowers, texture, and/or form.	
Final Plans shall select from the following list:	
Lonicera chrysantha 'Sungold' (fall var.)	Chinese fringe (MOD)
Salvia greggii 'Rosea'	Australian sage (LOW)
Eucalyptus sp. 'Narrow-leaved'	Vonington eucalyptus (LOW)
Pentstemon Blue Spire	Outdoor sage (LOW)
<b>LAYERING SHRUBS (LARGE)</b>	ALL 5 GALLON SIZE
These shrubs are used primarily as an evergreen foundation shrub in front of each home.	
Final Plans shall select from the following list:	
Rhaphis indica Pinker	Indian hawthorn (MOD)
Rhaphis indica minor	Compact Indian hawthorn (LOW)
Banksia laevifolia Green Blenny	Dwarf Japanese bamboo (MOD)
Phoradendron luteum 'Star Bark' (2' tall)	Yucca (MOD)
<b>LAYERING SHRUBS (SPREADING)</b>	ALL 1 GALLON SIZE
These spreading, flowering shrubs are used as planted companions to the accent shrubs above, and in other locations where a smaller shrub size is warranted.	
Final Plans shall select from the following list:	
Lantana - trailing white	Trailing lantana - white (LOW)
Lantana - trailing lavender	Trailing lantana - lavender (LOW)
Lantana X New Gold	Trailing lantana - yellow (LOW)
<b>LAYERING SHRUBS (UPRIGHT)</b>	ALL 3 GALLON SIZE
This shrub is used upright in height, thin tree spreading layering shrub above, and is used as an additional accent shrub within the front yard.	
Final Plans shall select from the following list:	
Shrublet jay 'Leisureland'	Lowwood sistraria (MOD)
Gaultheria procumbens 'Pink Cheer'	Gaultheria (MOD)
Berberis thunbergii 'Golden Pigeon'	Dwarf purple barberry (MOD)
Myrica carolinensis 'Casparyd'	Dwarf myrtle (LOW)
<b>LAYERING SHRUB (SMALL)</b>	ALL 1 GALLON SIZE
This shrub is used as a smaller companion to the upright layering shrub above and is used along property lines in order to create a more vertical transition between adjacent front yard landscapes.	
Final Plans shall select from the following list:	
Myrsine laevigata 'Fuchsia Creek'	Chinese myrsine (LOW)
<b>ENTRY ACCENT SHRUBS</b>	ALL 1 GALLON SIZE
These small accent shrubs are used primarily along the entry walk leading to the front porch of each home.	
Final Plans shall select from the following list:	
Dianella 'Foli Red'	Dwarf fox glite (LOW)
Tradescantia virginiana 'pinnatifida'	Star planer (MOD)
Tradescantia virginiana 'Pinnatifida'	Wolf penstemon (LOW)
<b>GRASS-LIKE SHRUBS</b>	ALL 5 GALLON SIZE
This shrub is placed randomly throughout the landscape in several locations where shown. Also utilized near property lines to promote a seamless transition between lots.	
Final Plans shall select from the following list:	
Dianella X Nuts Allie	Furtingly lily (LOW)
<b>TRANSITION GROUNDCOVER</b>	ALL 1 GALLON SIZE
This low grass-like shrub is used along the back of sidewalk in locations shown.	
Final Plans shall select from the following list:	
Linnæa latifolia 'Breeze'	Dwarf red fush (LOW)
<b>COLUMNAR PLANT AT GARAGE</b>	ALL 1 GALLON SIZE
The selected form of these plants is used to soften each side of the garage.	
Final Plans shall select from the following list:	
Fuchsia (purple) jay - staked	Staked star planer (MOD)
Calceolaria (purple) - staked	Staked Carolina jay (LOW)

FOLSOM APPROVAL



WHITE ROCK SPRINGS RANCH - PHASE 2  
VILLAGES 4-7  
CITY OF FOLSOM, CALIFORNIA

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



Date	Revised	By

PLANTING NOTES

Date: OCTOBER 23, 2024  
Drawn By: JL  
Scale: NOTED

L1.4

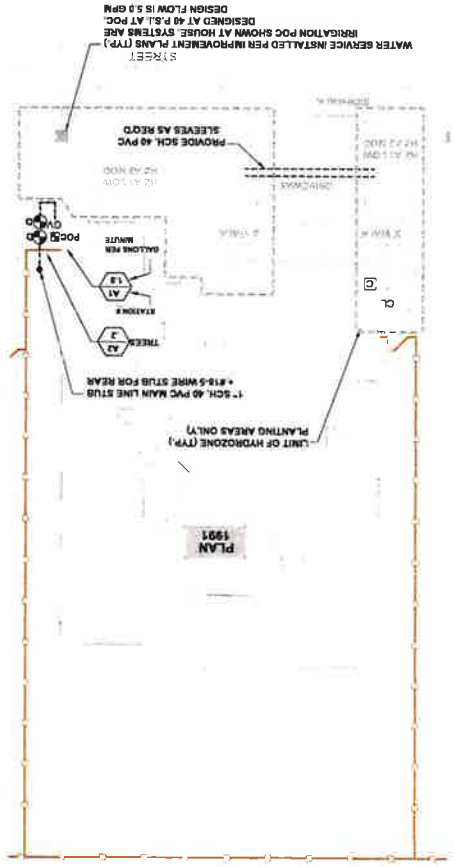
DATE: OCTOBER 23, 2023  
 DRAWN BY: JL  
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 L2.1

TYPICAL IRRIGATION SCHEMATIC



WHITE ROCK SPRINGS RANCH - PHASE 2  
 VILLAGES 4-7  
 CITY OF FOLSOM, CALIFORNIA  
 1025 CRENSIDE RIDGE DR. - #240 / ROSEVILLE, CA

FOLSOM APPROVAL



TYPICAL IRRIGATION SCHEMATIC  
 PLAN 1991 SHOWN FOR REFERENCE

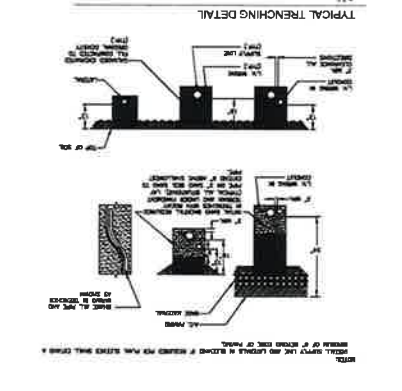
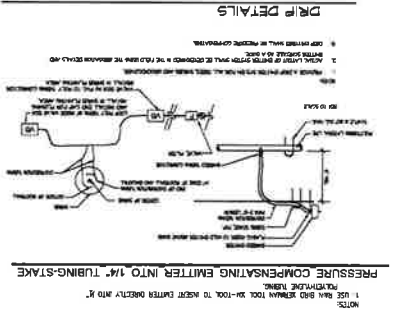
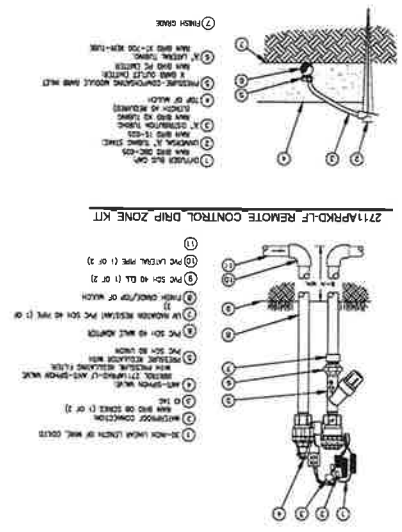
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25-30PC (2 GPM)	ORBITAL	ORBITAL	25-30PC (2 GPM) PLANS 177 DISTRIBUTION TUBING
25-100PC (1 GPM)	ORBITAL	ORBITAL	25-100PC (1 GPM) PLANS 177 DISTRIBUTION TUBING
25-30PC (2 GPM)	ORBITAL	ORBITAL	25-30PC (2 GPM) PLANS 177 DISTRIBUTION TUBING
25-100PC (1 GPM)	ORBITAL	ORBITAL	25-100PC (1 GPM) PLANS 177 DISTRIBUTION TUBING
25-30PC (2 GPM)	ORBITAL	ORBITAL	25-30PC (2 GPM) PLANS 177 DISTRIBUTION TUBING
25-100PC (1 GPM)	ORBITAL	ORBITAL	25-100PC (1 GPM) PLANS 177 DISTRIBUTION TUBING
25-30PC (2 GPM)	ORBITAL	ORBITAL	25-30PC (2 GPM) PLANS 177 DISTRIBUTION TUBING

**GENERAL IRRIGATION NOTES:**

1. Irrigation systems are designed to provide uniform coverage of the entire area to be irrigated. The design is based on the most difficult area to irrigate. The design is based on the most difficult area to irrigate.
2. Water for this project is potable. Adequate water for irrigation is available. See City Improvement Plan for more information.
3. Prior to start of work, contractor shall verify and coordinate installation of 120V electrical supply to candidate location with other trades as required.
4. Approval for approval.
5. All main pressure lines shall be installed in accordance with the City of Folsom, California, and shall be installed in accordance with the City of Folsom, California.
6. The system shall be designed to provide uniform coverage of the entire area to be irrigated. The design is based on the most difficult area to irrigate.
7. When field conditions (obstructions, grade changes, etc.) require that the system be modified, the contractor shall submit a written request for approval to the City of Folsom, California, and shall be installed in accordance with the City of Folsom, California.
8. The contractor shall provide a detailed plan of the system, including a detailed plan of the system, including a detailed plan of the system.
9. Check valves or air-draw valves are required on all main lines where they are subject to backflow or where they are subject to backflow.
10. A diagram of the irrigation system shall be provided to the City of Folsom, California, and shall be installed in accordance with the City of Folsom, California.
11. All control valves shall be installed in accordance with the City of Folsom, California, and shall be installed in accordance with the City of Folsom, California.
12. The contractor shall provide a detailed plan of the system, including a detailed plan of the system, including a detailed plan of the system.
13. All irrigation pipes and other shall be guaranteed for a period of 1 year from date of final acceptance.

**DRAINAGE NOTES:**

1. Contractors shall coordinate drainage with the City of Folsom, California, and shall be installed in accordance with the City of Folsom, California.
2. Approved LID measures shall be implemented on site.
3. Contractors shall coordinate drainage with the City of Folsom, California, and shall be installed in accordance with the City of Folsom, California.
4. All final grades shall slope at 2% minimum throughout.
5. Final grades must be maintained at 2% minimum throughout.
6. All areas that cannot be watered or dewatered shall be dewatered using 3\"/>



## **Attachment 8**

### **Street Scene Exhibits, dated October 27, 2020**



PLAN 1 | WESTERN FARMHOUSE

PLAN 2 | CRAFTSMAN

PLAN 3 | CALIFORNIA WINE COUNTRY

PLAN 4 | WESTERN FARMHOUSE

FRONT



PLAN 4 | WESTERN FARMHOUSE

PLAN 3 | CALIFORNIA WINE COUNTRY

PLAN 2 | CRAFTSMAN

PLAN 1 | WESTERN FARMHOUSE

REAR

STREET SCENE

**LENNAR**®

**WHITE ROCK SPRINGS** Folsom, CA

10/27/2020  
#20085  
A-2

Kevin L. Crook  
**Architect**  
Inc.





PLAN THREE | WESTERN FARMHOUSE

PLAN TWO | CALIFORNIA PRAIRIE

PLAN ONE | SPANISH

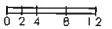
CONCEPTUAL STREET SCENE

**LENNAR**®

**WHITE ROCK SPRINGS**

Folsom, CA

10/27/2020  
#20005  
F-36



**W** woodley  
architectural  
group, inc  
© 2020 WAG



PLAN ONE | SPANISH

PLAN TWO | CALIFORNIA PRAIRIE

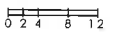
PLAN THREE | WESTERN FARMHOUSE

CONCEPTUAL REAR STREET SCENE

**LENNAR**®

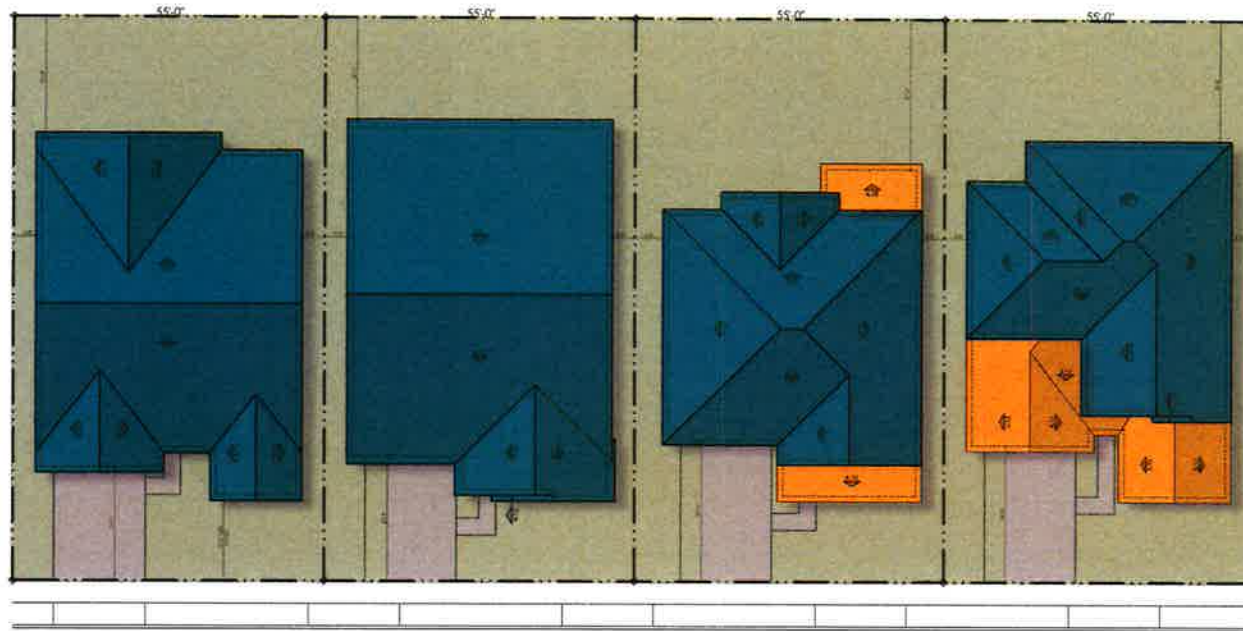
**WHITE ROCK SPRINGS** Folsom, CA

10/27/2020  
#2020-09  
A-38



**W** woodley  
architectural  
group, inc

**Attachment 9**  
**Building Articulation Exhibits**  
**Dated October 27, 2020**



PLAN 1 | WESTERN FARMHOUSE

PLAN 2 | CRAFTSMAN

PLAN 3 | CALIFORNIA WINE COUNTRY

PLAN 4 | WESTERN FARMHOUSE

LEGEND

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

ARTICULATION PLAN

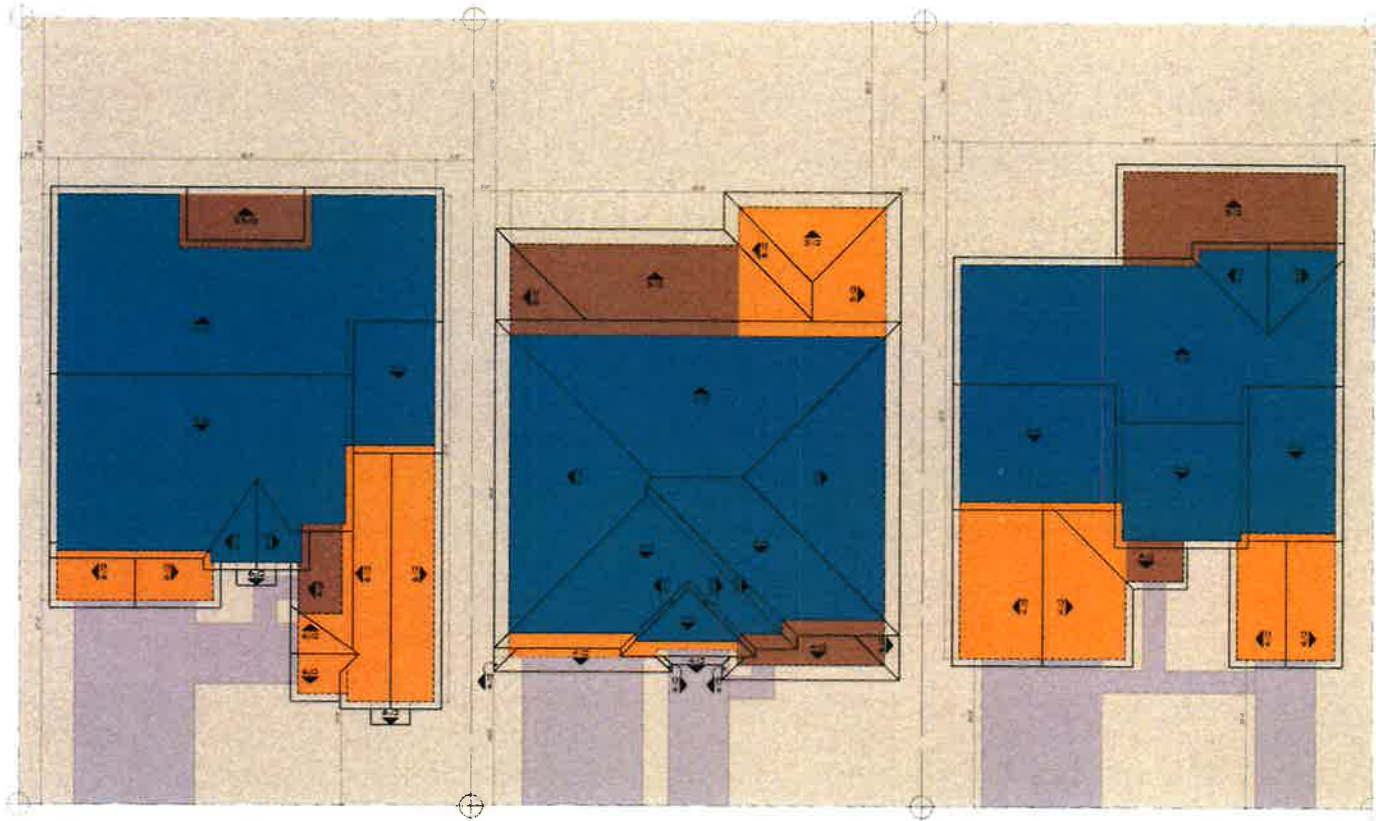


**LENNAR**®

**WHITE ROCK SPRINGS** Folsom, CA

10/27/2020  
#20065  
A-3

Kevin L. Crook  
**Architect**  
Inc



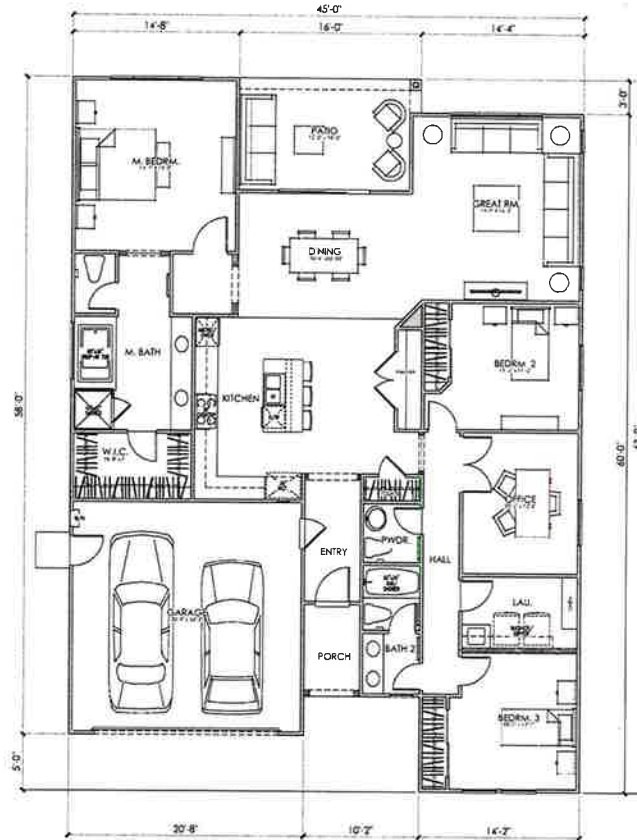
PLAN THREE | WESTERN FARMHOUSE

PLAN TWO | CALIFORNIA PRAIRIE

PLAN ONE | SPANISH

ARTICULATION PLAN

**Attachment 10**  
**Building Elevations and Floor Plans**  
**Dated October 27, 2020**



FLOOR PLAN  
 PLAN 1 (1991 "A")  
 3 BEDROOM, 2.5 BATH, OFFICE

PLAN 1  
 AREA TABULATION

CONDITIONED SPACE	
FIRST FLOOR AREA	1,991 SQ. FT.
TOTAL DWELLING	1,991 SQ. FT.
UNCONDITIONED SPACE	
GARAGE	419 SQ. FT.
PORCH "A", "B" & "C"	39 SQ. FT.
PATIO	153 SQ. FT.



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WHITE ROCK SPRINGS Folsom, CA

Kevin L. Crook  
 Architect  
 Inc.



"A" WESTERN FARMHOUSE

COLOR SCHEME 1



"B" CRAFTSMAN

COLOR SCHEME 4



"C" CALIFORNIA WINE COUNTRY

COLOR SCHEME 7

PLAN 1 (1,991)  
FRONT ELEVATIONS

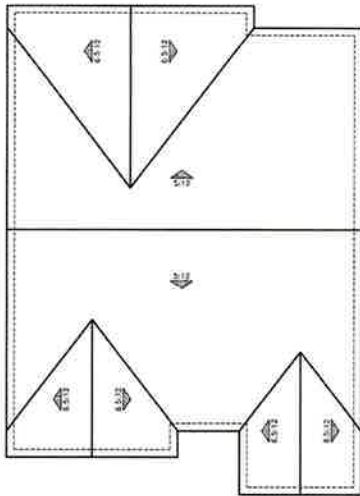


**LENNAR**®

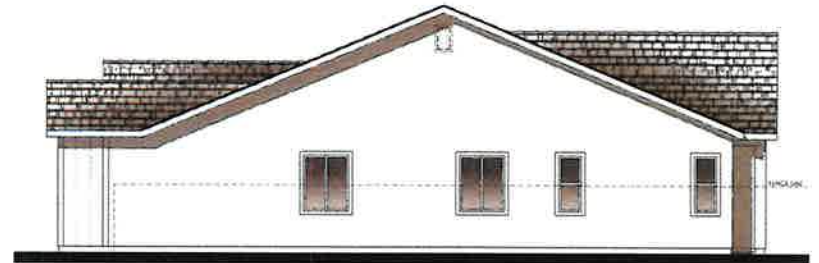
**WHITE ROCK SPRINGS** Folsom, CA

Kevin L. Crook  
**Architect**  
Inc.





