

CITY OF
FOLSOM
DISTINCTIVE BY NATURE

PLANNING COMMISSION AGENDA
December 18, 2019
CITY COUNCIL CHAMBERS
6:30 p.m.
50 Natoma Street
Folsom, California 95630

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

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

PLEDGE OF ALLEGIANCE

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

MINUTES

The minutes of December 4, 2019 will be presented for approval.

NEW BUSINESS

1. **PN 19-091, Toll Brothers at Folsom Ranch General Plan Amendment, Specific Plan Amendment, Development Agreement Amendments, Small-Lot Vesting Tentative Subdivision Map, and Planned Development Permit**

A Public Hearing to consider a request from Toll Brothers, Inc. for approval of a General Plan Amendment, Specific Plan Amendment, Development Agreement Amendments, Small-Lot Vesting Tentative Subdivision Map, Planned Development Permit, and Inclusionary Housing Plan for development of a 1,225-unit residential subdivision on a 314-acre site located at the northwest corner of the intersection of East Bidwell Street and White Rock Road. The Specific Plan classification for the site is SP-SFHD PD, SP-MLD PD, SP-MMD PD, SP-P, and SP-OS, while the General Plan land-use designation is SF, SFHD, MLD, MMD, P, and OS. An Environmental Checklist and Addendum to the Folsom Plan Area Specific Plan EIR/EIS has been prepared for this project in accordance with the California Environmental Quality Act (CEQA). **(Project Planner: Principal Planner, Steve Banks / Applicant: Toll Brothers, Inc.)**

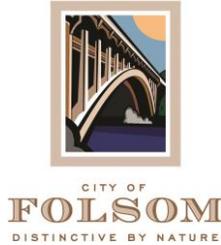
PLANNING COMMISSION / PLANNING MANAGER REPORT

The next Planning Commission meeting is scheduled for **January 15, 2019**. Additional non-public hearing items may be added to the agenda; any such additions will be posted on the bulletin board in the foyer at City Hall at least 72 hours prior to the meeting. Persons having questions on any of these items can visit the Community Development Department during normal business hours (8:00 a.m. to 5:00 p.m.) at City Hall, 2nd Floor, 50 Natoma Street, Folsom, California, prior to the meeting. The phone number is (916) 461-6203 and FAX number is (916) 355-7274.

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

NOTICE REGARDING CHALLENGES TO DECISIONS

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



PLANNING COMMISSION MINUTES
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6:30 P.M.
50 Natoma Street
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CALL TO ORDER PLANNING COMMISSION: Kevin Mallory, Vice Chair Eileen Reynolds, Daniel West, Kevin Duewel, Barbara Leary, Jennifer Lane, Chair Justin Raithel

ABSENT: None

CITIZEN COMMUNICATION: None

MINUTES:

The minutes of November 20, 2019 were approved as submitted.

PRESENTATION

1. **Subdivision Map Act Overview Presentation (Senior Civil Engineer, Dan Wolfe, PE)**

NEW BUSINESS

2. **PN 19-389, Folsom Plan Area Parcel 85A Tentative Parcel Map and Determination that the Project is Exempt from CEQA**

A Public Hearing to consider a request from TK Consulting for approval of a Tentative Parcel Map to subdivide an existing 54.30-acre property located at the northeast corner of East Bidwell Street and Alder Creek Parkway into four new individual parcels for future sale and development. The Specific Plan designation for the site is SP-GC-PD and the General Plan land use designation is GC. The project is categorically exempt under Section 15315 (Minor Land Divisions) of the California Environmental Quality Act (CEQA) Guidelines. **(Project Planner: Principal Planner, Steve Banks / Applicant: TK Consulting)**

COMMISSIONER DUEWEL MOVED TO APPROVE THE FOLSOM PLAN AREA PARCEL 85A TENTATIVE PARCEL MAP APPLICATION (PN 19-389) TO SUBDIVIDE AN EXISTING 54.30-ACRE PROPERTY LOCATED AT THE NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND ALDER CREEK PARKWAY INTO FOUR NEW INDIVIDUAL PARCELS FOR FUTURE SALE AND DEVELOPMENT, SUBJECT TO THE FOLLOWING FINDINGS: GENERAL FINDINGS A & B, CEQA FINDINGS C-E, TENTATIVE PARCEL MAP FINDING F-I, AND CONDITIONS OF APPROVAL NOS. 1-10 WITH MODIFICATIONS TO CONDITION NO. 2 TO STATE:

“The project approval granted under this staff report shall remain in effect for two years from final date of approval (December 4, 2021). Failure to ~~obtain the relevant building (or other) permits~~ **record a Final Parcel Map** within this time period, without the subsequent extension of this approval, shall result in the termination of this approval.”

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

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

PLANNING MANAGER REPORT

None

RESPECTFULLY SUBMITTED,

Kelly Mullett, ADMINISTRATIVE ASSISTANT

APPROVED:

Justin Raithel, CHAIR

Planning Commission Staff Report

50 Natoma Street, Council Chambers
Folsom, CA 95630

Project: Toll Brothers at Folsom Ranch
File #: PN-19-091
Requests: General Plan Amendment
Specific Plan Amendment
Planned Development Permit
Small-Lot Vesting Tentative Subdivision Map
Development Agreement Amendments (Easton Valley Holdings, LLC, West Scott Road, LLC/Toll West Coast, LLC, and Folsom Real Estate South LLC/Toll West Coast, LLC)
Inclusionary Housing Plan
Location: The General Plan/Specific Plan Amendment affects several areas in the overall Folsom Plan Area Specific Plan
The Toll Brothers at Folsom Ranch project is located in the Alder Ranch and Mangini West sub-areas of the Folsom Plan Area Specific Plan
Staff Contact: Steve Banks, Principal Planner, 916-461-6207
sbanks@folsom.ca.us

Property Owners

Name: Folsom Real Estate South, West Scott Road, LLC, Oak Avenue Holding, LLC
Address: 4370 Town Center Boulevard Suite 100, El Dorado Hills, CA 95762

Applicant

Name: Toll Brothers, Inc.
Address: 725 W. Town & Country Road, Suite 200, Orange, CA 92868

Recommendation: Conduct a public hearing and upon conclusion recommend approval of the following, subject to the findings (Findings A-KK) and conditions of approval (Conditions 1-106) attached to this report:

- General Plan Amendment
- Specific Plan Amendment
- Small-Lot Vesting Tentative Subdivision Map
- Planned Development Permit
- Development Agreement Amendments (Easton Valley Holdings, LLC, West Scott Road LLC/Toll West Coast, LLC, and Folsom Real Estate South, LLC/Toll West Coast, LLC)
- Inclusionary Housing Plan



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Project Summary: The proposed project involves several related actions associated with a proposed residential development:

- An **Amendment to the General Plan** to change the land use designations on a number of parcels in the Folsom Plan Area Specific Plan (FPASP).
- An **Amendment to the FPASP** to change the land use designations for several planning sub-areas of the Specific Plan, generally to reduce the total number of residential units which would be built within the proposed Toll Brothers project and eliminate medium density development; change the locations of planned uses in the Toll Brothers project; and move some planned residential development (single-family and multi family) and planned public parks to other parts of the FPASP. The proposed amendment also changes the alignments of several internal roadways and trails, and the location and arrangement of open space and park areas. *For clarity, this is referred to in this staff report as the "Specific Plan Amendment."*
- A **Planned Development Permit** which contains detailed development and architectural standards for the "Regency" active-adult portion of the project, including minor changes to some development standards of the FPASP. *For clarity, this is referred to in this staff report as the "Proposed Planned Development Project" or the "Toll Brothers Project."*
- A **Small-Lot Vesting Tentative Subdivision Map** to subdivide portions of the Toll Brothers project into lots for sale and for future subdivision.
- **Amendments to existing Development Agreements** with Easton Valley Holdings, LLC, Folsom Real Estate South LLC, and West Scott Road LLC, relative to the Folsom South Specific Plan
- An **Inclusionary Housing Plan** to pay in-lieu fees to meet the project's affordable housing needs.

These proposed actions are described in detail and analyzed later in this report.



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Table of Contents:

Attachment 1 - Background

Attachment 2 - Project Description

- Toll Brothers Project
- Planned Development Permit (Residential Architecture and Development Standards for the "Regency" Active Adult Residential Products)
- General Plan Amendment
- Specific Plan Amendment
- Small-Lot Vesting Tentative Subdivision Map
- Development Agreement Amendments (Easton Valley Holdings, LLC, Folsom Real Estate South LLC/Toll West Coast, LLC, and West Scott Road LLC/Toll West Coast, LLC)
- Inclusionary Housing Plan

Attachment 3 - Analysis

- Planned Development Permit (Residential Architecture and Development Standards for the "Regency" Active Adult Residential Products)
- General Plan Amendment
- Specific Plan Amendment
- Small-Lot Vesting Tentative Subdivision Map
- Development Agreement Amendments (Folsom Real Estate South LLC, West Scott Road LLC, and Oak Avenue Holdings, LLC)
- Inclusionary Housing Plan

Attachment 4 - Conditions of Approval

Attachment 5 - Vicinity Map

Attachment 6 - General Plan/Specific Plan Amendment Exhibit, dated October 14, 2019

Attachment 7 - Illustrative Master Plan Exhibit, dated October 17, 2019

Attachment 8 - Small-Lot Vesting Tentative Subdivision Maps, dated October 17, 2019

Attachment 9 - Backbone Infrastructure Exhibit, dated October 17, 2019

Attachment 10 - Conceptual Phasing Exhibit, dated November 11, 2019

Attachment 11 - Preliminary Grading and Drainage Plan, dated October 17, 2019

Attachment 12 - Preliminary Utility Plan, dated October 17, 2019

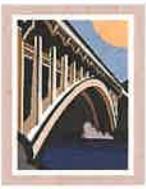
Attachment 13 - Preliminary Landscape Plan and Details, dated September 11, 2019

Attachment 14 - Wall and Fence Exhibit and Details, dated September 11, 2019

Attachment 15 - Local Road Section Exhibit, dated September 11, 2019

Attachment 16 - Trail System Modification Exhibit, dated August 29, 2019

Attachment 17 - Walkability Exhibit, dated September 11, 2019



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- Attachment 18 - Trailhead and Signage Exhibit, dated September 11, 2019
- Attachment 19 - Dog Park Exhibit, dated September 11, 2019
- Attachment 20 - Model Home Complex Exhibit, dated September 11, 2019
- Attachment 21 - Product Mix Exhibit, dated October 17, 2019
- Attachment 22- Streetscene Exhibit, dated August 30, 2019
- Attachment 23 - Building Elevations and Floor Plans, dated August 30, 2019
- Attachment 24 - Residential Design Details, dated August 30, 2019
- Attachment 25 - Color and Materials Board, dated August 30, 2019
- Attachment 26 - Inclusionary Housing Plan, dated March 7, 2019
- Attachment 27 - Folsom Ranch Central District Design Guidelines
- Attachment 28 - FPASP Development Activity Bar Chart, dated October 17, 2019
- Attachment 29 - Development Agreement Amendments
- Attachment 30 - Addendum to the Final EIR for the FPASP

Appendices available on the City's Website at the following link:

https://www.folsom.ca.us/community/planning/current_project_information.asp

- Attachment 31 - Site Photographs
- Attachment 32 – Toll Brothers Booklet (Separate Bound Document)

Submitted,

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

RAM JOHNS

Community Development Director

ATTACHMENT 1 BACKGROUND AND SETTING

A. Background

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, approved in 2011, is a development plan for over 3,500 acres of previously undeveloped land located south of Highway 50, north of White Rock Road, east of Prairie City Road, and adjacent to the Sacramento County/El Dorado County line in the southwestern portion of the City.

The FPASP in its current form includes 11,461 residential units at various densities on approximately 1,622 acres; 320 acres designated for commercial and industrial use; +/- 275 acres designated for public/quasi-public uses, elementary/middle school/high schools, and community/neighborhood parks; and +/-1,109 acres for open-space areas.

Subsequent to the original approval of the FPASP in 2011, the City has amended the Specific Plan as follows:

In August 2014, the Folsom City Council approved an amendment to the FPASP (Resolution No. 9420) relative to the alignment and design guidelines for the future Capital Southeast Connector (White Rock Road).

On May 12, 2015, the Folsom City Council approved the Russell Ranch Specific Plan Amendment (Resolution No. 9566), the Final Environmental Impact Report (Resolution No. 9564) and a General Plan Amendment (Resolution No. 9566) for the Russell Ranch Project. The approved specific plan amendment (SPA) reduced the Plan Area residential area by approximately 17.8 acres and 264 dwelling units and reduced the commercial, office park/industrial and mixed-use area by approximately 59.5 acres and 0.65 million square feet of potential building area.

On September 22, 2015, the Folsom City Council approved the Westland/Eagle Specific Plan Amendment, an Amendment to the Folsom General Plan (Resolution No. 9655) and an Addendum to the Final Environmental Impact Report/Environment Impact Statement (Resolution No. 9654) for the Westland/Eagle project. The approved SPA increased the residential dwelling unit count by 889 units and decreased the amount of commercial,



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office park/industrial and mixed-use area by approximately 82.5 acres and 1.4 million square feet of potential building area.

On May 24, 2016, the Folsom City Council approved the Hillsborough Specific Plan Amendment (Resolution No. 9763), an Amendment to the Folsom General Plan (Resolution No. 9762), and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Resolution No. 9761) for the Hillsborough Project. The approved SPA includes 394 additional housing units with about 65 additional acres of residential uses, approximately 49 fewer acres of public/quasi-public uses, approximately 16 acres less open space, approximately 5 additional acres of park space, and approximately 4 fewer acres of community commercial land uses.

On June 28, 2016, the Folsom City Council approved the Carr Trust Specific Plan Amendment and General Plan Amendment (Resolution No. 9789) and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Resolution No. 9788) for the Carr Trust Project. The approved SPA decreased the residential dwelling unit count by 28 units by modifying the land use designation from medium low density residential to single-family high density residential.

On June 28, 2016, the Folsom City Council approved the Folsom Heights Specific Plan Amendment and an Amendment to the Folsom General Plan (Resolution No. 9785) and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Resolution No. 9784) for the Folsom Heights Project. The approved SPA did not change the number of dwelling units; however, the residential density was decreased, and the amount of general commercial was reduced by 23 acres.

On June 28, 2016, the Folsom City Council approved the Broadstone Estates Specific Plan Amendment and an Amendment to the Folsom General Plan (Resolution No. 9787) and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Resolution No. 9786) for the Broadstone Estates Project. The approved SPA eliminated the industrial office and general commercial land uses (10.5 acres and 13.3 acres, respectively), increased the single-family residential land use by approximately 21 acres and 71 additional dwelling units, and increased the open space area by 2.7 acres.

B. Setting

The existing project area is undeveloped grassland, currently used for cattle grazing. The topography of the area consists of gently rolling hills, with slopes varying between 0 percent and 15 percent. Figure 1, below, shows an aerial photo of the Folsom Plan Area Specific Plan.



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FIGURE 1: AERIAL PHOTO OF FOLSOM PLAN AREA SPECIFIC PLAN



The project site is bisected by intermittent tributaries of Alder Creek, seasonal wetlands, and seasonal wetland swales. These seasonal drainages are devoid of vegetation, contain water only during the rainy winter and spring months and are dry, rocky-bottom swales during the summer.

Under the FPASP, development including residential, public/quasi-public, and open space uses are proposed directly adjacent to the project site. Areas to the east of East Bidwell Street have recently been developed including single-family, high-density housing, as proposed under the FPASP. Land south of the project site, across White Rock Road, are not included in the FPASP and are undeveloped.

Developed land north and east of the FPASP Area consists of large residential and commercial developments.

A 400-foot electric transmission corridor right-of-way with a north-south alignment is located west of the project site. The corridor contains multiple transmission lines operated by Pacific Gas and Electric and the Sacramento Municipal Utility District.

ATTACHMENT 2 PROJECT DESCRIPTION

APPLICANT'S PROPOSAL

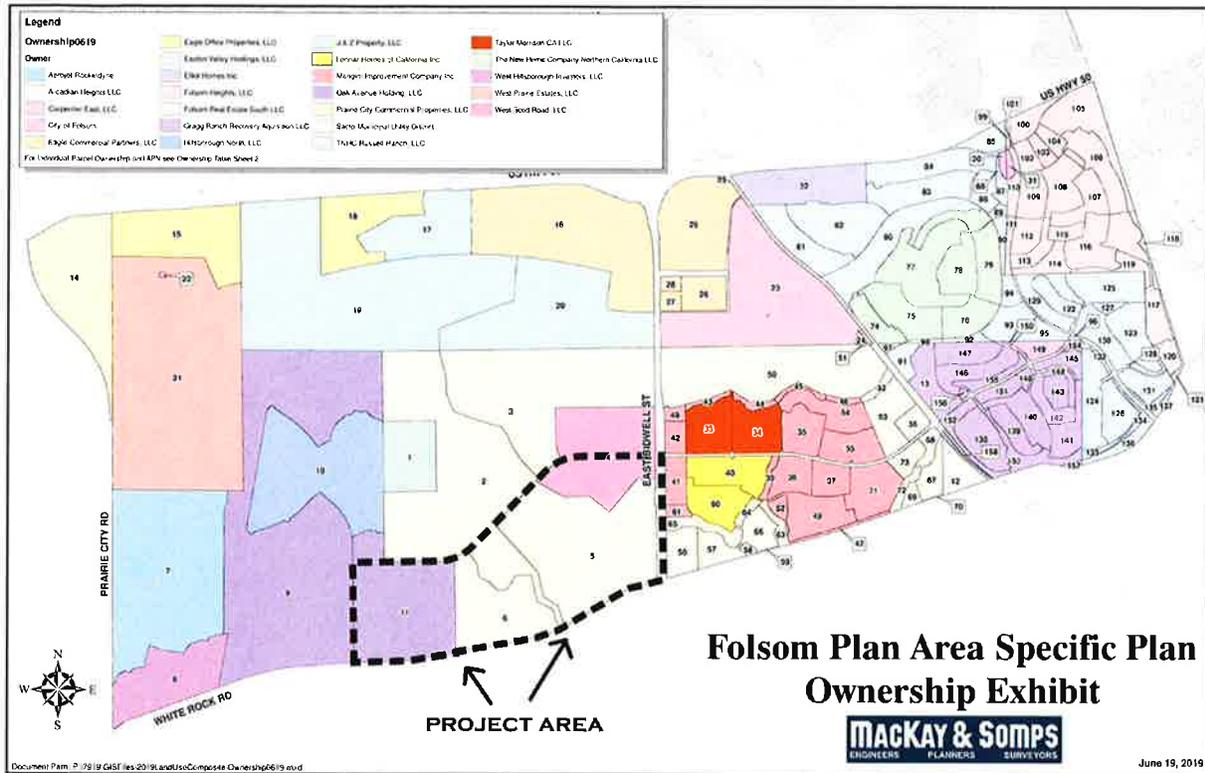
The applicant, Toll Brothers, is requesting approval of several related actions to allow the phased development of a residential project with an ultimate total of +/- 1,225 residential units on a project site of approximately 314 acres. This Attachment examines the following:

- A. Overview of the Toll Brothers Project
- B. Planned Development Permit
- C. General Plan and Specific Plan Amendments
- D. Small-Lot Vesting Tentative Subdivision Map
- E. Development Agreement Amendments (Easton Valley Holdings, Folsom Real Estate South, and West Scott Road)
- F. Inclusionary Housing Plan

A. Toll Brothers Regency Project Overview

The Toll Brothers Regency project is proposed on a 314.3-acre site in the central portion of the Folsom Plan Area Specific Plan. Figure 2 on the following page shows the project location within the Folsom Plan Area as well as the different ownership groups involved.

FIGURE 2: FOLSOM PLAN AREA OWNERSHIP EXHIBIT



The Toll Brothers project is proposed to include a total of 1,225 residential dwelling units. Of the 1,225 housing units, 1,011 are proposed as age-restricted active-adult units (844 single-family high-density [SFHD] active adult units, 167 multi-family low density [MLD] active adult units). These are proposed to be built under the applicant’s “Regency” brand as for-sale units with specific design proposal included with this project.

The remaining 214 dwelling units, located in the western portion of the project area, would be built as a traditional non-age-restricted subdivision. No designs for the homes in the traditional subdivision have been submitted, and the builder of these homes is not known at this time.

The Toll Brothers project generally consists of three phases, including two phases to be built under the applicant’s “Regency” brand:

- **Phase 1:** An age-restricted, gated residential development to be known as “Regency Phase 1” consisting of a total of 586 residential units. This is referred to as “Regency Phase 1.” As discussed later in this report, Regency Phase 1 is anticipated to be the first portion of the Toll Brothers project to be built. The proposed Small-Lot Vesting Tentative Subdivision Map would create the lots for the homes and other features of Regency Phase 1.

- **Phase 2:** A traditional, non-age-restricted development outside of the gated portion of the project consisting of 214 homes. As noted above, designs for the homes in the traditional subdivision have not been submitted, and the builder of these homes is not known at this time. The proposed Small-Lot Vesting Tentative Subdivision Map would create the lots for the homes and other features of the traditional subdivision. The traditional subdivision is anticipated to be built as the second phase of development of the Toll Brothers Regency project. Development of Phase 2 will require future discretionary review and approval by the City, including design review approval.
- **Phase 3:** Additional age-restricted development consisting of a total of 425 units. This is “Regency Phase 2” of the Toll Brothers project. This portion of the project is anticipated to be built as the third phase of development of the Toll Brothers Regency project. Detailed development on this Phase Two portion of the Toll Brothers project will require future discretionary review and approval by the City, including approval of a subdivision map (the tentative subdivision map currently proposed does not create residential lots in the Regency Phase 2 area) and design review.

A summary of development in each of these portions of the Toll Brothers project is provided in the following table.

TABLE 1: Toll Brothers at Folsom Ranch Land Use Exhibit

Land Use	“Regency” Phase 1		“Regency” Phase 2 ¹		Phase 3 Traditional Subdivision (others)		Totals by Land Use Type (DU/ Acres)
	Gross Area (Acres)	Proposed Units	Gross Area (Acres)	Proposed Units	Gross Area (Acres)	Proposed Units	
Toll Brothers at Folsom Ranch Site							
Residential							
Single-family High Density (SFHD)	0	0	0	0	40.8	214	214 DU 40.8 Ac
Single-Family High Density (SFHD) Active Adult	96.5	494	59.1 ¹	350	0	0	844 DU 155.6
Multi-Family Low Density (MLD) Active Adult	10.8	92	7.8 ¹	75	0	0	167 DU 18.6 Ac
Subtotal by Phase	107.3	586	66.9 ¹	425	40.8	214	1,225 215.0
Public Parks and Schools							
Parks - Neighborhood (P) ²	0	N/A	0	N/A	0	N/A	0
Private Parks							

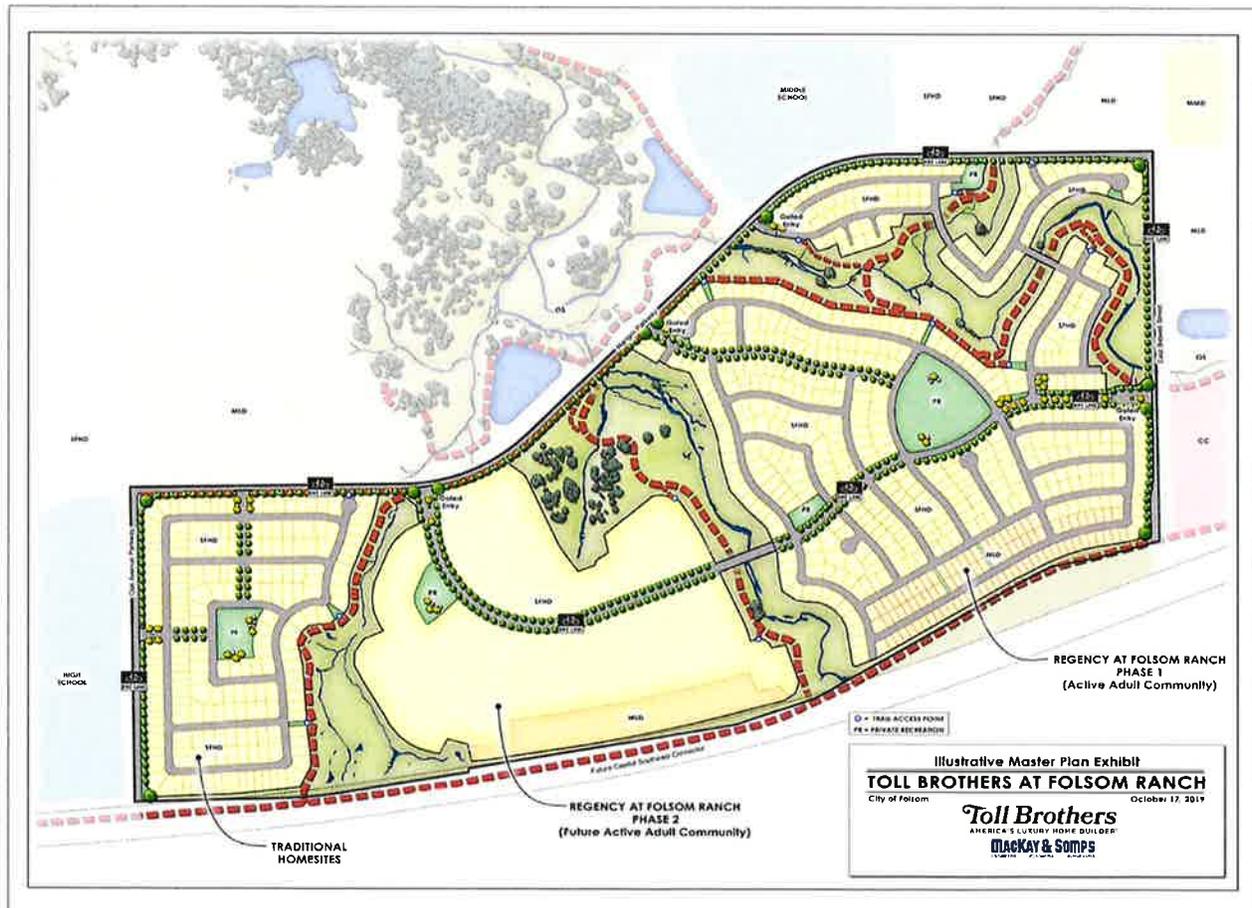
Parks not eligible for Quimby Act credits	6.0	N/A	N/A ¹	N/A	1.5	N/A	10.0
Measure W Open Space							
Open Space (OS-2)	Total for entire Toll Brothers project						83.91
Infrastructure							
Backbone Roadways	Total for entire Toll Brothers project						7.9
Totals		586		425		214	1,225 DU 314.3 Ac

N/A – Not Applicable or Information Not Available.

1. Regency Phase 2 has not been submitted. Unit counts and private parks acreage do not represent a commitment by the applicant.
2. Ten acres of public parkland within the Toll Brothers project per the currently approved FPASP is proposed to be moved to other locations within the FPASP. The Toll Brothers project includes 7.5-acres of private park facilities, which are not eligible for Quimby Act credits.

The applicant’s illustrative land use plan for the Toll Brothers Regency project is shown below in Figure 3.

FIGURE 3: TOLL BROTHERS AT FOLSOM RANCH MASTER PLAN EXHIBIT



B. Proposed Planned Development Permit

The applicant is seeking approval of a Planned Development Permit which provides detailed development standards for the project and architecture for the proposed residential homes in the “Regency” portion of the project. The Planned Development Permit includes the following major components:

- Proposed Development Standards
- Proposed Residential Architecture

These are discussed below.

Proposed Development Standards

The Planned Development Permit, attached to this staff report, proposes minor changes to the development standards of the FPASP which would otherwise apply to the Toll Brothers project. The proposed changes to development standards are shown in Table 2 on a subsequent page and are summarized below.

Changes would be made to three basic standards:

1. **Maximum lot coverage** for single-family homes (SFHD), which is proposed to be increased from 50% to 55%
2. **Minimum garage setbacks** for the townhome (MLD) and 60x70-foot single-family (SFHD) lots, which are proposed to be reduced from 20 feet to 18 feet and **Minimum side-load garage setbacks** for single-family homes, which are proposed to be set back a minimum of 15 feet
3. **Minimum rear yard setbacks**, which are proposed to be reduced for all lot types:
 - From 10 feet to 5 feet for main building on the townhome lots
 - From 15 feet to 10 feet for all sizes of single-family lots

The applicant’s justification for these proposed changes is provided below:

1. *“Lot Coverage- All REGENCY homesites are offered with a signature covered Luxury Outdoor Living (LOL) Area (a roofed living/dining room in the rear yard, fireplace optional). The inclusion of the LOL Area pushes the lot coverage slightly over the maximum coverage allowed in the FPASP development standards. Therefore, consistent with other project approvals in the City of Folsom with similar outdoor rooms, an increase in lot coverage is requested Areas for the SFHD-zoned lots. No change is requested to the MLD-zoned lands. Actual coverage calculations by residential product type are shown on PAGES A006, A054, A080, A106, and A132 of the Toll Brothers Booklet (Attachment 32).*

2. *Front Yard Setback to Garage- On the Townhomes and 60 x 70' lots only, a reduced front setback to garage is requested. Previous Project submittals requested a larger reduced rear yard setback for this product which was not favored by the City. Therefore, this request has been changed to a lessor rear yard setback request and a reduced front yard setback for the garage to accommodate the features of this unique residential product. In addition, the proposed 18-foot garage setback is identical to other small-lot subdivisions within the City including Broadstone Unit No. 1 and No. 2 and the Russell Ranch Subdivision in the Folsom Plan Area. A 15-foot side-load garage setback is also requesting to accommodate the proposed home layouts.*

3. *Rear Yard Setback- As active-adult buyer preferences are a priority to TOLL BROTHERS; single-story building footprints and minimal yard maintenance equates to smaller rear yards than traditional homesites. In addition, the provision of the covered Luxury Outdoor Living Area also affects the rear yard setbacks. Therefore, an adjustment to rear yard setback area is sought for the active-adult product floorplans. Actual rear yard square footage calculations by residential product are shown on PAGES A006, A054, A080, A106, and A132 of the Toll Brothers Booklet (Attachment 32).*
 - *Tailored active-adult development standards are necessary to articulate the design and lifestyle intent for the community and meet the physical and financial needs of the active-adult homebuyers. As stated earlier, active adults have active social lives; and while the number-one recreational activity for these homebuyers is walking, the number-two activity is social recreation. TOLL BROTHERS AT FOLSOM RANCH will create a community that offers its residents 'resort-style' living: a departure from a traditional single-family community. The proposed recreation amenities and vast open space with miles of planned public trail offers residents the varied social and recreation choices that are not afforded in traditional communities and cannot be achieved with traditional backyards."*

TOLL BROTHERS AT FOLSOM RANCH: "REGENCY" ACTIVE-ADULT DEVELOPMENT STANDARDS									
CATEGORY	NOTES	MLD Townhome (43'x80') (Fee Simple) (7)		SFHD (60X70' Lots)		SFHD (50X95' Lots)		SFHD (65X95' Lots)	
		APPROVED MLD	PROPOSED MLD	APPROVED SFHD	PROPOSED SFHD	APPROVED SFHD	PROPOSED SFHD	APPROVED SFHD	PROPOSED SFHD
Lot Size									
Interior lot		2,000sf min.	2,000sf min.	4,000sf min.	4,000sf min.	4,000sf min.	4,000sf min.	4,000sf min.	4,000sf min.
Corner lot		3,500sf min.	3,500sf min.	4,500sf min.	4,500sf min.	4,500sf min.	4,500sf min.	4,500sf min.	4,500sf min.
Building Coverage	10								
Interior lot		60% max.	60% max.	55% max.	55% max.	50% max.	55% max.	50% max.	55% max.
Corner lot		60% max.	60% max.	50% max.	50% max.	50% max.	50% max.	50% max.	50% max.
Lot Width	3								
Interior lot		22' min.	22' min.	40' min.	40' min.	40' min.	40' min.	40' min.	40' min.
Corner lot		37' min.	37' min.	45' min.	45' min.	45' min.	45' min.	45' min.	45' min.
Cul-de-sac		n/a	n/a	35' min.	35' min.	35' min.	35' min.	35' min.	35' min.
Flag lot		n/a	n/a	40' min.	40' min.	40' min.	40' min.	40' min.	40' min.
Setbacks									
Front Yard	4								
Setbacks									
Porch	5	12.5' min.	12.5' min.	12.5' min.	12.5' min.	12.5' min.	12.5' min.	12.5' min.	12.5' min.
Primary structure	5	15' min.	15' min.	15' min.	15' min.	15' min.	15' min.	15' min.	15' min.
Garage (front elevation/doors)	6	20' min.	18' min.	20' min.	18' min.	20' min.	20' min.	20' min.	20' min.
Garage (side elevation)	5.9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	15' min.
Side Yard									
Setbacks									
Interior side yard	2, 5	n/a	n/a	5' min.	5' min.	5' min.	5' min.	5' min.	5' min.
Street side yard (corner lot)	4, 5, 8	n/a	n/a	15' min.	15' min.	15' min.	15' min.	15' min.	15' min.
Garage facing side street (corner lot)	4, 6	18' min.	18' min.	20' min.	20' min.	20' min.	20' min.	20' min.	20' min.
Second dwelling unit	1, 2	n/a	n/a	5' min.	5' min.	5' min.	5' min.	5' min.	5' min.
Accessory structure (interior lot lines)		3' min.	3' min.	5' min.	5' min.	5' min.	5' min.	5' min.	5' min.
Rear Yard									
Setbacks									
Main building		10' min.	5' min.	15' min.	10' min.	15' min.	10' min.	15' min.	10' min.

TOLL BROTHERS AT FOLSOM RANCH: "REGENCY" ACTIVE-ADULT DEVELOPMENT STANDARDS									
CATEGORY	NOTES	MLD Townhome (43'x80') (Fee Simple) (7)		SFHD (60X70' Lots)		SFHD (55X95' Lots)		SFHD (65X95' Lots)	
		APPROVED MLD	PROPOSED MLD	APPROVED SFHD	PROPOSED SFHD	APPROVED SFHD	PROPOSED SFHD	APPROVED SFHD	PROPOSED SFHD
Second dwelling unit	8	n/a	n/a	5' min.	5' min.	5' min.	5' min.	5' min.	5' min.
Accessory structure		5' min.	5' min.	5' min.	5' min.	5' min.	5' min.	5' min.	5' min.
Detached garage		5' min.	5' min.	5' min.	5' min.	5' min.	5' min.	5' min.	5' min.
Building Height									
Main building		2-story/35' max.	2-story/35' max.	35' max.	35' max.	35' max.	35' max.	35' max.	35' max.
Detached garage		18' max.	18' max.	18' max.	18' max.	18' max.	18' max.	18' max.	18' max.
Second dwelling unit	1	n/a	n/a	18' max.	18' max.	18' max.	18' max.	18' max.	18' max.
Accessory building		15' max.	15' max.	15' max.	15' max.	15' max.	15' max.	15' max.	15' max.
Off-Street Parking									

Refer to 2018 FPASP Table A.14 for Parking Requirements

- If second dwelling unit placed above detached garage, then maximum height increases to 22' and side & rear setbacks for both detached garage and second unit increased to 13'.
- For zero-lot-line dwelling units: 0' side yard setback for one side; 5' minimum setback for the other side; 10' minimum between detached buildings.
- Measured at setback.
- Measured at the back of sidewalk if sidewalk is provided.
- Measured to foundation line.
- Measured to garage doors.
- A Fee Simple Lot Townhome is an attached dwelling unit where the owner has absolute legal title to both land and building.
- MLD land use: Per the FPASP 2018, 15' minimum for two-story product, no minimum for single-story product.
- Front setback to street side-on garage is treated the same as primary structure.
- Lot coverage is calculated as the percentage of lot area covered by the roof including attached covered porch and attached covered outdoor living area.