**ROOF PLAN**  
 CONCRETE FLAT TILE TYP. U.N.O.  
 EAVE 12" TYP. U.N.O.  
 RAKE 12" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"

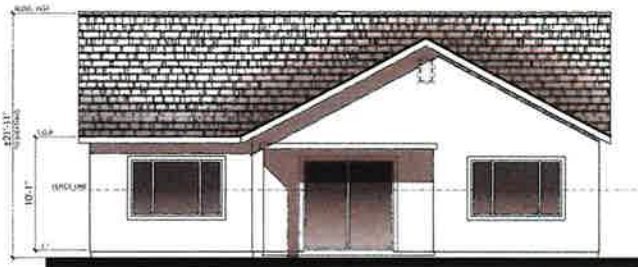


NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION

RIGHT

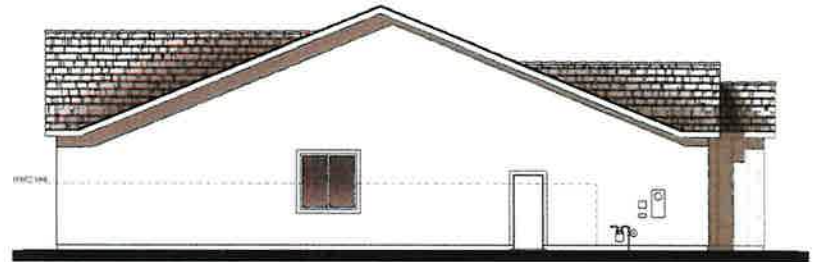
**MATERIALS LEGEND**

- FRONT DOOR: FIBERGLASS
- GARAGE DOOR: METAL SECTIONAL
- ROOF: CONCRETE FLAT SLATE TILE
- FASCIA: 2x6 WOOD
- BARGE: 2x6 WOOD
- WALL: STUCCO/BOARD AND BATTEN
- WINDOWS: VINYL W/ GRIDS
- TRIM: STUCCO OVER RIGID FOAM
- PORCH: WOOD POST AND BEAM
- SHUTTERS: DECORATIVE FOAM



NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION

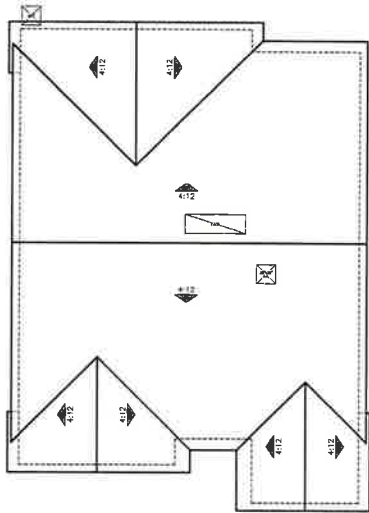
REAR



LEFT

**PLAN 1 (1,991 "A")**  
 WESTERN FARMHOUSE ELEVATION





**ROOF PLAN**  
 CONCRETE FLAT TILE TYP. U.N.O.  
 EAVE 1'-6" TYP. U.N.O.  
 RAKE 1/2" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION

RIGHT

**MATERIALS LEGEND**

- (WHERE OCCURS)
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: CONCRETE FLAT SHAKE TILE
  - ROOF EXTENSIONS: WOOD CORBEL/ KNEE BRACE
  - FASCIA: 2x4 WOOD
  - BARGE: 2x6 WOOD
  - GABLE END: BOARD AND BATTEN
  - WALL: STUCCO/ LAP SIDING
  - WINDOWS: VINYL W/ GRIDS
  - TRIM: STUCCO OVER RIGID FOAM
  - WAINSCOT: BRICK VENEER
  - PORCH: WOOD POST AND BEAM
  - SHUTTERS: DECORATIVE FOAM



NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION

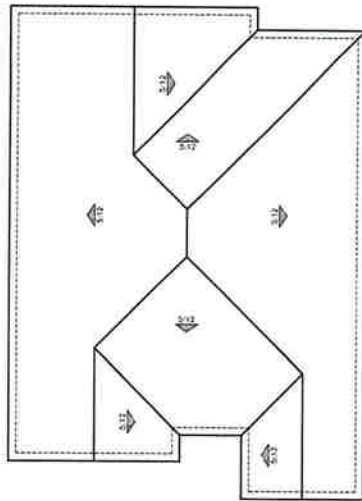
REAR



LEFT

PLAN 1 (1,991 "B")  
 CRAFTSMAN ELEVATION





**ROOF PLAN**  
 CONCRETE FLAT TILE TYP. U.N.O.  
 EAVE 12" TYP. U.N.O.  
 RAKE 12" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



RIGHT

- MATERIALS LEGEND**  
 (WHERE OCCURS)
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: LOW PROFILE "S" TILE
  - FASCIA: 2x4 WOOD
  - BARGE: 2x4 WOOD
  - GABLE END: RECESS STUCCO
  - WALL: STUCCO/ STONE VENEER
  - WINDOWS: VINYL W/ GRIDS
  - TRIM: STUCCO OVER RIGID FOAM
  - PORCH: WOOD POST AND BEAM
  - SHUTTERS: DECORATIVE FOAM



NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION

REAR



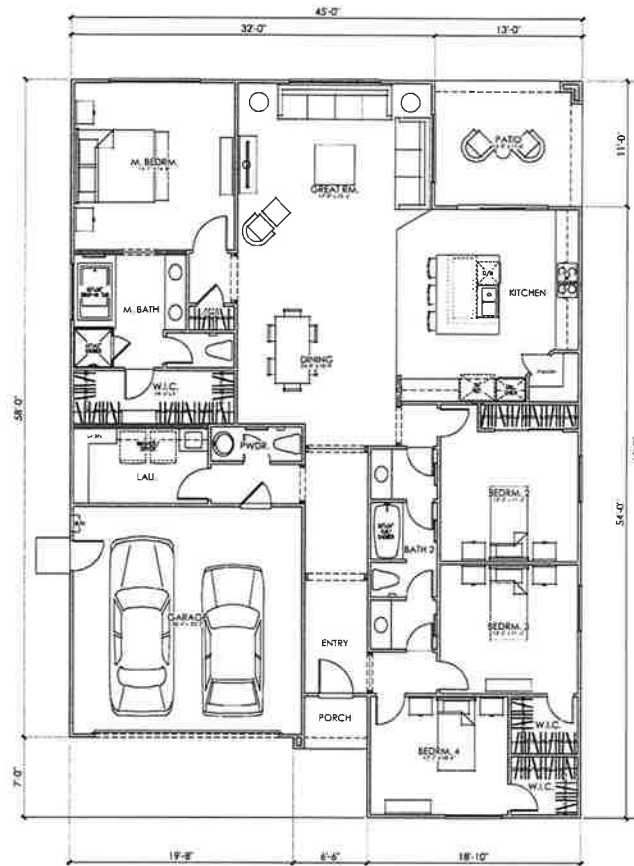
LEFT

PLAN 1 (1,991 "C")  
 CALIFORNIA WINE COUNTRY ELEVATION



**WHITE ROCK SPRINGS** Folsom, CA





FLOOR PLAN  
 PLAN 2 (2162 "A")  
 4 BEDROOM, 2.5 BATH

PLAN 2  
 AREA TABULATION

CONDITIONED SPACE	
FIRST FLOOR AREA	2,162 SQ. FT.
TOTAL DWELLING	2,162 SQ. FT.
UNCONDITIONED SPACE	
GARAGE	417 SQ. FT.
PORCH "A"	27 SQ. FT.
PORCH "B" & "C"	58 SQ. FT.
PATIO	143 SQ. FT.



LENNAR®

WHITE ROCK SPRINGS Folsom, CA

Kevin L. Crook  
 Architect  
 Inc.



"A" WESTERN FARMHOUSE

COLOR SCHEME 2



"B" CRAFTSMAN

COLOR SCHEME 5



"C" CALIFORNIA WINE COUNTRY

COLOR SCHEME 8

PLAN 2 (2,162)  
FRONT ELEVATIONS

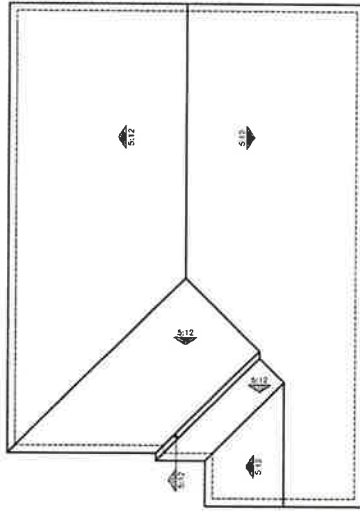


**LENNAR**®

**WHITE ROCK SPRINGS**

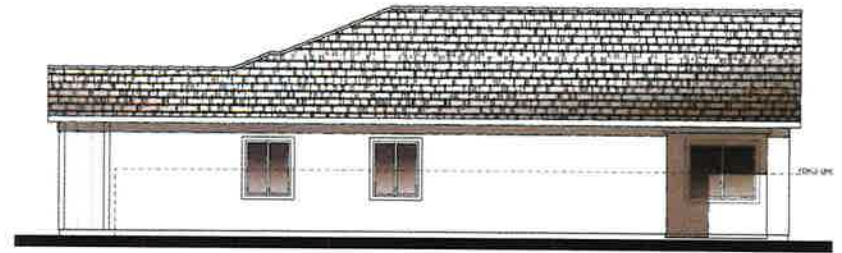
Folsom, CA

Kevin L. Crook  
**Architect**  
Inc.



**ROOF PLAN**  
 CONCRETE FLAT TILE TYP. U.N.O.  
 EAVE 12" TYP. U.N.O.  
 RAKE 12" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"

- MATERIALS LEGEND**  
 (WHERE OCCURS)
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: CONCRETE FLAT SLATE TILE
  - FASCIA: 2x6 WOOD
  - BARGE: 2x6 WOOD
  - WALL: STUCCO/BOARD AND BATTEN
  - WINDOWS: VINYL W/ GRIDS
  - TRIM: STUCCO OVER RIGID FOAM
  - PORCH: WOOD POST AND BEAM
  - SHUTTERS: DECORATIVE FOAM

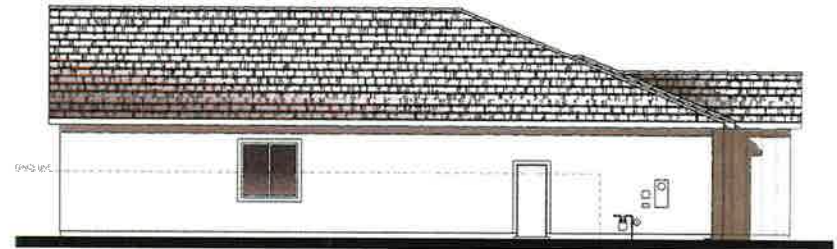


RIGHT



NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION

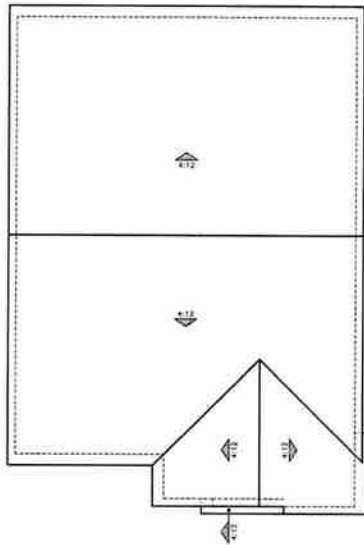
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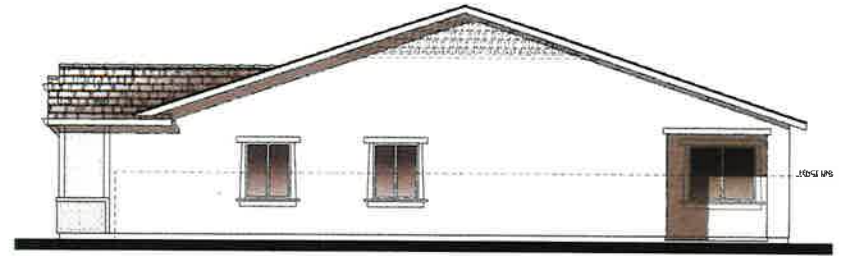
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PLAN 2 (2,162 "A")  
 WESTERN FARMHOUSE ELEVATION





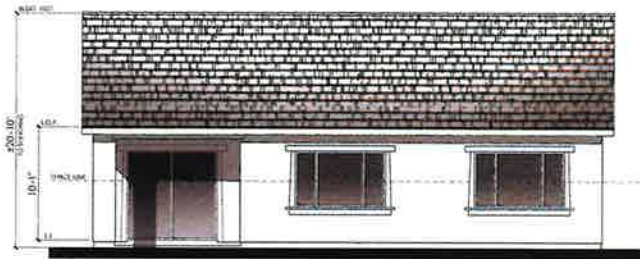
**ROOF PLAN**  
 CONCRETE FLAT TILE TYP. U.N.O.  
 EAVE 1'-8" TYP. U.N.O.  
 RAISE 1/2" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



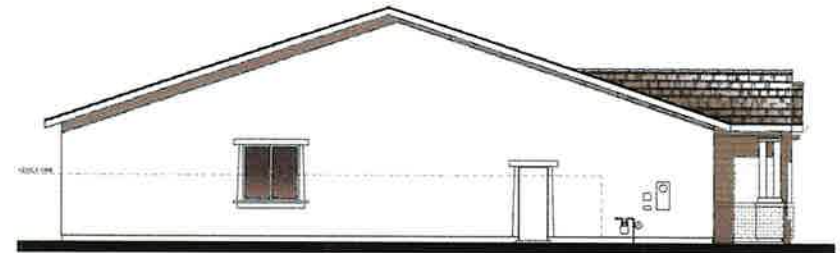
NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION

RIGHT

- MATERIALS LEGEND**  
 (WHERE OCCURS)
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: CONCRETE FLAT SHAKE TILE
  - ROOF EXTENSIONS: WOOD CORBEL/ KNEE BRACE
  - FASCIA: 2x6 WOOD
  - BARGE: 2x6 WOOD
  - GABLE END: BOARD AND BATTEN
  - WALL: STUCCO/ LAP SIDING
  - WINDOWS: VINYL W/ GRIDS
  - TRIM: STUCCO OVER RIGID FOAM
  - WAINSCOT: BRICK VENEER
  - PORCH: WOOD POST AND BEAM
  - SHUTTERS: DECORATIVE FOAM



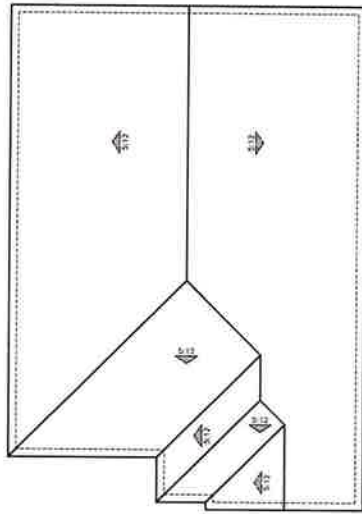
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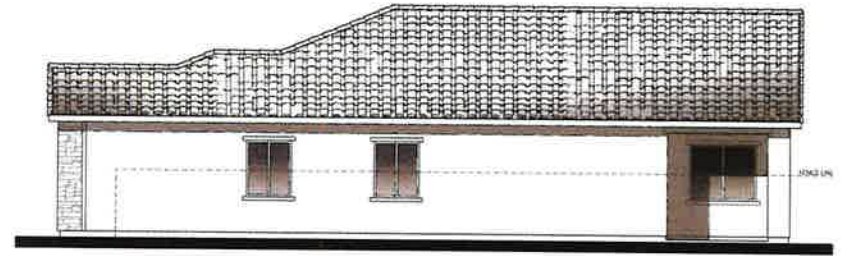
LEFT

PLAN 2 (2,162 "B")  
 CRAFTSMAN ELEVATION





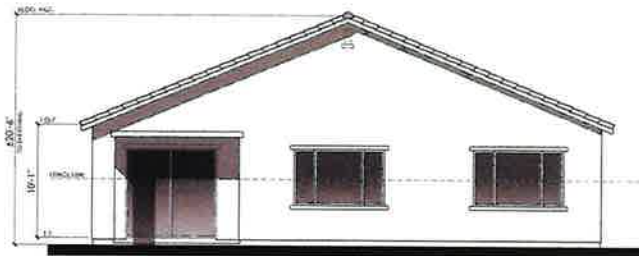
**ROOF PLAN**  
 CONCRETE FLAT TILE TYP. U.N.O.  
 EAVE 1'-2" TYP. U.N.O.  
 RAKE 12" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



RIGHT

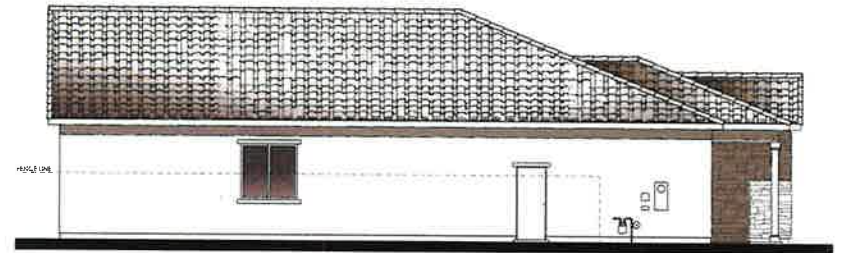
**MATERIALS LEGEND**

- |                |                        |
|----------------|------------------------|
| (WHERE OCCURS) | FIBERGLASS             |
| FRONT DOOR:    | METAL SECTIONAL        |
| GARAGE DOOR:   | LOW PROFILE "S" TILE   |
| ROOF:          | 2x4 WOOD               |
| FASCIA:        | 2x4 WOOD               |
| BARGE:         | RECESS STUCCO          |
| GABLE END:     | STUCCO/ STONE VENEER   |
| WALL:          | VINYL W/ GRIDS         |
| WINDOWS:       | STUCCO OVER RIGID FOAM |
| TRIM:          | WOOD POST AND BEAM     |
| PORCH:         | DECORATIVE FOAM        |
| SHUTTERS:      |                        |



NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION

REAR



LEFT

PLAN 2 (2,162 "C")  
 CALIFORNIA WINE COUNTRY ELEVATION



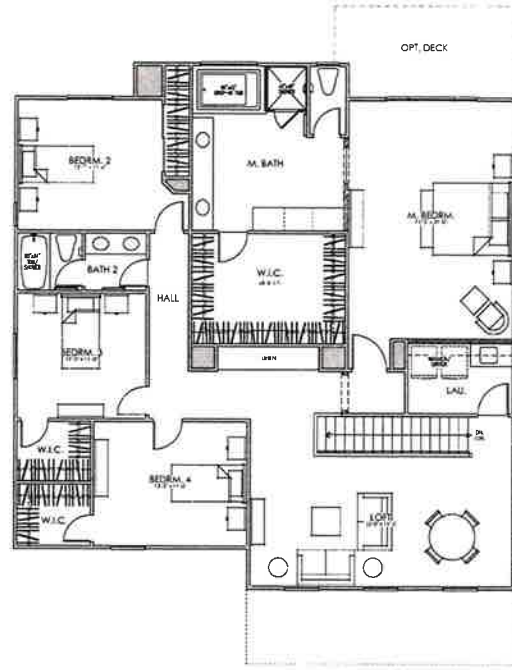
**WHITE ROCK SPRINGS** Folsom, CA

Kevin L. Crank  
**Architect**  
 Inc.

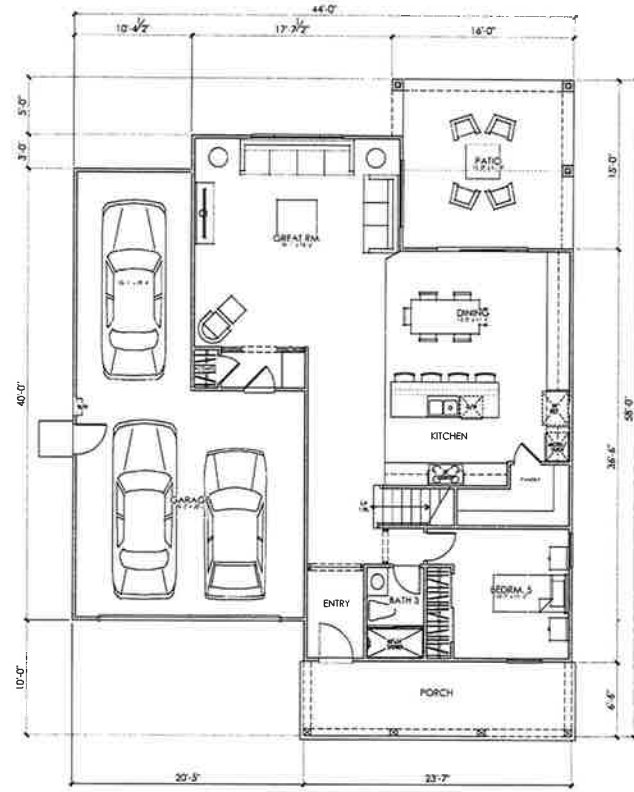




OPT. DECK



SECOND FLOOR PLAN



FIRST FLOOR PLAN

PLAN 3 (3028 "A")  
5 BEDROOM, 3 BATH, LOFT, OPT. DECK

**PLAN 3  
AREA TABULATION**

CONDITIONED SPACE	
FIRST FLOOR AREA	1,173 SQ. FT.
SECOND FLOOR AREA	1,855 SQ. FT.
TOTAL DWELLING	3,028 SQ. FT.
UNCONDITIONED SPACE	
GARAGE	620 SQ. FT.
PORCH "A", "B" & "C"	153 SQ. FT.
PATIO	230 SQ. FT.
OPT. DECK	124 SQ. FT.



WHITE ROCK SPRINGS Folsom, CA





"A" WESTERN FARMHOUSE

COLOR SCHEME 3



"B" CRAFTSMAN

COLOR SCHEME 6



"C" CALIFORNIA WINE COUNTRY

COLOR SCHEME 9

PLAN 3 (3028)  
FRONT ELEVATIONS

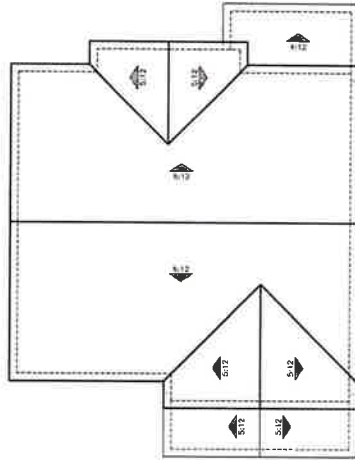


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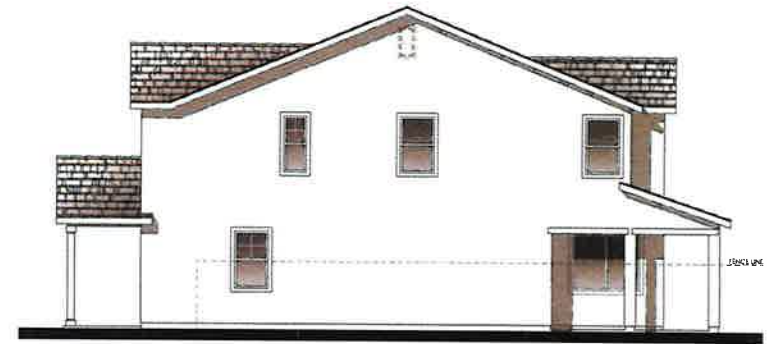
**WHITE ROCK SPRINGS**

Folsom, CA

Kevin L. Crook  
**Architect**  
Inc.



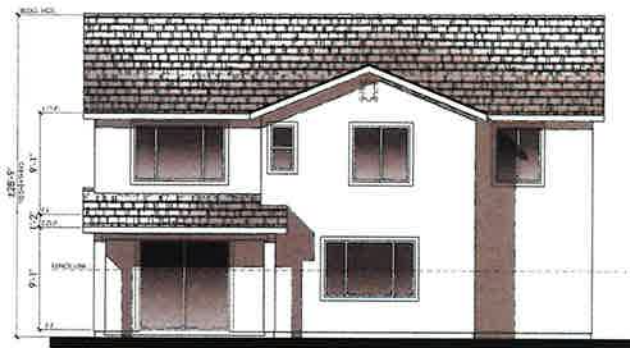
**ROOF PLAN**  
 CONCRETE FLAT TILE TYP. U.N.O.  
 EAVE 12" TYP. U.N.O.  
 RAKE 1/2" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION

RIGHT

- MATERIALS LEGEND**  
 (WHERE OCCURS)
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: CONCRETE FLAT SLATE TILE
  - FASCIA: 2x6 WOOD
  - BARGE: 2x4 WOOD
  - WALL: STUCCO/BOARD AND BATTEN
  - WINDOWS: VINYL W/ GRIDS
  - TRIM: STUCCO OVER RIGID FOAM
  - PORCH: WOOD POST AND BEAM
  - SHUTTERS: DECORATIVE FOAM



NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION

REAR

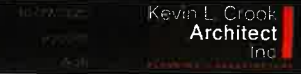


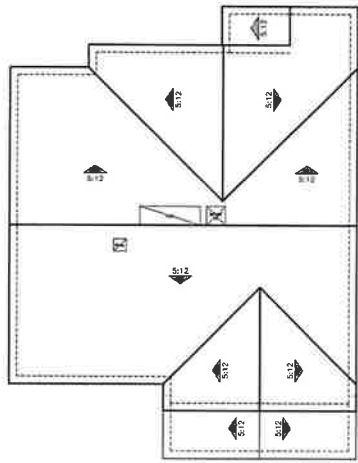
LEFT

PLAN 3 (3028 "A")  
 WESTERN FARMHOUSE ELEVATION

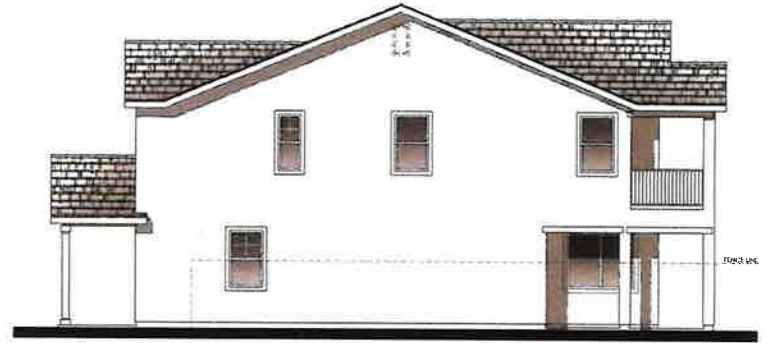


**WHITE ROCK SPRINGS** Folsom, CA





**ROOF PLAN**  
 CONCRETE FLAT TILE TYP. U.N.O.  
 EAVE 12" TYP. U.N.O.  
 RAKE 12" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION

RIGHT

**MATERIALS LEGEND**

- (WHERE OCCURS)
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: CONCRETE FLAT SLATE TILE
  - FASCIA: 2x4 WOOD
  - BARGE: 2x4 WOOD
  - WALL: STUCCO/BOARD AND BATTEN
  - WINDOWS: VINYL W/ GRIDS
  - TRIM: STUCCO OVER RIGID FOAM
  - PORCH: WOOD POST AND BEAM
  - SHUTTERS: DECORATIVE FOAM



NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION

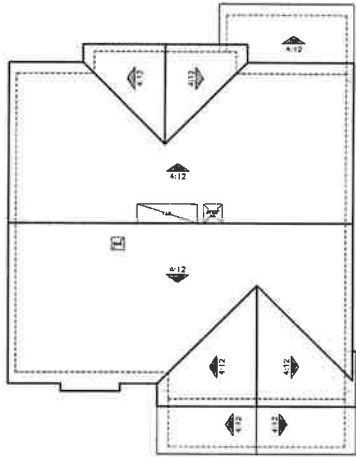
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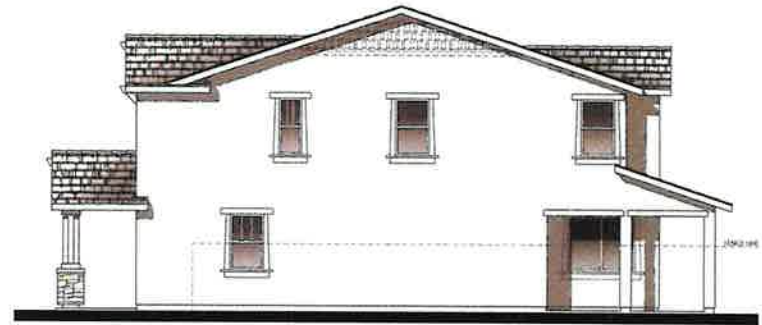
LEFT

PLAN 3 (3028 "A" OPTIONAL DECK)  
 WESTERN FARMHOUSE ELEVATION





**ROOF PLAN**  
 CONCRETE FLAT TILE TYP. U.N.O.  
 EAVE 1'-6" TYP. U.N.O.  
 RAKE 1/2" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"

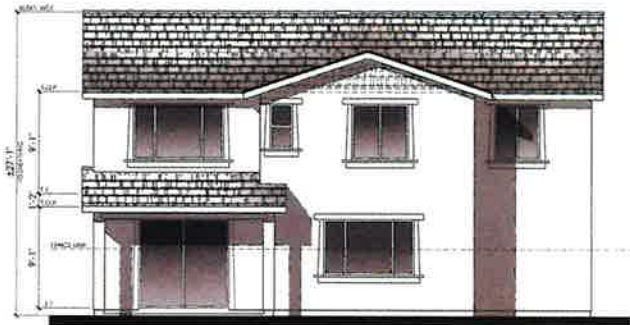


NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION

RIGHT

**MATERIALS LEGEND**

- (WHERE OCCURS)
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: CONCRETE FLAT SHAKE TILE
  - ROOF EXTENSIONS: WOOD CORBEL/ KNEE BRACE
  - FASCIA: 2x6 WOOD
  - BARGE: 2x4 WOOD
  - GABLE END: BOARD AND BATTEN
  - WALL: STUCCO/ LAP SIDING
  - WINDOWS: VINYL W/ GRIDS
  - TRIM: STUCCO OVER RIGID FOAM
  - WAINSCOT: BRICK VENEER
  - PORCH: WOOD POST AND BEAM
  - SHUTTERS: DECORATIVE FOAM



NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION

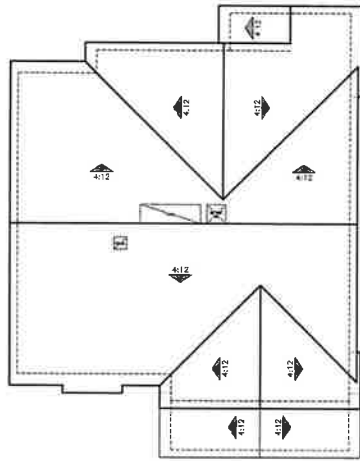
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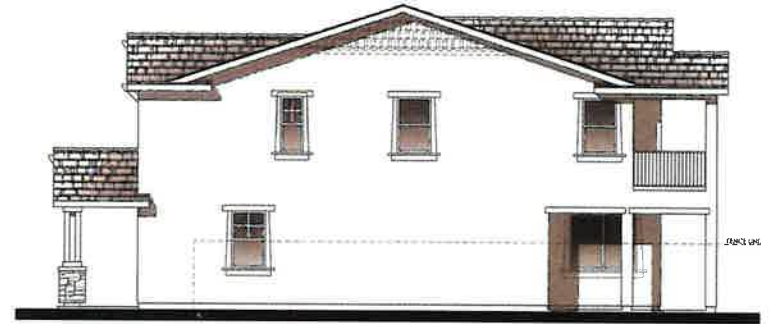
LEFT

PLAN 3 (3,028 "B")  
 CRAFTSMAN ELEVATION





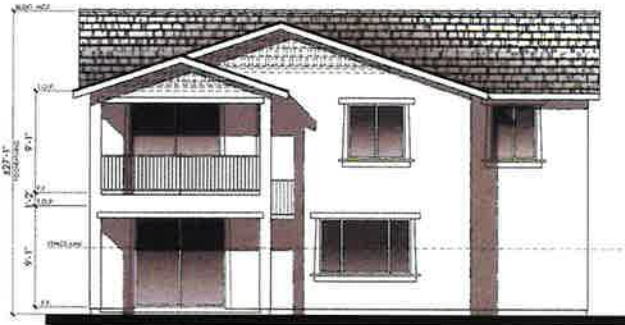
**ROOF PLAN**  
 CONCRETE FLAT TILE TYP. U.N.O.  
 EAVE 1-1/2" TYP. U.N.O.  
 RAKE 1/2" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION

RIGHT

- MATERIALS LEGEND**  
 (WHERE OCCURS)
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: CONCRETE FLAT SHAKE TILE
  - ROOF EXTENSIONS: WOOD CORREL/ KNEE BRACE
  - FASCIA: 2x6 WOOD
  - BARGE: 2x6 WOOD
  - GABLE END: BOARD AND BATTEN
  - WALL: STUCCO/ LAP SIDING
  - WINDOWS: VINYL W/ GRIDS
  - TRIM: STUCCO OVER RIGID FOAM
  - WAINSCOT: BRICK VENEER
  - PORCH: WOOD POST AND BEAM
  - SHUTTERS: DECORATIVE FOAM



NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION

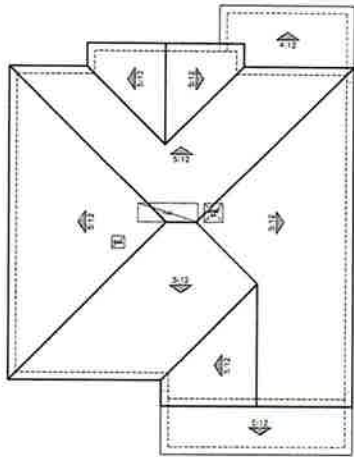
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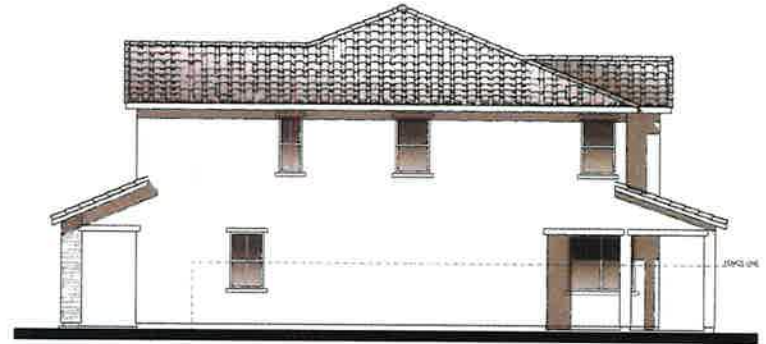
LEFT

**PLAN 3 (3028 "B" OPTIONAL DECK)**  
 CRAFTSMAN ELEVATION



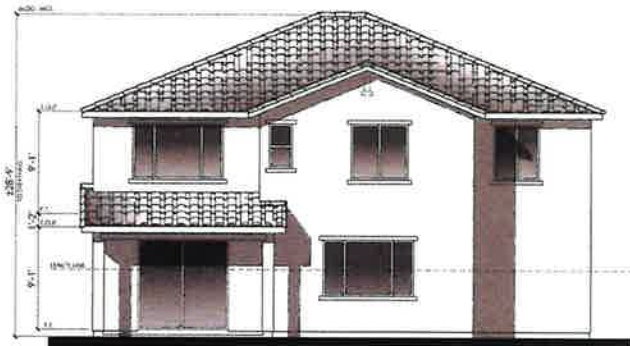


**ROOF PLAN**  
 CONCRETE FLAT TILE TYP. U.N.O.  
 EAVE 12" TYP. U.N.O.  
 RAKE 12" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



RIGHT

- MATERIALS LEGEND**  
 (WHERE CONCERNED)
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: LOW PROFILE "S" TILE
  - FASCIA: 2x6 WOOD
  - BARGE: 2x6 WOOD
  - GABLE END: RECESS STUCCO
  - WALL: STUCCO/ STONE VENEER
  - WINDOWS: VINYL W/ GRIDS
  - TRIM: STUCCO OVER RIGID FOAM
  - PORCH: WOOD POST AND BEAM
  - SHUTTERS: DECORATIVE FOAM



NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION

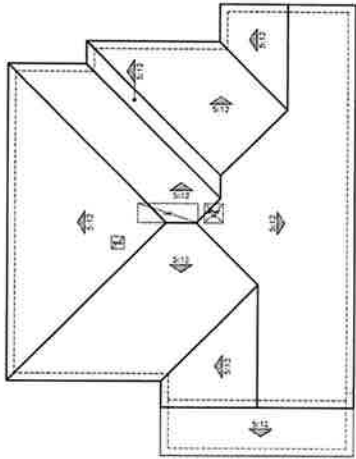
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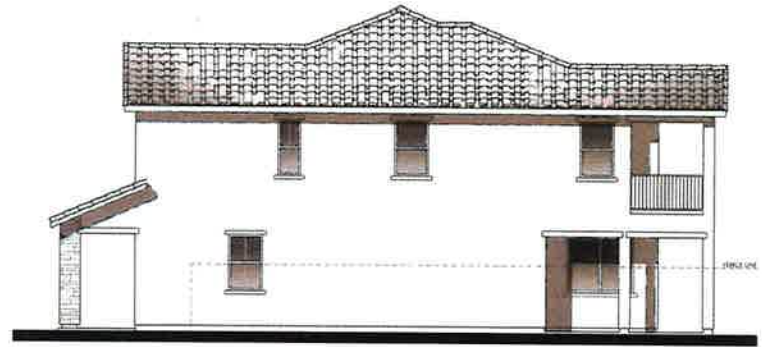
LEFT

PLAN 3 (3,028 "C")  
 CALIFORNIA WINE COUNTRY ELEVATION





**ROOF PLAN**  
 CONCRETE FLAT TILE TYP. U.N.O.  
 BAYE 12" TYP. U.N.O.  
 RAKE 12" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



RIGHT

- MATERIALS LEGEND**  
 (WHERE OCCURS)
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: LOW PROFILE "S" TILE
  - FASCIA: 2x6 WOOD
  - BARGE: 2x6 WOOD
  - GABLE END: RECESS STUCCO
  - WALL: STUCCO/ STONE VENEER
  - WINDOWS: VINYL W/ GRIDS
  - TRIM: STUCCO OVER RIGID FOAM
  - PORCH: WOOD POST AND BEAM
  - SHUTTERS: DECORATIVE FOAM



NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION

REAR

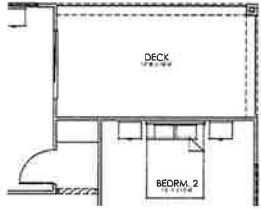


LEFT

PLAN 3 (3028 "C" OPTIONAL DECK)  
 CALIFORNIA WINE COUNTRY ELEVATION



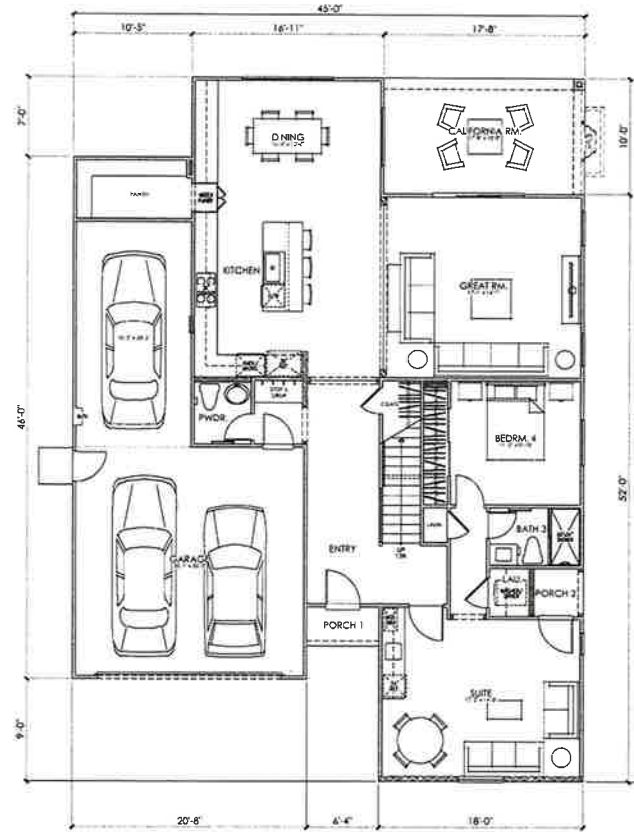




OPT. DECK



SECOND FLOOR PLAN



FIRST FLOOR PLAN

PLAN 4 (3312 "A")

4 BEDROOM, 3.5 BATH, LOFT, SUITE, OPT. DECK

PLAN 4  
AREA TABULATION

	MAIN RESIDENCE	SUITE	TOTAL
FIRST FLOOR AREA	1,083	+ 527	= 1,610 SQ. FT.
SECOND FLOOR AREA	1,702	+ 0	= 1,702 SQ. FT.
TOTAL DWELLING	2,785	+ 527	= 3,312 SQ. FT.

UNCONDITIONED SPACE

GARAGE	627 SQ. FT.
PORCH 1	22 SQ. FT.
PORCH 2	18 SQ. FT.
CALIFORNIA RM.	177 SQ. FT.
OPT. DECK	177 SQ. FT.





"A" WESTERN FARMHOUSE

COLOR SCHEME 1



"B" CRAFTSMAN

COLOR SCHEME 4



"C" CALIFORNIA WINE COUNTRY

COLOR SCHEME 7

PLAN 4 (3312)  
FRONT ELEVATIONS

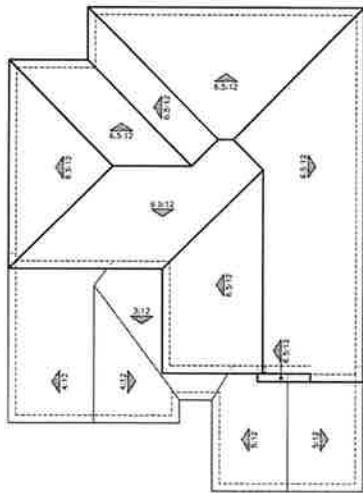


**LENNAR**®

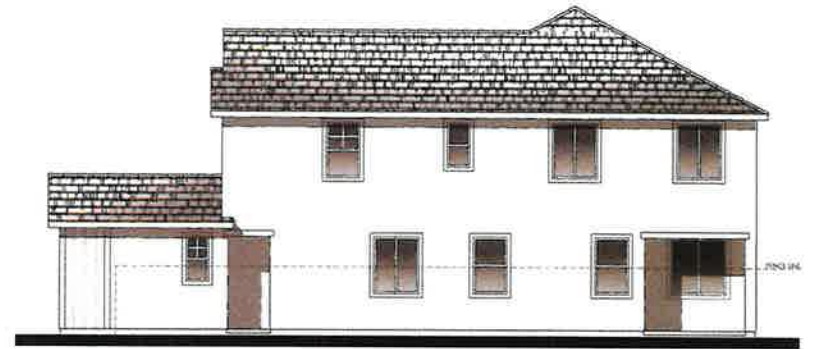
**WHITE ROCK SPRINGS**

Folsom, CA

Kevin L. Crook  
**Architect**  
Inc.



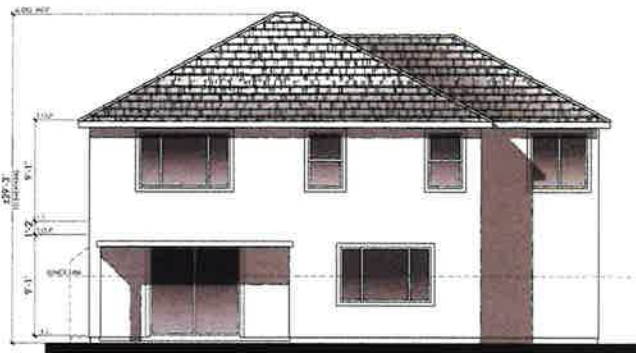
**ROOF PLAN**  
 CONCRETE FLAT TILE TYP. U.N.O.  
 EAVE 12" TYP. U.N.O.  
 RAKE 12" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



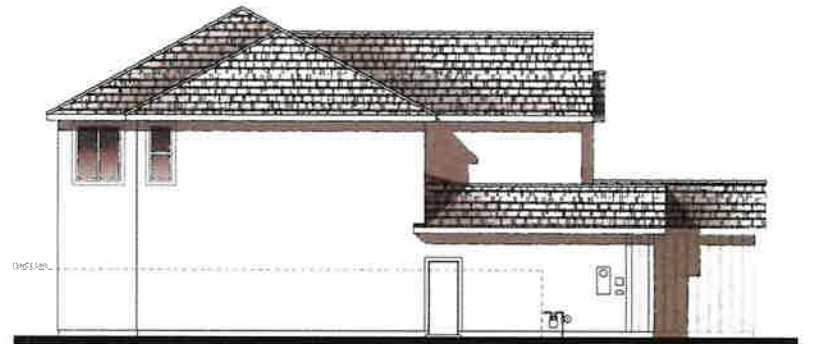
RIGHT

**MATERIALS LEGEND**

- (WHERE COLORS)
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: CONCRETE FLAT SLATE TILE
  - FASCIA: 2x6 WOOD
  - BARGE: 2x6 WOOD
  - WALL: STUCCO/BOARD AND BATTEN
  - WINDOWS: VINYL W/ GRIDS
  - TRIM: STUCCO OVER RIGID FOAM
  - POUCH: WOOD POST AND BEAM
  - SHUTTERS: DECORATIVE FOAM



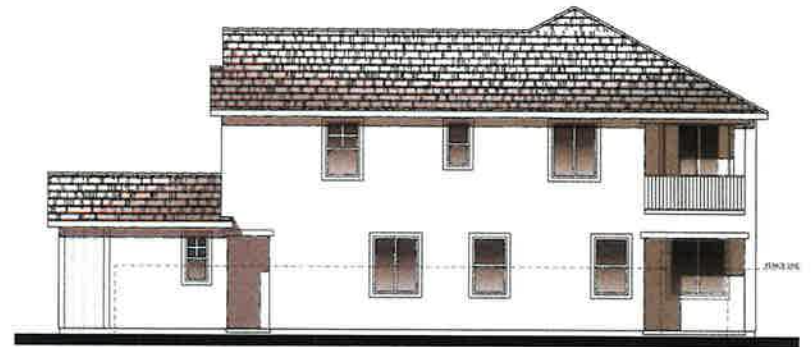
REAR



LEFT

PLAN 4 (3312 "A")  
 WESTERN FARMHOUSE ELEVATION





RIGHT

**MATERIALS LEGEND**

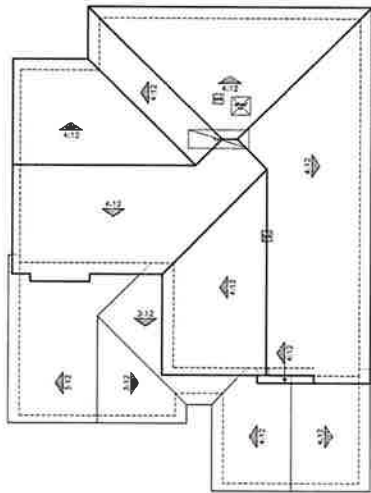
- |              |                          |
|--------------|--------------------------|
| FRONT DOOR:  | FIBERGLASS               |
| GARAGE DOOR: | METAL SECTIONAL          |
| ROOF:        | CONCRETE FLAT SLATE TILE |
| FASCIA:      | 2x4 WOOD                 |
| BARGE:       | 2x6 WOOD                 |
| WALL:        | STUCCO/BOARD AND BATTEN  |
| WINDOWS:     | VINYL W/ GRIDS           |
| TRIM:        | STUCCO OVER RIGID FOAM   |
| PORCH:       | WOOD POST AND BEAM       |
| SHUTTERS:    | DECORATIVE FOAM          |



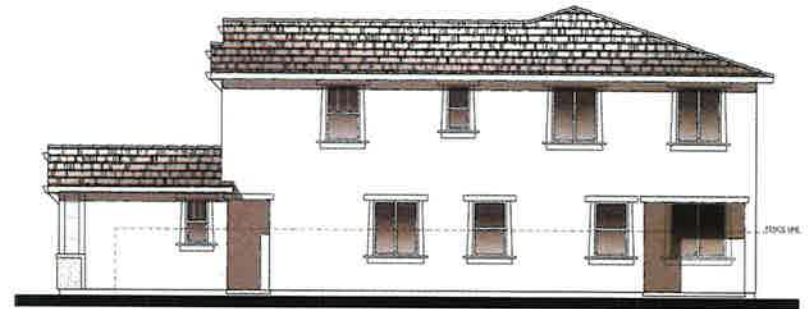
REAR

PLAN 4 (3312 "A" OPTIONAL DECK)  
WESTERN FARMHOUSE ELEVATION



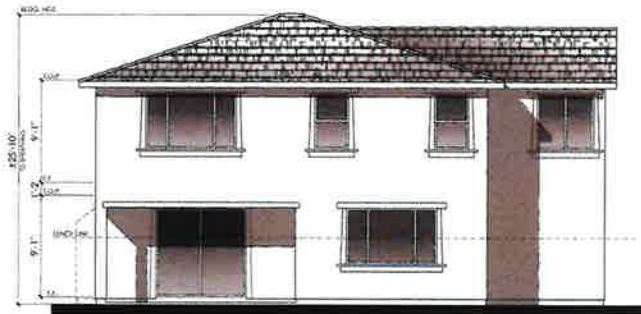


**ROOF PLAN**  
 CONCRETE FLAT TILE TYP. U.N.O.  
 EAVE 1'-6" TYP. U.N.O.  
 RAKE 12" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