Proposed Residential Designs

The Regency Phase 1 portion of the proposed project includes the construction of five different types of residential units, specific to various lot sizes:

- Single-family homes on lots with minimum dimensions of 65x95 feet
- Single-family homes on lots with minimum dimensions of 55x95 feet
- Single-family homes on lots with minimum dimensions of 50x95 feet
- Single-family homes on lots with minimum dimensions of 60x70 feet
- Attached townhomes (two attached units) on lots of 43x80 feet

All units are single-story, and are proposed to be built in four different architectural styles. The proposed architectural styles derive from traditional styles, but respond to modern tastes, which generally favor simpler designs and colors. For this reason, the designs are defined in “modern” terms:

- Italian Villa
- Spanish Colonial
- Modern Craftsman
- Modern Farmhouse

All four styles are proposed to be used for all unit types, with a variety of colors and materials as shown in the applicant’s bound submittal booklet.

Examples of the proposed designs are shown in the streetscapes on the following page. Detailed drawings can be found in the Toll Brothers Booklet, which is included as an Attachment 32 to this staff report.



Single-Family Streetscape



Single-Family Streetscape

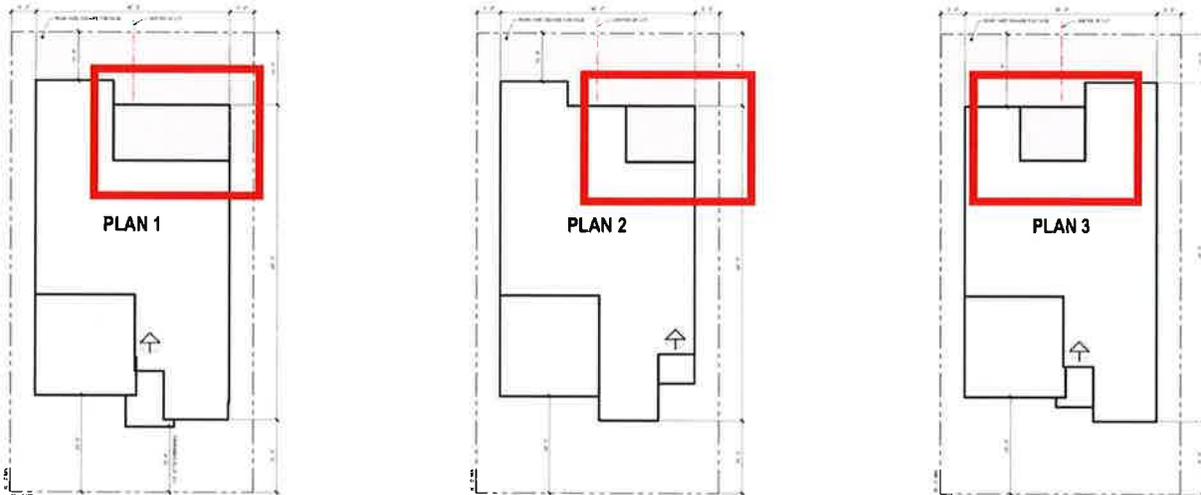


Townhomes Streetscape

The proposed designs, according to the applicant, respond to several key preferences of potential “active adult” buyers:

- One-story homes to minimize physical barriers
- Small private yards (to reduce physical challenges and reduce maintenance costs)
- Active social lives (provided via centralized recreation facilities)

All of the home types (including the townhomes) are proposed to include a covered “Luxury Outdoor Living” area that the individual homeowner would be able to furnish with outdoor furniture, BBQ grills, etc. Examples of the LOL area shown below:



Red box highlights the “Luxury Outdoor Living” area

A photograph of a designer’s concept for a Luxury Outdoor Living area in another Toll Brothers project is shown on the following page:



C. General Plan and Specific Plan Amendments

To accommodate this project, the applicant is proposing to amend the General Plan and the Folsom Area Plan Specific Plan to shift residential and park/open space development within the boundaries of the FPASP.

Changes to Land Uses Within the Toll Brothers Project

The applicant is proposing to change planned land uses both within and outside of the Toll Brothers project site. Changes within are summarized in Table 3 on the following page. Changes outside of the Toll Brothers project are discussed later in this report.

In addition to increasing the number of SFHD homes within the Toll Brothers project (+79), the project would move the 312 MMD (multi-family medium density) units currently proposed to be built in the area proposed for the Toll Brothers project site to another part of the FPASP. MMD homes are typically two stories in height, which is not consistent with the preferences of “active adult” buyers, as discussed earlier.

TABLE 3: PROPOSED LAND USE CHANGES¹

Land Use	Approved Specific Plan		Proposed Land Uses		Proposed Change	
	Acres	Units	Acres	Units	Acres	Units
SFHD	172.9	979	203.9	1,058	+31.0	+79 ²
MLD	18.6	167	18.6	167	<i>No Change</i>	<i>No Change</i>
MMD	18.2	312	0.0	0	-18.2	-312 ³
Public Park	10.0	-	0.0	-	-10 ⁴	-
Private Amenity	7.5 – Included in the SFHD acreage above					
OS	83.9	-	83.9	-	<i>No Change</i>	<i>No Change</i>
Backbone Roads	10.7	-	7.9	-	-2.8	
Total	314.3	1,458	314.3	1,225		-233

SFHD: Single-family High Density

MLD: Multi-Family Low Density

MMD: Multi-Family Medium Density

OS: Open Space

1 – Includes Regency Phases 1 and 2 and Traditional Subdivision

2 – Shifted from other areas of the FPASP to the Toll Brothers project

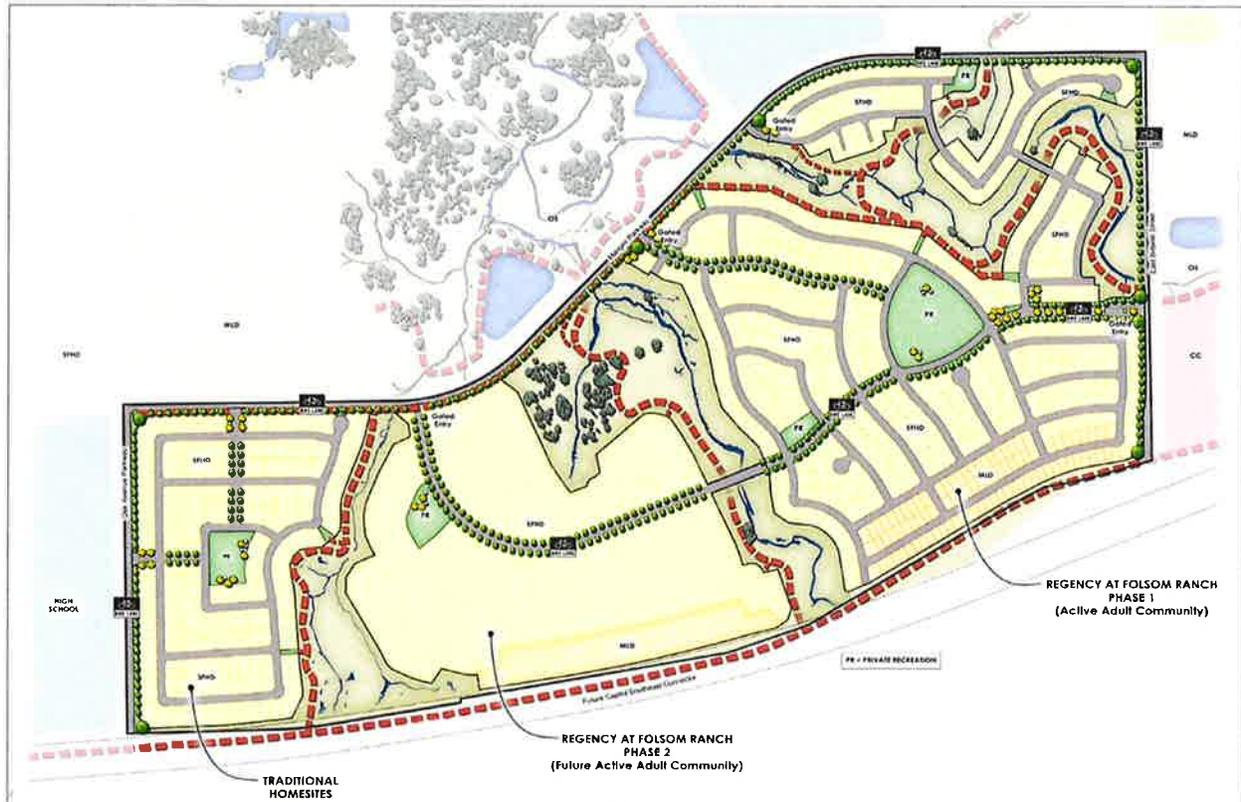
3 – Moves to other areas in the FPASP

4 – Public parkland is proposed to be moved to other areas in the FPASP. The applicant is proposing to construct 7.5 acres of private amenities in the Toll Brothers project (see below)

5 – Includes 7.5-acres of private amenities

The proposed land use and circulation plan for the Toll Brothers Regency project is shown in Figure 4 on the following page.

FIGURE 4: LAND USE AND CIRCULATION PLAN



Proposed changes to the land uses within the Toll Brother project and other areas in the FPASP are listed in Table 4 and summarized below:

1. A total of 79 additional SFHD (Single-family High Density) units are proposed to be built within the Toll Brothers project area than are currently approved. These units would be moved *from* the Town Center areas *to* the Toll Brothers Project.
2. A total of 312 MMD (Multi-Family Medium Density) units are proposed to be moved *from* the Toll Brothers project area *to* the Town Center area of the FPASP.
3. A total of 2.8 acres of “backbone roads” are proposed to be removed from the Toll Brothers project area. Additional information on proposed changes to roadways and trails within the Toll Brothers project is provided later in this report.

TABLE 4: PROPOSED LAND USE CHANGES FOR THE FOLSOM PLAN AREA SPECIFIC PLAN OUTSIDE OF THE TOLL BROTHERS PROJECT

FPASP Parcel	FPASP Sub-Area	Approved FPASP			Proposed			Proposed Change		
		Land Use	Acres	DU	Land Use	Acres	DU	Change in Density	Acres	DU
20A ¹	Alder Ranch	SF	21.62	78	SF	13.62	54	↓	-8	-24 ^A
20B	Alder Ranch	<i>Not in existing FPASP</i>			Park (Public)	8.0	--	--	+8.0	--
66	Town Center	Park	1.13	0	Park (Public)	3.13	--	--	+2.0	--
68	Town Center	MLD	9.72	87	MMD	9.72	169	↑	--	+82
70	Town Center	SF	12.79	38	SF	12.79	44	↑	--	+6
73	Town Center	SFHD	11.55	63	MLD	11.55	100	↑	--	+37
74	Town Center	MU	11.0	132	MU	10.0	132	--	-1	--
137	Mangini 1	MLD	9.46	71	MMD	9.46	143	↑	--	+72
155	Town Center	SFHD	12.32	67	MLD	12.32	106	↑	--	+39
158	Town Center	MU	12.48	150	MU	11.48	150	--	-1.0	--
161	Town Center	SFHD	11.55	63	SFHD	11.55	66	↑	--	+3
162	Town Center	SF	37.93	122	SF	37.93	140	↑	--	+18
								Total Change in DU Outside of the Toll Brothers Project		+233

1 – Currently designated “20”

A – Dwelling units decrease because size of FPASP parcel decreases

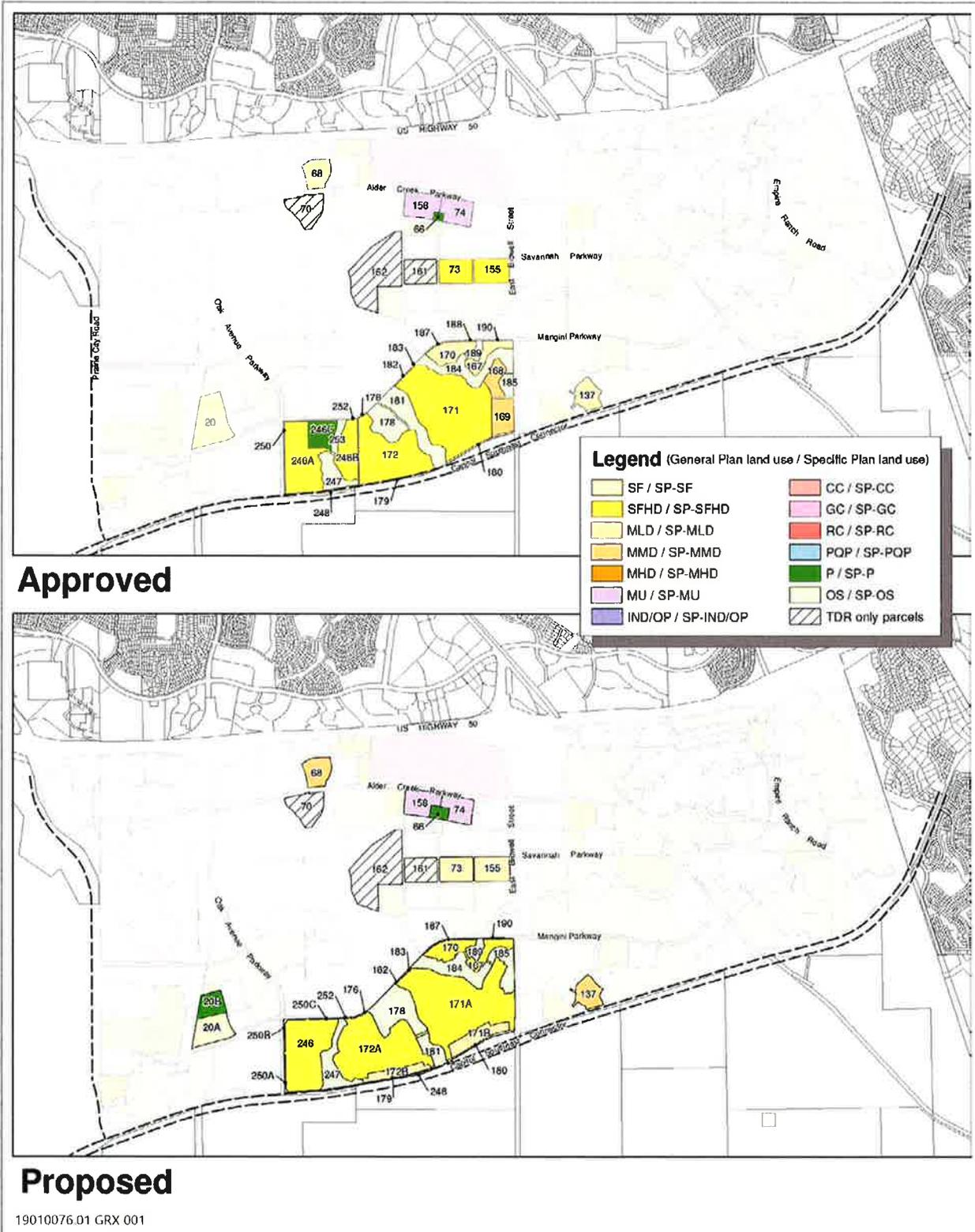
B – Dwelling units decrease because size of FPASP parcel decreases

Changes to Land Uses Outside of the Toll Brothers Project

Changes to land uses outside of the Toll Brothers project area are shown in Table 4 above. Changes in the land use on a parcel on highlighted in yellow. Changes in the proposed density of development, acreage or dwelling units are shown in blue (increase) and green (decrease).

The approved and proposed land use maps for the entire FPASP (including the Toll Brothers Regency project) are shown on Figure 5 on the following page.

FIGURE 5: APPROVED AND PROPOSED LAND USE MAPS



Changes to Roadways and Trails Within the Toll Brothers Project

The applicant proposes to change several roadway and trail features of the FPASP within the boundaries of the Toll Brothers project as follows:

1. Remove a planned north/south roadway that would connect Mangini Parkway and White Rock Road (this roadway is no longer permitted by the Capitol SE Connector project)
2. Remove a currently planned north/south roadway through the Measure W open space within the Toll Brothers site that would connect Mangini Parkway to the area designated for the second phase of the “Regency” portion of the Toll Brothers project.
3. Remove and revise the alignment of a currently planned internal roadway that crosses the western portion of the Toll Brothers project.

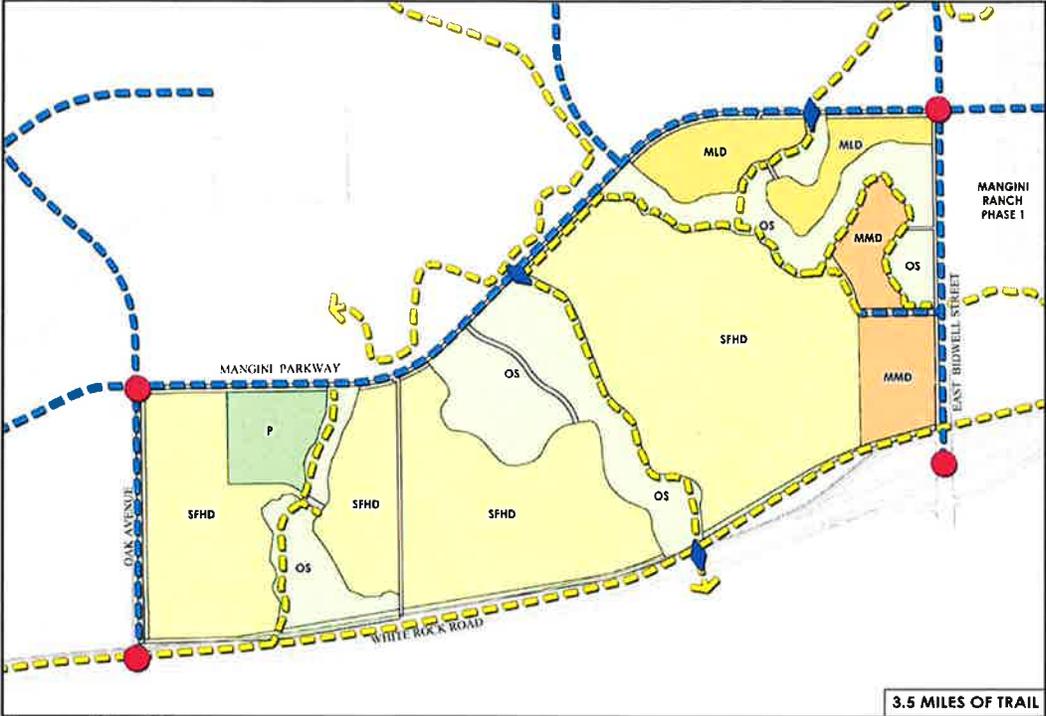
Currently planned trails and bikeways would be relocated to correspond with the new roadway and open space layout created by the changes listed above and to respond to a request from the City and the Folsom-Cordova Unified School District.

The applicant also proposes adding a new east/west Class II bicycle lane (a striped, on-street bikeway) linking Mangini Parkway and East Bidwell Street through the “Regency” portions of the Toll Brothers project. Proposed changes to trails include:

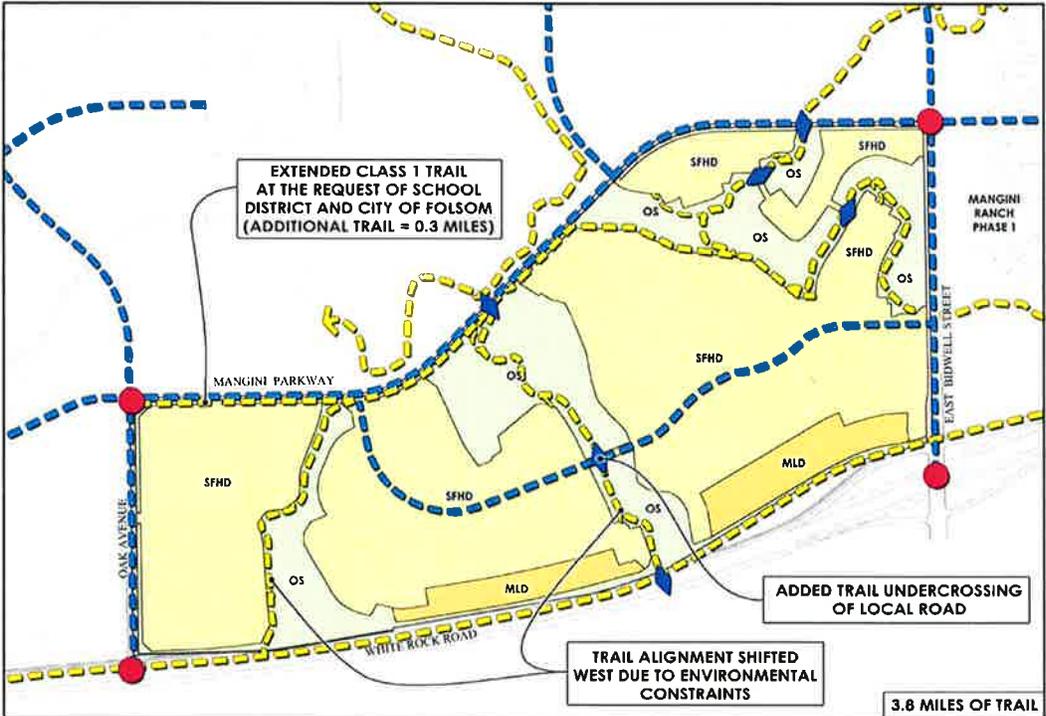
1. Extending a Class I trail along Mangini Parkway to connect Oak Avenue and a north-south trail in the planned open space area.
2. Adding a trail undercrossing to separate a Class I trail and an internal roadway between Phases 1 and 2 of the Regency project.
3. Shifting the alignment of the Class I trail in the planned open space areas due to environmental constraints/resource protection.

These changes add 0.3 miles to the planned trail system. No changes to roadways or trails outside of the Toll Brothers project are proposed. Approved and proposed roadway and trail alignments are shown in Figure 6 on the following page.

FIGURE 6: FPASP APPROVED AND PROPOSED ROADWAYS AND TRAILS



Approved Trail System



Proposed Trail System

The Parks and Recreation Commission on August 6, 2019, reviewed these changes to planned trails and recommended approval to the City Council.

Changes to Public Parkland

The FPASP currently shows a ten-acre public park within the Toll Brothers project area (Neighborhood Park Site 5), which is planned to include the following features:

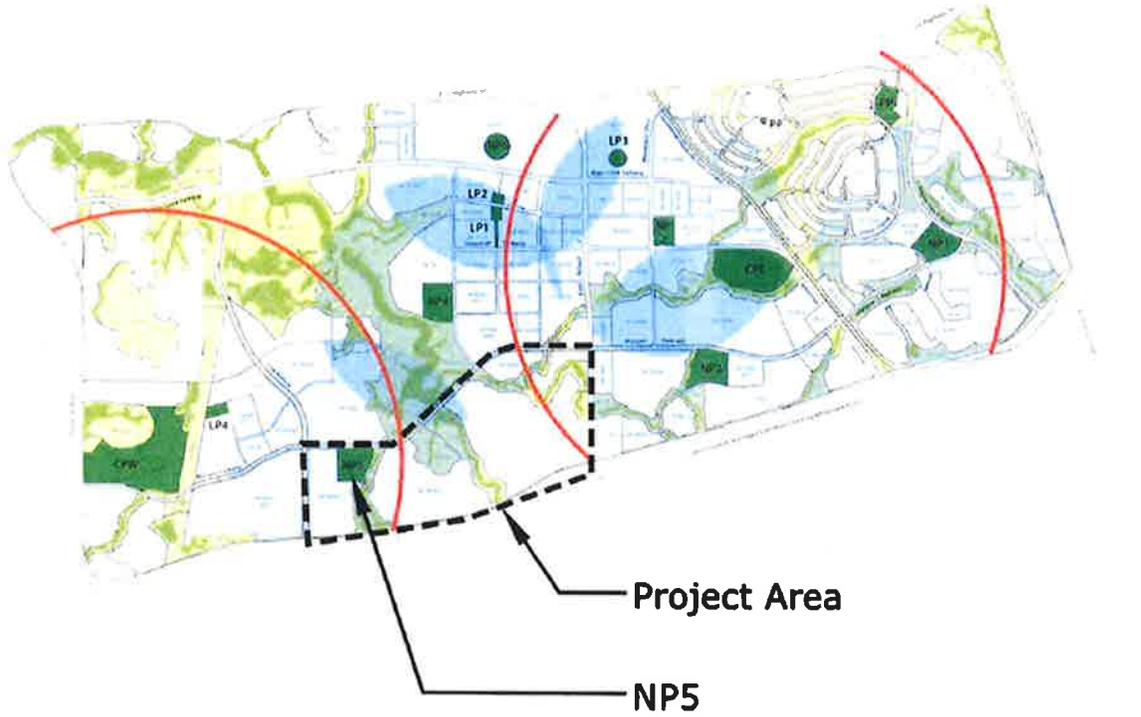
- Lighted basketball court
- Youth baseball field
- Soccer field
- Play equipment
- Group picnic area
- Restroom
- Miscellaneous site furnishings
- Parking

As part of their application, the location of this public park is proposed to be relocated outside of the Toll Brothers project to another location within the Folsom Plan Area (Parcel 20 and Parcel 66 respectively) as follows:

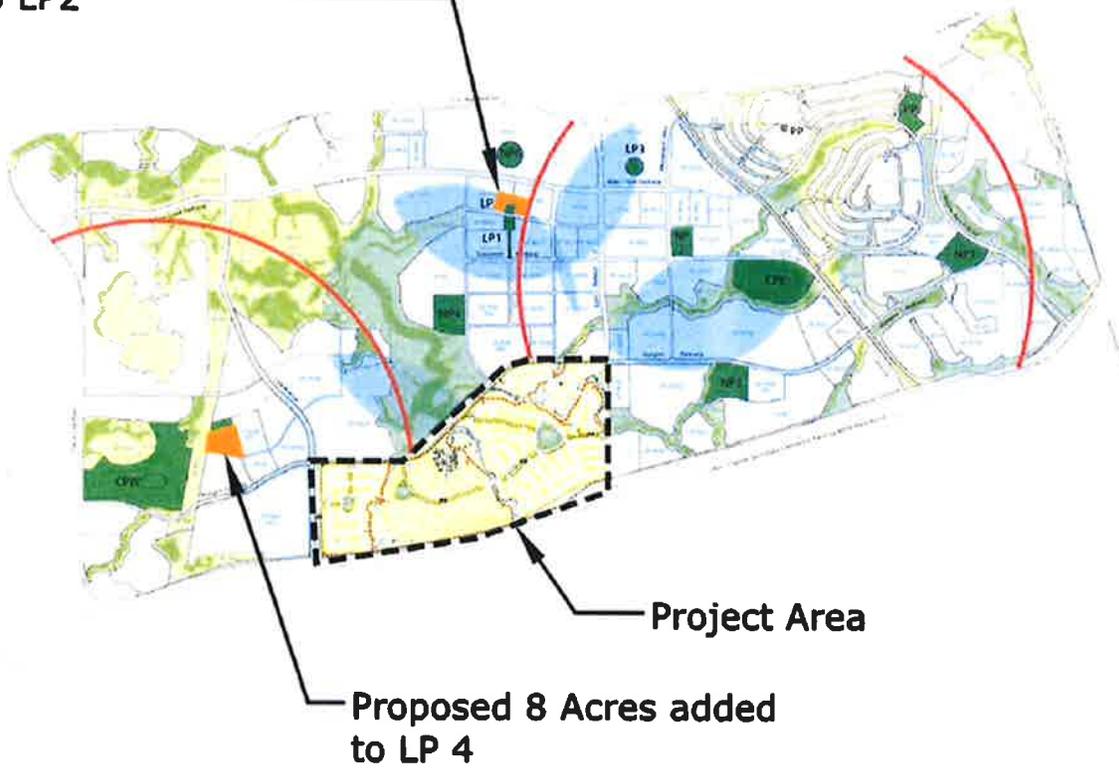
- 8 acres would be moved to a location adjacent to Local Park 4, which would expand from 2.3 to 10.3 acres in size (and change from a Local to a Neighborhood park)
- 2 acres would be moved to Local Park 2, in the planned Town Center. Local Park 2 would remain a Local Park, but would increase from 1.1 to 3.1 acres.

These changes result in no loss of public park land, although the location and distribution of parks in the FPASP would change. Approved and proposed park locations are shown in Figure 7 on the following page:

FIGURE 7: APPROVED AND PROPOSED FPASP PARK LOCATIONS



**Proposed 2 Acres added
to LP2**



In place of a public park within the Toll Brothers project, the applicant proposes to build several private amenities, which do not qualify for park dedication credits:

- Primary amenity with approximately 20,000SF clubhouse (in Regency Phase 1)
- Secondary amenity (in Regency Phase 2)*
- Traditional home site amenity with clubroom building (in the Traditional Subdivision)
- Two dog parks (in Regency Phase 1)

* Note: The applicant has not submitted plans for Regency Phase 2. The secondary amenity will be subject to future review and approval by the City.

The applicant is not seeking parkland dedication credits for these features. The Parks and Recreation Commission on August 6, 2019, reviewed these changes to planned public parks and to the locations and alignments of trails and recommended approval to the City Council.

D. Small-Lot Vesting Subdivision Tentative Map

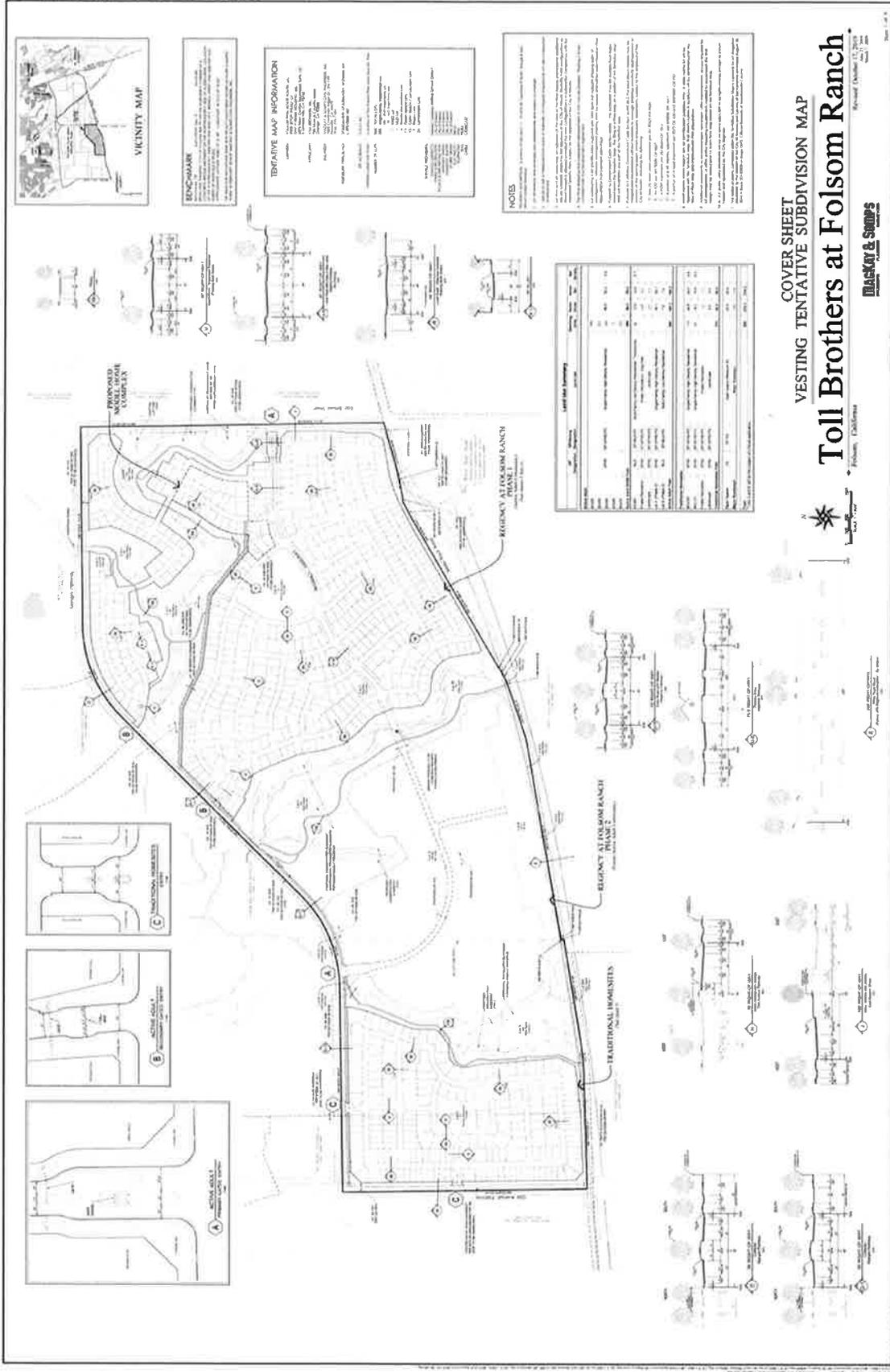
The applicant has submitted a Small-Lot Vesting Tentative Subdivision Map that would create a total of 800 residential lots:

- 586 lots for the eastern “Regency” portion of the project. These lots would be for the single-family detached homes and attached townhomes described earlier in this report.
- 214 lots for a traditional (non-age-restricted) subdivision in the western portion of the site. These lots would be developed with single-family homes, most likely by another developer. (As noted earlier in this report, no designs have been submitted for these homes and subsequent design review will be required).

The proposed Small-Lot Vesting Tentative Subdivision Map would also create four large parcels in the central portion of the project (two open space parcels, one for SFHD residential, and one for MLD residential). The SFHD and MLD parcels would be subdivided in the future for the Regency Phase 2 development.

The proposed Small-Lot Vesting Tentative Map is shown as Figure 8 on the following page (a larger, more legible version is included in Attachment 32 to this report).

FIGURE 8: PROPOSED SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP



E. Development Agreement Amendments (Easton Valley Holdings, LLC, Folsom Real Estate South LLC/Toll West Coast, LLC, and West Scott Road LLC/Toll West Coast, LLC

The applicant is proposing to amend three existing Development Agreements with the primary purpose of acknowledging and documenting changes to land uses for portions of the various landowners properties located outside of the Toll Brothers Project Property and documenting the park dedication fee credits associated with the proposed relocation of 8-acres to expand a 2.3-acre neighborhood park site planned for Parcel 20B into a 10.3-acre neighborhood park and a 2-acre expansion of a local park site planned for Parcel 66 from 1.1-acres to 3.1-acres in the Town Center portion of the Folsom Plan Area associated with the Toll Brothers project.

F. Inclusionary Housing Plan

Per the FPASP, the applicant has submitted an Inclusionary Housing Plan to demonstrate how the inclusionary housing requirements of the FPASP will be met. As stated in the FPASP:

In 2013, the City of Folsom amended the Folsom Municipal Code relating to the Inclusionary Housing Ordinance (FMC 17.104). The amended chapter requires ***“all for-sale development projects consisting of ten or more units, including condominium conversion projects, as well as residential rental projects of ten or more units receiving funding assistance from the city or are otherwise subject to a voluntary affordable housing agreement with the city, shall include inclusionary housing units equal to ten percent of the total number of the units in the project, excluding density bonus units. The ten percent shall consist of three percent very low income units and seven percent low income units”***. The amended chapter requires ***“every existing specific plan proposed for amendment shall incorporate into the amended specific plan an inclusionary housing plan, consistent with this section of this chapter.”*** Additionally, as described in section 17.104.060 of the amended chapter, **alternative methods to meet the inclusionary housing requirement, including payment of in-lieu fees, are allowed**. All Plan Area residential projects must comply with the provisions of the Affordable Housing Ordinance. Project-specific development agreements will contain additional affordable housing strategies to help the city meet its RHNA obligations and the Quantified Objectives in the city’s Housing Element.
--FPASP, Section 5.6 [emphasis added]

The applicant’s Inclusionary Housing Plan proposes the payment of In-Lieu fees, as permitted by the FPASP and the City’s Municipal Code (see above). The applicant is required to complete an Inclusionary Housing Agreement as a condition of approval of this project (Condition No. 81).