RIGHT

- MATERIALS LEGEND**  
 (WHERE OCCURS)
- |                  |                          |
|------------------|--------------------------|
| FRONT DOOR:      | FIBERGLASS               |
| GARAGE DOOR:     | METAL SECTIONAL          |
| ROOF:            | CONCRETE FLAT SHAKE TILE |
| ROOF EXTENSIONS: | WOOD CORBEL/ KNEE BRACE  |
| FASCIA:          | 2x4 WOOD                 |
| BARGE:           | 2x4 WOOD                 |
| GABLE END:       | BOARD AND BATTEN         |
| WALL:            | STUCCO/ LAP SIDING       |
| WINDOWS:         | VINYL W/ GRIDS           |
| TRIM:            | STUCCO OVER RIGID FOAM   |
| WAINSCOT:        | BRICK VENEER             |
| PORCHE:          | WOOD POST AND BEAM       |
| SHUTTERS:        | DECORATIVE FOAM          |



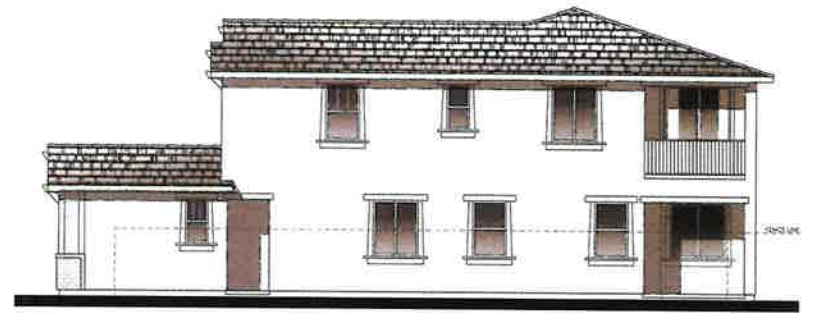
REAR



LEFT

PLAN 4 (3312 "B")  
 CRAFTSMAN ELEVATION

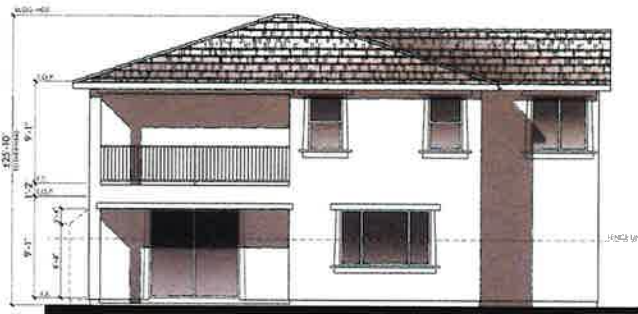




RIGHT

**MATERIALS LEGEND**

- (WHERE OCCURS)
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: CONCRETE FLAT SHAKE TILE
  - ROOF EXTENSIONS: WOOD CORBEL/ KNEE BRACE
  - FASCIA: 2x6 WOOD
  - BARGE: 2x6 WOOD
  - GABLE END: BOARD AND BATTEN
  - WALL: STUCCO/ LAP SIDING
  - WINDOWS: VINYL W/ GRIDS
  - TRIM: STUCCO OVER RIGID FOAM
  - WAINSCOT: BRICK VENEER
  - PORCH: WOOD POST AND BEAM
  - SHUTTERS: DECORATIVE FOAM



REAR

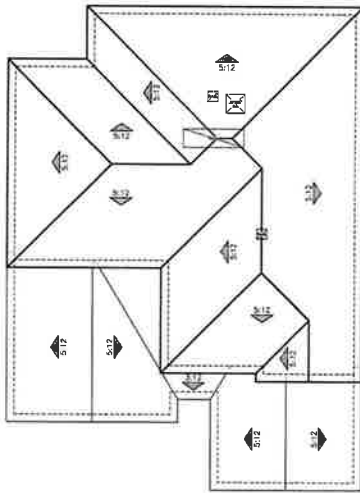
PLAN 4 (3312 "B" OPTIONAL DECK)  
CRAFTSMAN ELEVATION



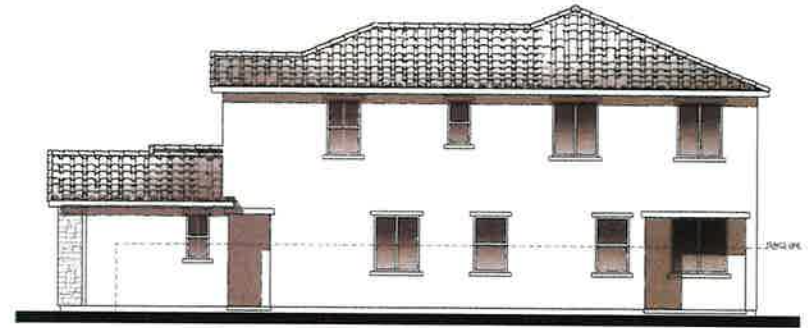
**LENNAR**®

**WHITE ROCK SPRINGS** Folsom, CA

Kevin L. Crook  
**Architect**  
Inc.



**ROOF PLAN**  
 CONCRETE FLAT TILE TYP. U.N.O.  
 EAVE 12" TYP. U.N.O.  
 RAKE 12" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"

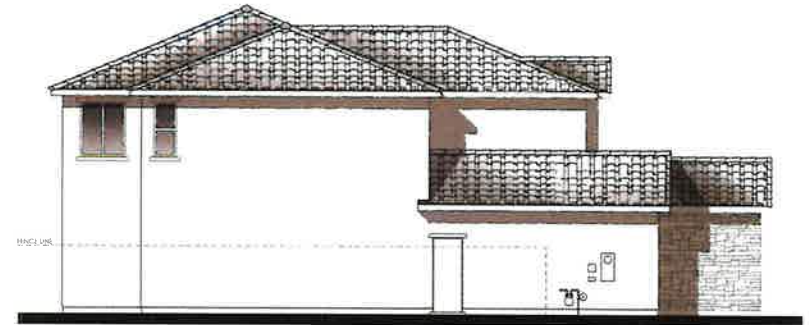


RIGHT

- MATERIALS LEGEND**  
 (WHERE OCCURS)
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: LOW PROFILE S-TILE
  - FASCIA: 2x6 WOOD
  - BARGE: 2x6 WOOD
  - GABLE END: RECESS STUCCO
  - WALL: STUCCO/ STONE VENEER
  - WINDOWS: VINYL W/ GRIDS
  - TRIM: STUCCO OVER RIGID FOAM
  - PORCH: WOOD POST AND BEAM/ DECORATIVE FOAM
  - SHUTTERS:



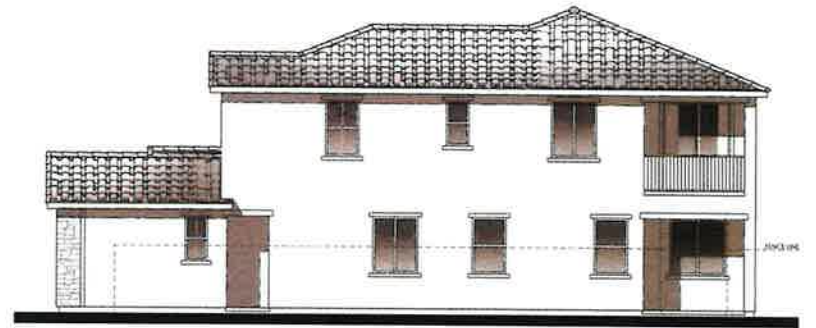
REAR



LEFT

PLAN 4 (3312 "C")  
 CALIFORNIA WINE COUNTRY ELEVATION





RIGHT

**MATERIALS LEGEND**

- (WHERE OCCURS):
- FRONT DOOR: FIBERGLASS
  - GARAGE DOOR: METAL SECTIONAL
  - ROOF: LOW PROFILE "S" TILE
  - FASCIA: 2x6 WOOD
  - BARGE: 2x4 WOOD
  - GABLE END: RECESS STUCCO
  - WALL: STUCCO / STONE VENEER
  - WINDOWS: VINYL W/ GRIDS
  - TRIM: STUCCO OVER RIGID FOAM
  - PORCH: WOOD POST AND BEAM
  - SHUTTERS: DECORATIVE FOAM



REAR

PLAN 4 (3312 "C" OPTIONAL DECK)  
CALIFORNIA WINE COUNTRY ELEVATION

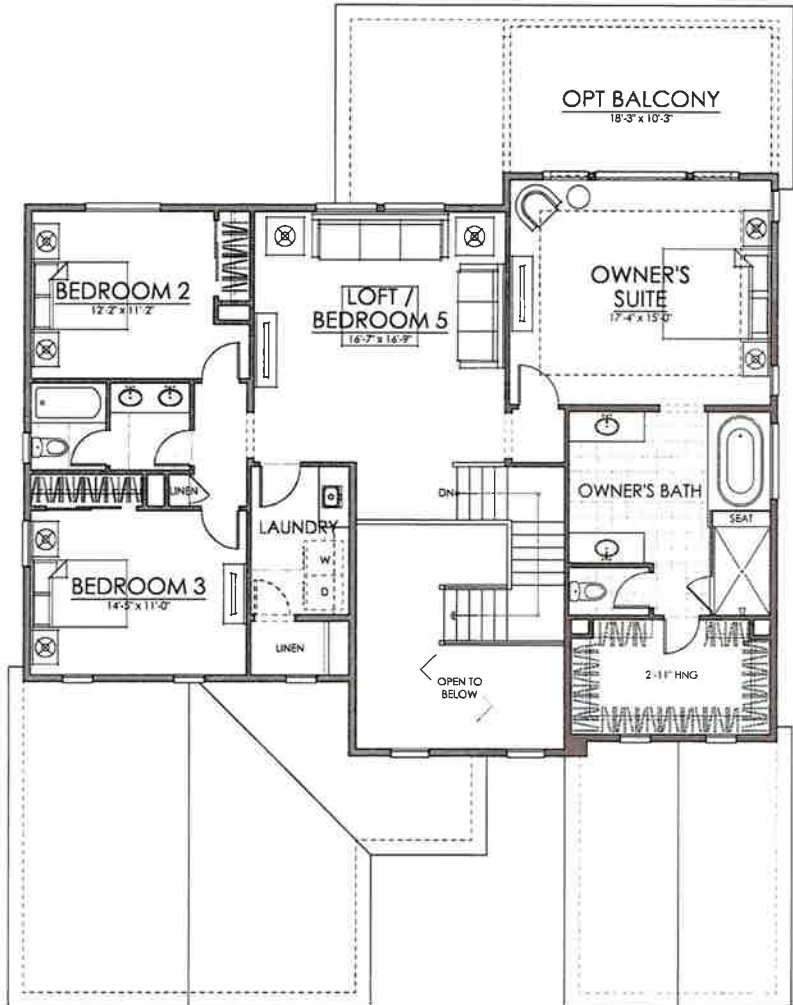


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**WHITE ROCK SPRINGS** Folsom, CA

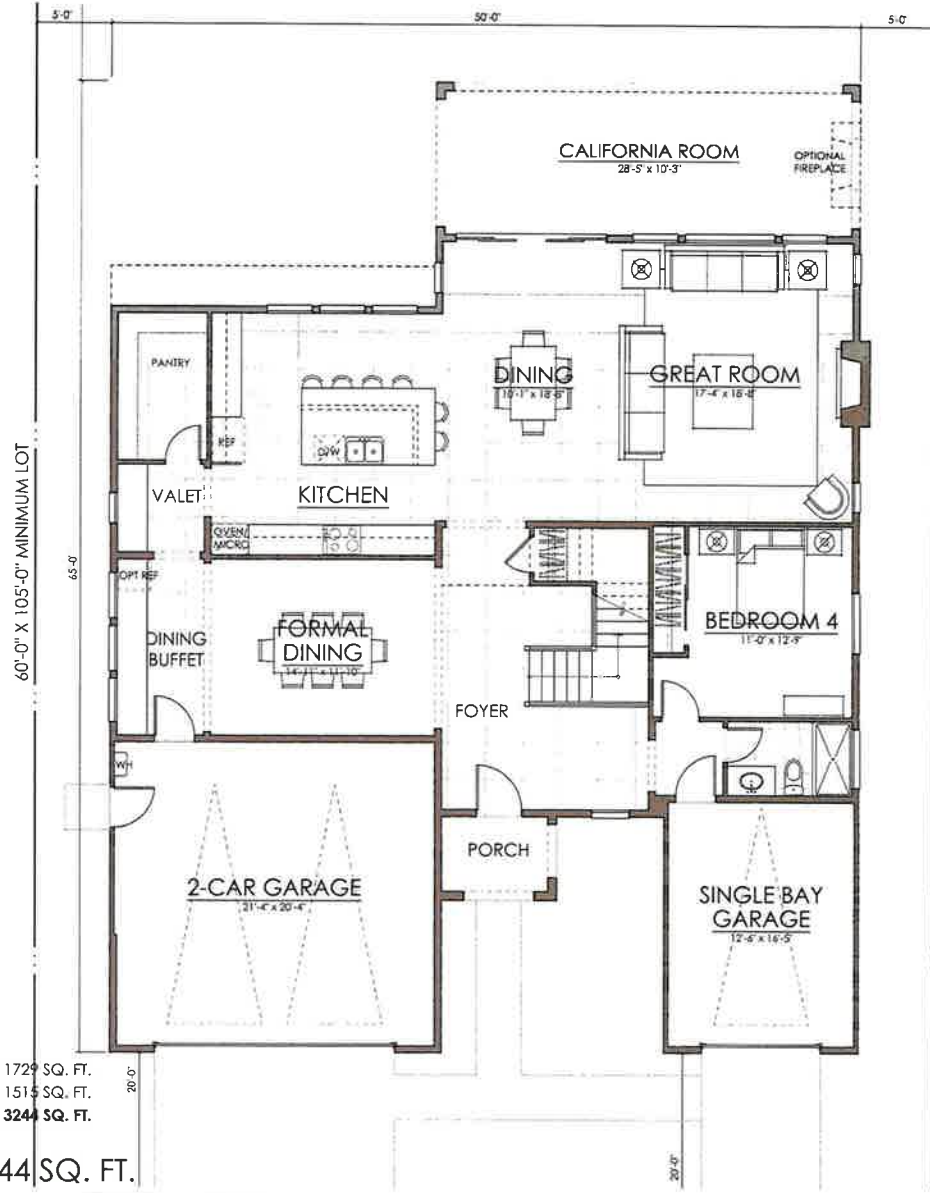
Kevin L. Crook  
**Architect**  
Inc.





FIRST FLOOR  
SECOND FLOOR  
TOTAL LIVING

1729 SQ. FT.  
1515 SQ. FT.  
3244 SQ. FT.



PLAN ONE | 3244 SQ. FT.



# WHITE ROCK SPRINGS

Folsom, CA



- MATERIAL NOTES elevation A**
1. CONCRETE S' ROOF TILE
  2. STUCCO
  3. STUCCO WRAPPED FOAM TRIM
  4. DECORATIVE SHUTTERS
  5. DECORATIVE CLAY PIPE
  6. BRICK VENEER



elevationA-SPANISH

- MATERIAL NOTES elevation B**
1. CONCRETE FLAT ROOF TILE
  2. BRICKS
  3. CEMENTITIOUS 12" BOARD & BATT
  4. BRICK VENEER
  5. METAL ROOF
  6. WOOD POSTS & BRACKETS
  7. DECORATIVE SHUTTERS



elevationB-WESTERN FARMHOUSE

- MATERIAL NOTES elevation C**
1. CONCRETE FLAT ROOF TILE
  2. STUCCO
  3. STUCCO WRAPPED FOAM TRIM
  4. CULTURED STONE VENEER



elevationC-CALIFORNIA PRAIRIE

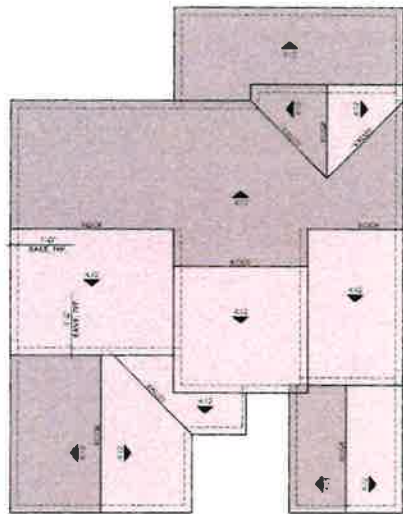
PLAN ONE

LENNAR

WHITE ROCK SPRINGS - Folsom, CA

202



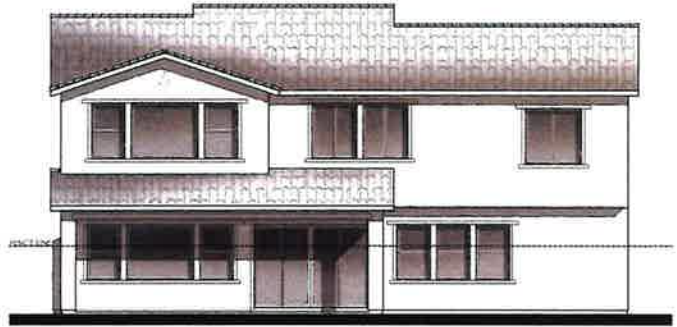


**ROOF PLAN**  
 CONCRETE TILE TYP. U.N.O.  
 EAVE 12" TYP. U.N.O.  
 RAKE 12" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



RIGHT

NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION



REAR

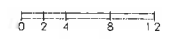
NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION



LEFT

NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION

PLAN 1 (3244 "A")  
 SPANISH ELEVATION

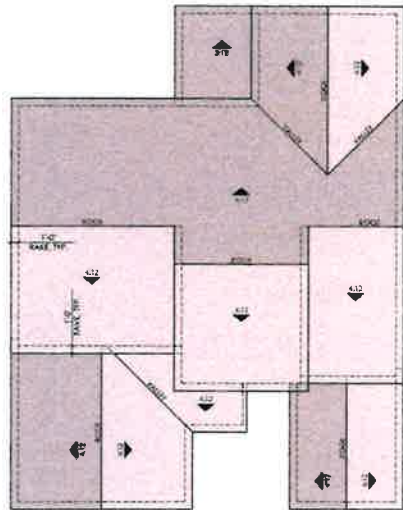


**WHITE ROCK SPRINGS**

Folsom, CA

10/22/2010  
 #10005  
 A-10

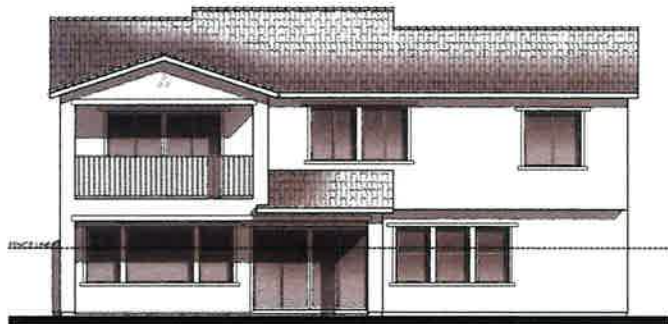




**ROOF PLAN**  
 CONCRETE S TILE TYP. U.N.O.  
 RAVE 12° TYP. U.N.O.  
 RAKE 12° TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



RIGHT



REAR



LEFT

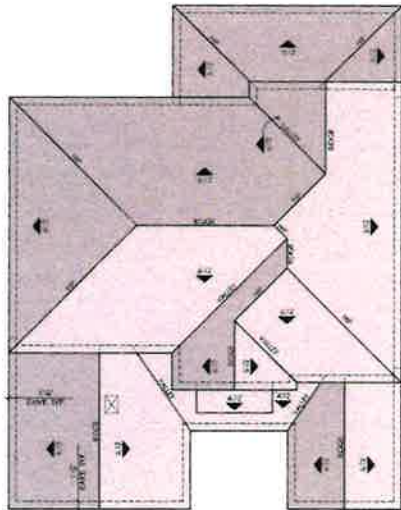
PLAN 1 (3244 "A") | OPT. BALCONY  
 SPANISH ELEVATION



**WHITE ROCK SPRINGS** Folsom, CA

10/27/2020  
 PROJECT  
 A-1





ROOF PLAN  
 CONCRETE FLAT TILE TYP. U.N.O.  
 EAVE 12 TYP. U.N.O.  
 RAKE 12 TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



RIGHT

NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION



REAR

NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION



LEFT

NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION

PLAN 1 (3244 "B")  
 WESTERN FARMHOUSE ELEVATION

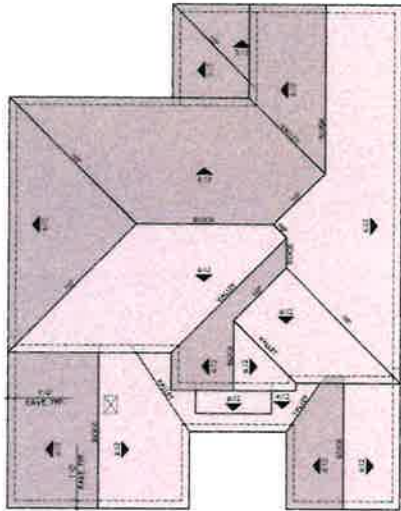


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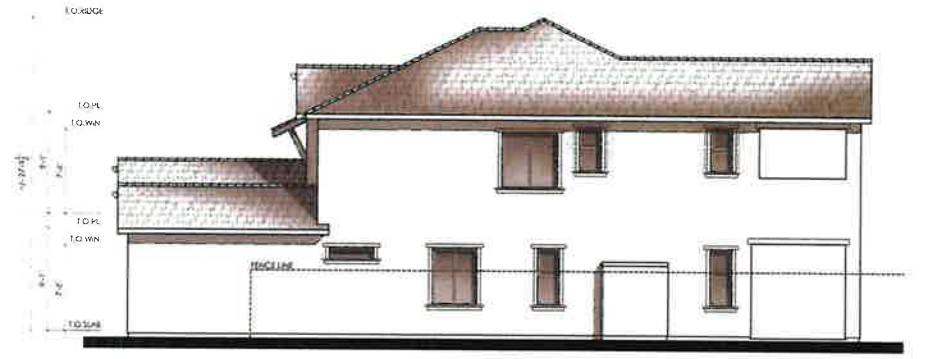
WHITE ROCK SPRINGS Folsom, CA

10/22/2010  
 #100266  
 A-12

woodley  
 architectural  
 group, inc  
 801 - 710-2000

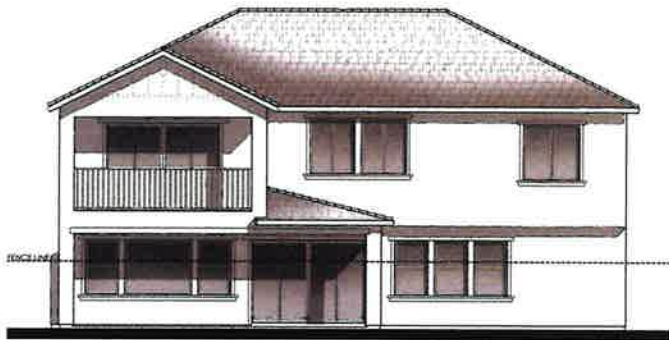


**ROOF PLAN**  
 CONCRETE FLAT TILE TYP. U.N.O.  
 EAVE 12" TYP. U.N.O.  
 RAKE 12" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



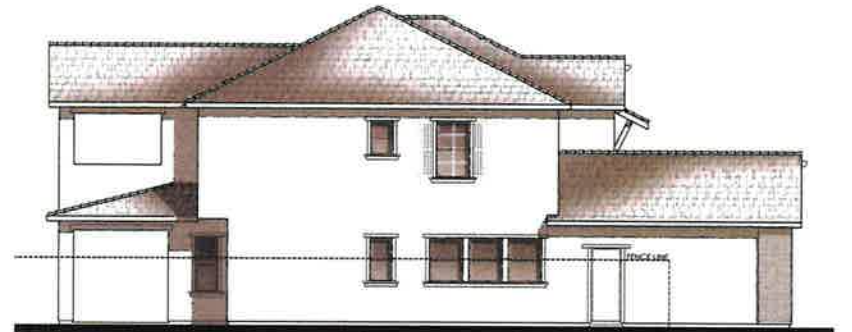
RIGHT

NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION



REAR

NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION



LEFT

NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION

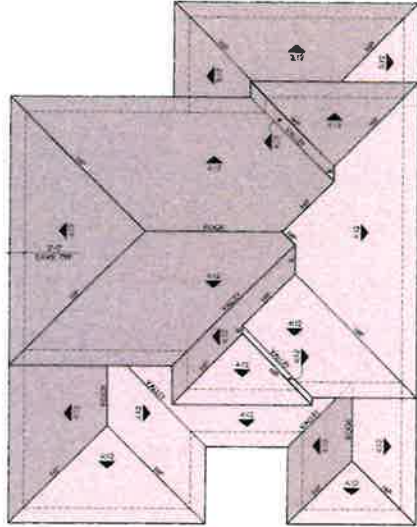
PLAN 1 (3244 "B") | OPT. BALCONY  
 WESTERN FARMHOUSE ELEVATION