**ATTACHMENT 3
ANALYSIS**

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

- A. Planned Development Permit
- B. Small-Lot Vesting Tentative Subdivision Map
- C. Traffic/Access/Circulation
- D. Parking
- E. Noise Impacts
- F. Walls/Fencing
- G. Phasing
- H. Parks/Open Space/Measure W
- I. Oak Tree Preservation and Removal
- J. Trail System Modifications
- K. Inclusionary Housing Plan
- L. Development Agreement Amendments (Easton Valley Holdings, LLC, Folsom Real Estate South, West Scott Road and Oak Avenue Holdings)
- M. Off-Site Improvements

This section also includes a discussion of the project's performance with relation to relevant policies in the Folsom General Plan and the Folsom Plan Area Specific Plan:

- N. Conformance with Relevant Folsom General Plan Folsom Plan Area Specific Plan Objectives and Policies

A. Planned Development Permit

The purpose of the Planned Development Permit process is to allow greater flexibility in the design of integrated developments than otherwise possible through strict application of land use regulations. The Planned Development Permit process is also designed to encourage creative and efficient uses of land.

In this particular case, the applicant is requesting approval of a Planned Development Permit which would deviate from the development standards established by the Folsom Plan Area Specific Plan for residential lots with an MLD or SFHD designation. Changes would be made to three standards (minimum lot coverage, minimum garage setbacks, and minimum building setbacks), as described on the following page:

1. **Maximum lot coverage** for single-family homes (SFHD), which is proposed to be increased from 50% to 55% to accommodate the proposed homes and the covered outdoor living areas.
2. **Minimum garage setbacks** for the townhome (MLD) and 60x70-foot single-family (SFHD) lots, which are proposed to be reduced from 20 feet to 18 feet.
3. **Minimum side-load garage setbacks** for single-family homes, which are proposed to be set back a minimum of 15 feet.
4. **Minimum rear yard setbacks**, which are proposed to be reduced for all lot types:
 - From 10 feet to 5 feet for main building on the townhome lots
 - From 15 feet to 10 feet for all sizes of single-family lots

As discussed earlier, the Planned Development Permit also includes designs for the proposed residential homes in the Regency Phase 1 portion of the project. Each of these proposals (changes in development standards and the proposed home designs) are analyzed below.

Proposed Increase in Lot Coverage for SFHD

In reviewing the request to increase the maximum lot coverage from 50% to 55% for single-story master plans within the subdivision in order to accommodate attached outdoor living spaces ("luxury outdoor living room"), staff took into consideration the intent and purpose of the Folsom Ranch Central District Design Guidelines (Design Guidelines) relative to outdoor living spaces, the visual impact of outdoor living spaces, and the extent of the lots impacted by the lot coverage modification.

In terms of outdoor living spaces, the Design Guidelines (Attachment 26) state that outdoor living spaces including porches, balconies, and courtyards, help activate the street scene and promote interaction among neighbors. In addition, the Design Guidelines indicate that outdoor living spaces can create indoor/outdoor living environments by opening up the home to enhance indoor environmental quality.

The Design Guidelines suggest that outdoor living spaces should be provided wherever possible. Based on the aforementioned statements taken directly from the Design Guidelines, it is clear that outdoor living spaces, such as those included with the proposed project, are appropriate design features that are highly desirable in residential developments within the Folsom Plan Area.

With regard to visual impacts, the proposed outdoor living areas are single-story attached structures (with at least one wall opening) located at the back of the residence, ranging from 108 to 303 square feet in size. The design, materials, and colors of the proposed

outdoor living spaces have been blended into the overall design of the master plans to create a coordinated appearance as shown on the submitted building elevations (Attachment 23).

The outdoor living spaces would meet the proposed ten-foot rear yard setback requirement for the main house structure. Based on this information, staff has determined that the proposed outdoor living spaces have been appropriately integrated into the design of the rear building elevations and will enhance the overall appearance of the master plans.

Since the outdoor living space is counted for lot coverage purposes, all of the proposed SFHD would exceed 50% lot coverage, making the requested increase to 55% necessary to accommodate the proposed single-story home development.

In summary, staff has determined that the proposed Planned Development Permit Modification for an increase in lot coverage complies with the intent and purpose of the Folsom Ranch Central District Design Guidelines in that it promotes the use of outdoor space and indoor/outdoor interaction.

In addition, staff has determined that the proposed lot coverage modification will enhance the visual appearance of the master plans by creating an interesting rear building elevation that is purposefully and consistently incorporated into the overall home design.

The Toll Brothers request is also consistent with the approved Russell Ranch and Mangini Ranch Subdivisions, which are also located within the Folsom Plan Area. The Russell Ranch project includes a lot coverage bonus of five percent (SFHD) and ten percent (SF) for residential lots that include a covered outdoor space as stated within their Design Guidelines.

The lot coverage bonus allows the incorporation of outdoor living spaces into single-family residential home designs, such as being proposed with the subject application.

Proposed Changes in Setbacks

The applicant is proposing to reduce the required front yard setback from 20 feet to 18 feet for MLD homes and for lots of 60x70 feet in the SFHD area as part of the proposed Planned Development Permit. The change is proposed order to accommodate the proposed home designs on these lots (the smallest lots in the Toll Brothers project). The proposed modification to the front yard garage setback would be applicable to approximately 264 of the 586 lots in Phase 1 of the Regency portion of the project. This represents approximately 45% of the homes in Phase 1.

Because Phase 2 of the Regency project has not yet been designed, specific information on the number of homes using the 18-foot garage setback standard is not available.

In reviewing the request to reduce the garage setback in the townhome portion of the project to 18 feet, staff took into consideration the intent and purpose of the Folsom Ranch Central District Design Guidelines in relation to building articulation and garage placement, the visual impact associated with the placement of the garages two feet closer to the street. This change is minor, and, in staff's opinion, is consistent with the intent of the FPASP and Design Guidelines. In addition, the proposed 18-foot garage setback is identical to other small-lot subdivisions within the City including Broadstone Unit No. 1 and No. 2 situated north of U.S. Highway 50 and the Russell Ranch Subdivision located in the Folsom Plan Area.

The applicant is also requesting inclusion of a side-load garage standard to allow garages to be set back 15 feet from the street; the FPASP is currently silent on this issue. A side-load garage setback of 15-feet is fairly common within numerous other subdivision within the City.

There are a number of existing subdivisions within the City that have been approved with a reduced front yard setback for inclusion of a side-load garage feature in the residence including the Empire Ranch Subdivision, the Harvest Subdivision, and the Mangini Ranch Phase 2 Subdivision:

- The Empire Ranch Subdivision permits side-load garages to be located 15 feet from the front property line.
- The Harvest Subdivision allows side-load garages to be situated 13 feet from the front property.
- The Mangini Ranch Phase 2 Subdivision allows a 15-foot setback for side-load garage.

In summary, staff has determined that the proposed Planned Development Permit Modification to reduce the garage setback from 20 feet to 18 feet and to allow side-load garages set back at 15 feet from the street complies with the intent and purpose of the Folsom Ranch Central District Design Guidelines in that it will result in a more unique and varied street scene.

Staff has determined that the proposed reduction in the front yard setback for garages will not detract from the visual appearance of the street scene or the individual master plans as the design, materials, and colors of the main residential structure and the garage have been coordinated.

Staff has also determined that the proposed front yard setback reduction will have a

minimal impact on the site design of the subdivision in that a very small percentage of the overall lots will need to have the front yard setback reduced from 20 to 15 feet.

Lastly, staff has determined that there is demonstrated track record or history within the City where side-load garages have been successfully incorporated into the design of custom and production homes.

Minimum Rear Yard Setbacks

As mentioned previously within this report, the applicant is proposing to reduce the required rear yard setback for townhome (MLD) and single-family lots (SFHD) as part of the proposed Planned Development Permit. The following changes are proposed:

- MHD: From 10 feet to 5 feet for main building on the townhome lots
- SFHD: From 15 feet to 10 feet for all sizes of single-family lots

The change is proposed in order to accommodate the proposed home designs on the lots.

There are a number of existing small-lot subdivisions within the City that have allowed a reduced rear yard setback to accommodate different residential product designs including the Broadstone Unit No. 1 and 2 Subdivisions, the Parkway Subdivision, the Treehouse Subdivision, and the Prospect Ridge Subdivision. The proposed reduction in rear yard setback is similar to previous approvals and reflect the acceptable alternative development pattern established in other neighborhoods in Folsom. In addition, staff has determined that the proposed reduced rear yard setback requirements is warranted given the overall design concept of the subdivision which is focused on maximizing public and common area spaces.

Residential Designs

The proposed project is located within the central portion of the Folsom Plan Area; thus, it is subject to the Folsom Ranch Central District Design Guidelines (Attachment 27), which were approved by the City Council in 2015. The Design Guidelines are a complementary document to the Folsom Plan Area Specific Plan and the Folsom Plan Area Specific Plan Community Guidelines.

The Design Guidelines, which are intended to act as an implementation tool for residential development within the Central District of the Folsom Plan Area, provide the design framework for architecture, street scene, and landscaping to convey a master plan identity. The Design Guidelines also establish the pattern and intensity of development for the Central District to ensure a high quality and aesthetically cohesive environment. While these Design Guidelines establish the quality of architectural and landscape development for the master plan, they are not intended to prevent alternative designs and/or concepts that are compatible with the overall project theme.

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

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

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

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

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

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

The applicant has provided proposed architectural designs for homes in the Regency portion of the Toll Brothers project area. No designs have been submitted for the Traditional Subdivision; this will require a future submittal by the builder of the homes in the Traditional Subdivision, with review and approval by the Planning Commission.

As described in the applicant's proposal, the proposed project features four distinct architectural themes that have been chosen from or are similar to the traditional heritage of California home styles including:

- Italian Villa
- Spanish Colonial
- Modern Craftsman
- Modern Farmhouse

Following are descriptions and illustrations of the architectural styles proposed for the Regency portion of the Toll Brothers project. The examples shown are from the applicant's submittal for the 65x95-foot lots, although all of the homes sizes will have similar architectural detailing.

Italian Villa



From the applicant's submittal:

"The Italian Villa was one of the most fashionable architectural styles in the United States in the 1860's. Appearing on architect-designed landmarks in larger cities, the style was based on formal and rigidly symmetrical palaces of the Italian Renaissance. Although residential adaptations generated less formality, traditional classical elements, such as the symmetrical façade, squared tower entry forms, arched windows, and bracketed eaves persisted as the enduring trails of this style. With the emergence of French limestone as a popular building material, it became an integral part of the Italianate vocabulary, embellishing homes with a strong presence at key locations of the home."

Italian Villa Design Characteristics

The design characteristics provide essentials for massing, scale and proportion, and building materials for understanding this style. They are:

- Use of stucco as predominant exterior material
- Low pitch hip roofs with enclosed flat eave overhangs and cornice accents
- Large scale stone accents to highlight prominent massing elements
- Windows and doors have decorative trim.

Spanish Colonial



From the applicant's submittal:

"The Spanish Colonial style evolved in California and the southwest as an adaptation of Mission Revival infused with additional elements and details from Latin America. The style received widespread popularity after its use in the Panama-California Exposition of 1915. Key features of this style were adapted to the California lifestyle. Spanish Colonial style follows plan forms ranging from simple rectilinear configurations to larger massing expressions. The roof forms mirror that of the plan, combining low-pitched gable roofs, simplistic in nature, clean stucco facades express the style's purity of forms, while gable end details, louvered shutters, wood tiles and decorative corbels contribute to its articulation without becoming ornate and obtrusive. Elevations are very simply articulated and detailed. Roofs are typically constructed with concrete "S" roof tiles. Overall, this style is characterized by its unadulterated elegance, clearly illustrated through its masses and authentic detailing."

Spanish Colonial Design Characteristics

The design characteristics provide essentials for massing, scale and proportion, and building materials for understanding this style. They are:

- Use of stucco as predominant exterior material
- Roof configurations should be primarily low-slope gables with hip roofs if necessary
- Where appropriate provide arched entryways and louvered shutter accents at windows
- Use of decorative recessed accents and corbels at gable roofs
- Windows to receive decorative trim.

Modern Craftsman



From the applicant's submittal:

"The Modern Craftsman style is a fresh take on the traditional architectural style common to the early 20th century development of California. Striking and iconic in nature, the style artfully merges streamlined forms, bold roof lines, stunning glass and details with subtle textures. Balanced, asymmetrical masses and deep roof overhangs are essential for executing this style properly. Recessed and corner window compositions with wood tile accents are strongly encouraged as they add drama to the Modern Craftsman's inherent simplicity. The material palette is comprised predominantly of stucco, with accents of clean stone textures and rich wood tile. Stucco body colors should be light and tonal, allowing for contrasting fascia and eyebrow roofs. Overall, the Modern Craftsman style is sophisticated and contemporary without being sterile."

Modern Craftsman Design Characteristics

The design characteristics provide essentials for massing, scale and proportion, and building materials for understanding this style. They are:

- Clean, streamlined forms and textures
- Use of transom windows and expansive glass walls
- Recessed windows with wood tile veneer accents
- Large scale stone accents to highlight prominent massing elements
- Low pitch hip roofs with deep enclosed flat eave overhangs and modern cornice accents
- Horizontal trim band accents to differentiate changes in wall planes materials.

Modern Farmhouse



From the applicant's submittal:

"Blending traditional farmhouse forms and features with a more modern variety of materials, details and compositions, the Modern Farmhouse style was created to bring a more contemporary expression to a customarily rural aesthetic. This progressive approach to home design takes time-honored architectural characteristics and updates them with an eclectic and modern feel. This style combines the use of a traditionally massed farmhouse gable-end shape with modern exterior materials such as stucco, board and batten and textured stone. Exterior colors seek a balance of crisp white and grey accents with natural tones and materials. This style strikes a balance between traditional elements and modern textures to provide a familiar sense while mixing in forward-looking design and quality."

Modern Farmhouse Design Characteristics

The design characteristics provide essentials for massing, scale and proportion, and building materials for understanding this style. They are:

- Sleek, clean geometric forms and asymmetrical massing
- A combination of steep and low-slope roofs, typically with a gable end
- Standing seam metal roof accents over entry and porch elements
- Use of transom windows and expansive glass walls
- Exterior materials to combine a balanced mix of board and batten, stone, and brick.

In reviewing the architecture and design of the project, staff determined that the design of the proposed master plans (which also include five product lines with three one-story master plans each, in four architectural styles with three color and material options each) accurately reflect the level and type of high quality design features recommended by the Folsom Ranch Central District Design Guidelines.

Specifically, the master plans are responsive to views on all four building elevations and include a variety of unique architectural elements that create an interesting streetscape scene including: off-set building massing, a mixture of hip and gable roof forms, architectural projections, recessed second-story elements, decorative enhancements, and varied garage door designs.

The proposed building materials (stucco, vertical and horizontal wood siding, customized stone veneer, brick veneer, decorative cement tiles, wood trim elements, wood shutters, clay pipe elements, multi-paned windows, themed garage doors, decorative light fixtures, and concrete roof tiles) are consistent with the materials recommended by the Folsom Ranch Central District Design Guidelines.

In addition, the proposed project includes distinct (earth-tone) color schemes that will enhance the visual interest of each of the master plans. 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 Design Guidelines.

In evaluating the proposed project, staff also took into consideration building and design elements that could be considered unique to the Folsom Plan Area. In an effort to create a unique vision for Folsom Ranch, the applicant has separated the proposed master plans into five product lines, based on the lot size. Larger homes are proposed on larger lots.

In order to promote the indoor/outdoor livability of the various master plans, the proposed project is including an attached outdoor living area as a standard design feature for each home. The built-in outdoor living areas, which range from 108 to 303 square feet in size, create a natural outdoor extension of the use of the house. The outdoor living areas are expected to replace the awning and patio covers that are typically added onto a house by the homeowner after it is constructed. Staff has determined that the aforementioned building and design elements will add significant visual interest to the subdivision.

In summary, staff has determined that the proposed master plans are consistent with the Folsom Ranch Design Guidelines. In addition, staff has concluded that the proposed master plans include design elements and features that are unique to the Folsom Plan Area. Based on this analysis, staff forwards the following design recommendations to the Commission for consideration:

1. This approval is for five product lines with three one-story master plans each in four architectural styles with three color and material options each for the Regency portion of the Toll Brothers project. In the future, the applicant shall submit building plans that comply with this approval and the attached building elevations dated August 30, 2019.

2. The design, materials, and colors of the proposed Regency single-family and townhome 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 Folsom Ranch Central District Design Guidelines and unique to each architectural design theme, shall be added to the front elevation of each Master Plan to the satisfaction of the Community Development Department.
6. A minimum of one street tree shall be planted in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final.

These recommendations listed above are included in the conditions of approval presented for consideration by the Planning Commission (Condition No. 91).

B. Small-Lot Vesting Tentative Subdivision Map

A Small-Lot Vesting Tentative Subdivision Map is proposed to create 800 residential units in the Regency Phase 1 area (586 residential lots) and the Traditional Subdivision (214 residential lots).

The proposed residential lots would be created in a variety of sizes:¹

Regency Phase 1

- 65' x 95' (103 single-family lots)
- 55' x 95' (111 single-family lots)
- 50' x 95' (104 single-family lots)
- 60' x 70' (172 single-family lots)
- 43' x 80' (92 townhome lots)

¹ All sizes shown are minimums. Actual lot sizes vary.

Traditional Subdivision

- 60' x 105' (113 single-family lots)
- 45' x 105' (101 single-family lots)

A variety of other parcels would also be created by the proposed subdivision map, for private recreation, landscaping, open space, roadways, and for further subdivision for the second phase of the Regency portion of the project.

All roadways (streets and courts) within the Regency portion of the project are proposed to be private streets and are consistent with the street standards established by the Folsom Plan Area Specific Plan.

Roadways in the Traditional Subdivision are proposed to be public streets. As a result, staff has included a condition (Condition No. 83) that requires the applicant to dedicate public utility easements for underground facilities on properties adjacent to the streets.

Staff has determined that the proposed Small-Lot Vesting Tentative Subdivision Map complies with all City requirements, as well as with the requirements of the State Subdivision Map Act.

C. Traffic/Access/Circulation

The Folsom Plan Area Specific Plan established a series of plans and policies for the circulation system within the entire Plan Area. The FPASP circulation system was designed with a sustainable community focus on the movement of people and provides a number of mobility alternatives such as walking, cycling, carpooling, and viable forms of public transportation in addition to vehicular circulation. The circulation plan evaluated regional travel, both in terms of connectivity and capacity as well as local internal connections and access. The circulation plan also addressed the concerns of regional traffic, including parallel capacity to U.S. Highway 50, and connectivity with surrounding jurisdictions while considering community-wide connectivity, alternative modes of travel, and the provision of complete streets.

The 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement included not only a detailed analysis of traffic-related impacts within the Plan Area, but also an evaluation of traffic-related impacts on the surrounding communities. In total, there are fifty-five (55) traffic-related mitigation measures associated with development of the FPASA which are included as conditions of approval for the Toll Brothers project (Condition Nos. 123-65 and 123-120). Many of these mitigation measures are expected to reduce traffic impacts to East Bidwell Street. Included among the mitigation measures are requirements to; fund and construct roadway improvements within the Plan Area, pay 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 Toll Brothers project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS (Condition Nos 106-52 to 106-106).

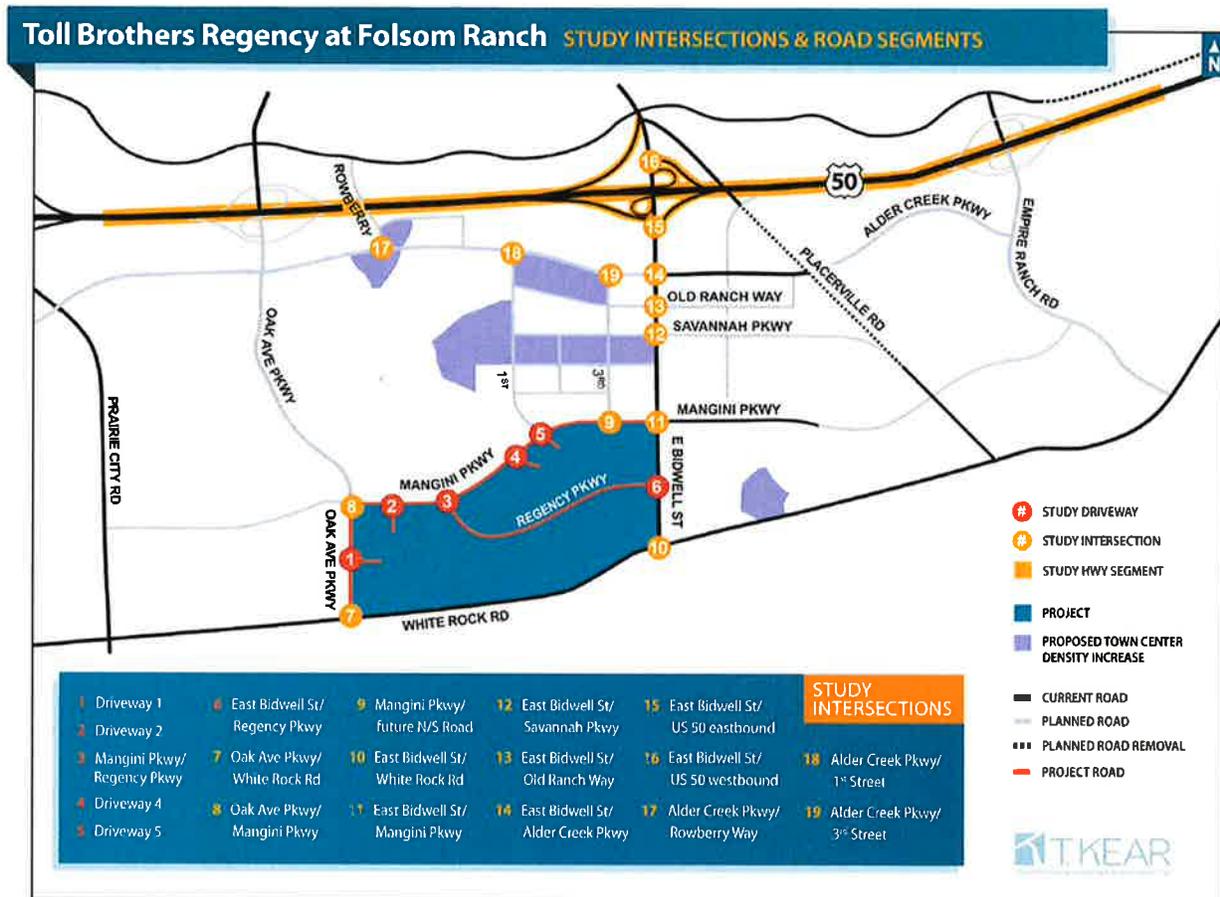
On May 5, 2015, Fehr & Peers completed a Traffic Impact Analysis for the Westland-Eagle Specific Plan Amendment project (an Addendum to the FPASP EIR/EIS was certified in association with the Westland-Eagle Specific Plan Amendment) and determined that the traffic impacts associated with that project 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 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 November 11, 2019, T.KEAR Transportation Planning & Management completed a Transportation Impact Study (the "2019 Study," included Attachment 30, Appendix E) for the proposed project to determine whether 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.

The 2019 Study analyzed traffic operations at 19 intersections, three arterial roadway segments, and the U.S. Highway 50 Freeway under four scenarios: Existing Conditions, Existing Plus Project Conditions, Existing Plus Planned and Approved Projects Conditions (EPPAP), Existing Plus Planned and Approved Projects Plus Project Conditions (EPPAP Plus Project). In addition, a cumulative analysis was prepared to evaluate the ultimate lane and geometry requirements at street intersections internal and adjacent to the project site.

A map showing the roadways and intersections examined in the 2019 Study is shown in Figure 9 on the following page.

FIGURE 9: TRAFFIC ANALYSIS STUDY LOCATIONS AND ROADWAYS



The proposed Toll Brothers project (including all +/- 1,225 dwelling units in phases 1, 2, and 3) is expected to generate 6,716 daily vehicle trips including 439 vehicle trips during the weekday AM peak hour and 557 vehicle trips during the weekday PM peak hour.

The 2019 Study determined that, with planned street and intersection improvements, the proposed project does not create any new significant impacts under Existing Plus Project Conditions or EPPAP Plus Project Conditions when compared to the FPASP EIR/EIS and the Westland-Eagle Specific Plan Amendment Addendum. In addition, all arterial and freeway study segments were found to operate at acceptable levels of service both with and without the proposed project under all study scenarios.

The Study also concluded that with the proposed improvements, the project does not create any new significant deficiencies under Existing Plus Project Conditions or EPPAP Plus Project Conditions. Table 5 and Figure 10 summarize required on-site and off-site street intersection improvements and associated timing of those improvements. No new mitigation measures are needed, although the 2019 Study includes recommendations

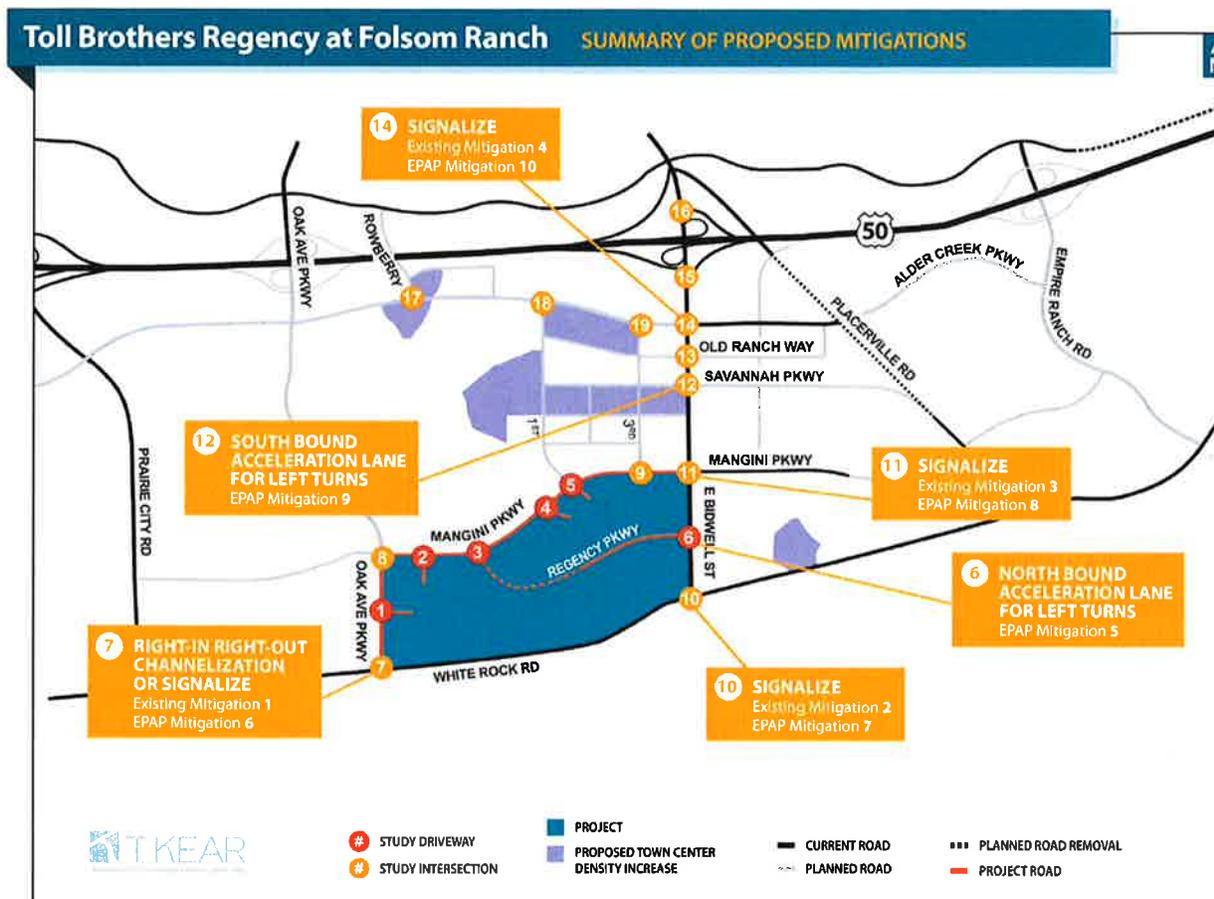
that phase the ultimate improvements originally identified in the traffic analysis for the FPASP.

The proposed conditions of approval for the Toll Brothers project include conditions to implement all of the required improvements (Condition Nos. 19 to 52).

TABLE 5: RECOMMENDED ROADWAY IMPROVEMENTS

Location	Mitigation Summary	Existing Plus Project Mitigation (Section 7.3)	EPAP Plus Project Mitigation (Section 7.5)
6. East Bidwell St & Driveway 6	Northbound acceleration lane to receive left-turns from Driveway 6	n/a	5
7. Oak Ave Parkway & White Rock Rd	Signalization with related Capital Southeast Corridor project.	1 (A)	6 (A)
	Right-in/right-out channelization with acceleration lane on White Rock Road	1(B)	6(B)
10. East Bidwell St & White Rock Rd	Signalize with the Capital Southeast Corridor Geometry	2 (A)	7 (A)
	Signalize with existing Geometry	2 (B)	7 (B)
11. East Bidwell St & Mangini Pkwy	Signalize with right and left turn pockets and tapers	3	8
12. East Bidwell St & Savannah Pkwy	Southbound acceleration lane to receive left-turns from Savannah Pkwy	n/a	9
14. East Bidwell St & Alder Creek Pkwy	Signalize with NB widening to three lanes	4	10

FIGURE 10: LOCATIONS AND SUMMARY OF REQUIRED ROADWAY IMPROVEMENTS



D. Parking

Each of the homes in the proposed Toll Brothers project are required to provide two covered parking spaces (which would be provided in the garages of the homes) and 0.8 guest parking spaces (which would be provided in the form of on-street parking).

While the narrower lots in the Townhome portion of the Regency development will limit on-street parking, staff's experience with projects similar to the Traditional Subdivision indicates that sufficient on-street guest parking will be available in this portion of the project to allow the Regency portion as a whole to meet the 0.8 guest spaces/unit standard.

E. Noise Impacts

A supplemental Environmental Noise Assessment (the "Noise Assessment," includes as Appendix D to Attachment 28) was prepared by Bollard Acoustical 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.

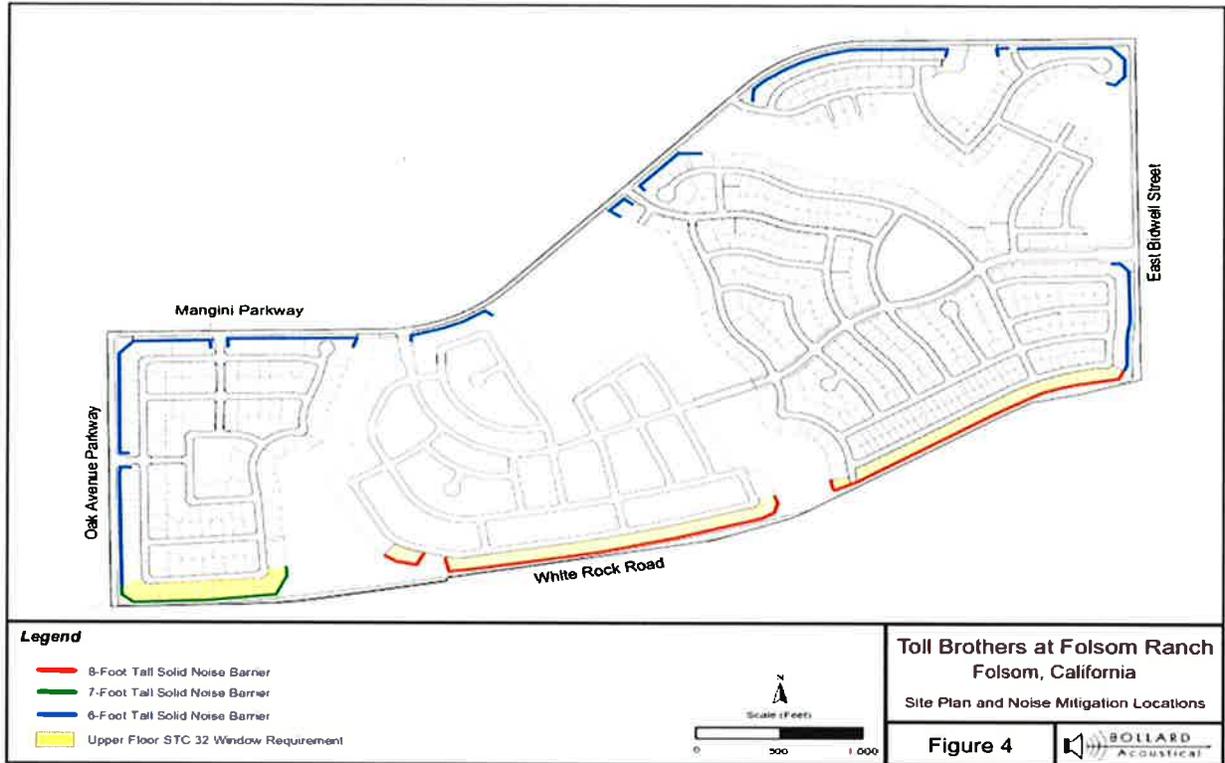
The purpose of the supplemental Noise Assessment was to quantify future noise levels at the Toll Brothers site which would be generated by traffic on nearby existing and proposed roadways and by construction occurring within the Toll Brothers site, and to compare those noise levels against the noise standards established by the Noise Element in the City's General Plan.

In addition, the Assessment evaluated compliance of the proposed project with the FPASP EIR/EIS noise mitigation measures. The Assessment determined that portions of the proposed Toll Brothers project located adjacent to major roadways will be exposed to future traffic noise levels in excess of the City of Folsom exterior (60 Dba) noise level standard. To achieve compliance with the required exterior noise level standard, staff recommends that the following measures be implemented:

- Solid noise barriers or similar natural features (earthen berms, etc.) shall be constructed adjacent to Oak Avenue Parkway, Mangini Parkway, White Rock Road, and East Bidwell Street to reduce future traffic noise levels to below the City of Folsom exterior criteria of 60 dB Ldn at the proposed residential backyards. Barrier heights are specified relative to backyard elevations, and vary from 6 feet to 8 feet in height as shown in Figure 4 of the Noise Assessment (and as shown in Figure 11 on the following page).
- Mechanical ventilation (air conditioning) shall be provided for all residences within the Toll Brothers project to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria.
- Second-floor windows of residences located adjacent to White Rock Road shall have second-floor windows with a minimum STC (Sound Transmission Class) rating of 34.²

² Note: No two-story homes are proposed; this standard would not apply to one-story homes.

FIGURE 11: NOISE MITIGATION LOCATION MAP



The Assessment also determined that the proposed project complies and is consistent with the noise requirements established by the FPASP EIR/EIS and that there would not be an increase in the severity of noise-related impacts compared to the significance determination contained in the FPASP EIR/EIS. 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.

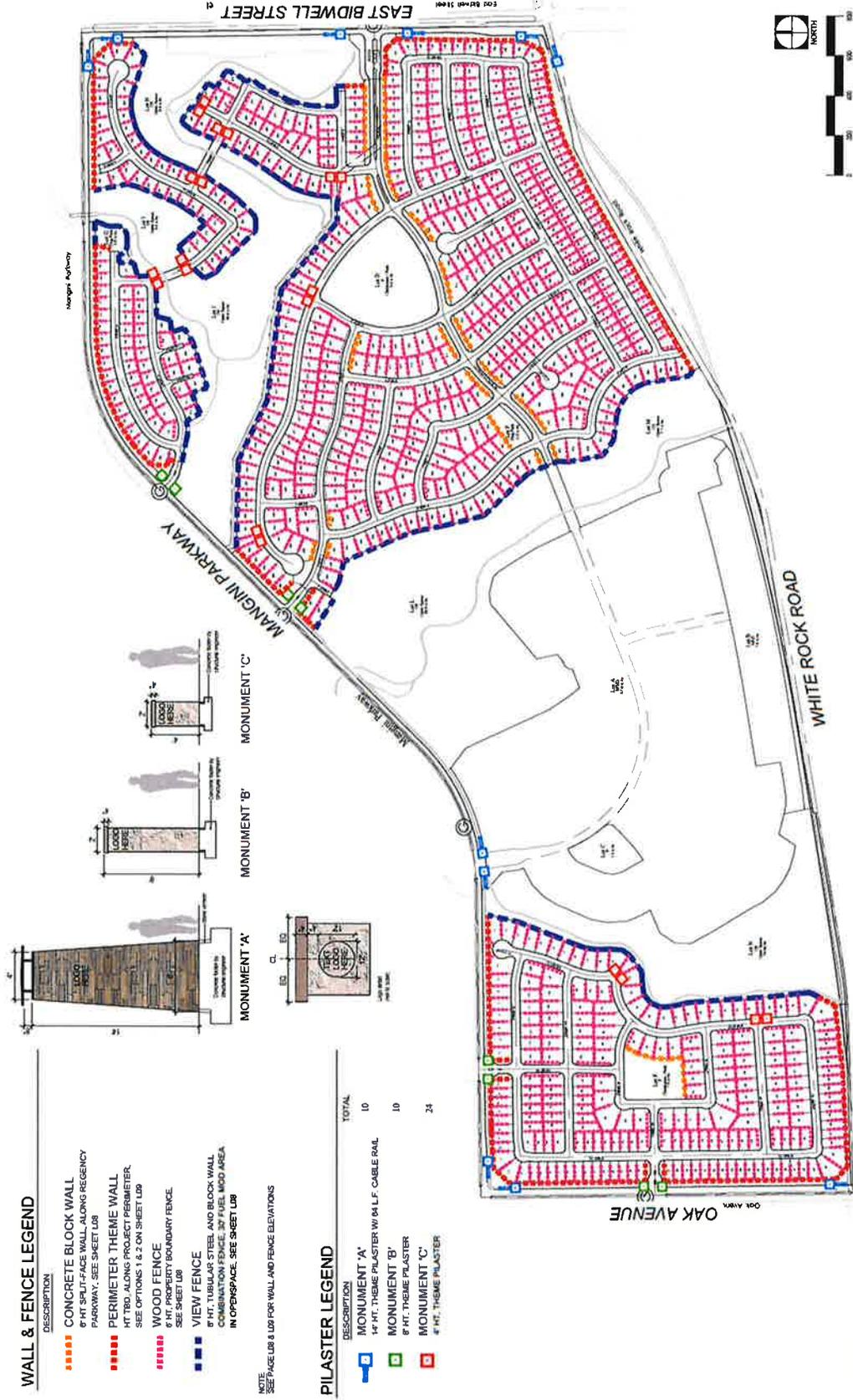
F. Walls/Fencing

The applicant is proposing to secure and screen the Toll Brothers project site with a combination of walls and fences as shown in Figure 12 on the following page. A split-face block wall is proposed around the perimeter of the project, generally six feet in height but increasing up to 8 feet in height to implement recommended noise reductions measures (see the discussion of Noise, earlier in this report).

Private yard areas for the individual residential lots are proposed to be screened by a combination of wood fencing, open-view fencing, and masonry walls. The wood fencing will be utilized for the interior side yards, street side yards, and rear yards of the residential lots. The open-view fencing will be utilized for the rear yards on residential lots located adjacent to open space areas (where noise mitigation is not required). Masonry walls will

be installed at various locations throughout the project site to minimize potential noise and privacy concerns.

FIGURE 12: WALL AND FENCE EXHIBIT



G. Phasing

The applicant's anticipated phasing plan is shown on the following page. In summary, the applicant proposes to construct the Toll Brothers project in the following order:

- Phase 1: The Regency project in the eastern portion of the project
- Phase 2: The Traditional Subdivision in the western portion of the project³
- Phase 3: The Regency project in the central portion of the project

The anticipated schedule for these phases is described by the applicant as follows:

- Grading will start in April 2020 and will include grading for Phase 1 on-site improvements along with the grading for Phase 1 backbone improvements.
- Construction will be completed in phases that last roughly between April and December and as weather allows through the winter months.
- Phase 1 grading will begin in April of 2020 and extend through August of 2020,
- Phase 2 grading will begin in August of 2020 and extend through November of 2020, and
- Phase 3 grading will begin in April of 2021 and extend through July of 2021.

The construction of improvements associated with each phase will progress through the in-subdivision and backbone improvements subsequent to the completion of grading for each Phase and extend through the end of November, 2023.

Each of these phases could be divided into sub-phases:

- Phase 1 would be developed in sub-phases 1A, 1B, and 1C. Model homes and production homes (a total of 47 dwelling units) would be built in the sub-Phase 1A. The clubhouse feature and an additional 295 dwelling units would be built in sub-Phase 1B. The remaining 244 dwelling units in the Regency portion of the project would be built in sub-Phase 1C.
- Phase 2 would be built in sub-phases 2A and 2B. Within these sub-phases, the majority of the dwelling units (137 homes) and the private recreational facility in the Traditional Subdivision would be built in sub-Phase 2A. The remaining 77 homes would be built in sub-Phase 2B.
- Phase 3 would be built in two sub-phases, 3A and 3B. The majority of homes (300) would be built in sub-phase 3A. The remaining 125 homes would be built in sub-phase 3B.

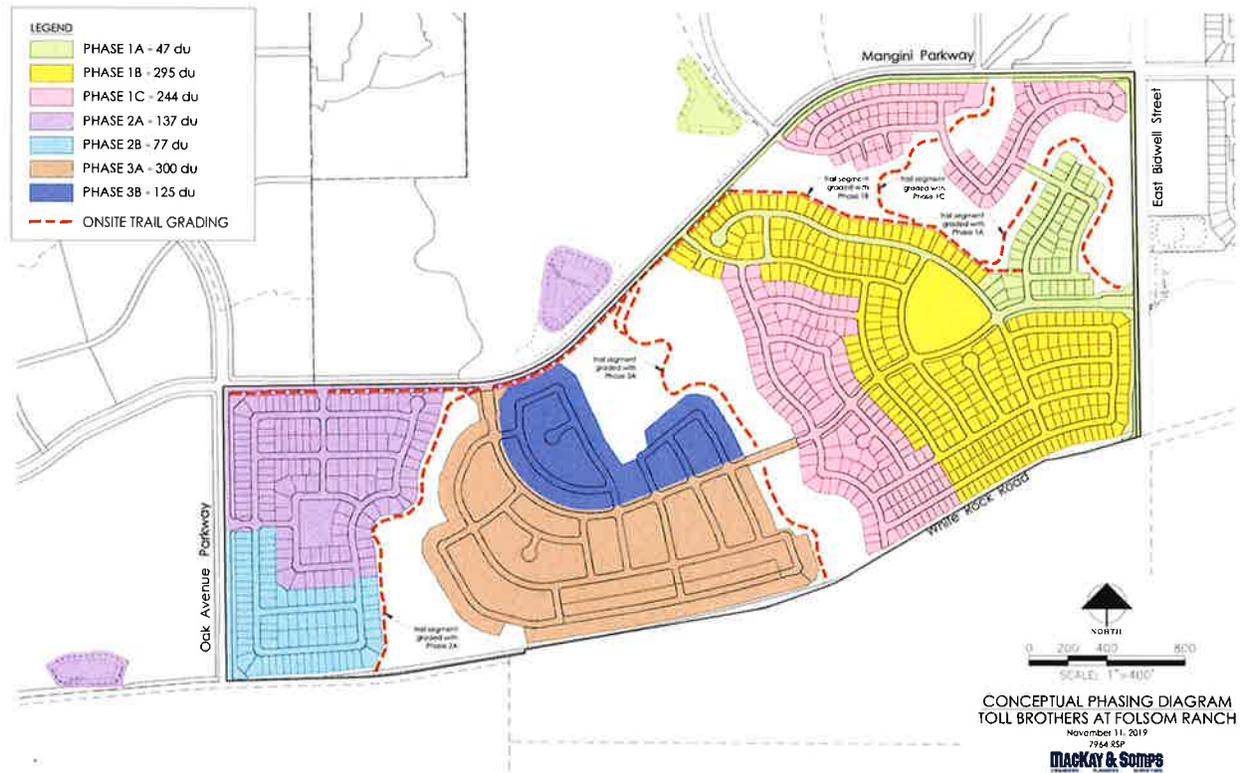
³ As discussed elsewhere in this report, the applicant intends to sell the Traditional Subdivision to another homebuilder, who will need to request review and approval of designs for homes in this portion of the project.

The applicant's anticipated phasing also addresses the rough grading of onsite public trails, which would occur, in conjunction with sub-phases 1A, 1B, 1C, 2A, and 3A as shown in Figure 13 below.

The timing of public roadways, private recreation facilities, and Measure W open space in relation to development within the Toll Brothers site are addressed in the proposed conditions of approval.

The Planning Commission should note that the phasing described here is the applicant's current anticipated construction schedule, and is not part of the project approval (that is, the project would not be required to build in this order, as is typical for development). Changes in the rate of sales for homes, general upturns or downturns in the economy, and a variety of other factors could affect the actual timing and/or order of construction.

FIGURE 13: APPLICANT'S ANTICIPATED PHASING



H. Measure W

In 2004, the City of Folsom electorate voted in favor of Measure W, which was an amendment to the City Charter regarding local control of the Folsom Plan Area south of U.S. Highway 50. Measure W included seven major components including: water supply, transportation, open space, schools, development plan, public notice, and implementation.

The Folsom Plan Area Specific Plan complied with each of the aforementioned components through the provision of at least 30% open space, adoption of a transportation infrastructure funding and phasing plan, identification and securing of a water source, submission of a funding and construction plan for school facilities to the FCUSD, adoption of a General Plan Amendment for the Plan Area, conducting a comprehensive series of public meetings and hearings, and adoption of the required documents (including CEQA) to approve the FPASP.

The Toll Brothers project contains 83.9 acres of Measure W open space, and is consistent with the FPASP, and thus is in compliance with the requirements of Measure W.

I. Oak Tree Preservation and Removal

As required by the City of Folsom Charter, the Folsom Plan Area Specific Plan preserves thirty percent of the Plan Area in perpetual open space that will encompass valuable natural resources such as oak woodlands. The FPASP uses the California Oak Woodland Conservation Act of 2001 definition of oak woodlands as “oak stands with a greater than 10% canopy cover.” The oak woodlands and isolated oak trees within the Plan Area are exclusively located in the western section (west of East Bidwell Street) and consist of 642-acres of oak woodland habitat with a canopy cover of 249-acres (approximately 39% canopy cover). Additionally, the Plan Area contains 10-acres of isolated oak tree canopy that is not classified as oak woodlands because it has less than 10% canopy cover. Figure 14 on the following page illustrates the location of the blue oak woodlands and individual oak trees within the Folsom Plan Area and also within the project site.

Lieu” fees on a diameter inch bases consistent with 10-14, 10-15 of the FPASP. Replacement trees may be located within the boundaries of the development parcel, a natural parkway, landscape corridor or passive or preserve open space zone, preferably within the Folsom Plan Area. The Mitigation Plan for the Isolated Oak Trees shall be subject to review and approval by the City.

- The Conservation Areas shall be fenced prior to construction. In addition, oak trees to be preserved within the Passive Recreation Open Spaces shall be fenced with high-visibility fencing prior to starting construction. The fencing shall be installed outside the dripline of oak trees, and shall surround the entirety of the dripline area. Parking of vehicles, equipment, or storage of materials is prohibited within the Tree Protection Zone of Protected Trees at all times. Signs shall be posted on exclusion fencing stating that the enclosed trees are to be preserved. Signs shall state the penalty for damage to, or removal of, the protected tree.
- The owner/applicant shall retain an ISA certified project arborist for implementation of the project. The project arborist shall be responsible for overseeing onsite tree removal and tree preservation. Oak trees located adjacent to construction areas that may be indirectly impacted due to work within or near the Tree Protection Zone shall be identified and tagged by the project arborist during construction activities. The indirectly impacted trees shall be monitored by the project arborist for five years in accordance with the Conceptual Oak Plan and FPASP EIR/EIS Mitigation Measure 3A.3-5. Trees that appear to be dead or dying within five years of project implementation will be replaced as per the requirements of this Plan.

J. Trail System Modifications

The proposed project includes a revision to the currently planned alignments of trails within the Toll Brothers site (described earlier in this report). The applicant’s proposed trail exhibit, which shows the planned locations of trails, trailhead locations, access points, and undercrossings is included below within Figures 15 and 16..

All of the trails shown in Figure 15 on the following page will be located in public open space and will be open to the public. Residents of the Regency portions of the Toll Brothers project will be able to access the trails via locked gates (to prevent public entry into the gated residential areas).

In addition, undercrossings will be provided to carry the public trails under several internal roadways, again to prevent public access into the private, gated portions of the project. Planned locations of trail access points (to the private Regency area) and undercrossings are shown in Figure 16 after the Planned Trails Exhibit.

FIGURE 15: PLANNED TRAILS

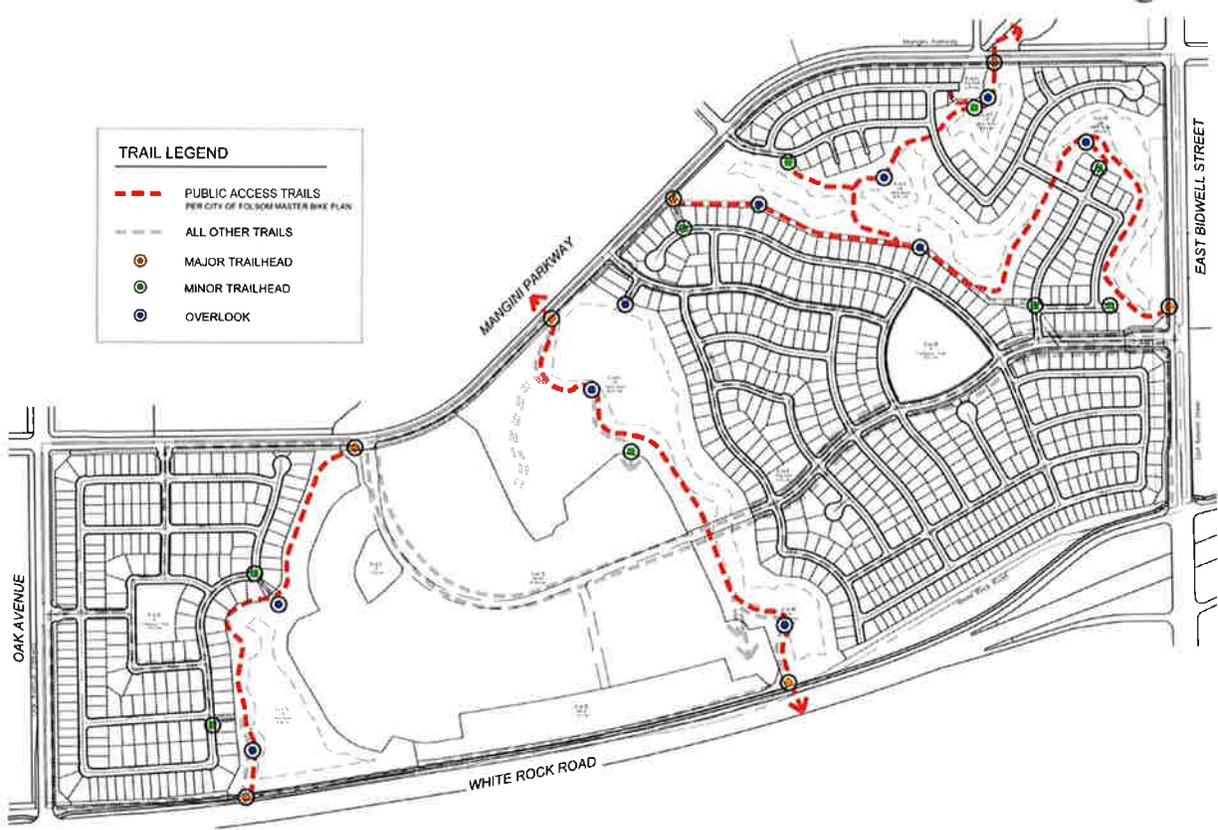
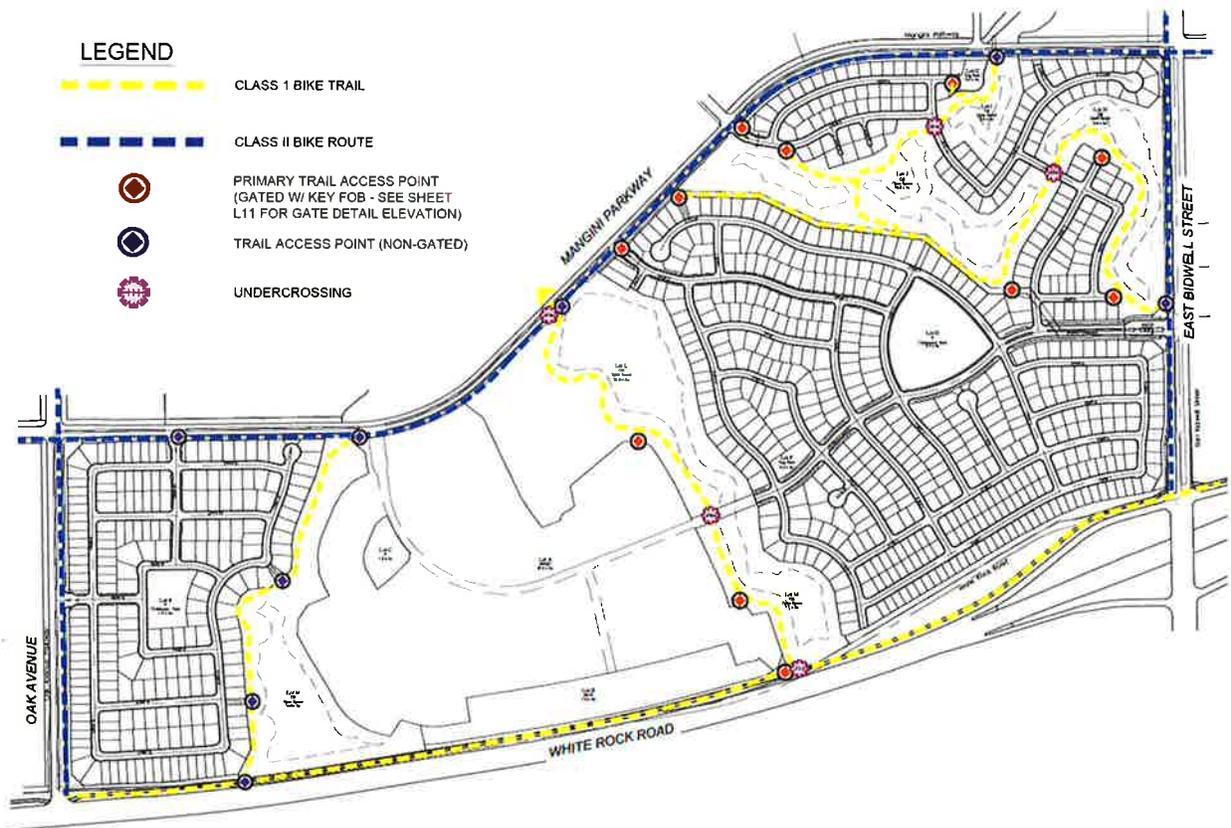


FIGURE 16: PLANNED TRAIL ACCESS POINTS AND UNDERCROSSINGS



The Parks and Recreation Commission reviewed the proposed changes to trails and recommended approval by the City Council. Proposed conditions regarding trails are included in the recommended conditions of approval for the project.

K. Inclusionary Housing Plan

As specified in the Folsom Municipal Code, Section 17.140.030, the applicant is required to provide inclusionary housing units equal to ten percent of the total number of units in the project, including very-low income units equal to three percent of the market rate units within the subdivision and low-income units equal to seven percent of the market rate units. In this particular case, the applicant would be required to provide 245 inclusionary housing units within the proposed development.

However, the Inclusionary Housing Ordinance also provides for use of alternative means by developers to satisfy their inclusionary housing requirement. Alternative means for satisfying the aforementioned requirement include: providing the units off site; dedicating land for other affordable development projects; acquisition, rehabilitation, and conversion of existing market rate units; conversion of existing market rate units; paying an in-lieu fee, or other methods as approved by the City Council.

As permitted by the City's Inclusionary Housing Ordinance, the applicant is proposing to meet their inclusionary housing requirement by providing an in-lieu fee payment (Attachment 26). The in-lieu fee payment is calculated by multiplying one percent of the lowest priced for-sale residential unit within the proposed subdivision by the total number of for-sale residential units within the proposed subdivision. The in-lieu fee is payable at the time of the building permit on a per-unit basis.

Staff recommends that the Final Inclusionary Housing Plan be approved by the City Council and that subsequently the Inclusionary Housing Agreement be approved by the City Attorney and executed prior to recordation of the Small-Lot Final Subdivision Map. Condition No. 81 is included to reflect these requirements.

L. Development Agreement Amendments (Easton Valley Holdings LLC, West Scott Road LLC/Toll West Coast LLC, and Folsom Real Estate South LLC/Toll West Coast LLC)

Three Development Agreement Amendments are proposed with the Toll Brothers at Folsom Ranch project including Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and Easton Valley Holdings, LLC, Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and West Scott Road, LLC/Toll West Coast, LLC, and Amendment No. 3 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and Folsom Real Estate South, LLC/Toll West Coast, LLC.

On July 15, 2014, Easton Valley Holdings, LLC (one of three landowners associated with the Toll Brothers project) and the City entered into the First Amended and Restated Tier 1 Development Agreement relative to the Folsom South Specific Plan. The City and Easton Valley Holdings amended the original Restated Development Agreement on January 29, 2016. The purpose of this second Development Agreement Amendment is to acknowledge and document changes to land uses for portions of the Landowner's Property located outside of the Toll Brothers Project Property, commonly referred to as Parcels 66, 68, 70, 74, and 158 and a portion of Parcel 162 within the Folsom Plan Area. In addition, the Development Agreement Amendment documents park dedication fee credits associated with the proposed relocation of 8-acres of parkland to expand a 2.3-acre local park to a 10.3-acre neighborhood park site planned for Parcel 20B and a 2-acre expansion of a local park site planned for Parcel 66 in the Town Center from 1.1-acres to 3.1-acres (owned by Easton Valley Holdings, LLC) and associated with the Toll Brothers project.

On July 15, 2014, West Scott Road, LLC (one of three landowners associated with the Toll Brothers project) and the City entered into the First Amended and Restated Tier 1 Development Agreement relative to the Folsom South Specific Plan. The City and West Scott Road, LLC amended the original Restated Development Agreement on January 29, 2016. The purpose of this second Development Agreement Amendment is to

document that the conditions of approval and mitigation measures related to the development of Toll Brothers project be included within the definition of Entitlements as that term is used throughout the Restated Development Agreement. In addition, the Development Agreement Amendment documents park dedication fee credits associated with the proposed relocation of 8-acres of parkland to update a local park to a neighborhood park site planned for Parcel 20B and a 2-acre expansion of a local park site planned for Parcel 66 in the Town Center and associated with the Toll Brothers project.

On July 15, 2014, Folsom Real Estate South, LLC (one of three landowners associated with the Toll Brothers project) and the City entered into the First Amended and Restated Tier 1 Development Agreement relative to the Folsom South Specific Plan. The City and Folsom Real Estate South, LLC amended the original Restated Development Agreement on January 29, 2016 with two separate amendments. The purpose of this third Development Agreement Amendment is to acknowledge and document changes to land uses for portions of the Landowner's Property located outside of the Toll Brothers Project Property, commonly referred to as Parcels 73, 137, 155, 161, and a portion of Parcel 162 within the Folsom Plan Area. The purpose of this Development Agreement Amendment is also to document that the conditions of approval and mitigation measures related to the development of Toll Brothers project be included within the definition of Entitlements as that term is used throughout the Restated Development Agreement. In addition, the Development Agreement Amendment documents park dedication fee credits associated with the proposed relocation of 8-acres of parkland to update a local park to a neighborhood park site planned for Parcel 20B and a 2-acre expansion of a local park site planned for Parcel 66 in the Town Center and associated with the Toll Brothers project.

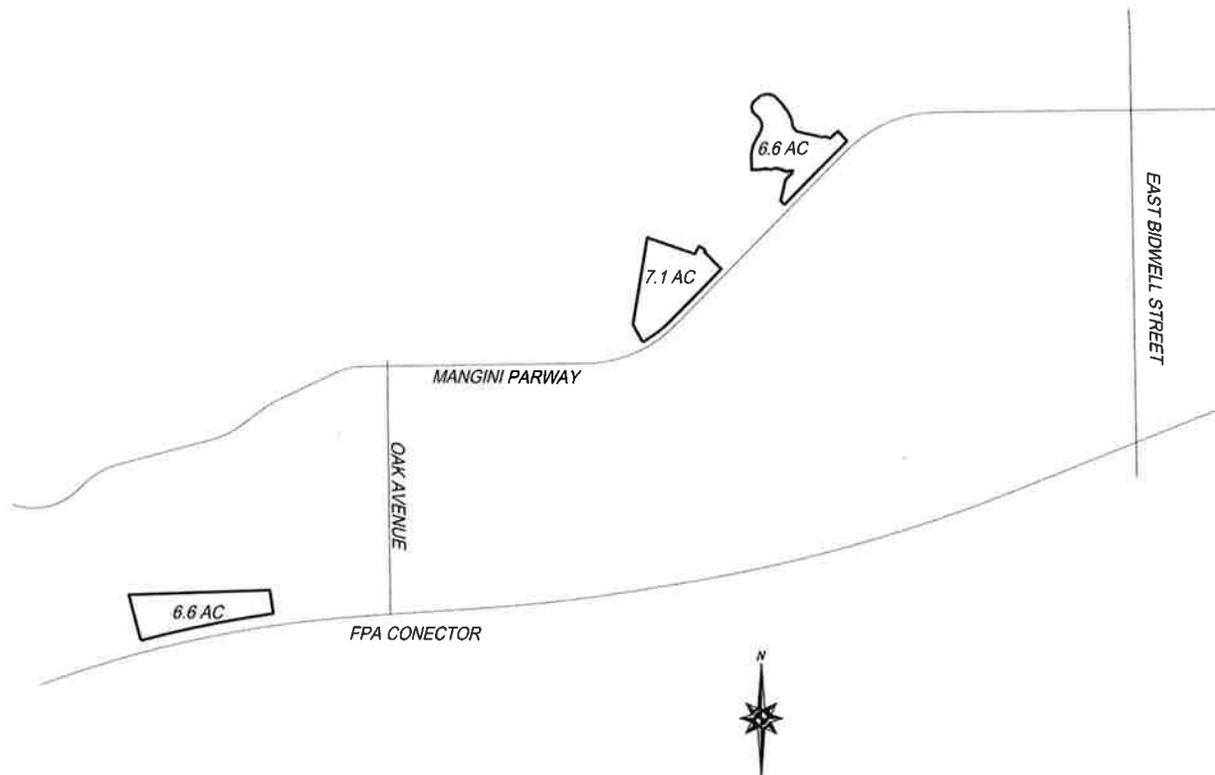
M. Off-Site Improvements

The proposed project features a number of off-site improvements (as shown on Attachment 9), including interim intersection improvements described earlier in this staff report. As noted earlier, these interim off-site intersection improvements will be constructed according to the attached phasing exhibit (Attachment 10).

In addition, sewer and water infrastructure will be extended to the project site from East Bidwell Street as shown in Attachment 9.

Finally, the project relies on the development of three off-site flood detention basins: two basins north of Mangini Parkway and one basin west of Oak Avenue Parkway, shown in Figure 17, on the following page.

FIGURE 17: OFF-SITE FLOOD DETENTION BASIN LOCATIONS



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. 61 is included to reflect these requirements.

N. Conformance with Relevant General Plan and Folsom Plan Area Specific Plan Objectives and Policies

The following are policies from the General Plan and the Folsom Plan Area Specific Plan which are related to the proposed project:

SP OBJECTIVE 4.2 (Land Use)

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

SP OBJECTIVE 4.3 (Land Use)

Provide open space areas for preservation and conservation of natural features, for limited recreational facilities and to provide visual relief.

SP OBJECTIVE 4.4 (Land Use)

Provide required park sites throughout the Plan Area that are linked by sidewalks, bike paths, and trails to promote pedestrian and bicycle usage.

SP OBJECTIVE 4.5 (Land Use)

Provide required school sites within walking distance of residential neighborhoods in the Plan Area to accommodate the needs of future residents.

SP OBJECTIVE 4.6 (Land Use)

Provide a public transit corridor that connects transit-oriented developments of higher density residential uses to commercial, light industrial/office park, and office uses and offers opportunities for regional transit connections.

SP POLICY 4.1

Create pedestrian-oriented neighborhoods through the use of a grid system of streets where feasible, sidewalks, bike paths and trails. Residential neighborhoods shall be linked, where appropriate, to encourage pedestrian and bicycle travel.

Analysis: The Toll Brothers project is based on a roadway system that provides connectivity between the residential, open space, and private recreation land uses within the project area. Biking and walking within the project area is facilitated by a series of Class I bicycle trails, Class II bicycle lanes, Class III bicycle routes, street-separated sidewalks and street-attached sidewalks.

The Toll Brothers project has an extensive planned trail system that is linked to and consistent with the overall trail system within the Folsom Plan Area Specific Plan (and as proposed to be amended as part of this project). The project was reviewed by the Parks and Recreation Commission, which recommended approval of the project to the City Council.

SP POLICY 4.2

Residential neighborhoods shall include neighborhood focal points such as schools, parks, and trails. Neighborhood parks shall be centrally located and easily accessible, where appropriate.

Analysis: The Toll Brothers project includes a variety of private park amenities, but due to the type of development (a private, gated community) proposes to move ten acres of planned public parkland to other locations with the Folsom Plan Area Specific Plan (see discussion earlier in this report). No public parks that would receive Quimby credit are proposed to be built within the project. As noted above, the project was reviewed by the Parks Commission, which recommended approval of the project to the City Council.

No public schools are planned or proposed to be located within the Toll Brothers project. The proposed project is primarily age-restricted, and will generate relatively few students (primarily from the “traditional subdivision” in the western portion of the project). Students from the Toll Brothers Regency project will attend schools on adjacent parcels.

The project includes an extensive Class I Trail System that provides connectivity between the open space areas and the surrounding residential development, as well as to other residential areas outside the Toll Brothers Regency project.

SP POLICY 4.3

Residential neighborhoods that are directly adjacent to open space shall provide at least two defined points of pedestrian access into the open space area.

Analysis: The Toll Brothers project includes multiple pedestrian access points to the open space areas within the project. Trail connections will be provided to Mangini Parkway, East Bidwell Street, and White Rock Road, as well as to internal roadways within the project.

SP POLICY 4.4

Provide a variety of housing opportunities for residents to participate in the home-ownership market.

Analysis: The Folsom Plan Area Specific Plan provides home ownership opportunities within the SF (Single-Family), SFHD (Single-Family High Density), and MLD (Multi-Family Low Density) land use designated areas. Residential development in the MLD (Multi-Family Low Density), MMD (Multi-Family Medium Density), MHD (Multi-Family High Density) and MU (Mixed-Use) land use categories may provide ‘for rent’ opportunities; however home ownership may also be accommodated in ‘for sale’ condos, townhomes, etc. at the time of development of these particular parcels.

The Toll Brothers project is consistent with this policy in that it will provide home ownership opportunities and potential rental opportunities within the SFHD and MLD-zoned parcels.

SP POLICY 4.6

As established by the Folsom Plan Area Specific Plan, the total number of dwelling units for the Plan Area shall not exceed 11,461. The number of units within individual land use parcels may vary, so long as the number of units falls within the allowable density range for a particular land use designation.

Analysis: There have been a number of Specific Plan Amendments approved by the City Council within the Folsom Plan Area, which has generally led to an increase in residentially-zoned land and a decrease in commercially-zoned land.

As a result, the number of residential units within the Plan Area increased from 10,210 to 11,461 from 2011 to 2018. The various Specific Plan Amendment EIRs/Addendums analyzed impacts from the conversion of the commercial lands to residential lands; impacts and associated mitigations measures can be found in the individual project-specific environmental documents. The increase in population was analyzed and can be accommodated in the excess capacity of the school sites provided in the Plan Area.

Where additional units/population created justification, park fees are required to be paid by individual project(s), as required by the Folsom Plan Area Specific Plan Infrastructure Fee in order to help fund construction of parks designated in the Folsom Plan Area Specific Plan.

In addition, the conversion of the commercial acreage to residential land uses caused no impact on the overall residential density of the Plan Area. The overall residential density for the FPASP as adopted in 2011 was 6.7 dwelling units per acre; the overall residential density of the FPASP currently is 6.6 dwelling units per acre.

The proposed project does not result in any change in total dwelling units in the FPASP.

SP POLICY 4.9

Subdivisions of 200 dwelling units or more not immediately adjacent to a neighborhood or community park are encouraged to develop one or more local parks as needed to provide convenient resident access to children's play areas, picnic areas, and unprogrammed turf areas. If provided, these local parks shall be maintained by a landscape and lighting district or homeowner's association and shall not receive or provide substitute park land dedication credit for parks required by the FPASP.

Analysis: At the time that the FPASP was adopted in 2011, the City Council directed that there be fewer but larger parks in the FPASP so that it would be more efficient for the City to program and maintain these parks (as opposed to smaller parks dispersed throughout the Plan Area). To that end, the FPASP was approved with two (2) large community parks approximately 20-50 acres in size that have a general service radius of 1.0 mile (Community Park West and Community Park East). Additionally, six (6) neighborhood parks were provided which are approximately 7-10 acres in size and have a service radius of 0.5 miles.