**WHITE ROCK SPRINGS** Folsom, CA

10/11/2020  
 202009  
 A-10

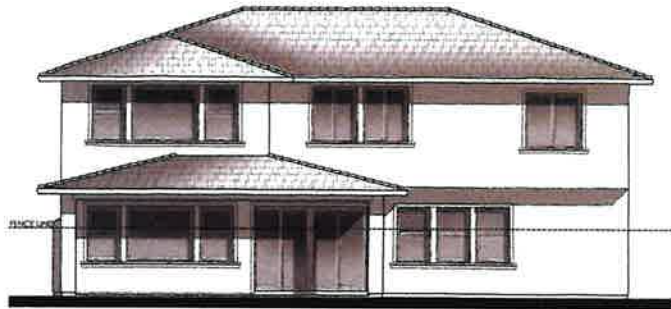




**ROOF PLAN**  
 CONCRETE PLATE TYP. U.N.O.  
 EAVE 2 TYP. U.N.O.  
 RAISE 2 TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



RIGHT



REAR



LEFT

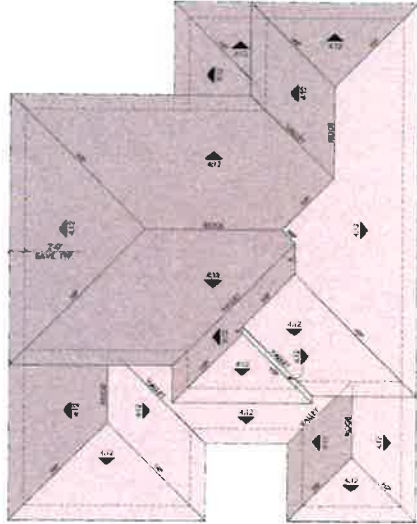
PLAN 1 (3244 "C")  
 CALIFORNIA PRAIRIE ELEVATION



**WHITE ROCK SPRINGS** Folsom, CA

10/23/2020  
 12:00 PM  
 A-44





**ROOF PLAN**  
 CONCRETE FLAT TILE TYP. U.N.O.  
 EAVE 2" TYP. U.N.O.  
 RAISE 2" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



RIGHT



REAR



LEFT

PLAN 1 (3244 "C") | OPT. BALCONY  
 CALIFORNIA PRAIRIE ELEVATION

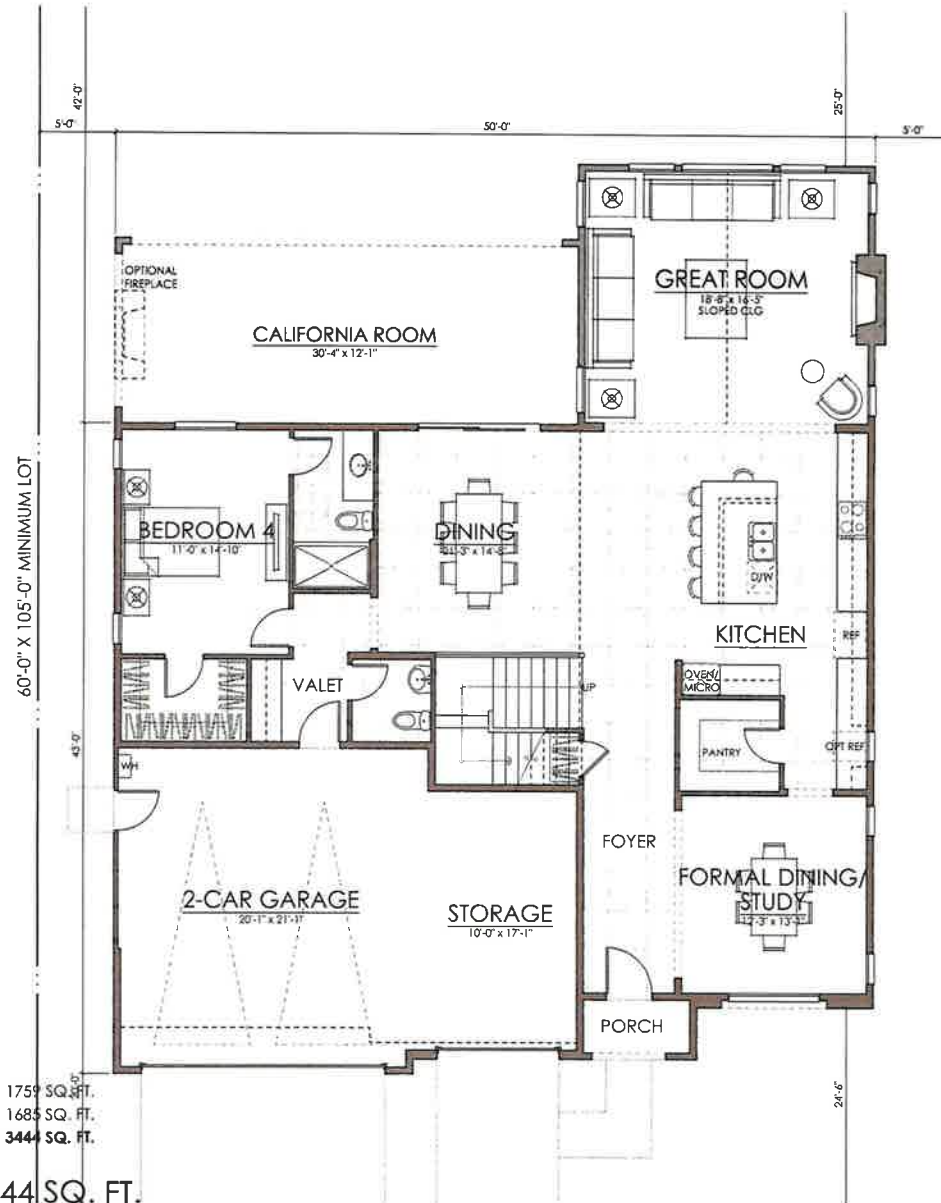
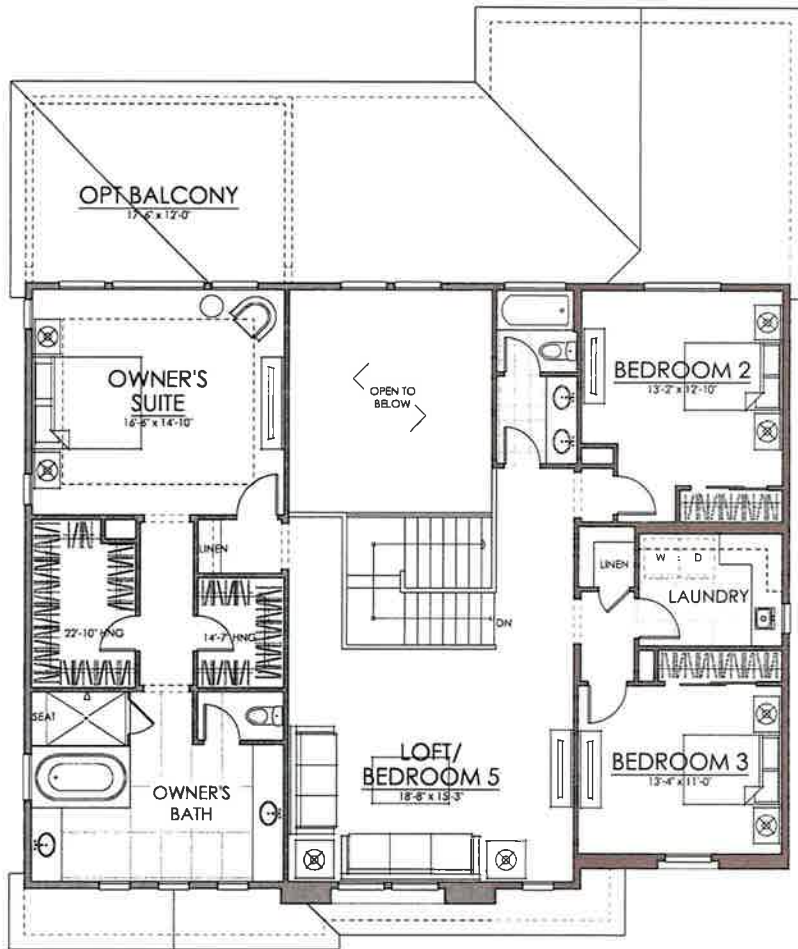


**WHITE ROCK SPRINGS** Folsom, CA

10/22/2020  
 #70005  
 A-46







FIRST FLOOR 1759 SQ. FT.  
 SECOND FLOOR 1685 SQ. FT.  
 TOTAL LIVING 3444 SQ. FT.

PLAN TWO | 3444 SQ. FT.



WHITE ROCK SPRINGS Folsom, CA

10/27/2021  
 P0006  
 A-05



- MATERIAL NOTES-elevation A
1. CONCRETE 5' ROOF TILE
  2. STUCCO
  3. STUCCO WRAPPED FOAM IRM
  4. CEMENTIOUS WOOD ACCENT
  5. BRICK VENEER
  6. DECORATIVE CLAY PIPE
  7. DECORATIVE WROUGHT IRON



elevationA-SPANISH

- MATERIAL NOTES-elevation B
1. CONCRETE FLAT ROOF TILE
  2. BRICK
  3. CEMENTIOUS 1 1/2" BOARD & BATT
  4. BRICK VENEER
  5. WOOD POSTS & BRACKETS
  6. DECORATIVE SHUTTERS



elevationB-WESTERN FARMHOUSE

- MATERIAL NOTES-elevation C
1. CONCRETE FLAT ROOF TILE
  2. STUCCO
  3. STUCCO WRAPPED FOAM IRM
  4. CULTURED STONE VENEER



elevationC-CALIFORNIA PRAIRIE

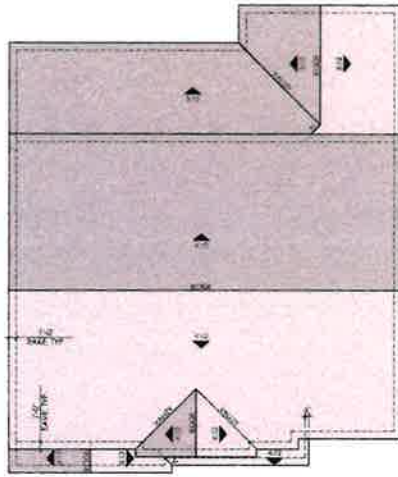
PLAN TWO

LENNAR

WHITE ROCK SPRINGS, Folsom, CA

210



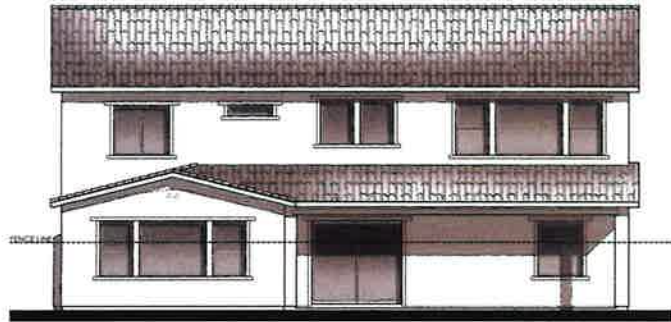


ROOF PLAN  
 CONCRETE S TILE TYP. U.N.O.  
 EAVE 12" TYP. U.N.O.  
 RAKE 12" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



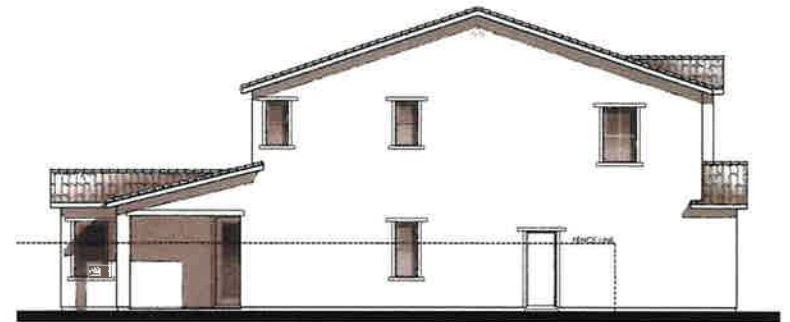
RIGHT

NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION



REAR

NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION



LEFT

NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION

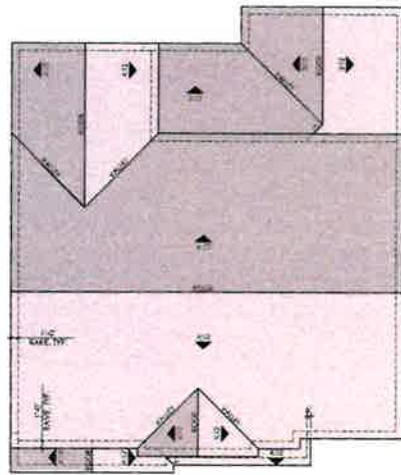
PLAN 2 (3444 "A")  
 SPANISH ELEVATION



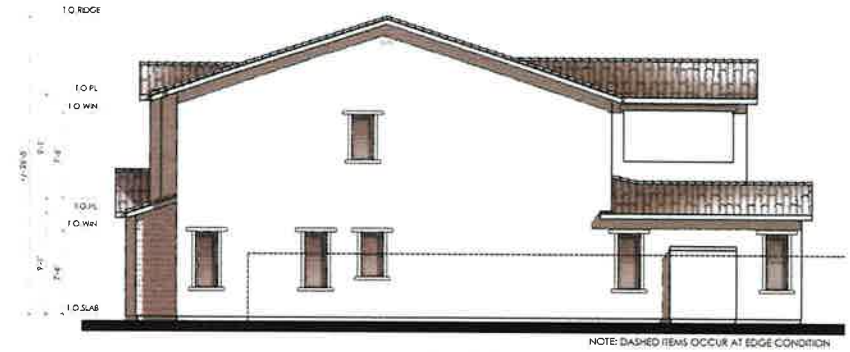
WHITE ROCK SPRINGS Folsom, CA

10/22/2010  
 W00106  
 A-B





**ROOF PLAN**  
 CONCRETE TILE TYP. U.N.O.  
 EAVE 12" TYP. U.N.O.  
 RAKE 12" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



RIGHT



REAR



LEFT

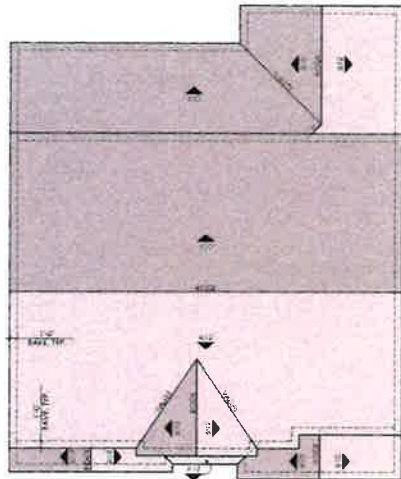
PLAN 2 (3444 "A") | OPT. BALCONY  
 SPANISH ELEVATION



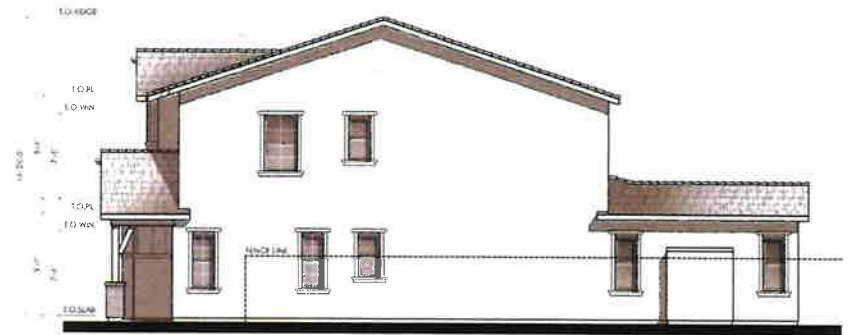
**WHITE ROCK SPRINGS** Folsom, CA

10/27/2010  
 11:00:05  
 A.dg



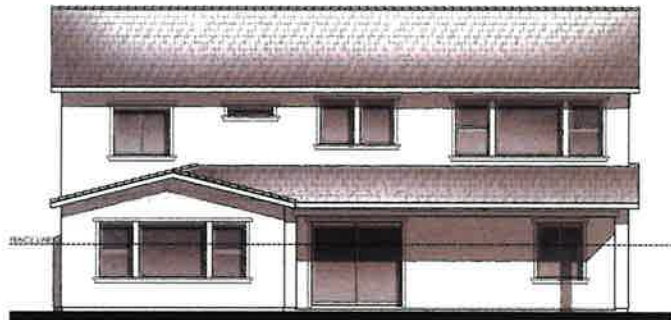


**ROOF PLAN**  
 CONCRETE FLAT TILE TYP. U.N.O.  
 EAVE 12" TYP. U.N.O.  
 RAKE 12" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



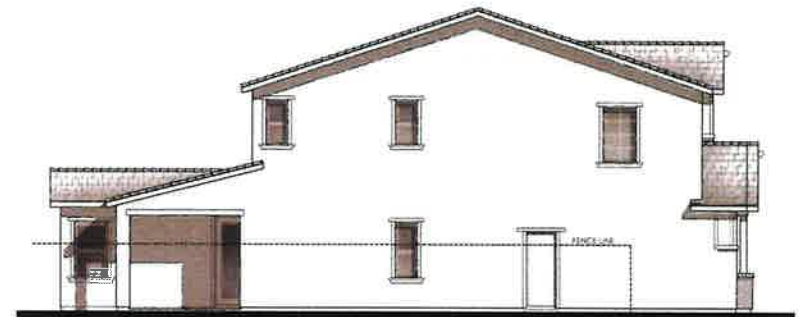
RIGHT

NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION



REAR

NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION



LEFT

NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION

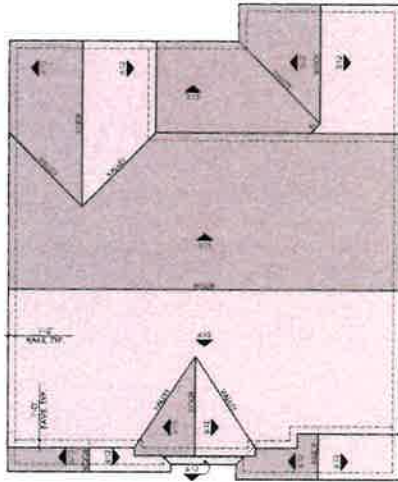
PLAN 2 (3444 "B")  
 WESTERN FARMHOUSE ELEVATION



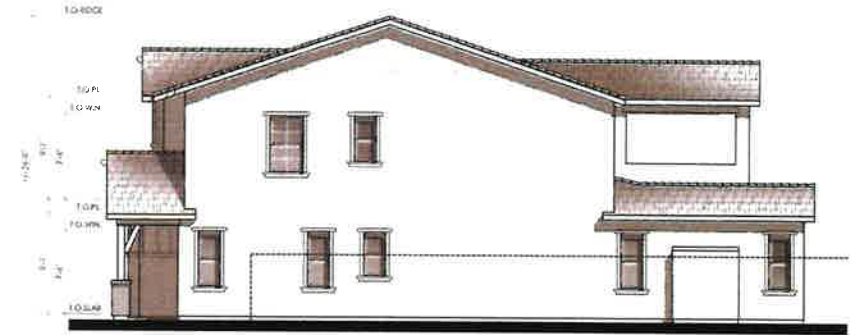
**WHITE ROCK SPRINGS** Folsom, CA

10/27/2010  
 10/26/10  
 A-60

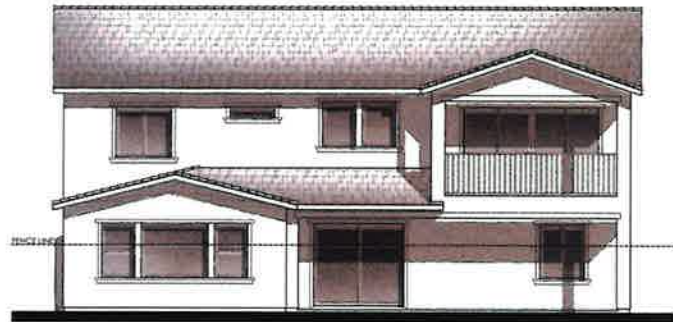




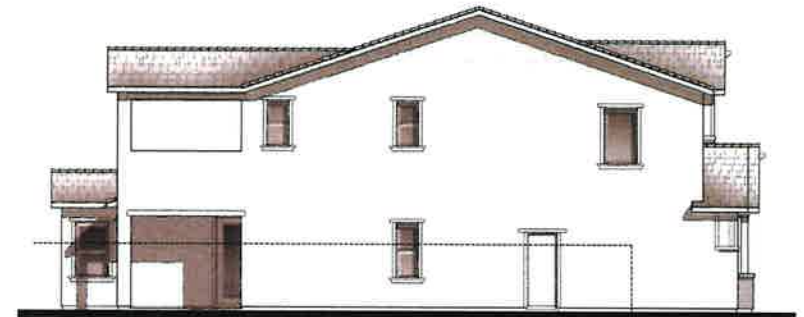
**ROOF PLAN**  
 CONCRETE FLAT TILE TYP. U.N.O.  
 GABLE 12 TYP. U.N.O.  
 GABLE 12 TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



RIGHT



REAR



LEFT

PLAN 2 (3444 "B") | OPT. BALCONY  
 WESTERN FARMHOUSE ELEVATION

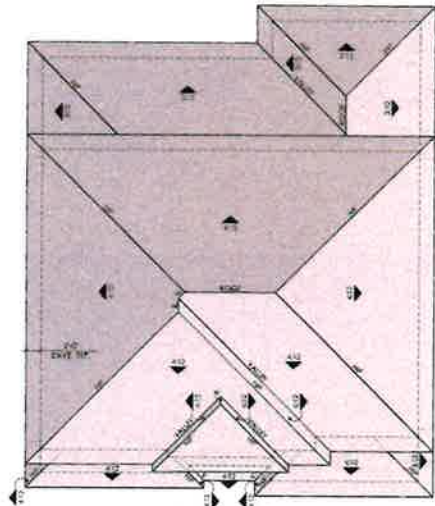


**LENNAR**®

**WHITE ROCK SPRINGS** Folsom, CA

10/27/2020  
 12/30/20  
 A-B

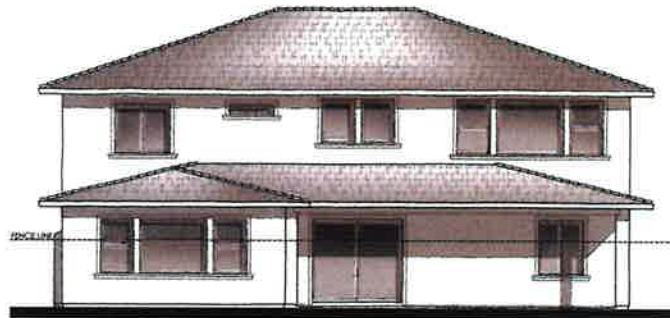
**woodley architectural group, inc.**  
 2020 © WOODLEY



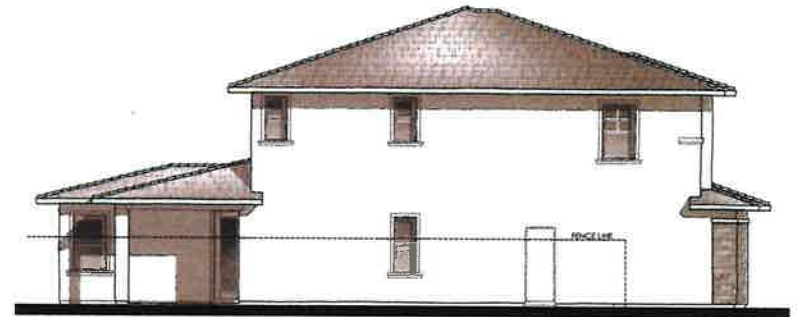
ROOF PLAN  
 CONCRETE FLAT TILE TYP. U.N.O.  
 GABLE 2 TYP. U.N.O.  
 RAKE 2 TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



RIGHT



REAR



LEFT

PLAN 2 (3444 "C")  
 CALIFORNIA PRAIRIE ELEVATION

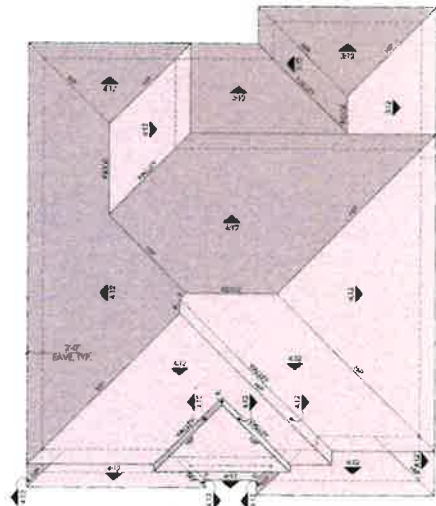


**LENNAR**®

**WHITE ROCK SPRINGS** Folsom, CA

10/22/2020  
 10:00 AM  
 ASD

**W** woodley  
 architectural  
 group, inc.



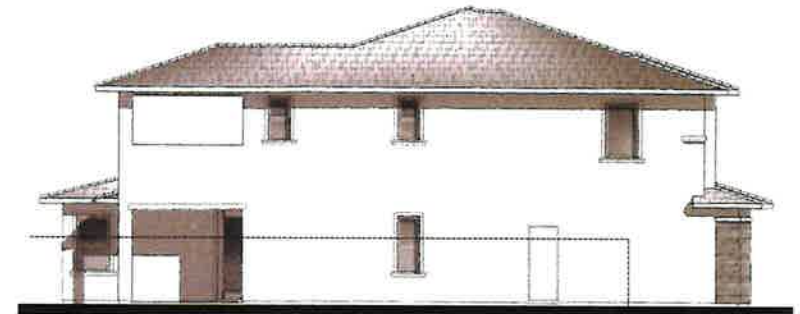
**ROOF PLAN**  
 CONCRETE FLAT TILE TYP. U.N.O.  
 EAVE 2 TYP. U.N.O.  
 RAKE 2 TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



RIGHT



REAR



LEFT

PLAN 2 (3444 "C") | OPT. BALCONY  
 CALIFORNIA PRAIRIE ELEVATION

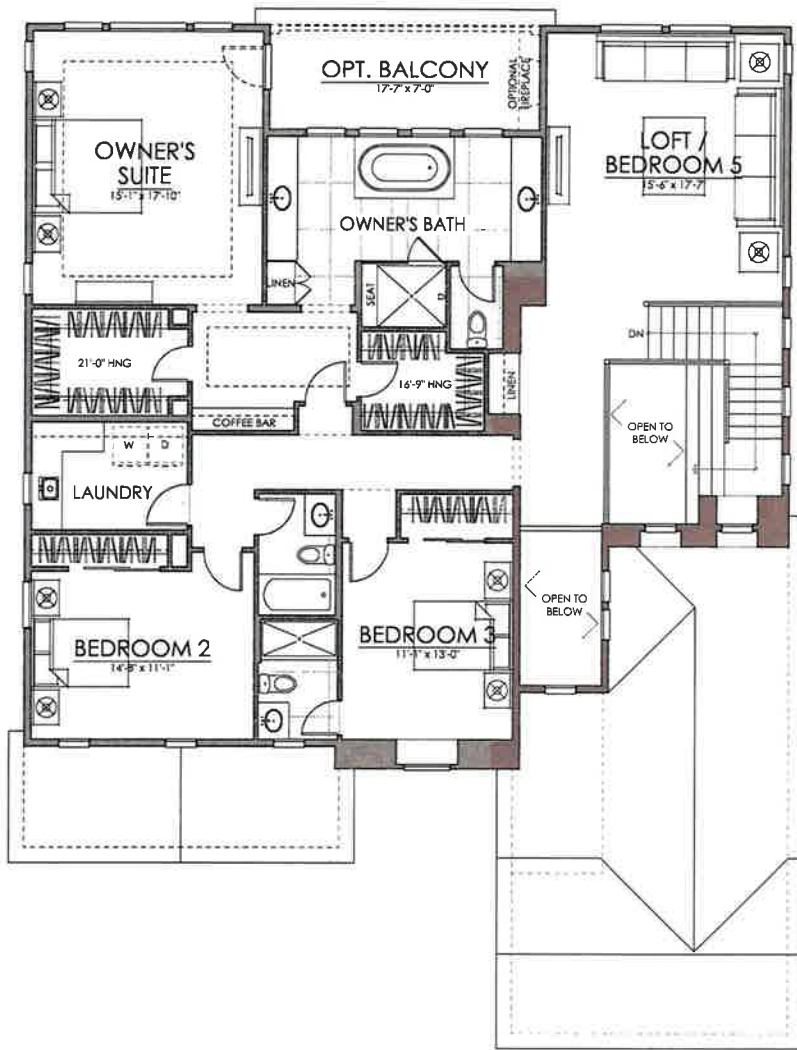


**WHITE ROCK SPRINGS** Folsom, CA

10/27/2019  
 #30085  
 A-03



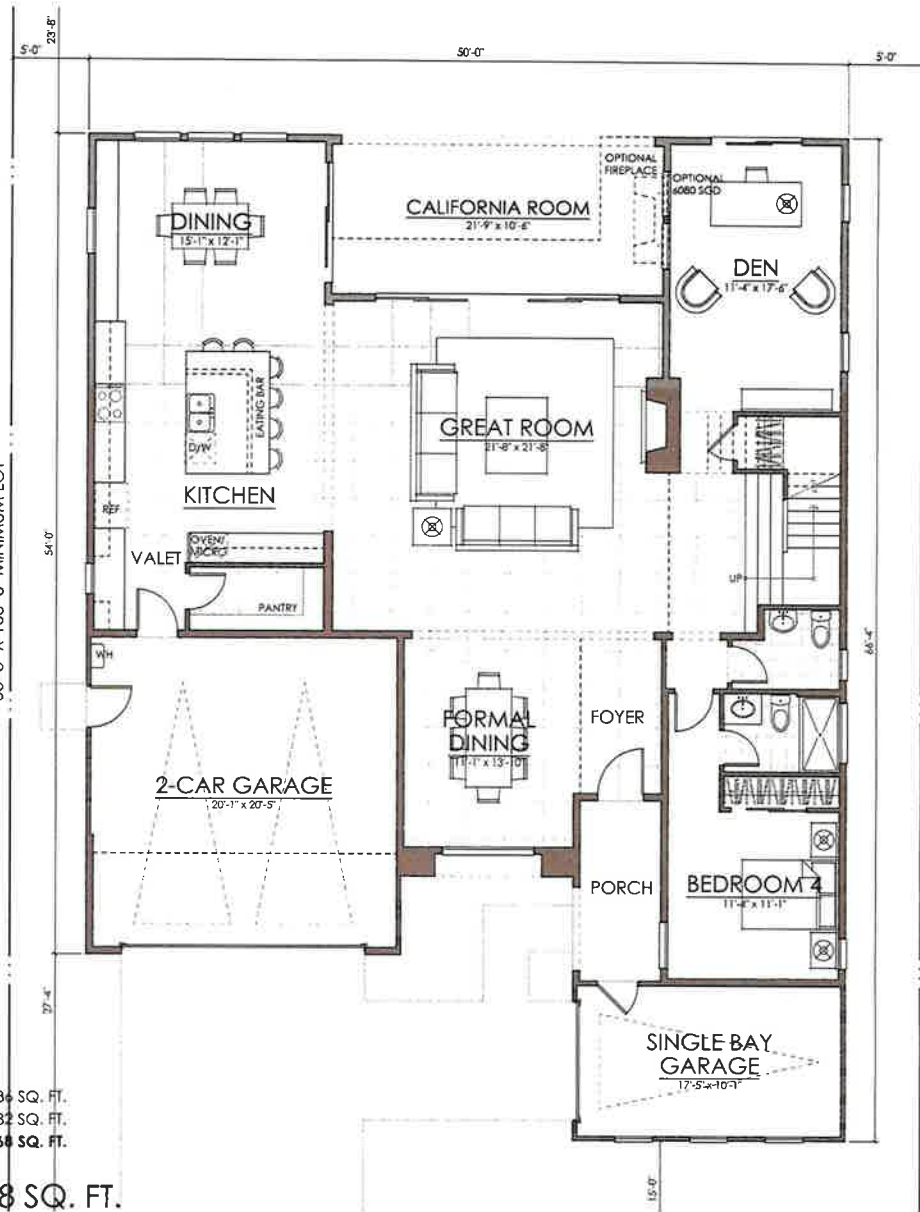




FIRST FLOOR  
SECOND FLOOR  
TOTAL LIVING

1936 SQ. FT.  
1832 SQ. FT.  
3768 SQ. FT.

60'-0" X 105'-0" MINIMUM LOT



PLAN THREE | 3768 SQ. FT.



WHITE ROCK SPRINGS Folsom, CA

10/27/2020  
7:00 PM  
A-34



- MATERIAL NOTES - elevation A**
1. CONCRETE 3" ROOF TILE
  2. STUCCO
  3. STUCCO WRAPPED FOAM TRIM
  4. DECORATIVE WROUGHT IRON
  5. DECORATIVE SHUTTERS
  6. CEMENTITIOUS WOOD GRAIN TRIM ACCENT
  7. DECORATIVE CLAY PIPE
  8. BRICK VENEER



elevationA-SPANISH

- MATERIAL NOTES - elevation B**
1. CONCRETE FLAT ROOF TILE
  2. STUCCO
  3. CEMENTITIOUS 12" BOARD & BATT
  4. CEMENTITIOUS WOOD ACCENT
  5. BRICK VENEER
  6. METAL ROOF



elevationB-WESTERN FARMHOUSE

- MATERIAL NOTES - elevation C**
1. CONCRETE FLAT ROOF TILE
  2. STUCCO
  3. STUCCO WRAPPED FOAM TRIM
  4. CULTURED STONE VENEER



elevationC-CALIFORNIA PRAIRIE

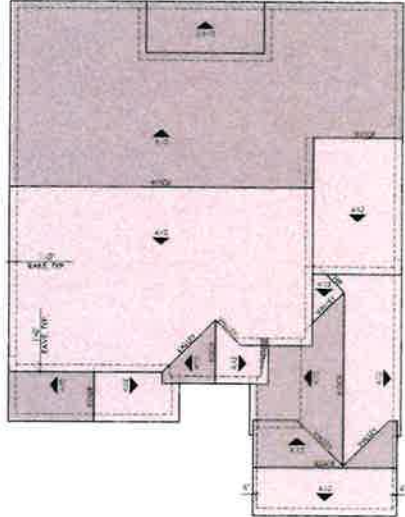
PLAN THREE

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WHITE ROCK SPRINGS, Folsom, CA

218





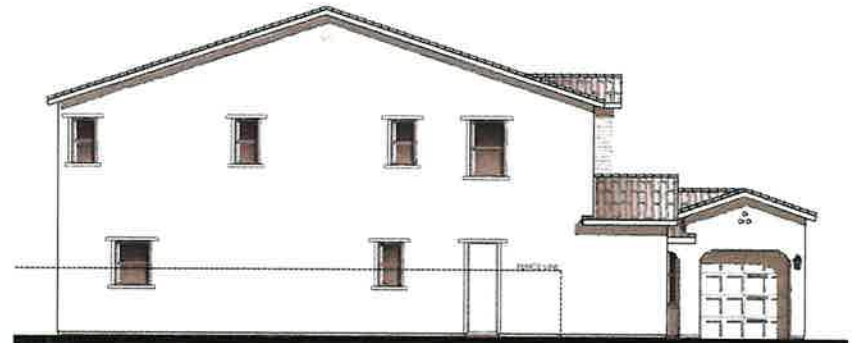
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 RAFTER 12" TYP. U.N.O.  
 RAFTER 12" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



RIGHT



REAR



LEFT

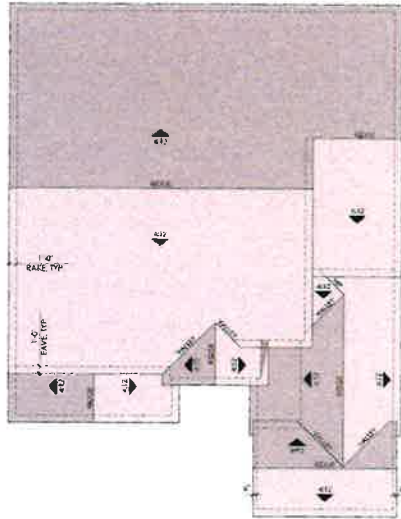
PLAN 3 (3768 "A")  
 SPANISH ELEVATION



**WHITE ROCK SPRINGS** Folsom, CA

10/27/2010  
 220025  
 A-103





**ROOF PLAN**  
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 RAKE 12" TYP. U.N.O.  
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REAR

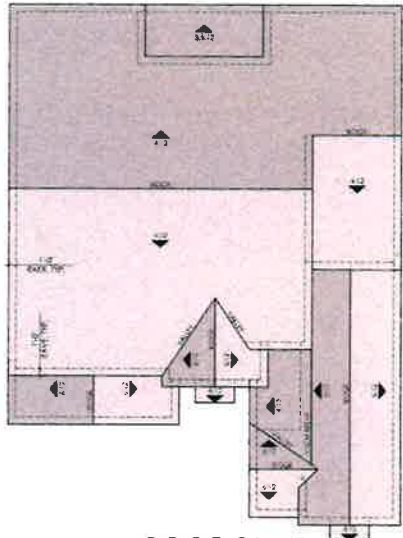
PLAN 3 (3768 "A") | OPT. BALCONY  
 SPANISH ELEVATION



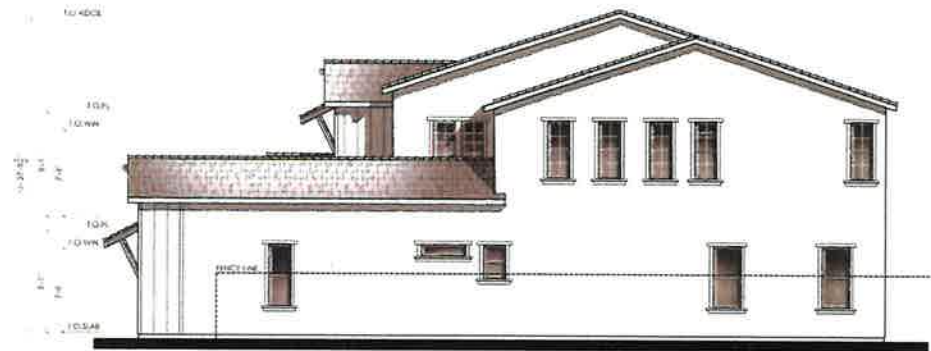
**WHITE ROCK SPRINGS** Folsom, CA

REVISED  
 4/20/20  
 A-51





**ROOF PLAN**  
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 EAVE 12" TYP. U.N.O.  
 RAKE 12" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



RIGHT

NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION



REAR



LEFT

NOTE: DASHED ITEMS OCCUR AT EDGE CONDITION

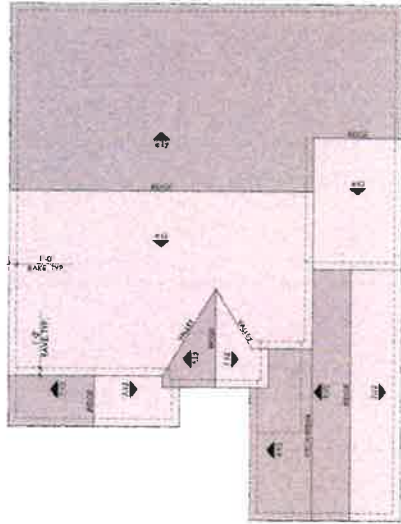
PLAN 3 (3768 "B")  
 WESTERN FARMHOUSE ELEVATION



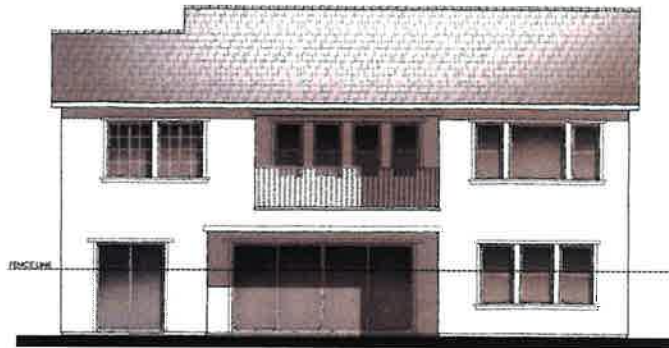
**WHITE ROCK SPRINGS** Folsom, CA

10/22/2020  
 4:00PM  
 A-G





**ROOF PLAN**  
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 GABLE 12" TYP, U.N.O.  
 GABLE 12" TYP, U.N.O.  
 SCALE 1/8" = 1'-0"



REAR

PLAN 3 (3768 "B") | OPT. BALCONY  
 WESTERN FARMHOUSE ELEVATION

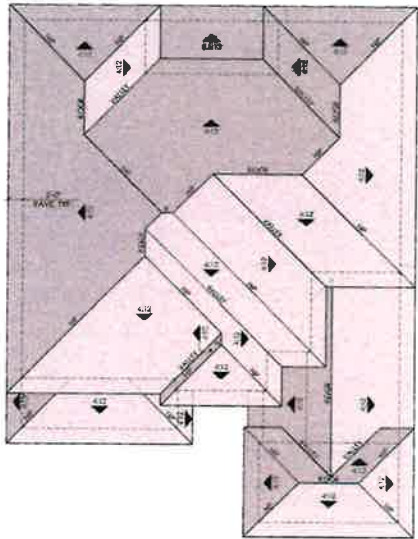
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**WHITE ROCK SPRINGS**

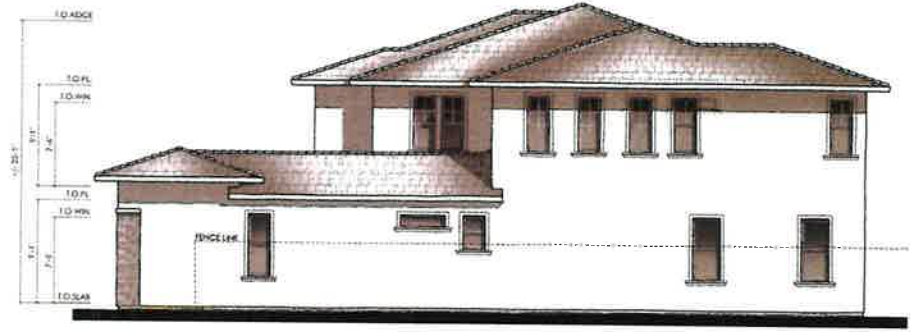
Folsom, CA

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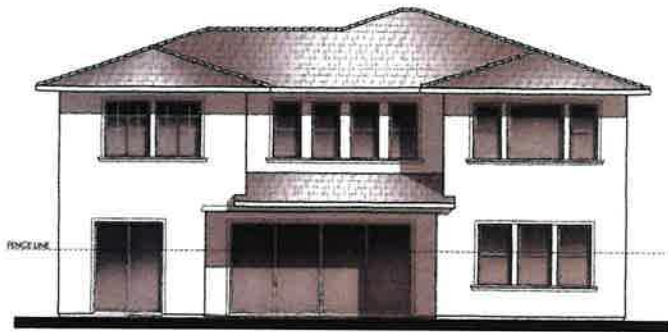




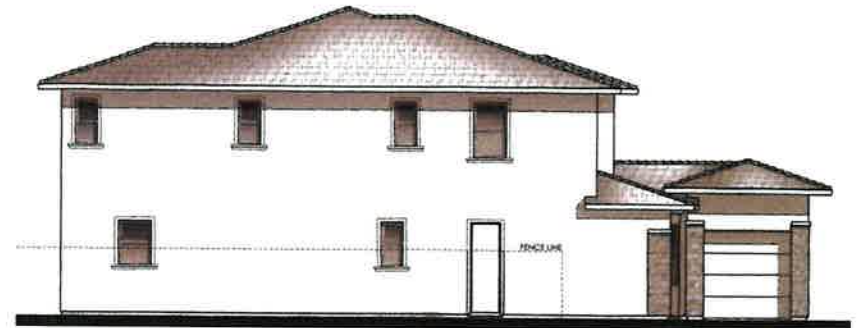
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 SCALE 1/8" = 1'-0"



RIGHT



REAR



LEFT

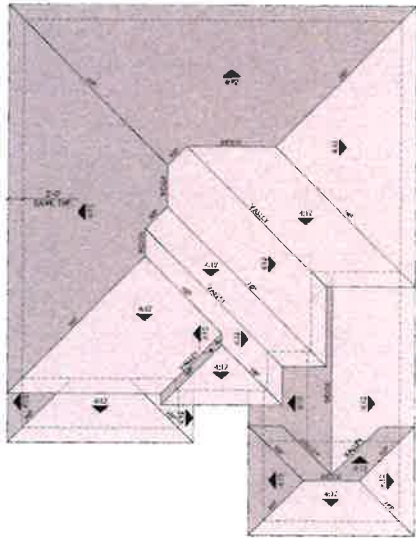
PLAN 3 (3768 "C")  
 CALIFORNIA PRAIRIE ELEVATION



WHITE ROCK SPRINGS Folsom, CA

10/27/2009  
 #20085  
 A-50





**ROOF PLAN**  
 CONCRETE FLAT TILE TYP. U.N.O.  
 EAVE 2" TYP. U.N.O.  
 RAKE 2" TYP. U.N.O.  
 SCALE 1/8" = 1'-0"



REAR

PLAN 3 (3768 "C") | OPT. BALCONY  
 CALIFORNIA PRAIRIE ELEVATION

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10/17/2025  
 #20005  
 A-10





# **Attachment 11**

## **Color and Materials Schemes**



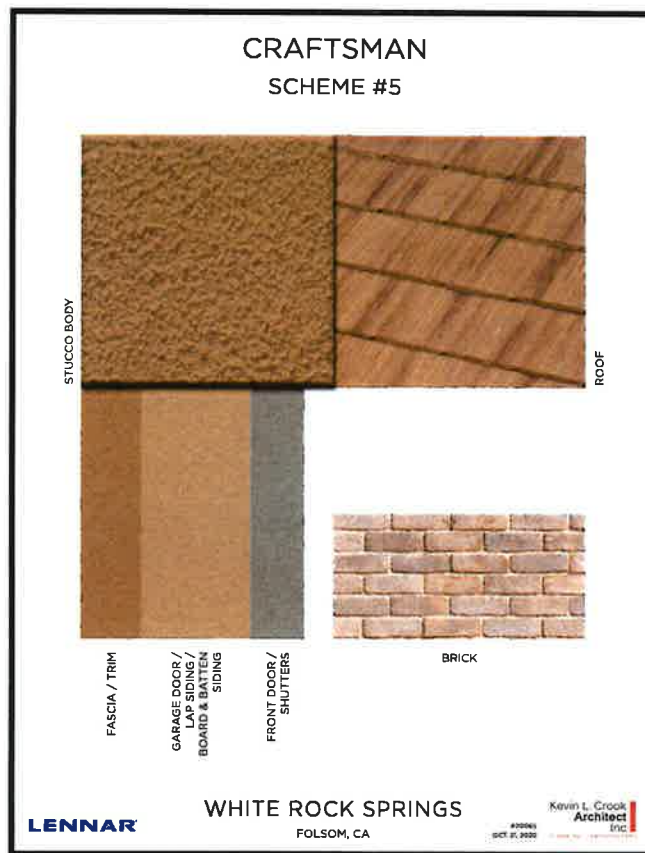
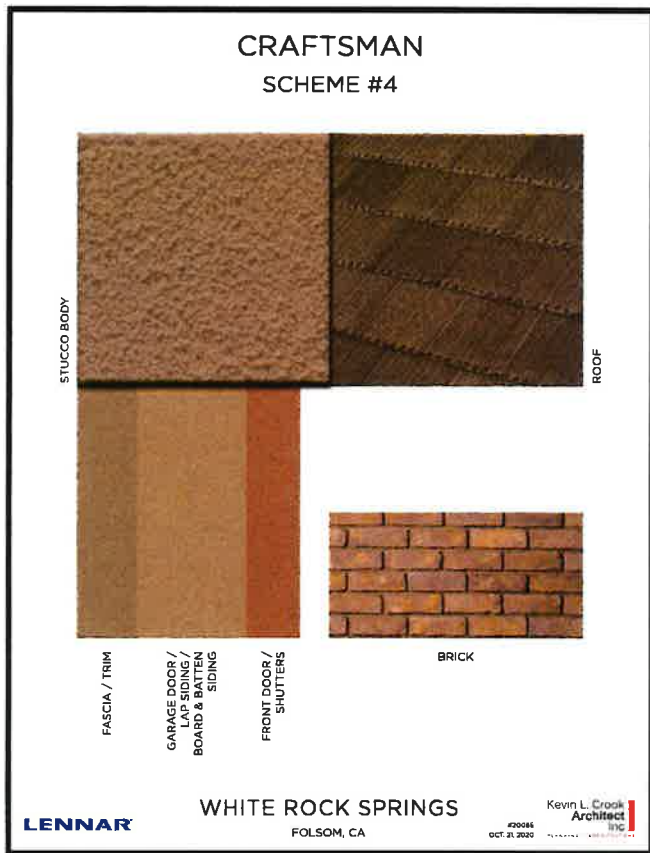
\*COLORS MAY VARY DUE TO SCREEN AND PRINTER CALIBRATION. REFER TO PAINT CHIPS AND MATERIAL BOARDS FOR ACTUAL COLORS.