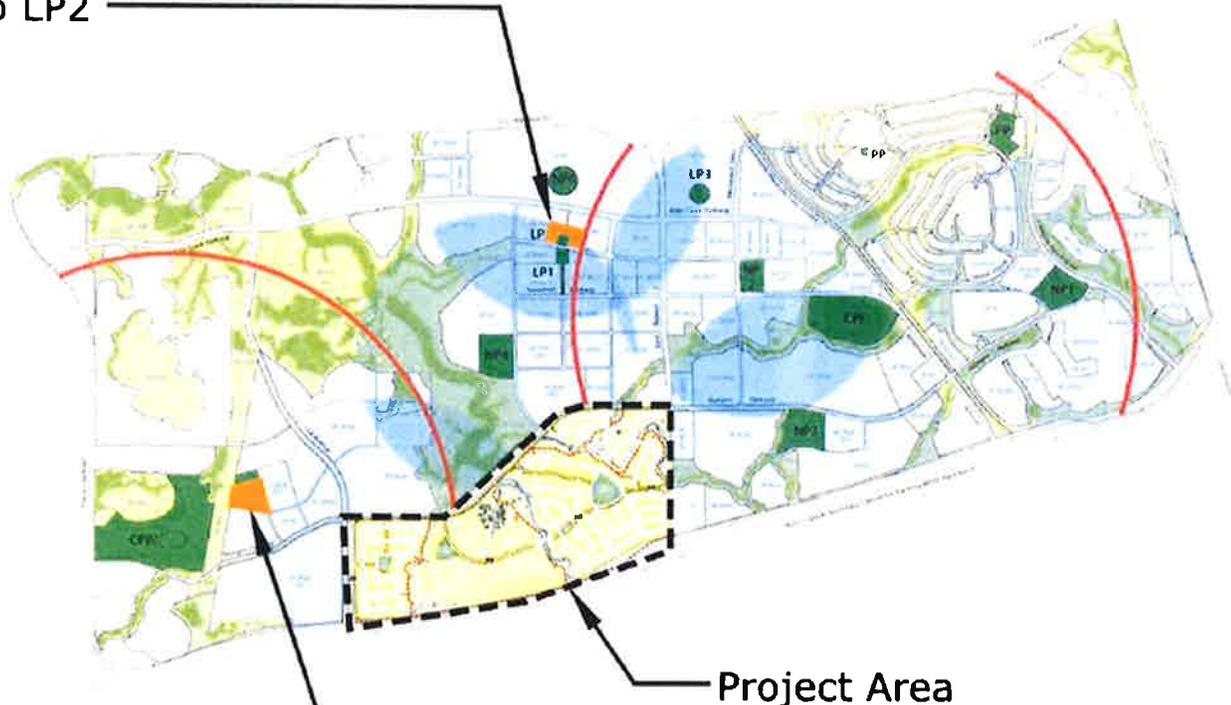
The project includes amendments to the FPASP to shift approximately ten acres of public parkland to other parts of the Specific Plan because the Toll Brothers is proposed as a gated, private community. 7.5-acres of private park and recreation facilities would be built initially within the Toll Brothers project (plus approximately 1.5-acres with Regency Phase 2) including P, which would be open to residents of the project but would not be available to the general public. (Approximately 83

acres of Measure W open space, traversed by public trails, would also be provided within the Toll Brothers project.)

The proposed change in the designation of public parkland would shift the public parks that would have been built within the Toll Brothers project to two other locations, as shown in Figure 18 below. Overall, the total amount of public parkland would not change, but the distribution of public parks would be different.

FIGURE 18: PUBLIC PARK MODIFICATION EXHIBIT

Proposed 2 Acres added
to LP2



Proposed 8 Acres added
to LP 4

This change was reviewed by the Parks Commission, which recommended approval to the City Council. Consistent with the FPASP, the Toll Brothers project includes both private recreational amenities and open space areas.

SP POLICY 4.15

Thirty percent (30%) of the Plan Area shall be preserved and maintained as natural open space, consistent with Section 7.08C of the Folsom City Charter.

Analysis: The Folsom Plan Area Specific Plan (FPASP) provides one of the largest natural open space areas in the Sacramento Region with over 1,067-acres of open space, which equates to approximately 30.3% of the overall Plan Area. The FPASP open space plan exemplifies the SACOG Smart Growth Principals not only in protecting and preserving natural resources in the Plan Area, but also ensuring that these resources can be used to provide outdoor recreational and educational opportunities for Plan Area residents. The FPASP open space plan preserves wetlands, Alder Creek and its tributaries, oak woodlands, and cultural features for the use and benefit of all Folsom residents. The FPASP includes two distinct open space zoning categories within the open space land use designation. The first zone, preserve open space (SP-OS1), is more restrictive of the two and is intended to preserve and protect wetlands, vernal pools, ponds, and creeks. The second zone, passive open space (SP-OS2), is less restrictive than the first and is intended to provide passive recreational uses including walking, hiking, and bicycling on designated paved and unpaved trails.

The Toll Brothers project is allocated 83.9 acres of Measure W open space by the FPASP; the proposed project results in no change to this acreage. This is consistent with the FPASP.

SP POLICY 4.22

Land shall be reserved for schools are required by the City of Folsom and the Folsom-Cordova Unified School District in accordance with state law. School sites shall be in the general locations shown in Figure 4.1 of the FPASP.

Analysis: Based on the current FPASP build-out of approximately 11,461 residential units, the Folsom-Cordova School District has determined that the Plan Area will create the demand for five elementary schools, one middle school, and one high school. The elementary school sites are equally distributed throughout the Plan Area, while the middle/high school is located in the south-central portion of the Plan Area. The first elementary school (Elementary School No. 1) is projected to be constructed in 2020.

With respect to the Toll Brothers Regency project, the closest elementary school (Elementary School No. 2) is located north of the project site near the northeast corner of Savannah Parkway and Westwood Drive, approximately 600 feet from the closest edge of the proposed subdivision. Depending on the residential build-out rate for the Plan Area, Elementary School No. 2 may be constructed in the 2022-2023 timeframe.

With the passage of Measure M in March of 2007, the Folsom-Cordova Unified School District created its third School Facilities Improvement District (SFID 3) which encompasses District areas south of U.S. Highway 50 including the Plan Area. The State of California (Government Code Section 65995) establishes the

maximum fee that a school district can impose on residential development or construction to address the impacts associated with an increase in student population. In the specific case of the Folsom Cordova Unified School District, the established residential impact fee is approximately \$7.01 per square foot.

Based on the aforementioned impact fee, the District would receive approximately \$19-million (\$15,600 per unit x 1,225 units) in school impact fees from the overall Toll Brothers at Folsom Ranch project.

Under state law, the City is prohibited from denying or refusing to approve a residential subdivision based on the adequacy of the existing school facilities as long as the developer agrees to pay the required school impact fees (Government Code Section 65995).

GP and SP OBJECTIVE H-1 (Housing)

To provide an adequate supply of suitable sites for the development of a range of housing types to meet the housing needs of all segments of the population.

GP and SP POLICY H-1.1

The City shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the City's regional share of housing.

Analysis: The City provides residential lands at a variety of residential densities as specified in the General Plan and in the Folsom Municipal Code. The Folsom Plan Area Specific Plan includes specialized zoning (Specific Plan Designations) that are customized to the Plan Area as adopted in 2011 and as Amended over time. The FPASP provides residential lands at densities ranging from 1-4 dwelling unit per acre (SF), 4-7 dwelling units per acre (SFHD), 7-12 dwelling units per acre (MLD), 12-20 dwelling units per acre (MMD), 20-30 dwelling units per acre (MHD), and 9-30 dwelling units per acre (MU).

The Toll Brothers Regency project includes five SFHD designated parcels developed at a density of 4.6 to 6.4 dwelling units per acre and two MLD designated parcels developed at a density of 8.7 to 9.6 dwelling units per acre.

The aforementioned densities are consistent with the residential densities established by the FPASP.

SP OBJECTIVE 7.1 (Circulation)

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

SP POLICY 7.1

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

Analysis: Consistent with the requirements of the California Complete Streets Act, the FPASP identified and planned for hierarchy of connect “complete streets” to ensure that pedestrian, bike, bus, and automobile modes of 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 Toll Brothers Regency project has been designed with multiple modes of transportation options consistent with the approved FPASP circulation plan.

ENVIRONMENTAL REVIEW

The City, as lead agency, determined that the proposed land use and housing density changes, as well as other changes proposed by the applicant, differ sufficiently from the development scenario described in the Final EIR/EIS for the adopted FPASP to warrant preparation of an addendum to the Final EIR/EIS, but that they are not so different that a subsequent EIR or supplement to the EIR needs to be prepared. An Addendum is appropriate where a previously certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts, consistent with CEQA Section 21166 and State CEQA Guidelines Sections 15162, 15163, 15164, and 15168. The Addendum and associated appendices prepared for the Toll Brothers at Folsom Ranch project are available for viewing on the City’s Website at the following link:

https://www.folsom.ca.us/community/planning/current_project_information.asp

The City’s judgment, based on the Addendum to the Final EIR/EIS, is that the previously prepared environmental document fully addresses all of the impacts of the proposed project. All mitigation measures applicable to the project still apply (see the proposed conditions of approval), and no new mitigation measures are needed.

Therefore, staff recommends that the Planning Commission recommend approval of the Addendum to the City Council.

RECOMMENDATION/PLANNING COMMISSION ACTION

Move to recommend that the City Council adopt an Addendum to the Final Environmental Impact Report for the Folsom Plan Area Specific Plan, approve an Amendment to the General Plan and the FPASP to change the arrangement and locations of land uses, roadways, public parkland, open space, and trails, approve a Small-Lot Vesting Tentative Subdivision Map creating 800 single-family residential lots, approve a Planned Development Permit for changes to development standards and residential designs, approve Development Agreement Amendments associated with the Easton Valley Holdings, LLC, Folsom Real Estate South LLC/Toll West Coast, LLC, and West Scott Road LLC/Toll West Coast, LLC Development Agreements, and approve an Inclusionary Housing Plan for development of the Toll Brothers at Folsom Ranch project as illustrated on Attachments 6 through 32 for the Toll Brothers at Folsom Ranch project (PN 19-091) subject to the findings (Findings A-KK) and conditions of approval (Conditions 1-106) 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 FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES.

CEQA FINDINGS

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN.
- D. THE CITY HAS DETERMINED THAT THE TOLL BROTHERS PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.
- E. THE CITY HAS DETERMINED THAT NONE OF THE CIRCUMSTANCES DESCRIBED IN PUBLIC RESOURCES CODE SECTION 21166 OR CEQA GUIDELINES SECTION 15162 GENERALLY REQUIRING THE PREPARATION OF A SUBSEQUENT EIR EXIST IN THIS CASE.

- F. THE CITY HAS PREPARED AN ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND HAS DETERMINED THAT THE PROJECT CREATES NO NEW IMPACTS AND DOES NOT REQUIRE ANY MITIGATION MEASURES IN ADDITION TO THOSE IN THE FINAL ENVIRONMENTAL IMPACT REPORT.
- G. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE TOLL BROTHERS PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN.
- H. THE PLANNING COMMISSION HAS CONSIDERED THE ADDENDUM WITH THE FINAL EIR BEFORE MAKING A DECISION ON THE PROJECT.

GENERAL PLAN AMENDMENT FINDINGS

- I. THE PROPOSED GENERAL PLAN AMENDMENT IS CONSISTENT WITH THE GOALS, POLICIES AND OBJECTIVES OF THE CITY OF FOLSOM GENERAL PLAN
- J. THE PROPOSED GENERAL PLAN AMENDMENT IS CONSISTENT WITH THE OBJECTIVES OF THE LAND USE ELEMENT OF THE CITY'S GENERAL PLAN AND DEVELOPMENT POLICIES.
- K. THE PROPOSED GENERAL PLAN AMENDMENT WILL NOT RESULT IN A NET LOSS OF RESIDENTIAL CAPACITY.

FOLSOM PLAN AREA SPECIFIC PLAN AMENDMENT FINDINGS

- L. THE PROPOSED AMENDMENT TO THE FOLSOM PLAN AREA SPECIFIC PLAN IS CONSISTENT WITH THE CITY'S GENERAL PLAN (AS AMENDED).
- M. THE PROPOSED AMENDMENT TO THE FPASP WILL NOT RESULT IN A NET LOSS OF RESIDENTIAL CAPACITY.

TENTATIVE SUBDIVISION MAP FINDINGS

- N. THE PROPOSED SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP IS CONSISTENT WITH THE CITY'S SUBDIVISION ORDINANCE AND THE SUBDIVISION MAP ACT IN THAT THE PROJECT IS SUBJECT TO CONDITIONS OF APPROVAL THAT WILL ENSURE THAT THE PROJECT IS DEVELOPED IN COMPLIANCE WITH CITY STANDARDS.

- O. THE PROPOSED SUBDIVISION, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN (AS AMENDED), THE FOLSOM PLAN AREA SPECIFIC PLAN (AS AMENDED), AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.
- P. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.
- Q. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF THE DEVELOPMENT.
- R. AS CONDITIONED, THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURY FISH OR WILDLIFE OR THEIR HABITAT.
- S. THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.
- T. THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.
- U. 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).

DEVELOPMENT AGREEMENT AMENDMENT FINDINGS

- V. THE PROPOSED AMENDMENTS TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENTS ARE CONSISTENT WITH THE OBJECTIVES, POLICIES, GENERAL LAND USES AND PROGRAMS SPECIFIED IN THE CITY GENERAL PLAN (AS AMENDED) AND THE FOLSOM PLAN AREA SPECIFIC PLAN (AS AMENDED).
- W. THE PROPOSED AMENDMENTS TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENTS ARE IN CONFORMITY WITH PUBLIC CONVENIENCE, GENERAL WELFARE, AND GOOD LAND USE PRACTICES.

- X. THE PROPOSED AMENDMENTS TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENTS WILL NOT BE DETRIMENTAL TO THE HEALTH, SAFETY, AND GENERAL WELFARE OF PERSONS RESIDING IN THE IMMEDIATE AREA, NOR BE DETRIMENTAL OR INJURIOUS TO PROPERTY OR PERSONS IN THE GENERAL NEIGHBORHOOD OR TO THE GENERAL WELFARE OF THE RESIDENTS OF THE CITY AS A WHOLE.
- Y. THE PROPOSED AMENDMENTS TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENTS WILL NOT ADVERSELY AFFECT THE ORDERLY DEVELOPMENT OF PROPERTY OR THE PRESERVATION OF PROPERTY VALUES.
- Z. THE PROPOSED AMENDMENTS TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENTS ARE CONSISTENT WITH THE PROVISIONS OF GOVERNMENT CODE SECTIONS 65864 THROUGH 65869.5.

PLANNED DEVELOPMENT PERMIT FINDINGS

- AA. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF THE FOLSOM PLAN AREA SPECIFIC PLAN AND OTHER APPLICABLE ORDINANCES OF THE CITY AND THE GENERAL PLAN.
- BB. THE PROPOSED PROJECT IS GENERALLY CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY. THE MINOR MODIFICATIONS TO THOSE STANDARDS PROPOSED AS PART OF THIS PROJECT WILL RESULT IN A DEVELOPMENT THAT IS SUPERIOR TO THAT OBTAINED BY THE RIGID APPLICATION OF THE STANDARDS.
- CC. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS IS ACCEPTABLE.
- DD. AS CONDITIONED, THE PROJECT WILL MAKE AVAILABLE NECESSARY PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO, WATER, SEWER AND DRAINAGE, AND THE PROJECT WILL ADQUATELY PROVIDE FOR THE FURNISHING OF SUCH FACILITIES.
- EE. THE PROPOSED PROJECT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN MITIGATED TO AN ACCEPTABLE LEVEL.

- FF. 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.
- GG. 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.
- HH. ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICES AND EMERGENCY PUBLIC SAFETY SERVICES TO THE DEVELOPMENT.

DESIGN REVIEW FINDINGS

- II. THE PROJECT IS GENERALLY IN COMPLIANCE WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND THE APPLICABLE ZONING ORDINANCES.
- JJ. THE PROJECT IS IN CONFORMANCE WITH THE FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES.
- KK. THE BUILDING MATERIALS, TEXTURES, AND COLORS OF THE PROJECT WILL BE COMPATIBLE WITH SURROUNDING DEVELOPMENT AND CONSISTENT WITH THE GENERAL DESIGN THEME OF THE NEIGHBORHOOD.

Attachment 4

Conditions of Approval

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, VTSM, and PD PERMIT			
Condition No.	Condition of Approval	When Required	Responsible Department
1.	<p>Final Development Plans The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> 1. General Plan/Specific Plan Amendment Exhibit, dated October 14, 2019 2. Illustrative Master Plan Exhibit, dated October 17, 2019 3. Small-Lot Vesting Tentative Subdivision Maps, dated October 17, 2019 4. Backbone Infrastructure Exhibit, dated October 17, 2019 5. Conceptual Phasing Exhibit, dated November 11, 2019 6. Preliminary Grading and Drainage Plan, dated October 17, 2019 7. Preliminary Utility Plan, dated October 17, 2019 8. Preliminary Landscape Plan and Details, dated September 11, 2019 9. Wall and Fence Exhibit and Details, dated September 11, 2019 10. Local Road Section Exhibit, dated September 11, 2019 11. Trail System Modification Exhibit, dated August 29, 2019 12. Walkability Exhibit, dated September 11, 2019 13. Trailhead and Signage Exhibit, dated September 11, 2019 14. Dog Park Exhibit, dated September 11, 2019 15. Model Home Complex Exhibit, dated September 11, 2019 16. Product Mix Exhibit, dated October 17, 2019 17. Streetscene Exhibit, dated August 30, 2019 18. Building Elevations and Floor Plans, dated August 30, 2019 19. Residential Design Details, dated August 30, 2019 20. Color and Materials Board, dated August 30, 2019 21. Inclusionary Housing Plan, dated March 7, 2019 <p>The General Plan Amendment, Specific Plan Amendment, Development Agreement Amendments, Planned Development Permit, Design Review, and Inclusionary Housing Plan are approved for the development of a 1,225-unit single-family residential subdivision (Toll Brothers 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)

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Condition No.	Condition of Approval	When Required	Responsible Department
2.	<p>Plan Submittal All civil engineering, improvement, and landscape and irrigation plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	G, I	CD (P)(E)
3.	<p>Validity This approval of the Small-Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty four months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the approved Inclusionary Housing Agreement shall track the term of the Vesting Small-lot Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act.</p>	OG	CD (P)
4.	<p>FMC Compliance The Small-Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD (E)
5.	<p>Development Rights The approval of this Small-Lot Vesting Tentative Subdivision Map conveys the right to develop. As noted in these conditions of approval for the Small-Lot Vesting Tentative Subdivision Map, the City has identified improvements necessary to develop the subject parcels. These improvements include on and off-site roadways, water, sewer, storm drainage, landscaping, sound-walls, and other improvements.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD

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Condition No.	Condition of Approval	When Required	Responsible Department
6.	<p>Public Right of Way Dedication As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, and any approved amendments thereafter, the owner/applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot within the traditional home portion of the Toll Brothers at Folsom Ranch project as shown on the Small-Lot Vesting Tentative Subdivision Map (Lots 1-214). In addition, public utility easements shall be provided for public utilities within private streets to the satisfaction of the Community Development Department.</p>	M	CD (E)(P)
7.	<p>Street Names The street names identified below shall be used for the Final Small-Lot Maps: Avazedo, Black Sage, Blue Oak, Blue Sky, Boulder Creek, Bridgeview, Brookview, Clearview, Clubhouse, Cold Creek, Copperwood, Coyote Ridge, Creekwood, Crestview, Dalea, Dawn Light, Deer Park, Eagle View, Edgewood, Emerald Glen, Fallen Leaf, Fountain Heights, Fox Hollow, Gateway, Glenbrook, Glenridge, Goldenrod, Granite Point, Grey Hawk, Gully, Heather Glen, Heritage Oaks, Iron Oak, Japanese Maple, Knollbrook, Lone Tree, Longview, Manzanita, Maple, Meadow Crest, Midway, Monument, Nettle, Oak Bridge, Oakridge, Olive Orchard, Pacific Wren, Panorama, Paradise, Patina, Pinyon Pine, Quail Run, Rainbow Ridge, Ravine, Redtail, Regency Parkway, Rimrock, Robinwood, Rock Ridge, Rocky Creek, Rocky Point, Sagewood, Salvia, Scenic, Skymeadow, Skyway, Springcreek, Starling, Sundown, Sunny Oaks, Sunnyview, Sweetwater, Timber, Upland, Vale, Valley View, White Cedar, Wildwood.</p>	M	CD (E)(P)

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Condition No.	Condition of Approval	When Required	Responsible Department
8.	<p><i>Indemnity for City</i> 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"> • The City bears its own attorney’s fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. 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> <p><i>Small-Lot Vesting Tentative Subdivision Map</i> The Small-Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures identified in the Folsom Plan Area Specific Plan (FEIR/EIS) as amended by the Toll Brothers at Folsom Ranch CEQA Addendum dated December-2019 (Attachment 30 to the staff report)</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
9.		OG	CD

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GPA, SPA, DA AMENDMENTS, VTSM, and PD PERMIT			
Condition No.	Condition of Approval	When Required	Responsible Department
10.	<p><i>ARDA and Amendments</i> 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 including but not limited to Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and Easton Valley Holdings, LLC, Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and West Scott Road, LLC/Toll West Coast, LLC, and Amendment No. 3 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and Folsom Real Estate South, LLC/Toll West Coast, LLC.</p>	G, I, M, B	CD (E)
11.	<p><i>Mitigation Monitoring</i> 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 and the Toll Brothers at Folsom Ranch 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)

POLICE/SECURITY REQUIREMENT			
12.	<p>The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered:</p> <ul style="list-style-type: none"> • A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. • Security measures for the safety of all construction equipment and unit appliances. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting. 	G, I, B	PD
DEVELOPMENT COSTS AND FEE REQUIREMENTS			
13.	<p>Taxes and Fees The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and Amendment No. 1 to the Amended and Restated Tier 1 Development Agreement.</p>	M	CD (P)(E)
14.	<p>Assessments If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	M	CD (E)

15.		<p><i>FPASP Development Impact Fees</i> The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.</p> <p>Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (January 28, 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
16.		<p><i>Legal Counsel</i> 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)

17.		<p>Consultant Services If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the City shall provide notice to the owner/applicant of the outside consultant selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or beginning inspection, whichever is applicable.</p>	G, I, M, B	CD (P)(E)
GRADING PERMIT REQUIREMENTS				
18.		<p>Walls/Fences/Gates The final location, design, height, materials, and colors of the walls, fences, and gates shall consistent with the submitted Wall and Fence Exhibit and Details, dated September 11, 2019 subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines.</p>	G, I, B	CD (P)(E)
19.		<p>Roadway Improvement Phasing The owner/applicant shall construct the following improvements as shown on the Small-Lot Vesting Tentative Subdivision Map with each applicable phase. Roadways shall be to the ultimate horizontal and vertical alignment unless otherwise noted.</p> <p>For the purposes of these conditions, phasing of the project is defined per Figure ES-6 of the Transportation Impact Analysis dated November 20, 2019 (Attachment 30 to the staff report) and the following:</p> <ul style="list-style-type: none"> Phase 1 consists of the first 305 age-restricted dwelling units, all located on the eastern portion of the Project site and labeled as “2021” on Figure ES-6 of the Transportation Impact Analysis dated November 20, 2019 (Attachment 30 to the staff report). Conditions of approval for Phase 1 shall be met before issuance of the first building permit. 	G, I, M, B	CD (E), PW, FD

	<ul style="list-style-type: none"> Phase 2 consists of the next 377 dwelling units (240 age-restricted dwelling units located on the eastern portion of the Project site, and 137 traditional homes located on the western portion of the Project site.) These units are labeled as “2022” on Figure ES-6 of the Transportation Impact Analysis dated November 20, 2019 (Attachment 30 to the staff report). Conditions of approval for Phase 2 shall be met before issuance of the 306th age restricted building permit or the first building permit for the traditional homes within the Project site. Phase 3 consists of the remaining 543 dwelling units (466 age-restricted dwelling units plus 77 traditional homes.) These units are labeled as “2023” and 2024 on Figure ES-6 of the Transportation Impact Analysis dated November 20, 2019 (Attachment 30 to the staff report). Conditions of approval for Phase 3 shall be met before issuance of the 546th age restricted building permit or the 138th building permit for the traditional homes within the Project site. <p>The following conditions defined the roadway improvements which shall be installed for each phase, as described above.</p>		
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<p>20.</p>	<p>Phasing of Roadways</p> <p>Roadway construction shall be phased as described in the Transportation Impact Analysis and as shown on Figure ES-6 of the Transportation Impact Analysis dated November 20, 2019 (Attachment 30 to the staff report). Changes in the timing and/or progression of construction of homes may result in a change in the timing and/or sequencing of roadway construction subject to review and approval by the Community Development Department.</p> <p><u>Phase 1/2021</u></p> <ul style="list-style-type: none"> • Construct Mangini Parkway from East Bidwell Street to Driveway #4 located on the south side of Mangini Parkway as a two-lane roadway prior to issuance of the first building permit in Phase 1 of the Regency Active-Adult Community. • Construct Regency Parkway as a two-lane roadway from East Bidwell Street to planned bridge over creek at the southern edge of Phase 1 portion of the Regency Active-Adult Community. • Construct Mangini Parkway/Driveway #4 intersection, East Bidwell Street/Regency Parkway intersection, and internal project roads as required to access to new homes. <p><u>Phase 2/2022</u></p> <ul style="list-style-type: none"> • Construct Mangini Parkway from Driveway #4 to Oak Avenue Parkway as a two-lane roadway prior to issuance of the first Traditional Homesite (non-age restricted) single-family home building permit within the Project. • Construct Oak Avenue Parkway from Mangini Parkway to Driveway #1 prior to issuance of the first Traditional Homesite (non-age restricted) single-family home building permit within the Project. • Construct Oak Avenue Parkway from Driveway #1 to White Rock Road as an EVA access prior to issuance of the first Traditional Homesite (non-age restricted) single-family home building permit within the Project. • Construct Oak Avenue Parkway/Driveway #1 intersection, Mangini Parkway Driveway #2 intersection, Mangini Parkway Driveway #4 intersection, and internal project roads as required to access new homes. 	<p>G, I, M, B</p>	<p>CD (E), PW, FD</p>
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21.	<p><u>Phase 3/2024</u></p> <ul style="list-style-type: none"> Construct Oak Avenue Parkway from Driveway #1 to White Rock Road as a two-lane roadway prior to issuance of the 138th Traditional Homesite (non-age restricted) single-family home building permit within the Project. Construct Regency Parkway from prior terminus to Mangini Parkway prior to issuance of the 546th Regency Active-Adult Community (age-restricted) building permit within the Project. <p>All driveway intersections and the Oak Avenue Parkway/Mangini Parkway intersection shall be constructed as the corresponding portions of those roads are built.</p> <p>Phasing of Improvements to Specific Intersections</p> <p>Improvements to specific intersections identified in the November 20, 2019, Transportation Impact Study (Attachment 30 to staff report) shall be constructed as follows in Condition Nos. 22-52:</p>		G, I, M, B	CD (E), EWR, PW, FD
22.	<p>Mangini Parkway (Segment 1)</p> <p>Construct Mangini Parkway from East Bidwell Street westerly to Driveway #4 (“Street C”) as a two-lane roadway prior to issuance of the first Project building permit.</p> <p>Timing: Prior to issuance of the Regency Phase 1 (age-restricted) building permit.</p>		G, I, M, B	CD (E), PW, FD
23.	<p>Mangini Parkway (Segment 2)</p> <p>Construct Mangini Parkway from Driveway #4 (“Street C”) to Oak Avenue Parkway as a two-lane roadway prior to issuance of the first traditional single-family home building permit within the Project.</p> <p>Timing: Prior to issuance of the first Traditional Homesite Phase 2 (non-age restricted) building permit.</p>		G, I, M, B	CD (E), PW, FD

24.		<p>Regency Parkway (Segment 1) Construct Regency Parkway as a two-lane roadway from East Bidwell Street to Street F. Timing: Prior to issuance of the Regency Phase 1 (age-restricted) building permit.</p>	G, I, M, B	CD (E), PW, FD
25.		<p>Regency Parkway (Segment 2) Construct Regency Parkway as a two-lane roadway from Street F to the planned bridge over creek at the southern edge of the first planned Regency (age-restricted) Tentative Map. Timing: Prior to issuance of first Regency Phase 2 (age-restricted) building permit.</p>	G, I, M, B	CD (E), PW, FD
26.		<p>Regency Parkway (Segment 3) Construct Regency Parkway as a two-lane roadway from the eastern edge of the planned bridge over the creek bisecting the project site to Mangini Parkway. Timing: Prior to issuance of the first Traditional Homesite in Phase 3 (non-age restricted) building permit.</p>	G, I, M, B	CD (E), PW, FD
27.		<p>Oak Avenue Parkway (Segment 1) Construct Oak Avenue Parkway as a two-lane roadway from Mangini Parkway to Driveway 1. Timing: Prior to issuance of the first Traditional Homesite in Phase 2 (non-age restricted) building permit.</p>	G, I, M, B	CD (E), PW, FD

28.		<p>Oak Avenue Parkway (Segment 2)</p> <p>Construct Oak Avenue Parkway as an EVA point from Driveway 1 to White Rock Road.</p> <p>Timing: Prior to issuance of the first Traditional Homesite in Phase 2 (non-age restricted) building permit.</p>	G, I, M, B	CD (E), PW, FD
29.		<p>Oak Avenue Parkway (Segment 2)</p> <p>Construct Oak Avenue Parkway as a two-lane roadway from Driveway 1 to White Rock Road.</p> <p>Timing: Prior to issuance of the first Traditional Homesite in Phase 3 (non-age restricted) building permit.</p>	G, I, M, B	CD (E), PW, FD
30.		<p>Oak Avenue Parkway/Driveway 1 (Stage 1)</p> <p>Construct Driveway as shown in (Figure 43 of the November 20, 2019 Transportation Impact Study):</p> <ul style="list-style-type: none"> • Northbound: Oak Ave Parkway shall be barricaded south of Driveway 1 and configured as an EVA; • Southbound: one shared through-left lane; • Westbound: one shared lane; • Control: side-street-stop-control. <p>Timing: Prior to issuance of first Traditional Homesite in Phase 2 (non-age restricted) building permit.</p>	G, I, M, B	CD (E), PW, FD

31.		<p><i>Oak Avenue Parkway/Driveway 1 (Stage 2)</i></p> <p>Construct driveway as shown in (Figure 44 of the November 20, 2019 Transportation Impact Study):</p> <ul style="list-style-type: none"> • Northbound: one shared through-right lane with a 150' right turn taper; • Southbound: one shared through-left lane; • Westbound: one shared lane; • Control: side-street-stop-control. <p>Timing: Prior to issuance of first Traditional Homesite in Phase 3 (non-age restricted) building permit.</p>	G, I, M, B	CD (E), PW, FD
32.		<p><i>Oak Avenue Parkway/Driveway 1 (Cumulative Right-of-Way)</i></p> <p>Applicant shall dedicate right-of-way to City of Folsom for future construction of the ultimate Driveway 1 intersection (Figure 45 of the November 20, 2019 Transportation Impact Study):</p> <ul style="list-style-type: none"> • Northbound: one left-turn lane with 150' pocket plus 60' taper, one through, and one shared through-right lane with a 150' right turn taper; • Southbound: one left-turn lane with 150' pocket plus 60' taper, one through, and one shared through-right lane with a 150 right turn taper; • Westbound: one shared lane; • Eastbound: one shared lane; • Control: side-street-stop-control. <p>Timing: Prior to issuance of first Traditional Homesite in Phase 2 (non-age restricted) building permit.</p>	G, I, M, B	CD (E), PW, FD

33.		<p><i>Mangini Parkway/Driveway 2</i></p> <p>Construct driveway as shown in (Figure 46 of the November 20, 2019 Transportation Impact Study):</p> <ul style="list-style-type: none"> • Northbound: one shared lane; • Westbound: one through lane and one left turn lane in a 60' pocket with 60'taper; • Eastbound: one through lane and one right turn lane in a 150' pocket with 60'taper; • Control: side-street-stop-control. <p>Timing: Prior to issuance of first Traditional Homesite in Phase 2 (non-age restricted) building permit.</p>	G, I, M, B	CD (E), PW, FD
34.		<p><i>Mangini Parkway/Regency Parkway (Driveway 3)</i></p> <p>Construct driveway as shown in (Figure 47 of the November 20, 2019 Transportation Impact Study):</p> <ul style="list-style-type: none"> • Northbound: one shared lane; • Westbound: one through lane and one left turn lane in a 60' pocket with 60'taper; • Eastbound: one through lane and one right turn lane in a 150' pocket with 60'taper; • Control: side-street-stop-control. <p>Timing: Prior to issuance of first Regency Phase 3 (age-restricted) building permit.</p>	G, I, M, B	CD (E), PW, FD

35.		<p><i>Mangini Parkway/Driveway 4</i></p> <p>Construct driveway as shown in (Figure 48 of the November 20, 2019 Transportation Impact Study):</p> <ul style="list-style-type: none"> • Northbound: one shared lane; • Westbound: one through lane and one left turn lane in a 60' pocket with 60'taper; • Eastbound: one through lane and one right turn lane in a 150' pocket with 60'taper; • Control: side-street-stop-control. <p>Timing: Prior to issuance of first Regency Phase 1 (age-restricted) building permit.</p>	G, I, M, B	CD (E), PW, FD
36.		<p><i>Mangini Parkway/First Street (Driveway 5) Stage 1</i></p> <p>Construct driveway as shown in (Figure 49 of the November 20, 2019 Transportation Impact Study):</p> <ul style="list-style-type: none"> • Northbound: one shared lane; • Westbound: one shared through-left turn lane; • Eastbound: one shared through-right turn lane; • Control: side-street-stop-control. <p>Timing: Prior to issuance of first Regency Phase 2 (age-restricted) building permit.</p>	G, I, M, B	CD (E), PW, FD

37.		<p>Mangini Parkway/First Street (Driveway 5) Right-of-Way</p> <p>Applicant shall dedicate right-of-way to City of Folsom for future construction of the ultimate Mangini Parkway/Driveway 5 intersection (Figure 50 of the November 20, 2019 Transportation Impact Study):</p> <ul style="list-style-type: none"> • Northbound: one shared lane; • Southbound: one right turn lane in a 150' pocket plus 60' taper and one shared through-left lane; • Westbound: one through-right lane and one left turn lane in a 60' pocket with 60' taper; • Eastbound: one through-right lane and one left turn lane in a 60' pocket with 60' taper; • Control: side-street-stop-control. <p>Timing: Prior to issuance of first Regency Phase 2 (age-restricted) building permit.</p>	G, I, M, B	CD (E), PW, FD
38.		<p>East Bidwell Street/Regency Parkway (Driveway 6) Stage 1</p> <p>Construct driveway as follows:</p> <ul style="list-style-type: none"> • Northbound: one through lane and one left turn lane in a 150' pocket with 60' taper; • Southbound: one through lane and one right turn lane in a 150' pocket with 60' taper; • Eastbound: one shared lane; • Westbound departure: two lanes separated by a median for two access gates shall be subject to City Engineers prior approval. • Control: side-street-stop-control. <p>Timing: Prior to issuance of first Regency Phase 1 (age-restricted) building permit.</p>	G, I, M, B	CD (E), PW, FD