COLOR BOARDS - WESTERN FARMHOUSE

**LENNAR**

**WHITE ROCK SPRINGS**      Folsom, CA

Kevin L. Crook  
Architect  
Inc.



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

COLOR BOARDS - CRAFTSMAN

CALIFORNIA WINE COUNTRY  
SCHEME #7

STUCCO BODY

ROOF

FASCIA / TRIM / GARAGE DOOR

FRONT DOOR / SHUTTERS

STONE

LENNAR

WHITE ROCK SPRINGS  
FOLSOM, CA

Kevin L. Crook  
Architect  
inc

#20045  
OCT. 21, 2020

CALIFORNIA WINE COUNTRY  
SCHEME #8

STUCCO BODY

ROOF

FASCIA / TRIM / GARAGE DOOR

FRONT DOOR / SHUTTERS

STONE

LENNAR

WHITE ROCK SPRINGS  
FOLSOM, CA

Kevin L. Crook  
Architect  
inc

#20045  
OCT. 21, 2020

CALIFORNIA WINE COUNTRY  
SCHEME #9

STUCCO BODY

ROOF

FASCIA / TRIM / GARAGE DOOR

FRONT DOOR / SHUTTERS

STONE

LENNAR

WHITE ROCK SPRINGS  
FOLSOM, CA

Kevin L. Crook  
Architect  
inc

#20045  
OCT. 21, 2020

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

COLOR BOARDS - CALIFORNIA WINE COUNTRY

LENNAR®

WHITE ROCK SPRINGS Folsom, CA

Kevin L. Crook  
Architect  
inc

White Rock Springs Ranch  
Elevation A | SPANISH  
SCHEME 1



Roof Tile

Stucco

Trim

Fascia | Garage

Entry Door | Shutters

Brick

White Rock Springs Ranch  
Elevation A | SPANISH  
SCHEME 2



Roof Tile

Stucco

Trim

Fascia | Garage

Entry Door | Shutters

Brick

White Rock Springs Ranch  
Elevation A | SPANISH  
SCHEME 3



Roof Tile

Stucco

Trim

Fascia | Garage

Entry Door | Shutters

Brick

LENNAR



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COLOR BOARDS - SPANISH

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

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WHITE ROCK SPRINGS Folsom, CA

10/27/2020  
Spanish  
A 10



White Rock Springs Ranch  
Elevation B | WESTERN FARMHOUSE  
SCHEME 4



Roof Tile



Stucco



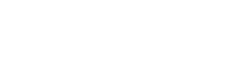
Board & Batt



Trim | Fascia | Garage



Entry Door | Shutters



Brick

White Rock Springs Ranch  
Elevation B | WESTERN FARMHOUSE  
SCHEME 5



Roof Tile



Stucco



Board & Batt



Trim | Fascia | Garage



Entry Door | Shutters



Brick

White Rock Springs Ranch  
Elevation B | WESTERN FARMHOUSE  
SCHEME 6



Roof Tile



Stucco



Board & Batt



Trim | Fascia | Garage



Entry Door | Shutters



Brick

LENNAR



LENNAR



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COLOR BOARDS - WESTERN FARMHOUSE

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

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WHITE ROCK SPRINGS Folsom, CA

10/27/2020  
120625  
P-00



White Rock Springs Ranch  
Elevation C | CALIFORNIA PRAIRIE  
SCHEME 7



Roof Tile  
Stucco  
Trim  
Fascia | Garage  
Entry Door  
Stone

White Rock Springs Ranch  
Elevation C | CALIFORNIA PRAIRIE  
SCHEME 8



Roof Tile  
Stucco  
Trim  
Fascia | Garage  
Entry Door  
Stone

White Rock Springs Ranch  
Elevation C | CALIFORNIA PRAIRIE  
SCHEME 9



Roof Tile  
Stucco  
Trim  
Fascia | Garage  
Entry Door  
Stone

LENNAR



LENNAR



LENNAR



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

COLOR BOARDS - CALIFORNIA PRAIRIE

LENNAR®

WHITE ROCK SPRINGS Folsom, CA

10/23/2020  
#20065  
A-67



## **Attachment 12**

# **White Rock Springs Ranch Design Guidelines**



# 2

## ARCHITECTURAL DESIGN GUIDELINES



Image from Greenlee and Associates



## ARCHITECTURAL GUIDING PRINCIPLES

The following residential guiding principles will guide the architecture to ensure quality development:

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



GENERAL ARCHITECTURAL STYLES



## GENERAL ARCHITECTURAL GUIDELINES

### Edge Conditions

Edge conditions are situations where home sites are visible from public ways, major arterials, community perimeter edges, and open space. Side and rear elevations visible from the public realm, such as open spaces and major roadways, shall incorporate the same enhanced details used on the front elevation. Home sites that are highly visible warrant special attention to any visible building faces to present an authentic and cohesive appearance. The continuation of style-specific architectural elements from the front facade around to the side and rear elevations creates an authentic architectural statement. Blank, unadorned building faces are never permitted. The front elevation should be highly detailed; the rear elevation should exhibit the same style-specific architectural elements; typical side elevations may exhibit fewer style-specific architectural elements, while corner lots will feature the same consistent level of detail on both the side and rear elevations.

Silhouettes and massing of homes along edges require design sensitivity. A row of homes with a single front or rear facing gable are prohibited. The following should be considered and incorporated in the design of the side and rear elevations along edge conditions:



- A balance of hip and gable roof forms;
- Single-story elements;
- Offset massing or wall planes (on individual plans or between plans);
- Roof plane breaks (on individual plans or between plans);
- Use of multiple building materials;
- Varied window shapes and sizes;
- Detail elements (as listed under each architectural style) used on the front elevation shall be applied to the side and rear elevations.



MAP OF LOTS WITH EDGE CONDITIONS



**LEGEND**

Symbol	Description
	Side-yard Edge Condition
	Rear-yard Edge Condition



## Roof Forms

Rows of homes seen along major community roadways are perceived by their contrast against the skyline or background. The dominant impact is the shape of the building and roofline. To minimize the visual impact of repetitious flat planes, similar building silhouettes and similar ridge heights, discernibly different roof plans for each home plan shall be designed. Individual roof plans may be simple but, between different plans, should exhibit variety by using front to rear, side-to-side, gables, hipped roofs, and/or the introduction of single story elements.

The following roof design guidelines should also be considered:

- Provide a mix of gable and hip roofs along the streetscene.
- Design roofs for maximum solar exposure for the potential installation of solar features.
- Consider deep overhangs where appropriate to the style to provide additional shade and interior cooling.
- Offset roof planes, eave heights, and ridge lines.

## Corner Buildings

Buildings located on corners often times function as neighborhood entries and highlight the architecture for the overall White Rock Springs Ranch community. Buildings located on corners shall include one of the following:

- Front and side facade articulation using materials that wrap around the corner-side of the building;
- Awning on corner side;
- Home entry on corner side; garage side plotting of homes is prohibited on corners; architecturally enhanced corner treatment is encouraged;
- Corner facing garage;
- A pop-out side hip, gable, or shed form roof;
- An added single-story element, such as a wrap-around porch or balcony;
- Recessed second-story (up to 35' max.); or
- Balcony on corner side.



ROOF FORMS AND CORNER BUILDING EXAMPLES



## Front Elevations

Front elevations shall be detailed to achieve a variety along the street scene. Each front elevation shall incorporate a Feature Window treatment (see Feature Window requirements on page 2-6). In addition, each front elevation shall incorporate one or more of the following techniques:

- Provide enhanced style-appropriate details on the front elevation.
- Offset the second story from the first level for a portion of the second story.
- Vary the wall plane by providing projections of elements such as bay windows, porches, and similar architectural features.
- Create recessed alcoves and/or bump-out portions of the building.
- Incorporate second-story balconies.
- Create interesting entries that integrate features such as porches, courtyards, large recessed entry alcoves, or projecting covered entries with columns.
- Use a minimum of two building materials or colors on the front elevation.





FRONT ELEVATION EXAMPLES





## Feature Windows

All front and visible edge elevations shall incorporate one Feature Window treatment that articulates the elevation. Feature Window options include:

- A window of unique size or shape;
- Picture window;
- A bay window projecting a minimum of 24 inches, or a 12 inch pop-out surround;
- A window with a substantial surround matching or contrasting the primary color of the home;
- A window recessed a minimum of 2 inches;
- Decorative iron window grilles;
- Decorative window shelves or sill treatments;
- Grouped or ganged windows with complete trim surrounds or unifying head and/or sill trim;
- A Juliet balcony with architectural style appropriate materials;
- Window shutters; or
- Trellis protruding a minimum of 12 inches from the wall plane of the window.

## Windows

Windows on south-facing exposures should be designed, to the greatest extent possible, to maximize light and heat entering the home in the winter, and to minimize light and heat entering in the summer. 

West-facing windows should be shaded where feasible to avoid prolonged sun exposure/overheating of the homes. 

Shading alternatives for west-facing shall be complementary to and appropriate for the architectural style of the home. Shading alternatives may include:

- Trellises as described above;
- Applied shed roof elements over windows;
- Cloth, metal, or wood awnings as appropriate to the building's architectural style



FEATURE WINDOW EXAMPLES



Example of a Juliet Balcony



Example of Decorative Sills and Shutters



Example of a Feature Window



## Garage Door Treatments

Appropriate treatment of garage doors will further enhance the building elevation and decrease the utilitarian appearance of the garage door. Various garage door patterns, windows, and/or color schemes should be applied as appropriate to individual architectural styles, where feasible.

- Garage doors shall be consistent with the architecture of the building to reduce the overall visual mass of the garage.
- Garage doors shall be recessed from the wall plane.
- All garage doors shall be automatic section roll-up doors.
- Where appropriate, single garage doors are encouraged.
- Carriage-style garage doors of upgraded design are encouraged.

### *Street Facing Garages*

All street facing garages should vary the garage door appearance along the streetscene. Below are options for the door variety:

- Vary the garage door pattern, windows, and/or color as appropriate to individual architectural styles.
- Use an attached overhead trellis installed beneath the garage roof fascia and/or above garage door header trim.
- Span the driveway with a gated element or overhead trellis.
- Provide a porte cochere.
- Street facing garages on corner lots at neighborhood entries shall be located on the side of the house furthest away from the corner.



GARAGE DOOR TREATMENT EXAMPLES



Porte Cochere with Garage at Rear of House



Example of Separated Three Car Garage



Example of Separated Three Car Garage



## Building Forms

Building form, detail, and placement greatly influences how a structure is perceived based on how light strikes and frames the building. The effect of sunlight is a strong design consideration, as shadow and shade can lend a sense of substance and depth to a building. The following elements and considerations can be used to facilitate the dynamic of light and depth perception of the building.

### *Architectural Projections*

Projections can create shadow and provide strong visual focal points. This can be used to emphasize design features such as entries, major windows, or outdoor spaces. Projections are encouraged on residential building forms. Projections may include, but are not limited to:

- Awnings (wood, metal, cloth)
- Balconies
- Shutters
- Eave overhangs
- Projecting second- or third-story elements
- Window/door surrounds
- Tower elements
- Trellis elements
- Recessed windows
- Porch elements
- Bay windows or dormers
- Shed roof elements

## *Offset Massing Forms*

Front and street-facing elevations may have offset masses or wall planes (vertically or horizontally) to help break up the overall mass of a building.

- Offset forms are effective in creating a transition:
  - Vertically between stories, or
  - Horizontally between spaces, such as recessed entries.
- Offset massing features are appropriate for changes in materials and colors.
- Offsets should be incorporated as a functional element or detail enhancement.
- Over-complicated streetscenes and elevations should be avoided.
- Streetscenes should provide a mix of simple massing elevation with offset massing elements to compose an aesthetic and understandable streetscape.



*Floor Plan Plotting*

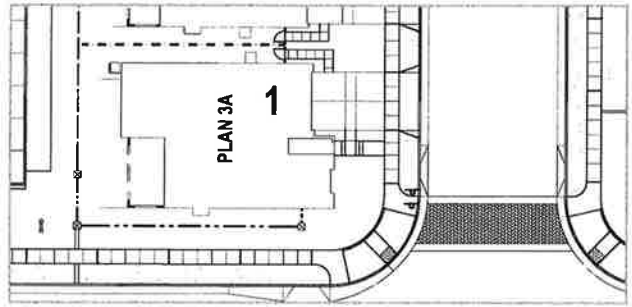
In each single-family detached neighborhood with a **minimum** of up to 50 homes, provide:

- Three floor plans.
- Two elevations for each floor plan using a minimum of **two** architectural styles. If only two styles are selected, elevations shall be significantly different in appearance.
- A minimum of three different color schemes for each floor plan.

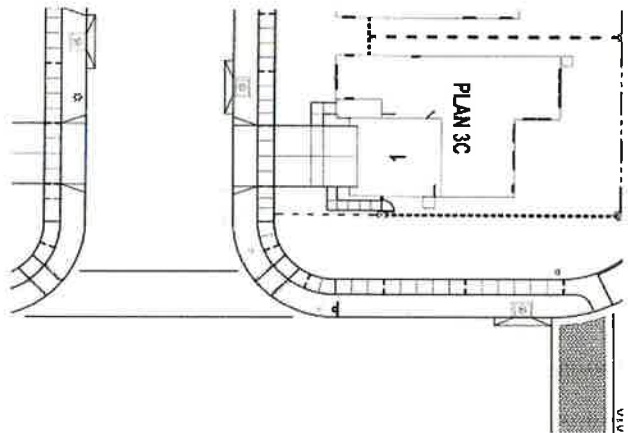
In each single-family detached neighborhood with **more** than 50 homes, provide:

- Four floor plans.
- Three elevations for each floor plan using a minimum of **three** architectural styles. Elevations shall be significantly different in appearance.
- A minimum of three different color schemes for each floor plan.

In each single-family detached neighborhood, street facing garages on corner lots at neighborhood entries shall be located on the side of the house furthest away from entry corner, per the examples shown to the right.



Examples of preferred Corner Lot Street Facing Garage Placement



Examples of undesirable Corner Lot Street Facing Garage Placement



### *Style Plotting*

To ensure that architectural variety occurs, similar elevations cannot be plotted adjacent to or immediately across the street from one another. Two of the same floor plan/elevations shall not be plotted next to each other or directly across the street from one another. This avoids repetition and helps to convey the idea that a neighborhood has been built over time. (Refer to Section Four for Design Review process.) The following describes the minimum criteria for style plotting:

- For a home on a selected lot, the same floor plan and elevation is not permitted on the lot most directly across from it and the one lot on either side of it.
- Identical floor plans may be plotted on lots across the street from each other provided a different elevation style is selected for each floor plan.

### *Color Criteria*

To ensure variety of color schemes, like color schemes cannot be plotted adjacent to or immediately across the street from on another. Color and material sample boards shall be submitted for review along with the Master Plot Plan. (Refer to Section Four.)

A color scheme for a home on a selected lot may not be repeated (even if on a different floor plan) on the three lots most directly across from it and on the single lot to each side of it.



Example of a Variety of Architectural Styles





### *Lower Height Elements*

Lower height elements are important to streetscene variety, especially for larger buildings or masses, as they articulate massing to avoid monotonous single planes. These elements also provide a transition from the higher story vertical planes to the horizontal planes of sidewalk and street, and help to transition between public and private spaces. Lower height elements are encouraged to establish pedestrian scale and add variety to the streetscene. Lower height elements may include any one of the following, but are not limited to:

- Porches
- Entry features
- Interior living spaces
- Courtyards
- Bay windows
- Trellises



### *Balconies*

Balconies break up large wall planes, offset floors, create visual interest to the facade, provide outdoor living opportunities, and adds human scale to a building. Scaled second story balconies can have as much impact on stepped massing and building articulation as a front porch or lower height elements. Balcony elements:

- May be covered or open, recessed into or projecting from the building mass.
- Shall be an integral element of, and in scale with, the building mass, where appropriate.
- Are discouraged from being plotted side-by-side at the same massing level (i.e. mirrored second-story balconies).



### Roof Considerations

Composition and balance of roof forms are as definitive of a streetscape as the street trees, active architecture, or architectural character.

- Rooflines and pitches, ridgelines and ridge heights should create a balanced form to the architecture and elevation.
- Direction of ridgelines and/or ridge heights should vary along a streetscene.
- Roof overhangs (eaves and rakes) may be used as projections to define design vocabulary and create light and shade patterns.
- Hip, gable, shed, and conical roof forms may be used separately or together on the same roof or streetscene composition.
- Roof form and pitch shall be appropriate to the massing and design vocabulary of the home.

### Outdoor Living Spaces

Outdoor living spaces, including porches, balconies, and courtyards, activate the streetscene and promote interaction among neighbors. Outdoor living spaces can also create indoor/outdoor environments opening up the home to enhance indoor environmental quality. Wherever possible, outdoor living space is encouraged.



## Materials

The selection and use of materials has an important impact on the character of each neighborhood and the community as a whole. Wood is a natural material reflective of many architectural styles; however, maintenance concerns, a design for long-term architectural quality and new high-quality manufactured alternative wood materials make the use of real wood elements less desirable. Where “wood” is referred to in these guidelines, it can also be interpreted as simulated wood trim with style-appropriate wood texture. Additionally, some styles can be appropriately expressed without the wood elements, in which case stucco-wrapped, high-density foam trim (with style-appropriate stucco finish) is acceptable. Precast elements can also be satisfied by high-density foam or other similar materials in a style-appropriate finish.

- Brick, wood, and stone cladding shall appear as structural materials, not as applied veneers.
  - Material changes should occur at logical break points.
  - Columns, tower elements, and pilasters should be wrapped in its entirety.
  - Materials and colors should be varied to add texture and depth to the overall character of the neighborhood.
  - The use of flashy or non-traditional materials or colors that will not integrate with the overall character of the community is prohibited.
  - Material breaks at garage corners shall have a return dimension equal to or greater than the width of the materials on the garage plane elevation.
- Use durable roofing and siding materials to reduce the need for replacement.
  - Use local, recycled and/or rapidly renewable materials to conserve resources and reduce energy consumption associated with the manufacturing and transport of the materials. (Refer to Section Four for Design Review process.)



## Exterior Structures

Exterior structures, including but not limited to, porches, patio covers, and trellises shall reflect the character, color, and materials of the building to which they are related.

- Columns and posts should project a substantial and durable image.
- Stairs should be compatible in type and material to the deck and landing.
- Railings shall be appropriately scaled, consistent with the design vernacular of the building, and constructed of durable materials.
- Exposed gutters and downspouts shall be colored to complement or match the fascia material or surface to which they are attached.

## Accessory Structures

Accessory structures should conform to the design standards, setbacks, and height requirements of the Folsom Municipal Code. If visible to the public realm from the front, side or rear lot line, the accessory structure shall include the same detail-style elements used in the primary structure's architecture.



## Lighting

Appropriate lighting is essential in creating a welcoming evening atmosphere for the White Rock Springs Ranch community. As a forward-thinking community, White Rock Springs Ranch will institute dark sky recommendations to mitigate light pollution, cut energy waste, and protect wildlife. All lighting shall be aesthetically pleasing and non-obtrusive, and meet the dark sky recommendations.

- All exterior lighting shall be limited to the minimum necessary for public safety.
- All exterior lighting shall be shielded to conceal the light source, lamp, or bulb. Fixtures with frosted or heavy seeded glass are permitted.
- Each residence shall have an exterior porch light at its entry that complements the architectural style of the building.
- Where feasible, lighting should be on a photocell or timer.
- Low voltage lighting shall be used whenever possible.

## Address Numbers

To ensure public safety and ease of identifying residences by the Fire and Police Departments, address numbers shall be lighted or reflective and easily visible from the street.