39.		<p><i>East Bidwell Street/Regency Parkway (Driveway 6)</i></p> <p>Modify driveway as shown in (Figure 51 of the November 20, 2019, Transportation Impact Study), unless intersection has been signalized:</p> <ul style="list-style-type: none"> • Northbound: one through lane and one left turn lane in a 150' pocket with 60' taper; • Southbound: one through lane and one right turn lane in a 150' pocket with 60' taper; • Eastbound: one shared lane, plus a 300' northbound acceleration lane on East Bidwell Street to receive left-turns from Regency Parkway (a second NB lane on East Bidwell Street starting from Regency Parkway is equivalent to the 300' acceleration lane); • Westbound departure: two lanes separated by a median for two access gates shall be subject to City Engineers prior approval. • Control: side-street-stop-control. <p>Timing: Prior to issuance of first Regency Phase 3 (age-restricted) building permit.</p>	G, I, M, B	CD (E), PW, FD
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40.		<p><i>Mangini Parkway/Regency Parkway (Driveway 6) Right-of-Way</i></p> <p>The owner/applicant shall dedicate right-of-way to City of Folsom for future construction of the ultimate Mangini Parkway/Driveway 5 intersection (Figure 52 of the November 20, 2019, Transportation Impact Study):</p> <ul style="list-style-type: none"> • Northbound: one left turn lane in a 150' pocket with 60' taper, two through lanes, and a right turn lane in a 150' pocket with 60' taper; • Southbound: one right turn lane in a 150' pocket with 60' taper, two through lanes, and two left turn lanes in a 250' pocket with 120' taper. (Note that the FPASP assumed a single southbound left turn lane.); • Westbound: one shared left-through-right lane, and one right turn lane; • Westbound departure: two lanes separated by a median for two access gates shall be subject to City Engineers approval. • Eastbound: one shared lane <p>Timing: Prior to issuance of first Regency Phase 1 (age-restricted) building permit</p>	G, I, M, B	CD (E), PW, FD
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41.		<p>Phase 1 Internal Stop Control</p> <p>Stop Control shall be installed at the following five locations within the Regency Phase 1 portion of the Toll Brothers at Folsom Ranch project:</p> <ul style="list-style-type: none"> • Regency Parkway/Street A (two-way-stop-control). Stop on A, no control on Regency. • Regency Parkway/Street D (two-way-stop-control). Stop on D, no control on Regency. • Regency Parkway/Street E (all-way-stop-control). • Regency Parkway/Street F (two-way-stop-control). Stop on F, no control on Regency. • Street D/Street S (all-way-stop-control). <p>Roundabouts may replace stop control at internal intersections with authorization from the City Engineer. Location of Stop Control is shown in Figure 24, page 73 of the November 20, 2019, Transportation Impact Study.</p> <p>Timing: prior to issuance of the first Regency Phase 1 (age-restricted) building permit.</p>	G, I, M, B	CD (E), PW, FD
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42.	<p>Phase 2 Internal Stop Control (Age-Restricted Units)</p> <p>Stop Control shall be installed at the following locations within the Regency Phase 2 portion of the Toll Brothers at Folsom Ranch project:</p> <ul style="list-style-type: none"> • Regency Parkway/Street G (two-way-stop-control). Stop on G, no control on Regency. • Regency Parkway/Street H (two-way-stop-control). Stop on H, no control on Regency. <p>Roundabouts may replace stop control at internal intersections with authorization from the City Engineer. Location of Stop Control is shown in Figure 24, Page 73 of the November 20, 2019, Transportation Impact Study.</p> <p>Timing: prior to issuance of the first Regency Phase 2 (age-restricted) building permit.</p>	G, I, M, B	CD (E), PW, FD
43.	<p>Phase 2 Internal Stop Control (Traditional Home Units)</p> <p>Stop Control shall be installed at the following locations:</p> <ul style="list-style-type: none"> • Street TA/Street TC (two-way-stop-control). Stop on TC, no control on TA. • Street TA/Street TG (two-way-stop-control). Stop on TG, no control on TA. • Street TB/Street TC (two-way-stop-control). Stop on TC, no control on TB. <p>Roundabouts may replace stop control at internal intersections with authorization from the City Engineer. Location of Stop Control is shown in preceding Figure 25, page 74.</p> <p>Timing: prior to issuance of the first Traditional Homesite Phase 2 (non-age restricted) building permit.</p>	G, I, M, B	CD (E), PW, FD

44.		<p><i>Phase 3 Internal Stop Control</i></p> <p>Stop Control shall be installed at any internal Phase 3 intersections with four (or more) legs as directed by the City Engineer. Roundabouts may replace stop control at internal intersections with authorization from the City Engineer.</p> <p>Timing: Prior to issuance of the first Regency Phase 3 (age-restricted) building permit.</p>	G, I, M, B	CD (E), PW, FD
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45.		<p><i>Oak Ave Parkway/White Rock Rd</i></p> <p>Implement either (A) or (B) below:</p> <p>(A) The Capital Southeast Connector Joint Powers Authority (JPA) has programmed to realign this portion of White Rock Road and building a partial signal to accommodate anticipated U-Turns. Expand or construct a signalized intersection as follows:</p> <ul style="list-style-type: none"> • SB: A single shared lane for left and right turns. • EB: A through lane and a left/U-turn in 300' pocket plus taper. • WB: A through lane and a right-turn in 300' pocket plus taper. • Signalize with protected phasing for left turns and U-turns. • Geometric design shall be consistent with Capital Southeast Connector Joint Powers Authority adopted standards. <p><i>OR</i></p> <p>(B) Channelize the intersection on the existing White Rock Road alignment to restrict turning movements to westbound right turns and southbound right turns. The westbound right turn requires a 365' deceleration lane, and the southbound right turn requires a 960' acceleration lane (Figure 53 of the November 20, 2019, Transportation Impact Study).</p> <p>Timing: Prior to opening the segment of Oak Avenue Parkway between Driveway 1 and White Rock Road, or prior to issuance of the first Traditional Homesite Phase 3 (non-age restricted) building permit, whichever occurs first.</p>	G, I, M, B	CD (E), PW, FD
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<p>46.</p>	<p>East Bidwell St./White Rock Road</p> <p>Signalize the existing White Rock Rd/East Bidwell Street intersection implementing either (A) or (B) below:</p> <p>(A) The Capital Southeast Connector Joint Powers Authority (JPA) project has programmed to relocate and signalize the East Bidwell Street/White Rock Road intersection as shown in the October 2017 geometric conceptual drawing, or equivalent improvements (i.e., three southbound approach lanes, four eastbound approach lanes, and three westbound approach lanes). Figure 54 of the November 20, 2019, Transportation Impact Study provides a conceptual intersection layout for this mitigation. Under option A, fair share is defined as the Toll Brothers at Folsom Ranch Project's responsibility to the Sacramento County Transportation Development Fee. The Applicant is required to pay the Sacramento County Transportation Development Fee. Option A can be considered to be implemented once the JPA has let contracts for construction of the new intersection. This will ensure that the mitigation is constructed before project traffic adds 5 or more seconds of delay to the intersection.</p> <p><i>OR</i></p> <p>(B) Signalize the existing East Bidwell Street/White Rock Road intersection with the existing geometry. Figure 55 of the November 20, 2019, Transportation Impact Study provides a conceptual intersection layout for this mitigation.</p> <p>Timing: Prior to issuance of the first Regency Phase 1 (age-restricted) building permit.</p>	<p>G, I, M, B</p>	<p>CD (E), PW, FD</p>
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47.		<p><i>East Bidwell St/Mangini Pkwy</i></p> <p>Signalize the intersection with the following geometry (Figure 56 of the November 20, 2019, Transportation Impact Study):</p> <ul style="list-style-type: none"> • NB: One left-turn lane in a 200' pocket with 60' taper, one through lane, and one right-turn lane in a 150' pocket with a 60' taper; • SB: One left-turn lane in a 200' pocket with 60' taper, one through lane, and one right-turn lane in a 150' pocket with 60' taper; • EB and WB: One left-turn lane in a 200' pocket with 60' taper, one through lane, and one right-turn lane in a 200' pocket with 60' taper. <p>Timing: prior to issuance of first Regency Phase 1 (age-restricted) building permit.</p>	G, I, M, B	CD (E), PW, FD
48.		<p><i>East Bidwell St/Mangini Pkwy</i></p> <p>Expand the intersection and update signal configuration as follows (Figure 57 of the November 20, 2019 Transportation Impact Study):</p> <ul style="list-style-type: none"> • NB: One left-turn lane in a 200' pocket with 60' taper, two through lanes, and one right-turn lane in a 150' pocket with a 60' taper (the second through lane should be developed 300' south of the intersection); • SB: One left-turn lane in a 200' pocket with 60' taper, one through lane, and one right-turn lane in a 150' pocket with 60' taper; • EB and WB: One left-turn lane in a 200' pocket with 60' taper, one through lane, and one right-turn lane in a 200' pocket with 60' taper. <p>Timing: Prior to issuance of the first Phase 3 building permit.</p>	G, I, M, B	CD (E), PW, FD

49.	<p><i>East Bidwell St/Alder Creek Parkway</i></p> <p>Reconstruct and signalize the East Bidwell St/Alder Creek Parkway intersection as shown in Figure 58 of the November 20, 2019, Transportation Impact Study:</p> <ul style="list-style-type: none"> • NB Approach: One U-turn lane in a 150' pocket with a 60' taper, one through lane, and one right turn lane in a 150' pocket plus 60' taper. • SB Approach: One left turn lane in a 200' pocket plus 60' taper, and one through lane. • WB Approach: One right turn lane, plus one left-turn lane in a 200' pocket plus 60' taper. <p>Timing: Prior to issuance of the first Regency Phase 1 (age-restricted) building permit.</p>	G, I, M, B	CD (E), PW, FD
50.	<p><i>East Bidwell St/Alder Creek Parkway</i></p> <p>Reconstruct and modify signal at the East Bidwell St/Alder Creek Parkway intersection as shown in Figure 59 of the November 20, 2019, Transportation Impact Study:</p> <ul style="list-style-type: none"> • NB Approach: One U-turn lane in a 150' pocket with a 60' taper, two through lanes, and one right turn lane in a 150' pocket plus 60' taper. • SB Approach: One left turn lane in a 240' pocket plus 60' taper, and two through lanes. The second SB through lane can be dropped south of Old Ranch Way, the estimated taper for merging the two southbound lanes into one should be 660 feet long based on a 55 mph design speed and 12-foot lane width. • WB Approach: One right turn lane, plus one left-turn lane in a 200' pocket plus 60' taper. <p>Timing: Prior to issuance of the first Phase 3 building permit.</p>	G, I, M, B	CD (E), PW, FD

51.	<p><i>East Bidwell St/Savannah Parkway</i></p> <p>Reconstruct the East Bidwell St/Savannah Pkwy intersection with the following geometry (Figure 60 of the November 20, 2019, Transportation Impact Study):</p> <ul style="list-style-type: none"> • NB Approach: One shared through-right lane with a 150' taper; • SB Approach: One left turn lane in a 150' pocket plus 60' taper, and one through lane; • WB Approach: One left turn lane in a 60' pocket plus 60' taper, and one through lane; • SB departure: Construct a southbound receiving and acceleration lane for westbound left turn traffic. The acceleration lane shall be in a 300' pocket plus an appropriate taper. <p>Timing: Prior to issuance of the first Regency Phase 1 (age-restricted) building permit.</p>	<p>G, I, M, B</p>	<p>CD (E), PW, FD</p>
52.	<p><i>East Bidwell St/Savannah Parkway</i></p> <p>Reconstruct the East Bidwell St/Savannah Pkwy intersection with the following geometry (Figure 61 of the November 20, 2019, Transportation Impact Study):</p> <ul style="list-style-type: none"> • NB Approach: One through lane and one shared through-right lane with a 150' taper; • SB Approach: One left turn lane in a 150' pocket plus 60' taper, and one through lane; • WB Approach: One left turn lane in a 60' pocket plus 60' taper, and one through lane; • SB departure: Construct a southbound receiving and acceleration lane for westbound left turn traffic. The acceleration lane shall be in a 300' pocket plus an appropriate taper. <p>Timing: Prior to issuance of the first Phase 3 building permit.</p>	<p>G, I, M, B</p>	<p>CD (E), PW, FD</p>

53.		<p>Utility Infrastructure</p> <ul style="list-style-type: none"> • Utilities shall be constructed concurrent with the roadway phasing, as deemed appropriate and necessary to support the particular phase by the City Engineer. • A particular development phase may be developed into sub-phases in which the roadway and utility phasing may change. If sub-phasing is proposed, the City Engineer shall determine what roadway and utility improvements are appropriate and necessary to serve the sub-phase. 	G, I, M	CD (E), EWR, PW, FD
54.		<p>Off-site improvements / Rights of Entry</p> <p>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)
55.		<p>Mine Shaft Remediation</p> <p>The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans.</p>	G	CD (E)

56.		<p>Prepare Traffic Control Plan. Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared by the owner/applicant. The Traffic Control Plan prepared by the owner/applicant shall, at minimum, include the following measures:</p> <ul style="list-style-type: none"> • Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage. • Maintaining alternate one-way traffic flow past the lay down area and site access when feasible. • Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. on weekdays). • A minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. This shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone. • A phone number and City contact for inquiries about the schedule of the construction throughout the construction period. This information will be posted in a local newspaper, via the City’s web site, or at City Hall and will be updated on a monthly basis. 	G	CD (E)
57.		<p>State and Federal Permits The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.</p>	G, I	CD (P)(E)
58.		<p>Water Quality Certification 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)

59.		<p>Landslide /Slope Failure 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.</p>	G	CD (E) PW
IMPROVEMENT PLAN REQUIREMENTS				
60.		<p>Improvement Plans The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department prior to approval of a Final Map.</p>	M	CD (E)
61.		<p>Standard Construction Specifications and Details Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <u>Standard Construction Specifications and Details</u> and the <u>Design and Procedures Manual and Improvement Standards</u>.</p>	I	CD (P)(E)
62.		<p>Water and Sewer Infrastructure All City-owned water and sewer infrastructure shall be placed within the street right of way. In the event that a City-maintained public water or sewer main needs to be placed in an area other than the public right of way, such as through an open space corridor, landscaped area, etc., the following criteria must be met;</p> <ul style="list-style-type: none"> • The owner/applicant shall provide public sewer and water main easements • An access road shall be designed and constructed to allow for the operations, maintenance and replacement of the public water or sewer line by the City along the entire water and/or sewer line alignment. However, no access road is required within the two pedestrian paseos (Lots BI an BJ as shown on the Small-Lot Vesting Tentative Subdivision Map) • In no case shall a City-maintained public water or public sewer line be placed on private residential property. • The domestic water and irrigation system owned and maintained by the City shall be separately metered per City of Folsom <u>Standard Construction Specifications and Details</u>. 	I	CD (E)

63.	<p>Lighting Plan The owner/applicant of all project phases shall submit a lighting plan for the project to the Community Development Department. The lighting plan shall be consistent with the Folsom Ranch Central District Design Guidelines:</p> <ul style="list-style-type: none"> • Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties; • Place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists; • For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash; • Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and • Design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. Lights used on signage should be directed to light only the sign face with no off-site glare. 	<p>I</p>	<p>CD (P)</p>
64.	<p>Utility Coordination The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of all final maps.</p>	<p>M</p>	<p>CD (P)(E)</p>
65.	<p>Replacing Hazardous Facilities The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.</p>	<p>I, OG</p>	<p>CD (E)</p>

66.		<p>Future Utility Lines All future utility lines lower than 69 KV that are to be built within the project shall be placed underground within and along the perimeter of the project at the developer's cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.</p>	M	CD (E)
67.		<p>Water Meter Fixed Network System The owner owner/applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed network system for any City-owned and maintained water meter within the project.</p>	I	CD (E), EWR
68.		<p>Vertical Curb All curbs located adjacent to landscaping, whether natural or manicured, and where parking is allowed shall be vertical.</p>	I	CD (P)(B)
69.		<p>Class II Bike Lanes All Class II bike lanes shall be striped, and the legends painted to the satisfaction of the Community Development Department. No parking shall be permitted within the Class II bike lanes.</p>	I	CD (E)(P)

70.	<p>Noise Barriers Based on the Environmental Noise Assessment (the “2019 Noise Assessment”) prepared by Bollard Acoustical Consultants on November 24, 2019, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> 6-foot-tall solid noise barriers, relative to backyard elevations, shall be constructed along all residential property boundaries adjacent to East Bidwell Street, Mangini Parkway, and Oak Avenue Parkway prior to occupancy of any residences adjacent to the aforementioned streets. For the proposed Traditional Homesites portion of the project located at the northeast corner of White Rock Road and Oak Avenue Parkway, a 7-foot-tall solid noise barrier, relative to backyard elevations, shall be constructed along all property boundaries adjacent to White Rock Road prior to occupancy of any residences adjacent to White Rock Road. For the proposed Regency at Folsom Ranch Phase 1 and Phase 2 portions of the project (which are located at the northwest corner of the intersection of White Rock Road and East Bidwell Street and north of White Rock Road in the central portion of the Toll Brothers at Folsom Ranch project site), an 8-foot-tall solid noise barrier, relative to backyard elevations, shall be constructed along all residential property boundaries adjacent to White Rock Road. Suitable materials for the traffic noise barriers include masonry and precast concrete panels. The overall barrier height may be achieved by utilizing a barrier and earthen berm combination. Other materials may be acceptable but shall be reviewed by an acoustical consultant and approved by the Community Development Department prior to use. Mechanical ventilation (air conditioning) shall be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria. For the first row of homes located within the Traditional Homesite portion of the project located along White Rock Road, the west-, south-, and east-facing second-floor building facades shall maintain minimum window assembly STC ratings of 34. 	<p>I, O</p> <p>CD (E)(P)</p>
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71.		<p><i>Master Plan Updates</i> 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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72.	<p>Best Management Practices The storm drain improvement plans shall provide for “Best Management Practices” that meet the requirements of the water quality standards of the City’s National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</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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73.		<p>Litter Control During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).</p>	OG	CD (E)
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FIRE DEPT REQUIREMENTS				
74.		<p>Prepare fuel modification plan (FMP). The owner/applicant shall submit a Fuel Modification Plan consistent with the FPA Open Space Management Plan to the City for review and approval from the by the City. Final approval of the plan shall occur prior to the issuance of a building permit for any new construction. A Fuel Modification Plan shall consist of a set of scaled plans showing fuel modification zones indicated with applicable assessment notes, a detailed landscape plan and an irrigation plan. A fuel modification plan submitted for approval shall be prepared by one of the following: a California state licensed landscape architect, or state licensed landscape contractor, or a landscape designed, or an individual with expertise acceptable to the Fire Code Official.</p> <p>Notification of fuel modification requirements are to be made upon sale to new property owners. Proposed changes to the approved Fuel Modification Plan shall be submitted to the City for approval prior to implementation.</p> <p>The owner/applicant shall dedicate a 30-foot-wide fuel modification easement(s) for all residential properties located adjacent to open space areas within the development that are not off-site. The owner/applicant shall obtain easements, if applicable, for the required fuel modification buffer. The fuel modification easement(s) shall be shown on the Final Map. The owner/applicant shall be responsible for the maintenance of the fuel modification areas until such time that the City takes ownership of the open space areas that are to be deeded to the City within the project site.</p>	G, I, M, B	CD (P), FD

75.	<p>All-Weather Access and Fire Hydrants The owner/applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any project site or other approved alternative method as approved by the Fire Department. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any project site or other approved alternative method as approved by the Fire Department. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inches asphalt concrete over six inches aggregate base from October 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 Department.</p> <ul style="list-style-type: none"> ● Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed residential portion of the project is determined to be 875 GPM for one hour. ● All public streets shall meet City of Folsom Street Standards. ● The maximum length of any dead-end street shall not exceed 500 feet in accordance with the Folsom Fire Code (unless approved by the Fire Department). ● All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material storage or vertical construction is allowed. All-weather access is defined as 6" of compacted AB from May 1 to September 30 and 2"AC over 6" AB from October 1 to April 30 ● The first Fire Station planned for the Folsom Plan Area shall be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Plan Area is met. 	G, I, M, B	CD (P), FD
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76.	<p style="text-align: center;">LANDSCAPE/TREE PRESERVATION REQUIREMENTS</p> <p>The owner/applicant shall obtain a tree removal permit, mitigate for removal of protected and heritage trees in accordance with Chapter 12.16 of the City of Folsom Municipal Code for Tree Preservation, and minimize indirect impacts to trees to be preserved. This shall include the following:</p> <ul style="list-style-type: none"> • A Tree Permit Application containing an application form, justification statement, site map, preservation program, and arborist's report shall be submitted to the City of Folsom by the owner/applicant for issuance of a Tree Permit prior to commencement of any grading or site improvement activities. • A Mitigation Plan shall be prepared by the owner/applicant to mitigate for the removal of the protected Canopy Oak Trees and Isolated Oak Trees within the development site. The Mitigation Plan for the Isolated Oak Trees shall consist of replacement trees and/or payment of "In-Lieu" fees on a diameter inch bases consistent with 10-14, 10-15 of the FPASP. Replacement trees may be located within the boundaries of the development parcel, a natural parkway, landscape corridor or passive or preserve open space zone, preferably within the Folsom Plan Area. The Mitigation Plan for the Isolated Oak Trees shall be subject to review and approval by the City. The Mitigation Plan for the Canopy Oak Trees shall be consistent with the mitigation requirements established by the Folsom Plan Area Specific Plan. • The Conservation Areas shall be fenced prior to construction. In addition, oak trees to be preserved within the Passive Recreation Open Spaces shall be fenced with high-visibility fencing prior to starting construction. The fencing shall be installed outside the dripline of oak trees, and shall surround the entirety of the dripline area. Parking of vehicles, equipment, or storage of materials is prohibited within the Tree Protection Zone of Protected Trees at all times. Signs shall be posted on exclusion fencing stating that the enclosed trees are to be preserved. Signs shall state the penalty for damage to, or removal of, the protected tree. 	<p style="text-align: center;">G, I,</p>	<p style="text-align: center;">CD (P)(E)</p>
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77.		<ul style="list-style-type: none"> The owner/applicant shall retain an ISA certified project arborist for implementation of the project. The project arborist shall be responsible for overseeing onsite tree removal and tree preservation. Oak trees located adjacent to construction areas that may be indirectly impacted due to work within or near the Tree Protection Zone shall be identified and tagged by the project arborist during construction activities. The indirectly impacted trees shall be monitored by the project arborist for five years in accordance with the Conceptual Oak Plan and FPASP EIR/EIS Mitigation Measure 3A.3-5. Trees that appear to be dead or dying within five years of project implementation will be replaced as per the requirements of this Plan. 	G, I,	CD (P)(E)
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78.	<p>Landscaping Plans Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans shall comply with all State and local rules, regulations, Governor's declarations and restrictions pertaining to water conservation and outdoor landscaping.</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. All landscape material installed in open spaces located between tiers of lots shall be chosen in accordance with the City's Defensible Space Plant List for resistance to fire and limited fuel production. Furthermore, the owner/applicant shall comply with city-wide landscape rules or regulations on water usage. 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 Toll Brothers project.</p>	<p>B</p> <p>CD (P)(E)</p>	
79.	<p>Right of Way Landscaping Landscaping along all road rights of way and in public open space lots shall be installed when the adjoining road or lots are constructed.</p>	<p>I, OG</p> <p>CD (P)</p>	

82.		<p>Department of Real Estate Public Report The owner/applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and the CC&R's for the Toll Brothers at Folsom Ranch project the following items:</p> <ol style="list-style-type: none"> 1) Future public parks and public schools are located in relatively close proximity to the proposed subdivision, and that the public parks may include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The owner/applicant shall also disclose that the existing public parks include nighttime sports lighting that may generate lighting impacts during evening and nighttime hours. 2) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic. 3) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited. 4) The project site is located within close proximity to the Mather Airport flight path and that overflight noise may be present at various times. 5) That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred. 	M	CD (P) PK
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83.		<p>Public Utility Easements The owner/applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public and private streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all public and private street rights-of-way. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.</p>	M	CD (E)
84.		<p>Final Map Phasing Should multiple Final Maps be filed by the owner/applicant, the phasing of maps shall be to the satisfaction of the Community Development Department.</p>	M	CD (E)
85.		<p>Backbone Infrastructure As provided for in the ARDA and the Amendment No. 1 thereto, the owner/applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Infrastructure to serve the project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the Infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA, and any amendments thereto.</p>	M	CD (E)
86.		<p>New Permanent Benchmarks The owner/applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the 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 vesting tentative subdivision map.</p>	M	CD (E)

87.		<p>Centralized Mail Delivery Units All Final Maps shall show easements or other mapped provisions for the placement of centralized mail delivery units. The owner/applicant shall provide a concrete base for the placement of any centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the U. S. Postal Service and the City of Folsom Community Development Department, with due consideration for street light location, traffic safety, security, and consumer convenience.</p>	M	CD (E)
88.		<p>Recorded Final Map Prior to the issuance of building permits, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department. The exception to this requirement are model homes; subject to approval of the Community Development Department, building permits for model homes only may be issued prior to recording of the Final Map.</p>	B	CD (E)
89.		<p>Recorded Final Map Prior to issuance of building permits, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.</p>	B	CD (P), FCUSD
90.		<p>Credit Reimbursement Agreement Prior to the recordation of the first Small-Lot Final Map, the owner/applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that are included in the Folsom Plan Area's Public Facilities Financing Plan.</p>	M	CD (E)

ARCHITECTURE/SITE DESIGN REQUIREMENTS		
91.	<p>The Regency Phase 1 portion of the Toll Brothers at Folsom Ranch project (Lots 1-586 as shown on the Small-Lot Vesting Tentative Subdivision Map) shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> 1. This approval is for five, one-story master plans in four architectural styles with three color and material options each for the Regency portion of the Toll Brothers project. The applicant shall submit building plans that comply with this approval and the attached building elevations dated August 30, 2019. 2. The design, materials, and colors of the proposed Regency single-family and townhome 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 Folsom Ranch Central District Design Guidelines and unique to each architectural design theme, shall be added to the front building elevation of each Master Plan to the satisfaction of the Community Development Department. 6. A minimum of one street 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. 	<p>B</p> <p>CD (P) (B)</p>

92.		<p>Design Review Approval Prior to issuance of a building permit for any residential units within the traditional homesites (Lots 1-214 as shown on the Small-Lot Vesting Tentative Subdivision Map) and Regency Phase 2 (425 unmapped residential units) portions of the Toll Brothers at Folsom Ranch project, the owner/applicant shall obtain Design Review and/or Planned Development approval from the Planning Commission for all residences to be built within the aforementioned portions of the project area. If the architecture is not consistent with the Folsom Ranch Central District Design Guidelines, the owner applicant may modify the plans or apply for a modification to the Design Guidelines to be reviewed by the Planning Commission.</p> <p>In addition, the final design of the clubhouse within the Regency portion of the project shall be subject to review and approval by the Planning Commission. If other clubhouse structures are proposed with the Regency Phase 2 portion of the project or the traditional homesite portion of the project, they will also be subject to review and approval by the Planning Commission.</p>	B	CD (P) PR
93.		<p>Mechanical Equipment Screening 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.</p>	B	CD (P) (E)
PARKS AND RECREATION REQUIREMENTS				
94.		<p>The owner/applicant shall modify the FPASP Land Use Plan and Parks Plan to identify the relocated public park lands that are outside of the project area. The relocated parklands shall include 8 acres adjacent to the planned Local Park No. 4 (LP4) which is 2.3 acres in size, resulting in a 10.3-acre park site. The remaining 2 acres shall be relocated adjacent to Local Park No. 2 (LP2) which is 1.1 acres in size, resulting in a 3.1-acre park site. Final parkland location and size shall be approved by the Parks and Recreation Director.</p>	B	CD (E) (P), PR

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95.	The owner/applicant shall provide 7.5-acres of private recreation facilities within the “Regency” Phase 1 Subdivision (Lot D: 5.0-acres)(Lot G: 0.5-acres)(Lot F: 0.5-acres) and “Traditional Homes” Subdivision (Lot E: 1.5-acres) portions of the proposed project as shown on the Small Lot Vesting Tentative Subdivision Maps. The final size and location of the private amenity within the “Regency” Phase 2 Subdivision as shown on the Toll Brothers at Folsom Ranch Master Plan Exhibit will be determined with approval of the future entitlements associated with “Regency” Phase 2.	B, OG	CD (E) (P), PR
96.	Prior to issuance of the last building permit (342nd building permit) within Phase 1B of the Regency Active-Adult Community as shown on the Conceptual Phasing Exhibit, dated November 11, 2019, the owner/applicant shall begin construction of the private amenity and maintain continual progress until completion.	B, OG	CD (E) (P), PR
97.	Prior to issuance of the last building permit (586th building permit) in Phase 1C of the Regency Active-Adult Community as shown on the Conceptual Phasing Exhibit, dated November 11, 2019, the owner/applicant shall begin construction of the two private dog-park amenities and maintain continual progress until completion.	B, OG	CD (E) (P), PR
98.	Prior to issuance of the 137 th building permit within Phase 2 (Traditional Homesite community) of the Toll Brothers at Folsom Ranch project, the owner/applicant shall begin construction of the private amenity and maintain continual progress until completion.	B, OG	CD (E) (P), PR
99.	Prior to the completion of Phase 1, the owner/applicant shall complete grading of the public trails on Lots H, I, J, and N, and the Class 1 trail parallel to Mangini Parkway on Lots Q and R, as shown on the Toll Brothers Public Trails System Modification Exhibit and Vesting Tentative Subdivision Map, dated October 17, 2019.	G, I, B	CD (E) (P), PR
100.	The owner/applicant shall include the maintenance of all graded subdivision trails and completed Class I trail parallel to Mangini Parkway within the responsibility of the development Homeowner’s Association (HOA) until the Open Space and Mangini Parkway is decided to the City. The City shall not incur any maintenance responsibility or expense as a result of these trails until the transfer of Open Space ownership to the City is complete.	G, I, OG	CD (E) (P), PR
101.	The owner/applicant shall include the maintenance of all private trail connections within the responsibility of the development Homeowner’s Association (HOA) in perpetuity. The City shall not incur any maintenance responsibility or expense as a result of these private trail connections to the public trails within the subdivision.	G, I, OG	CD (E) (P), PR

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102.	<p>The owner/applicant shall include the maintenance of all 83.9-acres of Open Space (Measure W Open Space) and fuel modification buffers, in accordance with the Folsom Plan Area Open Space Master Plan, within the responsibility of the development Homeowner's Association (HOA) until the Open Space is dedeed to the City. The City shall not incur any maintenance responsibility or expense as a result of this Open Space until the transfer of Open Space ownership to the City is complete. In addition, the Open Space shall not be dedeed to the City until development on both sides adjacent to the Open Space are complete and at such a time the City is ready to take ownership.</p>	OG	CD (E) (P), PR
103.	<p>Parkland dedications shall be calculated as net acreage.</p>	G, I, OG	CD (E) (P), PR
MISCELLANEOUS REQUIREMENTS			
104.	<p>The owner/applicant shall update the Folsom Plan Area Specific Plan to reflect all changes and modifications to the General Plan Land Use and Specific Plan Land Use diagrams, tables, and exhibits to reflect changes resulting from the Toll Brothers at Folsom Ranch project prior to issuance of the first building permit to the satisfaction of the Community Development Department.</p>	B	CD (E) (P), PR
105.	<p>The Regency Phase 1 (Lots 1-586 as shown on the Small-Lot Vesting Tentative Subdivision Map dated October 17, 2019) and the Regency Phase 2 unmapped portions of the Toll Brothers at Folsom Ranch project shall be limited to age-restricted (Age 55+) residential units.</p>	B, OG	CD (E) (P)

Mitigation Measures				
106.	<p>Toll Brothers at Folsom Ranch Project Mitigation Monitoring Reporting Program (MMRP). 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), Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), the Westland Eagle Specific Plan Amendment (September 2015), and the Toll Brothers at Folsom Ranch Project.</p>			
Condition No.	Mitigation Number (Source)	Mitigation Measures	Timing	Responsible Agency
Aesthetics				
106-1	3A.1-1 (FPASP EIR/EIS)	<p>Construct and Maintain a Landscape Corridor Adjacent to U.S. 50. The project applicant(s) for any particular discretionary development application adjacent to U.S. 50 shall fund, construct, and maintain a landscaped corridor within the SPA, south of U.S. 50. This corridor shall be 50 feet wide, except that the landscaped corridor width shall be reduced to 25 feet adjacent to the proposed regional mall. Landscaping plans and specifications shall be approved by Caltrans and the City of Folsom, and constructed by the project applicant(s) before the start of earthmoving activities associated with residential or commercial units. Landscaped areas would not be required within the preserved oak woodlands. As practicable, landscaping shall primarily contain native and/or drought tolerant plants. Landscaped corridors shall be maintained in perpetuity to the satisfaction of the City of Folsom.</p>	<p>1. Plans and specifications: before approval of grading plans and building permits 2. Construction: before the approval of occupancy permits associated with residential and commercial units 3. Maintenance: in perpetuity</p>	City of Folsom Community Development Department
106-2	3A.1-4 (FPASP EIR/EIS)	<p>Screen Construction Staging Areas. The project applicant(s) for any particular discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be developed by the project applicant(s) of each applicable</p>	<p>Before approval of grading plans and during construction for all project phases.</p>	City of Folsom Neighborhood Services Department and City of Folsom Community Development Department.

<p>106-3</p>	<p>3A.1-5 (FPASP EIR/EIS)</p>	<p>project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.</p> <p>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</p> <p>To reduce impacts associated with light and glare, the City shall:</p> <ul style="list-style-type: none"> ▶ Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light. ▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated. <p>To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall:</p> <ul style="list-style-type: none"> ▶ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties. ▶ Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway. ▶ For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash. ▶ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways. 	<p>Before approval of building permits.</p>	<p>City of Folsom Neighborhood Services Department and City of Folsom Community Development Department</p>
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		<ul style="list-style-type: none"> ▶ Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design. ▶ Lighting of off-site facilities within the City of Folsom shall be consistent with the City's General Plan standards. ▶ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards. ▶ Lighting of the two local roadway connections from Folsom Heights off-site into El Dorado Hills shall be consistent with El Dorado County General Plan standards. <p>A lighting plan for all on- and off-site elements within the each agency's jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) for any particular discretionary development application shall implement the approved lighting plan.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>		
Air Quality				
106-4	3A.2-1a (FPASP EIR/EIS)	<p>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements. To reduce short-term construction emissions, the project applicant(s) for any particular discretionary development application shall require their contractors to implement SMAQMD's list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p> <p>Basic Construction Emission Control Practices</p>	<p>Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.</p>	<p>City of Folsom Community Development Department</p>

		<ul style="list-style-type: none"> ▶ Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. ▶ Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. ▶ Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. ▶ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). ▶ All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. ▶ Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. ▶ Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated. <p>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</p> <ul style="list-style-type: none"> ▶ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site. ▶ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph. ▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. <p>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</p>
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	<ul style="list-style-type: none"> ▶ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site. ▶ Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads. ▶ Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of SMAQMD and the City contact person shall also be posted to ensure compliance. 	
	<p>Enhanced Exhaust Control Practices</p> <ul style="list-style-type: none"> ▶ The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction 	

<p>106-5</p>	<p>3A.2-1b (FPASP EIREIS)</p>	<p>(SMAQMD 2007a). The project shall ensure that emissions from all off-road diesel powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of noncompliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.</p> <ul style="list-style-type: none"> ▶ If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits. 	<p>Before the approval of all grading plans by the City and throughout project construction for all project phases.</p>	<p>The City of Folsom Community Development Department shall not grant any grading permits to the respective project applicant(s) until the respective project applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.</p>
<p>106-5</p>	<p>3A.2-1b (FPASP EIREIS)</p>	<p>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NO_x Emissions Generated by Construction of On-Site Elements.</p> <p>Implementation of the project or the other four other action alternatives would result in construction-generated NO_x emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase NO_x emissions, depending on the types of alternative fuels and engine types employed. Therefore, the project applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of any of the five action alternatives for the purpose of reducing NO_x emissions to a less-than-significant level (i.e., less than 85 lb/day). All NO_x emission reductions and increases associated with GHG mitigation shall be added to or subtracted from the amount above the construction threshold to determine off-site mitigation fees, when possible. The specific fee amounts shall be calculated when the daily construction</p>	<p>Before the approval of all grading plans by the City and throughout project construction for all project phases.</p>	<p>The City of Folsom Community Development Department shall not grant any grading permits to the respective project applicant(s) until the respective project applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.</p>

		<p>emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project or one of the other four other action alternatives, the City and the applicants must establish the phasing by which development would occur, and the applicants must develop a detailed construction schedule. Calculation of fees associated with each project development phase shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The project applicant(s) for any particular discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction generated emissions of NO_x that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NO_x emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NO_x plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase. Based on information available at the time of writing this EIR/EIS, and assuming that construction would be performed at a consistent rate over a 19-year period (and averaging of 22 work days per month), it is estimated that the off-site construction mitigation fees would range from \$517,410 to \$824,149, depending on which alternative is selected. Because the fee is based on the mass quantity of emissions that exceed SMAQMD's daily threshold of significance of 85 lb/day, total fees would be substantially greater if construction activity is more intense during some phases and less intense during other phases of the 19-year build out period, and in any event, based on the actual cost rate applied by SMAQMD. (This fee is used by SMAQMD to purchase off-site emissions reductions. Such purchases are made through SMAQMD's Heavy Duty Incentive Program, through which select owners of heavy-duty equipment in Sacramento County can repower or retrofit their old engines with cleaner engines or technologies.)</p>		
<p>106-6</p>	<p>3A.2-1c (FPASP EIR/EIS)</p>	<p>Analyze and Disclose Projected PM₁₀ Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. Prior to construction of each discretionary development entitlement of on-site land uses, the project applicant shall perform a project-level CEQA analysis (e.g., supporting documentation for an exemption, negative declaration, or project-specific EIR) that includes detailed dispersion modeling of construction-generated PM₁₀ to disclose what PM₁₀ concentrations would be at nearby sensitive receptors.</p>	<p>Before the approval of all grading plans by the City.</p>	<p>City of Folsom Community Development Department</p>

106-7		<p>The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction-generated PM₁₀ emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur.</p>		
106-8	<p>3A.2-2 (FPASP EIR/EIS)</p>	<p>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions. To reduce operational emissions, the project applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use of the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.</p>	<p>Before issuance of subdivision maps or improvement plans.</p>	<p>City of Folsom Community Development Department</p>
106-8	<p>3A.2-4a (FPASP EIR/EIS)</p>	<p>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions. The project applicant(s) for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the project applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans.</p> <p>The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in</p>	<p>Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.</p>	<p>City of Folsom Community Development Department</p>

106-9	3A.2-4b (FPASP EIR/EIS)	<p>use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all project plans and specifications for all project phases.</p> <p>The implementation and enforcement of all measures identified in each plan shall be funded by the project applicant(s) for the respective phase of development.</p> <p>Implement Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants. The following measures shall be implemented to reduce exposure of sensitive receptors to Toxic Air Contaminants.</p> <ul style="list-style-type: none"> ▶ Proposed commercial and industrial land uses that have the potential to emit TACs or host TAC-generating activity (e.g., loading docks) shall be located away from existing and proposed on-site sensitive receptors such that they do not expose sensitive receptors to TAC emissions that exceed an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0. ▶ The multi-family residences planned across from the off-site corporation yard near the southwest corner of the SPA shall be set back as far as possible from the boundary of the corporation yard and/or relocated to another area. ▶ Where necessary to reduce exposure of sensitive receptors to an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0, proposed commercial and industrial land uses that would host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off. ▶ Signs shall be posted in at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by the California Office of Administrative Law in January 2005. ▶ Implement the following additional guidelines, which are recommended in ARB's Land Use Handbook: A Community Health Perspective (ARB 2005) and are considered to be advisory and not regulatory: 	Before the approval of all grading plans by the SMAQMD and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department
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106-10		<ul style="list-style-type: none"> ▪ Sensitive receptors, such as residential units and daycare centers, shall not be located in the same building as dry-cleaning operations that use perchloroethylene. Dry-cleaning operations that use perchloroethylene shall not be located within 300 feet of any sensitive receptor. A setback of 500 feet shall be provided for operations with two or more machines. ▪ Large gasoline stations (defined as facilities with a throughput of 3.6 million gallons per year or greater) and sensitive land uses shall not be sited within 300 feet of each other. Small gasoline-dispensing facilities (less than 3.6 million gallons of throughput per year) and sensitive land uses shall not be sited within 50 feet of each other. 		
106-11	<p>3A.2-5 (FPASP EIR/EIS)</p>	<p>Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan. A site investigation shall be performed to determine whether and where NOA is present in the soil and rock on the SPA. The site investigation shall include the collection of soil and rock samples by a qualified geologist. If the site investigation determines that NOA is present on the SPA then the project applicant shall prepare an Asbestos Dust Control Plan for approval by SMAQMD as required in Title 17, Section 93105 of the California Code of Regulations, "Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations." The Asbestos Dust Control Plan shall specify measures, such as periodic watering to reduce airborne dust and ceasing construction during high winds. Measures in the Asbestos Dust Control Plan may include but shall not be limited to dust control measures required by Mitigation Measure 3A.2-1a. The project applicant shall submit the plan to the Folsom Community Development Department for review and SMAQMD approval of the plan must be received before any asbestos-containing rock (serpentine) can be disturbed. Upon approval of the Asbestos Dust Control Plan by SMAQMD, the applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period.</p>	<p>Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.</p>	<p>City of Folsom Community Development Department</p>
106-11	<p>3A.2-6 (FPASP EIR/EIS)</p>	<p>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions. The project applicant(s) for any particular discretionary development application shall implement the following measures:</p> <ul style="list-style-type: none"> ▶ The odor-producing potential of land uses shall be considered when the exact type of facility that would occupy areas zoned for commercial, industrial, or 	<p>Before the approval of building permits by the City and throughout project construction, where</p>	<p>City of Folsom Community Development Department</p>

		<p>mixed-use land uses is determined. Facilities that have the potential to emit objectionable odors shall be located as far away as feasible from existing and proposed sensitive receptors.</p> <ul style="list-style-type: none"> ▶ The multi-family residences planned across from the off-site corporation yard near the southwest corner of the SPA shall be set back as far as possible from the boundary of the corporation yard and/or relocated to another area. (This measure is also required by Mitigation Measure 3A.2-4b to limit exposure to TAC emissions.) ▶ Before the approval of building permits, odor control devices shall be identified to mitigate the exposure of receptors to objectionable odors if a potential odor-producing source is to occupy an area zoned for commercial, industrial, or mixed-use land uses. The identified odor control devices shall be installed before the issuance of certificates of occupancy for the potentially odor-producing use. The odor producing potential of a source and control devices shall be determined in coordination with SMAQMD and based on the number of complaints associated with existing sources of the same nature. ▶ The deeds to all properties located within the plan area that are within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by a written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations, which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred. ▶ Truck loading docks and delivery areas shall be located as far away as feasible from existing and proposed sensitive receptors. ▶ Signs shall be posted at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by California's 	<p>applicable, for all project phases.</p>	
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		<p>Office of Administrative Law in January 2005. (This measure is also required by Mitigation Measure 3A.2-4b to limit TAC emissions.)</p> <ul style="list-style-type: none"> Proposed commercial and industrial land uses that have the potential to host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off. (This measure is also required by Mitigation Measure 3A.2-4b to limit TAC emissions.) 		
Biological Resources				
<p>106-12</p>	<p>3A.3-1a (FPASP EIR/EIS)</p>	<p>Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.</p> <p>To minimize indirect effects on water quality and wetland hydrology, the project applicant(s) for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>The project applicant(s) for any particular discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas,</p>	<p>Before approval of improvement and drainage plans, and on an ongoing basis throughout and after project construction, as required for all project phases.</p>	<p>City of Folsom Public Works Department</p>

	<p>filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</p> <p>In addition to compliance with City ordinances, the project applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>Each project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The project applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5</p>	
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<p>106-13</p>	<p>3A.3-1b (FPASP EIR/EIS)</p>	<p>consecutive years without undertaking corrective measures to meet the performance standard. See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream. Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, “Hydrology and Water Quality,” are met.</p> <p>Secure Clean Water Act Section 404 Permit and Implement All Permit Conditions; Ensure No Net Loss of Functions and Values of Wetlands, Other Waters of the U.S., and Waters of the State.</p> <p>Before the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct discretionary development entitlement, the project applicant(s) for any particular discretionary development application requiring fill of wetlands or other waters of the U.S. or waters of the state shall obtain all necessary permits under Sections 401 and 404 of the CWA or the state’s Porter-Cologne Act for the respective phase. For each respective discretionary development entitlement, all permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured before implementation of any grading activities within 250 feet of waters of the U.S. or wetland habitats or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, including waters of the state, that potentially support Federally listed species. The project applicant(s) shall commit to replace, restore, or enhance on a “no net loss” basis (in accordance with USACE and the Central Valley RWQCB) the acreage of all wetlands and other waters of the U.S. that would be removed, lost, and/or degraded with implementation of project plans for that development increment. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to USACE, the Central Valley RWQCB, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes. As part of the Section 404 permitting process, a draft wetland mitigation and monitoring plan (MMP) shall</p>	<p>Before the approval of grading or improvement plans or any ground disturbing activities for any project development phase containing wetland features or other waters of the U.S. The MMP must be approved before any impact on wetlands can occur. Mitigation shall be implemented on an ongoing basis throughout and after construction, as required.</p>	<p>City of Folsom Community Development Department</p>
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		<p>be developed for the project on behalf of the project applicant(s). Before any ground-disturbing activities in an area that would adversely affect wetlands and before engaging in mitigation activities associated with each discretionary development entitlement, the project applicant(s) shall submit the draft wetland MMP to USACE, the Central Valley RWQCB, Sacramento County, El Dorado County, and the City for review and approval of those portions of the plan over which they have jurisdiction. The MMP would have to be finalized prior to impacting any wetlands. Once the final MMP is approved and implemented, mitigation monitoring shall continue for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the performance standards identified in the approved MMP have been met, whichever is longer.</p> <p>As part of the MMP, the project applicant(s) shall prepare and submit plans for the creation of aquatic habitat in order to adequately offset and replace the aquatic functions and services that would be lost at the SPA, account for the temporal loss of habitat, and contain an adequate margin of safety to reflect anticipated success. Restoration of previously altered and degraded wetlands shall be a priority of the MMP for offsetting losses of aquatic functions on the SPA because it is typically easier to achieve functional success in restored wetlands than in those created from uplands. The MMP must demonstrate how the aquatic functions and values that would be lost through project implementation will be replaced.</p> <p>The habitat MMP for jurisdictional wetland features shall be consistent with USACE's and EPA's April 10, 2008 Final Rule for Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332 and 40 CFR Part 230) and USACE's October 26, 2010 Memorandum Re: Minimum Level of Documentation Required for Permit Decisions. According to the Final Rule, mitigation banks should be given preference over other types of mitigation because a lot of the risk and uncertainty regarding mitigation success is alleviated by the fact that mitigation bank wetlands must be established and demonstrating functionality before credits can be sold. The use of mitigation credits also alleviates temporal losses of wetland function while compensatory wetlands are being established. Mitigation banks also tend to be on larger, more ecologically valuable parcels and are subjected to more rigorous scientific study and planning and implementation procedures than typical permittee-responsible mitigation sites (USACE and EPA, 2008). Permittee-responsible on-site mitigation areas can be exposed to long-term negative effects of surrounding development since they tend</p>		
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		<p>to be smaller and less buffered than mitigation banks. The Final Rule also establishes a preference for a “watershed approach” in selecting locations for compensatory mitigation project locations, that mitigation selection must be “appropriate and practicable” and that mitigation banks must address watershed needs based on criteria set forth in the Final Rule. The watershed approach accomplishes this objective by expanding the informational and analytic basis of mitigation project site selection decisions and ensuring that both authorized impacts and mitigation are considered on a watershed scale rather than only project by project. This requires a degree of flexibility so that district engineers can authorize mitigation projects that most effectively address the case-specific circumstances and needs of the watershed, while remaining practicable for the permittee. The SPA includes portions of the Alder Creek, Buffalo Creek, Coyote Creek, and Carson Creek Watersheds. The majority of the SPA is within the Alder Creek Watershed. Alder Creek and Buffalo Creek are part of the Lower American River Watershed. Carson Creek and Coyote Creek are part of the Cosumnes River Watershed. Mitigation credits may be available within the Cosumnes Watershed, but not within the American River Watershed and not within the sub-watersheds of the SPA. Therefore, aquatic habitats may need to be restored or created on the SPA and adjacent off-site lands, preferably within the affected watersheds, in order to successfully replace lost functions at the appropriate watershed scale where loss of function would occur. It is not likely feasible to provide compensatory mitigation for all aquatic resource impacts on site.</p> <p>Therefore, a combination of on-site and off-site permittee-responsible mitigation and mitigation banking would likely be necessary to achieve the no-net-loss standard.</p> <p>The SPA is located within the service areas of several approved mitigation banks (e.g., Bryte Ranch, Clay Station, Fitzgerald Ranch, and Twin City Mitigation Bank). The majority of compensatory mitigation for wetland impacts is proposed to be accomplished at an agency approved mitigation bank or banks authorized to sell credits to offset impacts in the SPA. The applicants’ biological consultant, ECORP, has identified availability of approximately 31 vernal pool credits and 228 seasonal wetland credits at mitigation banks whose service area includes the SPA. Additional credits may also be available from pending, but not yet approved, mitigation banks. However, availability is subject to change and, as noted above, a combination of mitigation bank credits and permittee-responsible on and off-site mitigation may be necessary to fully offset project impacts on</p>		
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		<p>wetlands and other waters of the U.S. If USACE determines that the use of mitigation bank credits is not sufficient mitigation to offset impacts within the SPA, the October 26, 2010 Memorandum Re: Minimum Level of Documentation Required for Permit Decisions requires USACE to specifically demonstrate why the use of bank credits is not acceptable to USACE in accordance with Section 33 CFR 332.3(a)(1).</p> <p>Compensatory mitigation for losses of stream and intermittent drainage channels shall follow the Final Rule Guidelines, which specify that compensatory mitigation should be achieved through in-kind preservation, restoration, or enhancement within the same watershed, subject to practicability considerations. The wetland MMP shall address how to mitigate impacts on vernal pool, seasonal swale, seasonal wetland, seep, marsh, pond, and intermittent and perennial stream habitat, and shall describe specific method(s) to be implemented to avoid and/or mitigate any off-site project-related impacts. The wetland compensation section of the habitat MMP shall include the following:</p> <ul style="list-style-type: none"> ▶ Compensatory mitigation sites and criteria for selecting these mitigation sites. In General, compensatory mitigation sites should meet the following criteria, based on the Final Rule; <ul style="list-style-type: none"> ▪ located within the same watershed as the wetland or other waters that would be lost, as appropriate and practicable; ▪ located in the most likely position to successfully replace wetland functions lost on the impact site considering watershed-scale features such as aquatic habitat diversity, habitat connectivity, available water sources and hydrologic relationships, land use trends, ecological benefits, and compatibility with adjacent land uses, and the likelihood for success and sustainability; ▶ A complete assessment of the existing biological resources in both the on-site preservation areas and off-site compensatory mitigation areas, including wetland functional assessment using the California Rapid Assessment Method (CRAM) (Collins et al. 2008), or other appropriate wetland assessment protocol as determined through consultation with USACE and the USFWS, to establish baseline conditions; ▶ Specific creation and restoration plans for each mitigation site; 	
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		<ul style="list-style-type: none"> ▶ Use of CRAM to compare compensatory wetlands to the baseline CRAM scores from wetlands in the SPA. The compensatory wetland CRAM scores shall be compared against the highest quality wetland of each type from the SPA; ▶ CRAM scores, or other wetland assessment protocol scores, from the compensatory wetlands shall be compared against the highest quality wetland scores for each wetland type to document success of compensatory wetlands in replacing the functions of the affected wetlands to be replaced; ▶ Monitoring protocol, including schedule and annual report requirements, and the following elements: <ul style="list-style-type: none"> ▪ ecological performance standards, based on the best available science, that can be assessed in a practicable manner (e.g., performance standards proposed by Barbour et al. 2007). Performance standards must be based on attributes that are objective and verifiable; ▪ assessments conducted annually for 5 years after construction or restoration of compensatory wetlands to determine whether these areas are acquiring wetland functions and to plot the performance trajectory of preserved, restored, or created wetlands over time. ▪ assessments results for compensatory wetlands shall also be compared against scores for reference wetlands assessed in the same year; ▪ assessments analysis conducted annually for 5 years after any construction adjacent to wetlands preserved on the SPA to determine whether these areas are retaining functions and values. Assessments results for wetlands preserved on site shall also be compared against scores for reference wetlands assessed in the same year; ▪ analysis of assessments data, including assessment of potential stressors, to determine whether any remedial activities may be necessary; ▪ corrective measures if performance standards are not met; ▪ monitoring of plant communities as performance criteria (annual measure of success, during monitoring period) and success criteria (indicative of achievement of mitigation habitat requirement at end of monitoring period) 	
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		<p>for hydrologic function have become established and the creation site “matures” over time;</p> <ul style="list-style-type: none"> ▪ GIS analysis of compensatory wetlands to demonstrate actual acreage of functioning wetland habitat; ▪ adaptive management measures to be applied if performance standards and acreage requirements are not being met; ▪ responsible parties for monitoring and preparing reports; and ▪ responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions. <p>A final operations and management plan (OMP) for all on- and off-site permittee-sponsored wetland preservation and mitigation areas shall be prepared and submitted to USACE and USFWS for review, comment and preliminary approval prior to the issuance of any permits under Section 404 of the CWA. The plan shall include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment). A final OMP for each discretionary development entitlement affecting wetlands must be approved prior to construction.</p> <p>USACE has determined that the project will require an individual permit. In its final stage and once approved by USACE, the MMP for the project is expected to detail proposed wetland restoration, enhancement, and/or replacement activities that would ensure no net loss of aquatic functions in the project vicinity. Approval and implementation of the wetland MMP shall aim to fully mitigate all unavoidable impacts on jurisdictional waters of the U.S., including jurisdictional wetlands. In addition to USACE approval, approval by the City, Sacramento County, El Dorado County, and the Central Valley RWQCB, as appropriate depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes, will also be required. Approvals from Sacramento County and El Dorado County shall be required for impacts resulting from off-site project elements occurring in these counties, such as the off-site detention basin in Sacramento County and the roadway connections into El Dorado County. To satisfy the requirements of the City and the Central Valley RWQCB, mitigation of impacts on the nonjurisdictional wetlands beyond the</p>		
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106-14	3A.3-2a (FPASP EIR/EIS)	<p>jurisdiction of USACE shall be included in the same MMP. All mitigation requirements determined through this process shall be implemented before grading plans are approved. The MMP shall be submitted to USACE and approved prior to the issuance of any permits under Section 404 of the CWA. Water quality certification pursuant to Section 401 of the CWA will be required before issuance of a Section 404 permit. Before construction in any areas containing wetland features, the project applicant(s) shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Caltrans, El Dorado and/or Sacramento Counties).</p>	Before the approval of grading and improvement plans, before any ground disturbing activities, and during project construction as applicable for all project phases.	California Department of Fish and Game and City of Folsom Community Development Department.
	<p>Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests. To mitigate impacts on Swainson's hawk and other raptors (including burrowing owl), the project applicant(s) of all project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the SPA and active burrows on the SPA. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required.</p> <p>If active nests are found, impacts on nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in consultation with DFG that reducing the buffer would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified</p>			

<p>106-15</p>	<p>3A.3-2b (FPASP EIR/EIS)</p>	<p>biologist during and after construction activities will be required if the activity has potential to adversely affect the nest. If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities. The City shall consult with DFG. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrow owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG's guidelines are determined to be met.</p>	<p>Before the approval of grading, improvement, or construction plans and before any ground disturbing activity in any project development phase that would affect Swainson's hawk foraging habitat.</p>	<p>City of Folsom Community Development Department</p>
	<p>Mitigation Measure 3A.3-2b: Prepare and Implement a Swainson's Hawk Mitigation Plan. To mitigate for the loss of Swainson's hawk foraging habitat, the project applicant(s) of all project phases shall prepare and implement a Swainson's hawk mitigation plan including, but not limited to the requirements described below. Before the approval of grading and improvement plans or before any ground-disturbing activities, whichever occurs first, the project applicant(s) shall preserve, to the satisfaction of the City or Sacramento County, as appropriate depending on agency jurisdiction, suitable Swainson's hawk foraging habitat to ensure 1:1 mitigation of habitat value for Swainson's hawk foraging habitat lost as a result of the project, as determined by the City, or Sacramento County, after consultation with DFG and a qualified biologist. The 1:1 habitat value shall be based on Swainson's hawk nesting distribution and an assessment of habitat quality, availability, and use within the City's planning area, or Sacramento County jurisdiction. The mitigation ratio shall be consistent with the 1994 DFG Swainson's Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (<i>Buteo swainsoni</i>) in the Central Valley of California, which call for the following mitigation ratios for loss</p>			

		<p>of foraging habitat in these categories: 1:1 if within 1 mile of an active nest site, 0.75:1 if over 1 mile but less than 5 miles, and 0.5:1 if over 5 miles but less than 10 miles from an active nest site. Such mitigation shall be accomplished through credit purchase from an established mitigation bank approved to sell Swainson's hawk foraging habitat credits to mitigate losses in the SPA, if available, or through the transfer of fee title or perpetual conservation easement. The mitigation land shall be located within the known foraging area and within Sacramento County. The City, or Sacramento County if outside City jurisdiction, after consultation with DFG, will determine the appropriateness of the mitigation land.</p> <p>Before approval of such proposed mitigation, the City, or Sacramento County for the off-site detention basin, shall consult with DFG regarding the appropriateness of the mitigation. If mitigation is accomplished through conservation easement, then such an easement shall ensure the continued management of the land to maintain Swainson's hawk foraging values, including but not limited to ongoing agricultural uses and the maintenance of all existing water rights associated with the land. The conservation easement shall be recordable and shall prohibit any activity that substantially impairs or diminishes the land's capacity as suitable Swainson's hawk habitat.</p> <p>The project applicant(s) shall transfer said Swainson's hawk mitigation land, through either conservation easement or fee title, to a third party, nonprofit conservation organization (Conservation Operator), with the City and DFG named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City or County, after consultation with DFG. The City, or County, after consultation with DFG and the Conservation Operator, shall approve the content and form of the conservation easement. The City, or County, DFG, and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement.</p> <p>The project applicant(s), after consultation with the City, or County of jurisdiction, DFG, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the</p>		
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		<p>operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City's jurisdiction or Sacramento County for the off-site detention basin to be distributed to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and DFG. Mitigation lands established or acquired for impacts incurred at the off-site detention basin shall require approval from Sacramento County prior to sale or transfer of mitigation lands or conservation easement.</p> <p>If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and DFG, or Sacramento County and DFG depending on jurisdiction of the affected habitat. The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City's planning area is properly established and is functioning as habitat by reviewing regular monitoring reports prepared by the Conservation Operator of the mitigation site(s). Monitoring of the mitigation site(s) shall continue for the first 10 years after establishment of the easement and shall be funded through the endowment, or other appropriate funding mechanism, established by the project applicant(s). Sacramento County shall review the monitoring reports for impacts on habitat at the off-site detention basin.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County and Caltrans).</p>		
<p>106-16</p>	<p>3A.3-2c (FPASP EIR/EIS)</p>	<p>Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies. To avoid and minimize impacts to tricolored blackbird, the project applicant(s) of all project phases shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat, including</p>	<p>Before the approval of any ground-disturbing activity within 500 feet of suitable nesting habitat as applicable</p>	<p>City of Folsom Community Development Department</p>

<p>106-17</p>	<p>3A.3-2d (FPASP EIR/EIS)</p>	<p>freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins. If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the qualified biologist shall establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with DFG. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries (i.e., U.S. 50 interchange improvements) must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Caltrans) and must be sufficient to achieve the performance criteria described above.</p>	<p>for all project phases.</p>	<p>City of Folsom Community Development Department</p>
		<p>Avoid and Minimize Impacts to Special-Status Bat Roosts. The project applicant of all project phases containing potential bat roosting habitat shall retain a qualified biologist to conduct surveys for roosting bats. Surveys shall be conducted in the fall to determine if the mine shaft is used as a hibernaculum and in spring and/or summer to determine if it is used as a maternity or day roost. Surveys shall consist of evening emergence surveys to note the presence or absence of bats and could consist of visual surveys at the time of emergence. If evidence of bat use is observed, the number and species of bats using the roost shall be determined. Bat detectors may be used to supplement survey efforts. If no bat roosts are found, then no further study shall be required. If roosts of pallid bat or Townsend's big-eared bats are determined to be present and must be removed, the bats shall be excluded from the roosting site. A mitigation program addressing compensation, exclusion methods, and roost removal procedures shall be developed in consultation with DFG before implementation. Exclusion methods may include use of one-way doors at roost entrances (bats may leave but not reenter), or sealing roost entrances when the site can be confirmed to contain no bats. Exclusion efforts may be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young). The loss of each roost (if any) will be replaced in consultation with DFG and may include construction and installation of bat boxes suitable to the bat species and colony size excluded from the original roosting site.</p>	<p>Before the approval of any ground-disturbing activity within 500 feet of suitable nesting habitat as applicable for all project phases.</p>	<p>City of Folsom Community Development Department</p>

<p>106-18</p>	<p>3A.3-2g (FPASP EIR/EIS)</p>	<p>Roost replacement will be implemented before bats are excluded from the original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the mine shaft may be removed.</p>	<p>Before the approval of any grading or improvement plans, before any ground disturbing activities within 250 feet of said habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, and on an ongoing basis throughout construction as applicable for all project phases as required by the mitigation plan, BO, and/or BMPs.</p>	<p>U.S. Army Corps of Engineers, Sacramento District; U.S. Fish and Wildlife Service; and City of Folsom Community Development Department</p>
<p>Secure Take Authorization for Federally Listed Vernal Pool Invertebrates and Implement All Permit Conditions. No project construction shall proceed in areas supporting potential habitat for Federally listed vernal pool invertebrates, or within adequate buffer areas (250 feet or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS), until a biological opinion (BO) or Not Likely to Adversely Affect (NLAA) letter has been issued by USFWS and the project applicant(s) for any particular discretionary development entitlements affecting such areas have abided by conditions in the BO (including conservation and minimization measures) intended to be completed before on-site construction. Conservation and minimization measures shall include preparation of supporting documentation describing methods to protect existing vernal pools during and after project construction, a detailed monitoring plan, and reporting requirements.</p> <p>As described under Mitigation Measure 3A.3-1a, an MMP shall be developed that describes details how loss of vernal pool and other wetland habitats shall be offset, including details on creation of habitat, account for the temporal loss of habitat, contain performance standards to ensure success, and outline remedial actions if performance standards are not met.</p> <p>The project applicant(s) for any particular discretionary development application potentially affecting vernal pool habitat shall complete and implement a habitat MMP that will result in no net loss of acreage, function, and value of affected vernal pool habitat. The final habitat MMP shall be consistent with guidance provided in Programmatic Formal Endangered Species Act Consultation on Issuance of 404 Permits for Projects with Relatively Small Effects on Listed Vernal Pool Crustaceans within the Jurisdiction of the Sacramento Field Office, California (USFWS 1996) or shall provide an alternative approach that is acceptable to the City, USACE, and USFWS and accomplishes no net loss of habitat acreage, function, and value.</p> <p>The project applicant(s) for any particular discretionary development application “potentially affecting vernal pool habitat” shall ensure that there is sufficient upland habitat within the target areas for creation and restoration of vernal pools and vernal pool complexes to provide ecosystem health. This standard shall be</p>	<p>Roost replacement will be implemented before bats are excluded from the original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the mine shaft may be removed.</p>	<p>Before the approval of any grading or improvement plans, before any ground disturbing activities within 250 feet of said habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, and on an ongoing basis throughout construction as applicable for all project phases as required by the mitigation plan, BO, and/or BMPs.</p>	<p>U.S. Army Corps of Engineers, Sacramento District; U.S. Fish and Wildlife Service; and City of Folsom Community Development Department</p>	

		<p>accomplished by requiring the project applicant(s) for any discretionary development application affecting vernal pool or seasonal wetland habitat to identify the extent of indirectly affected vernal pool and seasonal wetland habitat, either by identifying all such habitat within 250 feet of project construction activities or by providing an alternative technical evaluation. If a lesser distance is pursued, this distance shall be approved by USFWS. The project applicant(s) shall preserve acreage of vernal pool habitat for each wetted acre of any indirectly affected vernal pool habitat at a ratio approved by USFWS at the conclusion of the Section 7 consultation. This mitigation shall occur before the approval of any grading or improvement plans for any project phase that would allow work within 250 feet of such habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, and before any ground disturbing activity within 250 feet of the habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS. The project applicant(s) will not be required to complete this mitigation measure for direct or indirect impacts that have already been mitigated to the satisfaction of USFWS through another BO or mitigation plan (i.e., if impacts on specific habitat acreage are mitigated by one project phase or element, the project applicant(s) will not be required to mitigate for it again in another phase of the project).</p> <p>A standard set of BMPs shall be applied to construction occurring in areas within 250 feet of off-site vernal pool habitat, or within any lesser distance deemed adequate by a qualified biologist (with approval from USFWS) to constitute a sufficient buffer from such habitat. Refer to Section 3A.9, "Hydrology and Water Quality - Land" for the details of BMPs to be implemented.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>		
<p>106-19</p>	<p>3A.3-4a (FPASP EIR/EIS)</p>	<p>Mitigation Measure 3A.3-4a: Secure and Implement Section 1602 Streambed Alteration Agreement. The project applicant(s) for any particular discretionary development application shall obtain a Section 1602 streambed alteration agreement from DFG for all construction activities that would occur in the bed and bank of Alder Creek and other drainage channels and ponds on the SPA. As a condition of issuance of the streambed alteration agreement, the project applicant(s) for any particular discretionary development application affecting riparian habitat shall hire a qualified restoration ecologist to prepare a riparian</p>	<p>Before the approval of grading or improvement plans or any construction activities (including clearing and grubbing) that affect the bed and bank or</p>	<p>California Department of Fish and Game and City of Folsom Community Development Department</p>

		<p>habitat MMP. The draft MMP shall describe specific method(s) to be implemented to avoid and/or compensate for impacts on the stream channel of Alder Creek and other drainage channels within DFG jurisdiction, and the bed and banks of the on-site ponds. Mitigation measures may include establishment or restoration of riparian habitat within the project's open space areas along preserved stream corridors, riparian habitat restoration off-site, or preservation and enhancement of existing riparian habitat either on or off the SPA. The compensation habitat shall be similar in composition and structure to the habitat to be removed and shall be at ratios adequate to offset the loss of riparian habitat functions and services at the SPA. The riparian habitat compensation section of the habitat MMP shall include the following:</p> <ul style="list-style-type: none"> ▶ compensatory mitigation sites and criteria for selecting these mitigation sites; ▶ complete assessment of the existing biological resources in both the on-site and off-site preservation and restoration areas; ▶ site-specific management procedures to benefit establishment and maintenance of native riparian plant species, including black willow, arroyo willow, white alder, and Fremont cottonwood; ▶ a planting and irrigation program if needed for establishment of native riparian trees and shrubs at strategic locations within each mitigation site (planting and irrigation may not be necessary if preservation of functioning riparian habitat is chosen as mitigation or if restoration can be accomplished without irrigation or planting); ▶ in kind reference habitats for comparison with compensatory riparian habitats (using performance and success criteria) to document success; ▶ monitoring protocol, including schedule and annual report requirements (compensatory riparian habitats shall be monitored for a minimum period of five years); ▶ ecological performance standards, based on the best available science and including specifications for native riparian plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship; at a minimum, compensatory mitigation planting sites must achieve 80% survival of planted riparian trees and shrubs by the end of the 	<p>riparian and freshwater marsh habitat associated with Alder Creek and other on-site or off-site drainage channels and ponds.</p>	
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<p>106-20</p>	<p>3A.3-4b (FPASP EIR/EIS)</p>	<p>five-year maintenance and monitoring period or dead and dying trees shall be replaced and monitoring continued until 80% survivorship is achieved;</p> <ul style="list-style-type: none"> ▶ corrective measures if performance standards are not met; ▶ responsible parties for monitoring and preparing reports; and ▶ responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions. <p>Any conditions of issuance of the Streambed Alteration Agreement shall be implemented as part of project construction activities that adversely affect the bed and bank and riparian habitat associated with Alder Creek and other drainage channels and ponds that are within the project area that is subject to DFG jurisdiction. The agreement shall be executed by the project applicant(s) and DFG before the approval of any grading or improvement plans or any construction activities in any project phase that could potentially affect the bed and bank of Alder Creek and other on-site or off-site drainage channels under DFG jurisdiction and their associated freshwater marsh and riparian habitat.</p> <p>Mitigation for the U.S. 50 interchange improvements must be coordinated by the project applicant(s) of each applicable project phase with the Caltrans.</p>	<p>Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.</p>	<p>California Department of Fish and Game, and City of Folsom Community Development Department</p>
<p>106-20</p>	<p>3A.3-4b (FPASP EIR/EIS)</p>	<p>Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation. The project applicant(s) of all project phases shall retain a qualified botanist to conduct preconstruction surveys to determine if valley needlegrass grassland is present on the SPA. This could be done concurrently with any special-status plant surveys conducted on site as special-status plant surveys are floristic in nature, i.e. require that all species encountered be identified, and require preparation of a plant community map. If valley needlegrass grassland is not found on the SPA, the botanist shall document the findings in a letter report to the City of Folsom, and no further mitigation shall be required. Valley needlegrass grassland was not found in any of the off-site project elements.</p> <p>If valley needlegrass grassland is found on the SPA, the location and extent of the community shall be mapped and the acreage of this community type, if any, that would be removed by project implementation shall be calculated. The project applicant(s) for any particular discretionary development application affecting valley needlegrass grassland shall consult with DFG and the City of Folsom to determine appropriate mitigation for removal of valley needlegrass grassland</p>	<p>Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.</p>	<p>California Department of Fish and Game, and City of Folsom Community Development Department</p>

106-21		<p>resulting from project implementation. Mitigation measures shall include one or more of the following components sufficient to achieve no net loss of valley needlegrass grassland acreage: establishment of valley needlegrass grassland within project's open space areas currently characterized by annual grassland, establishment of valley needlegrass grassland off-site, or preservation and enhancement of existing valley needlegrass grassland either on or off the SPA. The applicant(s) shall compensate for any loss of valley needlegrass grassland resulting from project implementation at a minimum 1:1 replacement ratio.</p>		
<p>3A.3-5 (FPASP EIR/EIS)</p>		<p>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 Retained On Site. The project applicant(s) shall prepare an oak woodland mitigation and monitoring plan. The project applicant(s) of all on- and off-site project phases containing oak woodland habitat or individual trees shall adhere to the requirements described below, which are consistent with those outlined in California Public Resources Code 21083.4. Pursuant to Sacramento County General Plan policy, the acreage of oak woodland habitat for determining impacts and mitigation requirements was calculated as the oak tree canopy area within stands of oak trees having greater than 10% cover plus a 30-foot-radius buffer measured from the outer edge of the tree canopy. Oak trees located in areas greater than 30 feet from stands meeting the greater than 10% tree canopy cover criterion were considered isolated trees and not part of the blue oak woodland community. Mitigation for impacts on isolated oak trees is discussed separately below.</p> <ul style="list-style-type: none"> ▶ Preserve approximately 399 acres of existing oak woodland habitat in the SPA (this acreage is based on the extent of oak woodland habitat as determined from aerial photograph interpretation; however, following completion of ground verification by a qualified arborist, the actual amount of oak woodland present within impact areas could be slightly greater or lesser than the amount calculated from aerial photograph and, therefore, the amount preserved could also be slightly greater or lesser than 399 acres). ▶ Create 243 acres of oak woodland habitat in the SPA by planting a combination of blue oak acorns, seedlings, and trees in the following SPA locations: 	<p>Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase containing protected trees or oak woodland.</p>	<p>City of Folsom Community Development Department</p>