## **Attachment 13**

### **Planning Commission PowerPoint Presentation**

# White Rock Springs Ranch Villages 4-7 Design Review



CITY OF  
**FOLSOM**

## White Rock Springs Ranch Villages 4-7 Residential Design Review (PN 20-243)

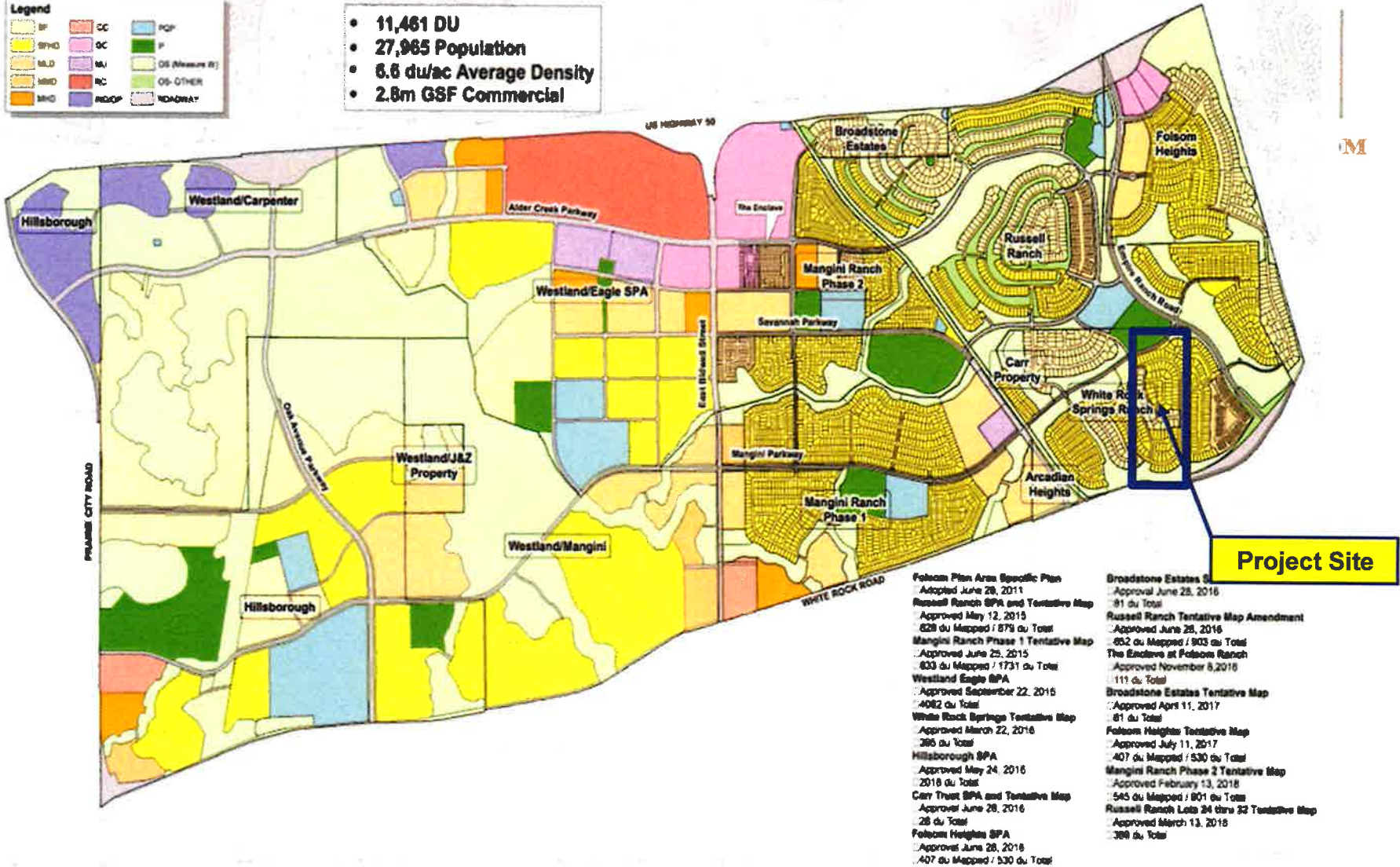
# Vicinity Map



CITY OF  
**FOLSOM**

Legend		
BF	CC	PCP
SPHD	CC	P
MLD	MC	OS (Measure R)
MSD	RC	OS-OTHER
MSD	RODOP	ROADWAY

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

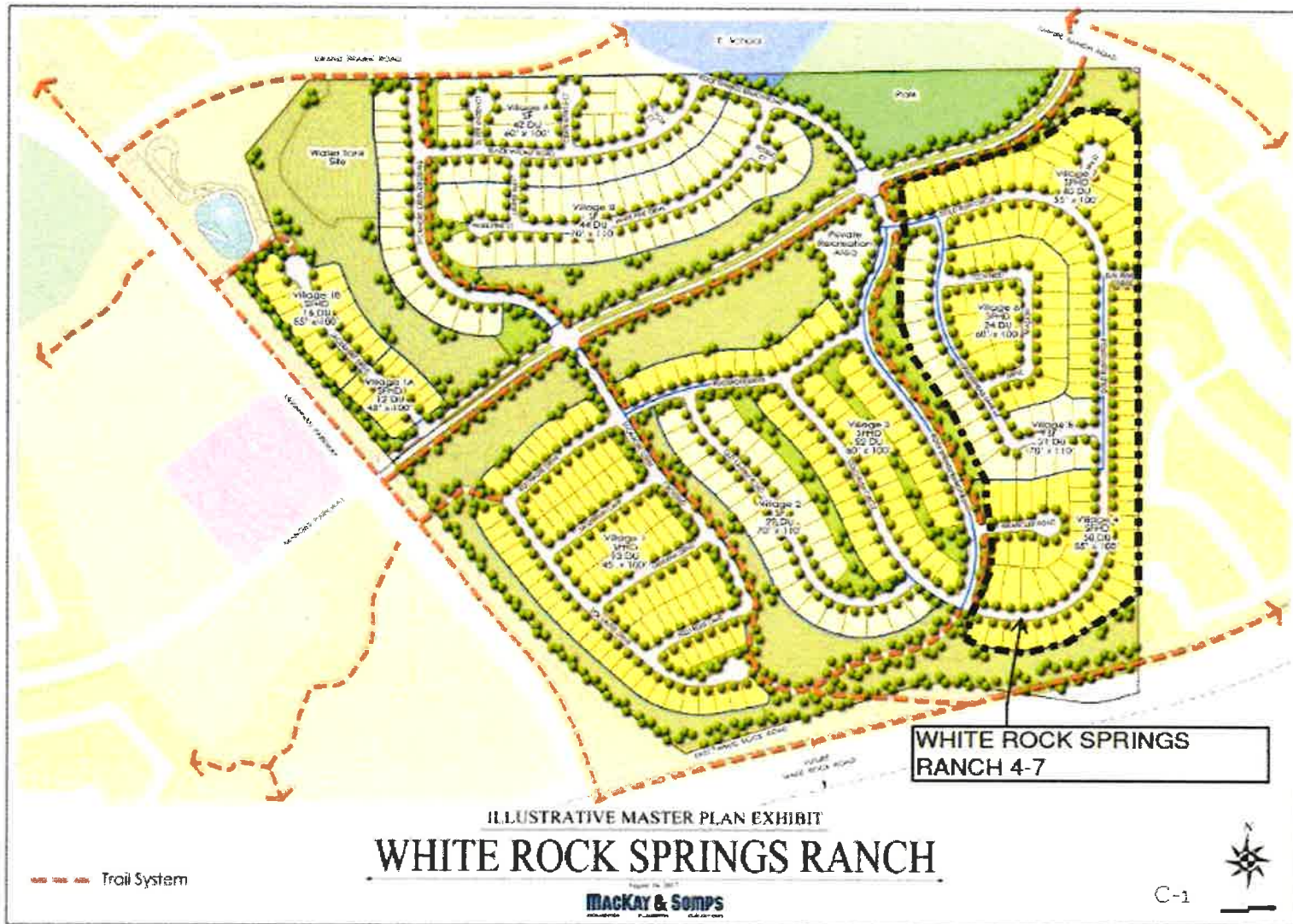


Folsom Plan Area Specific Plan Adopted June 28, 2011	Broadstone Estates SPA Approval June 28, 2016 81 du Total
Russell Ranch SPA and Tentative Map Approved May 12, 2015 628 du Mapped / 879 du Total	Russell Ranch Tentative Map Amendment Approved June 28, 2016 652 du Mapped / 903 du Total
Mangini Ranch Phase 1 Tentative Map Approved June 25, 2015 803 du Mapped / 1731 du Total	The Enclave at Folsom Ranch Approved November 8, 2016 111 du Total
Westland Eagle SPA Approved September 22, 2016 4082 du Total	Broadstone Estates Tentative Map Approved April 11, 2017 81 du Total
White Rock Springs Tentative Map Approved March 22, 2016 366 du Total	Folsom Heights Tentative Map Approved July 11, 2017 407 du Mapped / 530 du Total
Hillsborough SPA Approved May 24, 2016 2018 du Total	Mangini Ranch Phase 2 Tentative Map Approved February 13, 2018 545 du Mapped / 801 du Total
Carr Trust SPA and Tentative Map Approved June 28, 2016 28 du Total	Russell Ranch Lots 24 thru 32 Tentative Map Approved March 13, 2016 388 du Total
Folsom Heights SPA Approved June 28, 2016 407 du Mapped / 530 du Total	

# Master Plan Exhibit



CITY OF  
**FOLSOM**

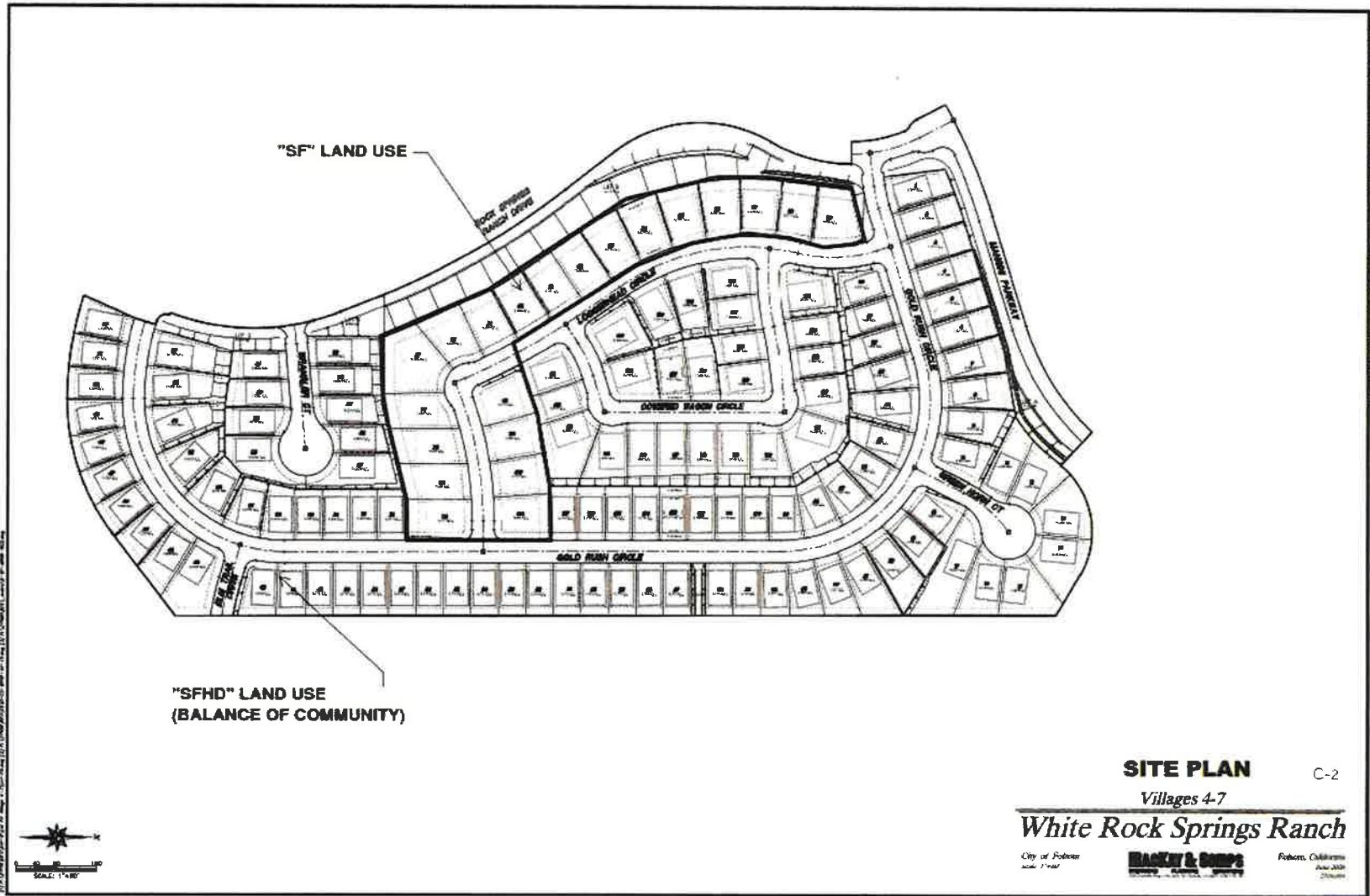




# Approved Site Plan



CITY OF  
**FOLSOM**



PRELIMINARY - Subject to Revision

# Project Background



CITY OF  
**FOLSOM**

- March 22, 2016: City Council Approval of a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, Project Design Guidelines, Inclusionary Housing Plan, and Development Agreement Amendment for Development of 395-Unit Single-Family Residential Subdivision (White Rock Springs Ranch) on a 138.9-Acre Site at within Southeast Portion of the Folsom Plan Area
- October 16, 2019: Planning Commission Approval of a Residential Design Review Application for 121 Single-Family Residential Units (Richmond American Homes) within Village 1 of White Rock Springs Ranch and Carr Trust Subdivision
- June 17, 2020: Planning Commission Approval of a Residential Design Review Application for 86 Single-Family Residential Units (JMC Homes) within Villages 8 and 9 of the White Rock Springs Ranch Subdivision

# Key Project Details



CITY OF  
**FOLSOM**

- Design Review for Villages 4-7 of the Previously Approved White Rock Springs Ranch Subdivision:
  - Applicant: Lennar Homes
  - 135 Total Homes
  - Seven (7) Master Plans
  - Five (5) California-Themed Architectural Styles
    - California Wine Country
    - California Prairie
    - Craftsman
    - Spanish
    - Western Farmhouse
  - Eighteen (18) Color and Materials Options
  - 84 Different Visual Expressions
  - One-Story and Two-Story Homes
  - Attached Two or Three-Car Garage
  - Homes Range from 1,991 to 3,768 S.F. in Size (3BR/2.5BA to 5BR/4.5BA)

# Architecture/Design



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**FOLSOM**

- **California-Themed Architectural Styles:**
  - **California Wine Country**
    - Strong massing, stucco exterior, linear masonry, and earth tone colors
  - **California Prairie**
    - Large expanses of un-interrupted walls punctuated with judicious window placement
  - **Craftsman**
    - Simple House Design with Hip and Gable Roof Forms, Porches, Overhangs
  - **Spanish**
    - Simple Articulated Details, Plaster Walls, Porches, and Balconies
  - **Western Farmhouse**
    - Two-story massing, dormers, and large wrapping front porches with wood columns

# White Rock Springs Ranch General Design Principles



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**FOLSOM**

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

# White Rock Springs Ranch

## Specific Design Recommendations



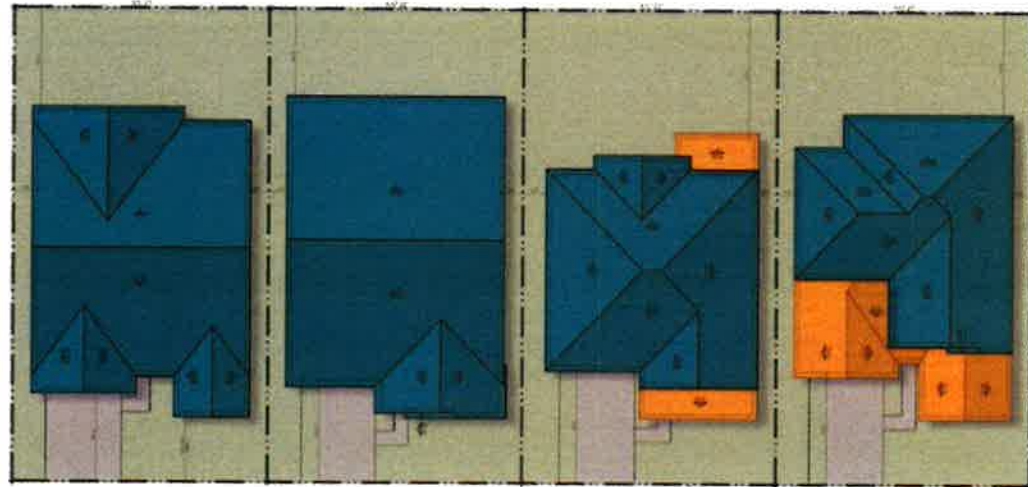
CITY OF  
**FOLSOM**

- Provide a balance of hip and gable roof forms along the streetscene
- Provide off-set massing or wall plans
- Provide offset roof planes, eave heights, and ridge lines
- Provide enhanced style-appropriate details on front elevation
- Provide decorative window shelves or sill treatments
- Garage doors should be recessed from the wall plane
- Materials and colors should be varied and add texture and depth to the overall character of the neighborhood

# Building Articulation-1



CITY OF  
FOLSOM



PLAN 1 | WESTERN FARMHOUSE

PLAN 2 | CRAFTSMAN

PLAN 3 | CALIFORNIA WINE COUNTRY

PLAN 4 | WESTERN FARMHOUSE

LEGEND

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

ARTICULATION PLAN



**LENNAR**™

**WHITE ROCK SPRINGS**

Folsom, CA

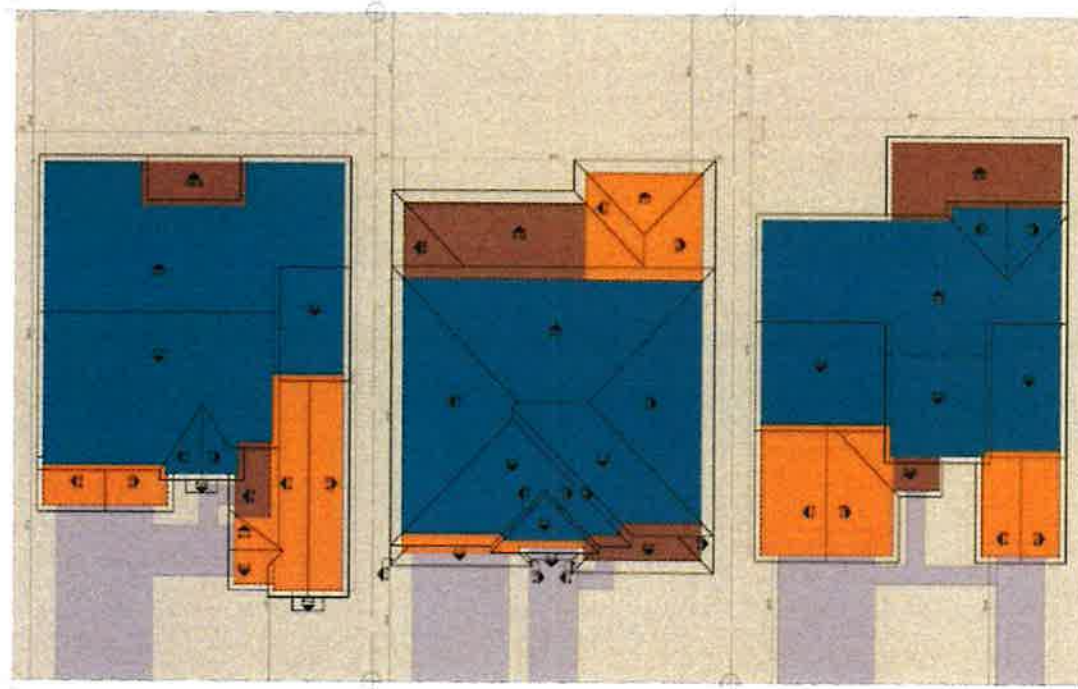
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Lennar Homes  
Architect  
INC.

# Building Articulation-2



CITY OF  
**FOLSOM**



PLAN THREE | WESTERN FARMHOUSE

PLAN TWO | CALIFORNIA PRAIRIE

PLAN ONE | SPANISH

ARTICULATION PLAN

**LENNAR**

**WHITE ROCK SPRINGS**

Folsom, CA





# Street Scene



CITY OF  
**FOLSOM**



PLAN 1 | WESTERN FARMHOUSE

PLAN 2 | CRAFTSMAN

PLAN 3 | CALIFORNIA WINE COUNTRY

PLAN 4 | WESTERN FARMHOUSE

FRONT



PLAN 4 | WESTERN FARMHOUSE

PLAN 3 | CALIFORNIA WINE COUNTRY

PLAN 2 | CRAFTSMAN

PLAN 1 | WESTERN FARMHOUSE

REAR

STREET SCENE

**LENNAR**®

**WHITE ROCK SPRINGS** Folsom, CA

ARCHITECT  
ARCHITECT

Kevin J. Conroy  
**Architect**  
INC.

# Street Scene



CITY OF  
**FOLSOM**



PLAN THREE | WESTERN FARMHOUSE

PLAN TWO | CALIFORNIA PRAIRIE

PLAN ONE | SPANISH

CONCEPTUAL STREET SCENE

**LENNAR**

**WHITE ROCK SPRINGS** Folsom, CA



# Street Scene



CITY OF  
**FOLSOM**



PLAN ONE | SPANISH

PLAN TWO | CALIFORNIA PRAIRIE

PLAN THREE | WESTERN FARMHOUSE

CONCEPTUAL REAR STREET SCENE

**LENNAR**

**WHITE ROCK SPRINGS** Folsom, CA

5 4 3 2 1



# Master Plan 1991



CITY OF  
**FOLSOM**



"A" WESTERN FARMHOUSE  
COLOR SCHEME 1



"B" CRAFTSMAN  
COLOR SCHEME 4



"C" CALIFORNIA WINE COUNTRY  
COLOR SCHEME 7

PLAN 1 (1.991)  
FRONT ELEVATIONS



**LENNAR**

**WHITE ROCK SPRINGS** Folsom, CA

0 4 8 12  
SCALE

Kevin E. Cook  
Architect  
INC.

# Master Plan 2162



CITY OF  
**FOLSOM**



"A" WESTERN FARMHOUSE

COLOR SCHEME 2



"B" CRAFTSMAN

COLOR SCHEME 5



"C" CALIFORNIA WINE COUNTRY

COLOR SCHEME 8

PLAN 2 (2,162)  
FRONT ELEVATIONS



**LENNAR**

**WHITE ROCK SPRINGS** Folsom, CA

Architect  
**Kenneth L. Cooper**  
Architect  
Inc.

# Master Plan 3028



CITY OF  
**FOLSOM**



"A" WESTERN FARMHOUSE

COLOR SCHEME 3



"B" CRAFTSMAN

COLOR SCHEME 6



"C" CALIFORNIA WINE COUNTRY

COLOR SCHEME 9

PLAN 3 (3028)  
FRONT ELEVATIONS



**LENNAR**

WHITE ROCK SPRINGS Folsom, CA

Kevin E. Cook  
Architect  
Inc.

# Master Plan 3312



CITY OF  
**FOLSOM**



"A" WESTERN FARMHOUSE  
COLOR SCHEME 1



"B" CRAFTSMAN  
COLOR SCHEME 4



"C" CALIFORNIA WINE COUNTRY  
COLOR SCHEME 7

PLAN 4 (3312);  
FRONT ELEVATIONS



**LENNAR**

**WHITE ROCK SPRINGS** Folsom, CA

Architect  
Lewis J. Corbett  
Architect  
INC.

# Master Plan 3244



CITY OF  
**FOLSOM**

WALKER, MICHAELSON &  
KIMBLE ARCHITECTS  
1. EXTERIOR  
2. EXTERIOR MATERIALS & FINISHES  
3. EXTERIOR LIGHTING  
4. EXTERIOR PAINT  
5. EXTERIOR PLANTING



elevation A - SPANISH

WESTERN FARMHOUSE  
1. EXTERIOR MATERIALS & FINISHES  
2. EXTERIOR LIGHTING  
3. EXTERIOR PAINT  
4. EXTERIOR PLANTING



elevation B - WESTERN FARMHOUSE

WALKER, MICHAELSON &  
KIMBLE ARCHITECTS  
1. EXTERIOR MATERIALS & FINISHES  
2. EXTERIOR LIGHTING  
3. EXTERIOR PAINT  
4. EXTERIOR PLANTING



elevation C - CALIFORNIA PRAIRIE

PLAN ONE

LENNAR

WHITE ROCK SPRINGS





# Master Plan 3444



CITY OF  
**FOLSOM**

**REVOLUTION SPANISH**  
 2,800 SQ. FT. (APPROX.)  
 3 BEDROOMS  
 2 BATHROOMS  
 2 CAR GARAGE  
 1.5 CARPORTS



REVOLUTION SPANISH

**REVOLUTION WESTERN FARMHOUSE**  
 2,800 SQ. FT. (APPROX.)  
 3 BEDROOMS  
 2 BATHROOMS  
 2 CAR GARAGE  
 1.5 CARPORTS



REVOLUTION WESTERN FARMHOUSE

**REVOLUTION CALIFORNIA PRAIRIE**  
 2,800 SQ. FT. (APPROX.)  
 3 BEDROOMS  
 2 BATHROOMS  
 2 CAR GARAGE  
 1.5 CARPORTS



REVOLUTION CALIFORNIA PRAIRIE

PLAN TWO

LENNAR

WHITE ROCK SPRINGS, TEXAS



# Master Plan 3768



CITY OF  
**FOLSOM**

1. 2,000 sq. ft. (approx.)  
 2. 2,000 sq. ft. (approx.)  
 3. 2,000 sq. ft. (approx.)  
 4. 2,000 sq. ft. (approx.)  
 5. 2,000 sq. ft. (approx.)  
 6. 2,000 sq. ft. (approx.)  
 7. 2,000 sq. ft. (approx.)  
 8. 2,000 sq. ft. (approx.)  
 9. 2,000 sq. ft. (approx.)  
 10. 2,000 sq. ft. (approx.)



elevation-SPANISH

1. 2,000 sq. ft. (approx.)  
 2. 2,000 sq. ft. (approx.)  
 3. 2,000 sq. ft. (approx.)  
 4. 2,000 sq. ft. (approx.)  
 5. 2,000 sq. ft. (approx.)  
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 7. 2,000 sq. ft. (approx.)  
 8. 2,000 sq. ft. (approx.)  
 9. 2,000 sq. ft. (approx.)  
 10. 2,000 sq. ft. (approx.)



elevation-WESTERN FAIRMUSE

1. 2,000 sq. ft. (approx.)  
 2. 2,000 sq. ft. (approx.)  
 3. 2,000 sq. ft. (approx.)  
 4. 2,000 sq. ft. (approx.)  
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 7. 2,000 sq. ft. (approx.)  
 8. 2,000 sq. ft. (approx.)  
 9. 2,000 sq. ft. (approx.)  
 10. 2,000 sq. ft. (approx.)



elevation-CALIFORNIA PRAIRIE

PLAN THREE

LENNAR

WHITE ROCK SPRINGS, TEXAS, USA



# Staff Recommendation



CITY OF  
**FOLSOM**

Staff Recommends  
Planning Commission Approval of the  
White Rock Springs Ranch Villages 4-7  
Residential Design Review Application