		<ul style="list-style-type: none"> ▪ Non-wooded areas that are adjacent to or contiguous with the existing oak woodland habitat. ▪ Preserve and passive open space zones throughout the SPA. ▪ Open space areas that are adjacent to existing oak woodlands that will be impacted by project grading (i.e. catch slopes). ▪ Other practical locations within the SPA in or adjacent to open space. ▪ Oak Woodlands Mitigation Planting Criteria <p>The following oak woodland mitigation planting criteria shall be used to create oak woodland habitat:</p> <ul style="list-style-type: none"> ▶ A minimum of 55 planting sites per acre (with a total of 70 units, as defined below) will mitigate for one acre of oak woodland impacts. A combination of acorns, seedlings, and various sizes of container trees (#1 container, #5 container, #15 container) or transplanted trees shall be incorporated into the planting design. Mitigation acreage that is planted solely with larger oak trees (no acorns) shall have a minimum of 35 planting sites per acre. The units are defined as follows: <ul style="list-style-type: none"> ▪ One established acorn equals one unit (acorns will be over planted to maximize potential germination). ▪ One oak seedling equals one unit. ▪ One #1 container oak tree equals two units. ▪ One #5 container oak tree equals three units. ▪ One #15 container oak tree equals four units. ▪ One 24-inch boxed oak tree equals six units. ▪ One transplanted oak tree equals four units per trunk diameter inch (dbh). ▪ Native non oak species characteristic of oak woodlands shall be included in the mitigation planting plan to augment overall habitat values. Each non oak tree species shall represent unit values described above for oak trees, but non oak species shall comprise no more than 10% of the mitigation plantings. ▶ Preserve and protect existing off-site oak woodland habitat. Existing, unprotected oak woodland habitat within Sacramento and El Dorado Counties may be secured and placed under conservation easement in lieu of 		
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		<p>onsite mitigation measures if necessary. The off-site locations would be managed as oak woodland habitat in perpetuity.</p> <ul style="list-style-type: none"> ▶ Create oak woodlands off site. Plant a combination of blue oak acorns, seedlings, and trees at off-site location(s), if needed to achieve the creation goal of 243 acres of new blue oak woodland habitat. This measure would only be needed if 243 acres of blue oak woodland could not be created in the SPA. Off-site creation shall follow the same guidelines as outlined in the Mitigation Planting Criteria for onsite creation. Off-site tree planting shall occur at sites within Sacramento County that should naturally support blue oak woodland and shall be used to restore former blue oak woodland habitat that has been degraded or removed through human activities. Restoration shall be designed to result in species composition and densities similar to those in the SPA prior to project development. Planted areas shall be placed under conservation easement and managed as oak woodland habitat in perpetuity. ▶ The oak woodland mitigation plan prepared by the project applicant(s) shall include a maintenance and monitoring program for any replacement trees. The program shall include monitoring and reporting requirements, schedule, and success criteria. Replacement oak trees shall be maintained and monitored for a minimum of eight years from the date of planting and irrigation shall be provided to planted trees for the first five years after planting. Any replacement trees that die during the monitoring period shall be replaced in sufficient numbers to achieve 80% survival rate for planted trees by the end of the eight-year maintenance and monitoring period. Dead and dying trees shall be replaced and monitoring continued until 80% survivorship is achieved. Security acceptable to the City and sufficient to cover maintenance and monitoring costs for eight years shall be provided to the City Planning Department. The security will be forfeited if the project applicant or designated responsible party fails to provide maintenance and monitoring and meet the success criteria. <p>Isolated Oak Tree Mitigation</p> <p>The project applicant(s) of all on-site project phases containing oak woodland habitat or isolated trees and the off-site Prairie City Road and Oak Avenue interchange improvements to U.S. 50; Rowberry Drive Overcrossing; and the</p>		
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	<p>underground sewer force main shall develop a map depicting the tree canopy of all oak trees in the survey area and identifying the acreage of tree canopy that would be preserved and the acreage that would be removed. A tree permit for removal of isolated oak trees (those not located within the delineated boundary of oak woodland habitat) shall be obtained from the City Planning Director. As a condition of the tree removal permit, project applicant(s) shall be required to develop a Planting and Maintenance Agreement. The City's Tree Preservation Code requires compensatory mitigation and the City and the project applicants have developed a plan, as set forth Section 10 of the Folsom Plan Area Specific Plan (attached to this EIR/EIS as Appendix N) specifically to avoid and minimize adverse effects on isolated oak trees from project development and to provide compensatory mitigation for removal of protected trees in the SPA. In addition to the language contained in the Folsom Plan Area Specific Plan, the following elements shall be included in a protected tree mitigation plan to be developed by the project applicants and agreed upon by the City:</p> <ul style="list-style-type: none"> ▶ Project applicant(s) of projects containing isolated oak trees shall retain a certified arborist or registered professional forester to perform a determinate survey of tree species, size (dbh), condition, and location for all areas of the project site proposed for tree removal and encroachment of development. The condition of individual trees shall be assessed according to the American Society of Consulting Arborists rating system with the following added explanations: <ul style="list-style-type: none"> ▪ 5 = Excellent; No problems – tree has no structural problems, branches are properly spaced and tree characteristics are nearly perfect for the species. ▪ 4 = Good; No apparent problems – tree is in good condition and no apparent problems from visual inspection. If potential structural or health problems are tended at this stage, future hazard can be reduced and more serious health problems can be averted. ▪ 3 = Fair; Minor problems – There are some minor structural or health problems that pose no immediate danger. When the recommended actions in an arborist report are completed correctly the defect(s) can be minimized or eliminated. ▪ 2 = Poor; Major problems – the tree is in poor condition, but the condition could be improved with correct arboricultural work including, but not 	
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		<p>limited to: pruning, cabling, bracing, bolting, guying, spraying, mistletoe removal, vertical mulching, and fertilization. If the recommended actions are completed correctly, hazard can be reduced and the rating can be elevated to a 3. If no action is taken the tree is considered a liability and should be removed.</p> <ul style="list-style-type: none"> ▪ 1 = Hazardous or non correctable condition – the tree is in extremely poor condition and in non-reversible decline. This rating is assigned to a tree that has structural and/or health problems that no amount of tree care work or effort can change. The issues may or may not be considered a dangerous situation. The tree may also be infested with a disease or pest(s) that is non-controllable at this time and is causing an unacceptable risk of spreading the disease or pests(s) to other trees. ▪ 0 = Dead – the tree has no significant signs of life (dead or very close to being dead). <p>Isolated Oak Tree Mitigation Planting Criteria</p> <ul style="list-style-type: none"> ▶ The determination for whether an isolated tree shall be preserved, removed without compensation, or removed with compensatory mitigation shall be based on the condition and size of the tree as follows: <ul style="list-style-type: none"> ▪ Trees rated 0 or 1 may be removed with no mitigation. ▪ Trees rated 2 may be removed at 50% of the normal Folsom Municipal Code mitigation. ▪ Trees rated 3, 4, and/or 5 may be removed at the normal Folsom Municipal Code mitigation. ▪ Native isolated oaks measuring 24 inches or greater dbh for a single trunk or 40 inches or more for a multi-trunked tree and rated a 3 to 5 shall be retained, unless retaining wall(s) higher than 4 feet tall (from bottom of footing to the top of the wall) would be required to protect the tree(s) from mass grading of the SPA properties. ▪ Native oaks measuring between 12 and 24 inches dbh and rated a 4 or 5 shall not be removed or mitigated unless wall(s) higher than 4 feet tall (from bottom of footing to the top of the wall) would be required to protect the tree(s) from mass grading of the SPA properties. Trees in this size class but 	
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		<p>rated 2 or 3 shall not be removed unless unreasonable costs to save the tree(s) (greater than the cost of implementing the isolated oak tree mitigation planting criteria described here) would result.</p> <ul style="list-style-type: none"> ▪ Native oaks measuring 5 inches or greater dbh but less than 12 inches dbh shall not be removed unless unreasonable costs to save the tree(s) (greater than the cost of implementing the isolated oak tree mitigation planting criteria described here) would result. ▪ Native oak trees measuring 1 inch or greater dbh but less than 5 inches dbh may be preserved to receive a Small Tree Preservation Credit (STPC). Any tree that is to be considered for preservation credit shall be evaluated, included in the arborist report, and shall have been found to be rated a 3, 4, or a 5. Credits shall only be accepted if the tree protection zone (TPZ) (i.e., the outer edge of the tree canopy drip line) is protected with fencing in the exact manner that 5 inches dbh and greater trees are protected on a construction site, and the spacing is equal to the proper tree spacing dictated by the Folsom Master Tree List. STPC shall not count if they the tree is in a poor growing space due to its position within the TPZ of another protected tree to be preserved. The City shall accept the preservation of native oak trees in this size class as credit towards the total removed inches based on the following STPC criteria: <ul style="list-style-type: none"> ▶ Folsom Municipal Code requires one of the following be planted as compensation for each diameter inch of protected tree removed: <ul style="list-style-type: none"> ▪ half of a 24-inch box tree; ▪ one #15 container tree; ▪ two #5 container trees; or ▪ \$150 in-lieu payment or other fee set by City Council Resolution. ▶ The Planting and Maintenance Agreement shall include a planting plan, planting and irrigation design details, and a weaning schedule for the establishment period. The plan shall include a 5-year establishment period for trees and 8 years for planted acorns with an annual monitoring report that includes corrections needed with proposed work plan, and notice of compliance within 90-days of annual monitoring report. Security in an form acceptable to the City and sufficient to cover maintenance and monitoring 		
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<p>106-22</p>	<p>WS-1 (Addendum)</p>	<p>costs for eight years shall be provided to the City Planning Department. The security will be forfeited if the project applicant or designated responsible party fails to fulfill the Planting and Maintenance Agreement.</p> <ul style="list-style-type: none"> ▶ To avoid and minimize indirect impacts on protected trees to remain on the SPA, the project applicant(s) of all affected project phases shall install high visibility fencing outside the outer edge of the drip lines of all trees to be retained on the SPA during project construction. The fencing may be installed around groups or stands of trees or whole wooded areas but must be installed so that the drip lines of all trees are protected. Grading, trenching, equipment or materials storage, parking, paving, irrigation, and landscaping shall be prohibited within the fenced areas (i.e. drip lines of protected trees). If the activities listed cannot be avoided within the drip line of a particular tree, that tree shall be counted as an affected tree and compensatory mitigation shall be provided, or the tree in question shall be monitored for a period of five years and replaced only if the tree appears to be dead or dying within five years of project implementation. <p>Through a combination of the mitigation options presented above along with the proposed on-site preservation of blue oak woodland habitat in the open space areas, the project applicant(s) can satisfy the mitigation requirements for removal of trees protected under the Folsom Municipal Code while also mitigating the impacts on oak woodland habitat, as determined through consultation with the Sacramento County Planning Department (for County off-site impacts only) and/or the City of Folsom.</p> <p>Mitigation for the U.S. 50 interchange improvements must be coordinated by the project applicant(s) of each applicable project phase with Caltrans.</p> <p>Conduct Environmental Awareness Training for Construction Employees. Prior to beginning construction activities, the Project Applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. The training shall describe the importance of onsite biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist shall also explain the importance of other responsibilities related to the protection of wildlife during construction such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards,</p>	<p>Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.</p>	<p>City of Folsom Community Development Department</p>
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106-23	WS-2 (Addendum)	<p>snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</p> <p>The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by State and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions shall be provided to each person.</p> <p>Conduct Preconstruction Western Spadefoot Survey.</p> <p>The Project Applicant(s) shall retain a qualified biologist to conduct a preconstruction western spadefoot survey within 48 hours of the initiation of construction activity within suitable tadpole habitat (e.g., vernal pools, seasonal wetlands, and drainages with standing water) for western spadefoot. If no western spadefoot individuals are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City, and no further mitigation shall be required. If western spadefoot individuals are found, the qualified biologist shall consult with CDFW to determine appropriate avoidance measures.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, within suitable tadpole habitat.	California Department of Fish and Game, and City of Folsom Community Development Department
106-24	NWPT-1 (Addendum)	<p>Conduct Preconstruction Northwestern Pond Turtle Survey.</p> <p>The Project Applicant(s) shall retain a qualified biologist to conduct a preconstruction northwestern pond turtle survey within 48 hours of the initiation of construction activity within suitable habitat for northwestern pond turtle. If no northwestern pond turtles are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City, and no further mitigation shall be required. If northwestern pond turtles are found, the qualified biologist shall capture and relocate the turtles to a suitable preserved location in the vicinity of the project.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, within suitable northwestern pond turtle habitat.	California Department of Fish and Game, and City of Folsom Community Development Department
106-25	NB-1 (Addendum)	<p>Preconstruction Nesting Bird Survey.</p> <p>The Project Applicant shall conduct a preconstruction nesting bird survey of all areas associated with construction activities on the project site within 14 days</p>	Before approval of grading or improvement plans or any ground	California Department of Fish and Game, and City of Folsom Community Development Department

		<p>prior to commencement of construction during the nesting season (1 February through 31 August).</p> <p>If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.</p>	<p>disturbing activities, including grubbing or clearing, for any project phase.</p>	
<p>Cultural and Tribal Cultural Resources</p>				
<p>106-26</p>	<p>3A.5-1a (Addendum)</p>	<p>Comply with the Programmatic Agreement.</p> <p>The PA for the project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.</p>	<p>During all construction phases</p>	<p>City of Folsom Community Development Department; U.S. Army Core of Engineers;</p>
<p>106-27</p>	<p>3A.5-1b (Addendum)</p>	<p>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.</p> <p>These steps may be combined with deliverables and management steps performed for Section 106 provided that management documents prepared for the PA also clearly reference the California Register of Historical Resources (CRHR) listing criteria and significance thresholds that apply under CEQA. Prior to ground disturbing work for each individual development phase or off-site element, the applicable oversight agency (City of Folsom, El Dorado County, Sacramento County, or Caltrans), or the project applicant(s) of all project phases, with applicable oversight agency, shall perform the following actions:</p> <ul style="list-style-type: none"> ▶ The project applicant shall retain the services of a qualified archaeologist to perform an inventory of cultural resources within each individual development phase or off-site element subject to approval under CEQA. Identified resources shall be evaluated for listing on the CRHR. The inventory report shall also identify locations that are sensitive for 	<p>Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.</p>	<p>City of Folsom Community Development Department</p>

		<p>undiscovered cultural resources based upon the location of known resources, geomorphology, and topography. The inventory report shall specify the location of monitoring of ground-disturbing work in these areas by a qualified archaeologist and monitoring in the vicinity of identified resources that may be damaged by construction, if appropriate.</p> <ul style="list-style-type: none"> ▶ The identification of any sensitive locations subject to monitoring during construction of each individual development phase shall be performed in concert with monitoring activities performed under the PA to minimize the potential for conflicting requirements. ▶ For each resource that is determined eligible for the CRHR, the applicable agency or the project applicant(s) for any particular discretionary development (under the agency's direction) shall obtain the services of a qualified archaeologist who shall determine if implementation of the individual project development would result in damage or destruction of "significant" (under CEQA) cultural resources. These findings shall be reviewed by the applicable agency for consistency with the significance thresholds and treatment measures provided in this EIR/EIS. ▶ Where possible, the project shall be configured or redesigned to avoid impacts on eligible or listed resources. Alternatively, these resources may be preserved in place if possible, as suggested under California Public Resources Code Section 21083.2. Avoidance of historic properties is required under certain circumstances under the Public Resource Code and 36 CFR Part 800. ▶ Where impacts cannot be avoided, the applicable agency or the project applicant(s) of all project phases (under the applicable agency's direction) shall prepare and implement treatment measures that are determined to be necessary by a qualified archaeologist. These measures may consist of data recovery excavations for resources that are eligible for listing because of the data they contain (which may contribute to research). Alternatively, for historical architectural, engineered, or landscape features, treatment measures may consist of a preparation of interpretive, narrative, or photographic documentation. These measures shall be reviewed by the applicable oversight agency for consistency with the significance thresholds and standards provided in this EIR/EIS. 		
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<p>106-28</p>	<p>3A.5-2 (Addendum)</p>	<ul style="list-style-type: none"> ▶ To support the evaluation and treatment required under this Mitigation Measure, the archaeologist retained by either the applicable oversight agency or the project applicant(s) of all project phases shall prepare an appropriate prehistoric and historic context that identifies relevant prehistoric, ethnographic, and historic themes and research questions against which to determine the significance of identified resources and appropriate treatment. ▶ These steps and documents may be combined with the phasing of management and documents prepared pursuant to the FAPA to minimize the potential for inconsistency and duplicative management efforts. <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>		
	<p>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.</p> <p>To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) of all project phases shall do the following:</p> <ul style="list-style-type: none"> ▶ Before the start of ground-disturbing activities, the project applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the project APE, to educate them about the possibility of encountering buried cultural resources and inform them of the proper procedures should cultural resources be encountered. ▶ As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the project applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring. ▶ Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any 	<p>Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.</p>		<p>City of Folsom Community Development Department; U.S. Army Core of Engineers</p>

		<p>construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses and shall implement the approved mitigation before resuming construction activities at the archaeological site.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The project applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.</p> <p>The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.</p> <p>If unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (1), are made during the construction of the project, the USACE shall ensure that they will be protected by implementing the following measures:</p>		
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<p>106-29</p>	<p>3A.5-3 (Addendum)</p>	<p>▶ The Construction Manager, or archaeological monitor, if given the authority to halt construction activities, shall ensure that work in that area is immediately halted within a 100-foot radius of the unanticipated discovery until the find is examined by a person meeting the professional qualifications standards specified in Section 2.2 of Attachment G of the HPMP. The Construction Manager, or archaeological monitor, if present, shall notify the USACE within 24 hours of the discovery.</p> <p>▶ The USACE shall notify the State Historic Preservation Officer (SHPO) within one working day of an unanticipated discovery and may initiate interim treatment measures in accordance with this HPTP. Once the USACE makes a formal determination of eligibility for the resource, the USACE will notify the SHPO within 48 hours of the determination and afford the SHPO an opportunity to comment on appropriate treatment. The SHPO shall respond within 72 hours of the request to consult. Failure of the SHPO to respond within 72 hours shall not prohibit the USACE from implementing the treatment measures.</p> <p>The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p> <p>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</p> <p>In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the project applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the Sacramento County Coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]).</p> <p>After the coroner's findings are complete, the project applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine</p>	<p>During all ground disturbing activities, for any project phase.</p>	<p>Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department</p>
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		<p>the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an Most Likely Descendant shall be followed. The project applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the project applicant(s) shall comply with one or more of the following requirements:</p> <ul style="list-style-type: none"> ▶ record the site with the NAHC or the appropriate Information Center, ▶ use an open-space or conservation zoning designation or easement, or ▶ record a reinterment document with the county. <p>The project applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The project applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p>	
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		<p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>		
<p>Geology and Soils</p>				
<p>106-30</p>	<p>3A.7-1a (FPASP EIR/EIS)</p>	<p>Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any project development phase, the project applicant(s) of each project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical engineering report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> ▶ site preparation; ▶ soil bearing capacity; ▶ appropriate sources and types of fill; ▶ potential need for soil amendments; ▶ road, pavement, and parking areas; ▶ structural foundations, including retaining-wall design; ▶ grading practices; ▶ soil corrosion of concrete and steel; ▶ erosion/winterization; ▶ seismic ground shaking; ▶ liquefaction; and ▶ expansive/unstable soils. <p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final</p>	<p>Before issuance of building permits and ground-disturbing activities.</p>	<p>City of Folsom Community Development Department</p>

106-31		<p>geotechnical engineering report shall be implemented by the project applicant(s) of each project phase. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new project development shall be in accordance with the CBC. The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.</p>		
106-32	<p>3A.7-1b (FPASP EIR/EIS)</p>	<p>Monitor Earthwork during Earthmoving Activities. All earthwork shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s) of each project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas. Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>	<p>Before issuance of building permits and ground-disturbing activities.</p>	<p>City of Folsom Community Development Department</p>
106-32	<p>3A.7-3 (FPASP EIR/EIS)</p>	<p>Prepare and Implement the Appropriate Grading and Erosion Control Plan. Before grading permits are issued, the project applicant(s) of each project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City’s Grading Ordinance, the City’s Hillside Development Guidelines, and the state’s NPDES permit, and shall include the site-specific grading associated with development for all project phases. For the two off-site roadways into El Dorado Hills, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the El Dorado County Public Works Department and the El Dorado Hills Community Service District before issuance of grading permits for roadway construction in El Dorado Hills. The plan shall be consistent with El Dorado County’s Grading, Erosion, and Sediment Control Ordinance and the state’s NPDES permit, and shall include the site-specific grading associated with roadway development.</p>	<p>Before the start of construction activities.</p>	<p>City of Folsom Community Development Department</p>

		<p>For the off-site detention basin west of Prairie City Road, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the Sacramento County Public Works Department before issuance of a grading permit. The plan shall be consistent with Sacramento County's Grading, Erosion, and Sediment Control Ordinance and the state's NPDES permit, and shall include the site-specific grading associated with construction of the detention basin.</p> <p>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeded with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, "Hydrology and Water Quality – Land") would also help reduce erosion-related impacts.</p>		
<p>106-33</p>	<p>3A.7-5 (FPASP EIR/EIS)</p>	<p>Divert Seasonal Water Flows Away from Building Foundations. The project applicant(s) of all project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.</p>	<p>Before and during earthmoving activities.</p>	<p>City of Folsom Community Development Department</p>

106-34	3A.7-10 (FPASP EIR/EIS)	<p>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.</p> <p>To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the project applicant(s) of all project phases where construction would occur in the Ione and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> ▶ Before the start of any earthmoving activities for any project phase in the Ione or Mehrten Formations, the project applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. ▶ If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the appropriate lead agency (identified below). The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered. <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>	During earthmoving activities in the Ione and Mehrten Formations.	City of Folsom Community Development Department
Greenhouse Gas Emissions and Climate Change				
106-35	3A.4-1 (FPASP EIR/EIS)	<p>Implement Additional Measures to Control Construction-Generated GHG Emissions.</p> <p>To further reduce construction-generated GHG emissions, the project applicant(s) any particular discretionary development application shall implement all feasible</p>	Before approval of small-lot final maps and building permits for all discretionary	City of Folsom Community Development Department

		<p>measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the project applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The project applicant(s) for any particular discretionary development application may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</p> <p>SMAQMD's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none"> ▶ Improve fuel efficiency from construction equipment: <ul style="list-style-type: none"> ▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort); ▪ perform equipment maintenance (inspections, detect failures early, corrections); ▪ train equipment operators in proper use of equipment; ▪ use the proper size of equipment for the job; and 	<p>development project, including all on- and off-site elements and implementation throughout project construction.</p>	
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	<ul style="list-style-type: none"> ▪ use equipment with new technologies (repowered engines, electric drive trains). ▶ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power. ▶ Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [NO_x] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2009b). ▶ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes. ▶ Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones. ▶ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight). ▶ Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials). ▶ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option. ▶ Produce concrete on-site if determined to be less emissive than transporting ready mix. ▶ Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB's Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2009c) and EPA (EPA 2009). ▶ Develop a plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of nonpotable water from a local source. <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>		
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106-36	<p>3A.4-2b (FPASP EIR/EIS)</p>	<p>Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree Program to Off-Set Loss of On-Site Trees. The trees on the project site contain sequestered carbon and would continue to provide future carbon sequestration during their growing life. For all harvestable trees that are subject to removal, the project applicant(s) for any particular discretionary development application shall participate in and provide necessary funding for urban and community forestry program (such as the Urban Wood program managed by the Urban Forest Ecosystems Institute [Urban Forest Ecosystems Institute 2009]) to ensure that wood with an equivalent carbon sequestration value to that of all harvestable removed trees is harvested for an end-use that would retain its carbon sequestration (e.g., furniture building, cabinet making). For all nonharvestable trees that are subject to removal, the project applicant(s) shall develop and fund an off-site tree program that includes a level of tree planting that, at a minimum, increases carbon sequestration by an amount equivalent to what would have been sequestered by the blue oak woodland during its lifetime. This program shall be funded by the project applicant(s) of each development phase and reviewed for comment by an independent Certified Arborist unaffiliated with the project applicant(s) and shall be coordinated with the requirements of Mitigation Measure 3.3-5, as stated in Section 3A.3, "Biological Resources - Land." Final approval of the program shall be provided by the City. Components of the program may include, but not be limited to, providing urban tree canopy in the City of Folsom, or reforestation in suitable areas outside the City. Reforestation in natural habitat areas outside the City of Folsom would simultaneously mitigate the loss of oak woodland habitat while planting trees within the urban forest canopy would not. The California Urban Forestry Greenhouse Gas Reporting Protocol shall be used to assess this mitigation program (CCAR 2008). All unused vegetation and tree material shall be mulched for use in landscaping on the project site, shipped to the nearest composting facility, or shipped to a landfill that is equipped with a methane collection system, or combusted in a biomass power plant. Tree and vegetative material should not be burned on- or off-site unless used as fuel in a biomass power plant.</p>	<p>Before approval of final maps and/or building permits for all project phases requiring discretionary approval, including all on- and off-site elements.</p>	<p>City of Folsom Community Development Department</p>
<p>Hazards and Hazardous Materials</p>				

106-37	<p>3A.8-2 (FPASP EIR/EIS)</p>	<p>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 Implementation Required Measures. The project applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found shall be implemented before initiating ground-disturbing activities in these areas.</p> <p>The project applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances:</p> <ul style="list-style-type: none"> ▶ Prepare a plan that identifies any necessary remediation activities appropriate for proposed on- and off-site uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material in the SPA, and closure of any abandoned mine shafts. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The project applicant(s) shall be required to comply with the plan and applicable Federal, state, and local laws. The plan shall outline measures for specific handling and reporting procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility. ▶ Notify the appropriate Federal, state, and local agencies if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during construction activities. Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management Department. 	<p>Before and during earth moving activities</p>	<p>City of Folsom Community Development Department</p>
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		<p>Central Valley RWQCB, DTSC, and/or other appropriate Federal, state, or local regulatory agencies.</p> <ul style="list-style-type: none"> ▶ Obtain an assessment conducted by PG&E and SMUD pertaining to the contents of any existing pole-mounted transformers located in the SPA. The assessment shall determine whether existing on-site electrical transformers contain PCBs and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Sacramento County Environmental Health Department. <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>		
<p>106-38</p>	<p>3A.8-6 (FPASP EIR/EIS)</p>	<p>Prudent Avoidance and Notification of EMF Exposure. Potential purchasers of residential properties near the transmission lines shall be made aware of the controversy surrounding EMF exposure. The California Department of Real Estate shall be requested to insert an appropriate notification into the applicant's final Subdivision Public Report application, which shall be provided to purchasers of properties within 100 feet from the 100-115kV power line, or within 150 feet from the 220-230 kV power line. The notification would include a discussion of the scientific studies and conclusions reached to date, acknowledge that the notification distance is not based on specific biological evidence, but rather, the distance where background levels may increase, and provide that, given some uncertainty in the data, this notification is merely provided to allow purchasers to make an informed decision.</p>	<p>At the submission of tentative map applications.</p>	<p>City of Folsom Community Development Department</p>
<p>106-39</p>	<p>3A.8-7 (FPASP EIR/EIS)</p>	<p>Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District. To ensure that operation and design of the stormwater system, including multiple planned detention basins, is consistent with the recommendations of the Sacramento-Yolo Mosquito and Vector Control District regarding mosquito control, the project applicant(s) of all project phases shall prepare and implement a Vector Control Plan. This plan shall be prepared in coordination with the Sacramento-Yolo Mosquito and Vector Control District and shall be submitted to the City for approval before issuance of the grading permit for the detention basins under the City's jurisdiction. For the off-site detention basin, the plan shall be submitted to Sacramento County</p>	<p>Before issuance of grading permits for the project water features.</p>	<p>City of Folsom Community Development Department</p>

	<p>for approval before issuance of the grading permit for the off-site detention basin. The plan shall incorporate specific measures deemed sufficient by the City to minimize public health risks from mosquitoes, and as contained within the Sacramento-Yolo Mosquito and Vector Control District BMP Manual (Sacramento-Yolo Mosquito and Vector Control District 2008). The plan shall include, but is not limited to, the following components:</p> <ul style="list-style-type: none"> ▶ Description of the project. ▶ Description of detention basins and all water features and facilities that would control on-site water levels. ▶ Goals of the plan. ▶ Description of the water management elements and features that would be implemented, including: <ul style="list-style-type: none"> ▪ BMPs that would be implemented on-site; ▪ public education and awareness; ▪ sanitary methods used (e.g., disposal of garbage); ▪ mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water); and ▪ stormwater management (consistent with Stormwater Management Plan). ▶ Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association). <p>To reduce the potential for mosquitoes to reproduce in the detention basins, the project applicant(s) shall coordinate with the Sacramento-Yolo Mosquito and Vector Control District to identify and implement BMPs based on their potential effectiveness for SPA conditions. Potential BMPs could include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▶ build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth; ▶ perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area; 	
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	<ul style="list-style-type: none"> ▶ design distribution piping and containment basins with adequate slopes to drain fully and prevent standing water. The design slope should take into consideration buildup of sediment between maintenance periods. Compaction during grading may also be needed to avoid slumping and settling; ▶ coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations; ▶ enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality; ▶ if the sump, vault, or basin is sealed against mosquitoes, with the exception of the inlet and outlet, submerge the inlet and outlet completely to reduce the available surface area of water for mosquito egg-laying (female mosquitoes can fly through pipes); and ▶ design structures with the appropriate pumping, piping, valves, or other necessary equipment to allow for easy dewatering of the unit if necessary (Sacramento Yolo Mosquito and Vector Control District 2008). <p>The project applicant(s) of the project phase containing the off-site detention basin shall coordinate mitigation for the off-site with the affected oversight agency (i.e., Sacramento County).</p>		
<p>Hydrology and Water Quality</p> <p>106-40</p> <p>3A.9-1 (FPAS EIR/EIS)</p>	<p>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. Prior to the issuance of grading permits, the project applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the SWRCB's NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify:</p> <ul style="list-style-type: none"> ▶ the use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use 	<p>Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits for all on-site project phases and off-site elements and</p>	<p>City of Folsom Community Development Department</p>

	<p>in the project area at the time of construction, that shall reduce the potential for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences</p> <ul style="list-style-type: none"> ▶ the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities; ▶ the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation; ▶ spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills; ▶ personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and ▶ the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP. ▶ Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include, but are not limited to, such measures as those listed below. ▶ Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation. 	<p>implementation throughout project construction.</p>	
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<p>106-41</p>	<p>3A.9-2 (FPASP EIR/EIS)</p>	<ul style="list-style-type: none"> ▶ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration. ▶ Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure. <p>A copy of the approved SWPPP shall be maintained and available at all times on the construction site.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>	<p>Before approval of grading plans and building permits of all project phases.</p>	<p>City of Folsom Public Works Department</p>
<p>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</p> <p>Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be appropriately conveyed through the SPA, and that project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.</p> <p>The plans shall include, but not be limited to, the following items:</p> <ul style="list-style-type: none"> ▶ an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff; 				

		<ul style="list-style-type: none"> ▶ runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase; ▶ a description of the proposed maintenance program for the on-site drainage system; ▶ project-specific standards for installing drainage systems; ▶ City and El Dorado County flood control design requirements and measures designed to comply with them; <p>Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▶ use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater); ▶ enlarged detention basins to minimize flow changes and changes to flow duration characteristics; ▶ bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions; ▶ minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and ▶ minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize
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<p>106-42</p>	<p>3A.9-3 (FPASP EIR/EIS)</p>	<p>open bottom box culverts to allow sediment passage on smaller drainage courses. The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department). Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County.</p>	<p>Prepare plans before the issuance of grading permits for all project phases and off-site elements and implement throughout project construction.</p>	<p>City of Folsom Community Development Department and Public Works Department</p>
		<p>Develop and Implement a BMP and Water Quality Maintenance Plan. Before approval of the grading permits for any development project requiring a subdivision map, a detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the project applicant(s) the development project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all project phases. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.</p> <ul style="list-style-type: none"> ▶ A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features. ▶ Predevelopment and post development calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the “Stormwater Quality Design Manual for Sacramento and South Placer Regions” (SSQP 2007b) 		

	<p>per NPDES Permit No. CAS082597 WDR Order No. R5-2008-0142, page 46) and El Dorado County's NPDES SWMP (County of El Dorado 2004).</p> <ul style="list-style-type: none"> ▶ Source control programs to control water quality pollutants on the SPA, which may include but are limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas. ▶ A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding. ▶ LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to: <ul style="list-style-type: none"> ▪ surface swales; ▪ replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); ▪ impervious surfaces disconnection; and ▪ trees planted to intercept stormwater. <p>New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4" (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p>		
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106-43	3A.9-4 (FPASP EIR/EIS)	Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.	Prior to submittal to the City of tentative maps or improvement plans.	City of Folsom Public Works Department
Noise and Vibration				
106-44	3A.11-1 (FPASP EIR/EIS)	<p>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors. To reduce impacts associated with noise generated during project related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:</p> <ul style="list-style-type: none"> ▶ Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 6 p.m. on Saturdays and Sundays. ▶ All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses. ▶ All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers’ recommendations. Equipment engine shrouds shall be closed during equipment operation. ▶ All motorized construction equipment shall be shut down when not in use to prevent idling. 	Before and during construction activities on the SPA and within El Dorado Hills.	City of Folsom Community Development Department

		<ul style="list-style-type: none"> ▶ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete offsite instead of on-site). ▶ Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities. ▶ Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification. ▶ To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971). ▶ When future noise sensitive uses are within close proximity to prolonged construction noise, noise-attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise. ▶ The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado 		
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106-45	3A.11-3 (FPASP EIR/EIS)	<p>County must be coordinated by the project applicant(s) of the applicable project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom's jurisdictional boundaries.</p> <p>Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities.</p> <ul style="list-style-type: none"> ▶ To the extent feasible, blasting activities shall not be conducted within 275 feet of existing or future sensitive receptors. ▶ To the extent feasible, bulldozing activities shall not be conducted within 50 feet of existing or future sensitive receptors. ▶ All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the State of California. ▶ A blasting plan, including estimates of vibration levels at the residence closest to the blast, shall be submitted to the enforcement agency for review and approval prior to the commencement of the first blast. ▶ Each blast shall be monitored and documented for groundborne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency. 	<p>Before and during bulldozing and blasting activities on the SPA and within El Dorado Hills and the County of Sacramento</p>	City of Folsom Community Development Department
106-46	3A.11-5 (FPASP EIR/EIS)	<p>Implement Measures to Reduce Noise from Project-Generated Stationary Sources.</p> <p>The project applicant(s) for any particular discretionary development project shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor:</p> <ul style="list-style-type: none"> ▶ Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.). All electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications. ▶ External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise- 	<p>Before submittal of improvement plans for each project phase, and during project operations for testing of emergency generators.</p>	City of Folsom Community Development Department

	<p>reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors.</p> <ul style="list-style-type: none"> ▶ Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses. ▶ Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses. 		
<p>106-47</p>	<p>4.13-1 (Addendum)</p>	<p>Exterior Traffic Noise Reduction Measures Prior to building occupancy, the project applicant shall design and construct noise barriers, as detailed below, to reduce traffic noise levels below the City of Folsom exterior criteria of 60 dB Ldn.</p> <ul style="list-style-type: none"> ▶ 6-foot tall solid noise barriers, relative to backyard elevations, shall be constructed along all property boundaries adjacent to East Bidwell Street, Mangini Parkway, and Oak Avenue Parkway. ▶ For the proposed Traditional Homesites portion of the project, a 7-foot tall solid noise barrier, relative to backyard elevations, shall be constructed along all property boundaries adjacent to White Rock Road. ▶ For the proposed Regency at Folsom Ranch Phase 1 and Phase 2 portions of the project, an 8-foot tall solid noise barrier, relative to backyard elevations, 	<p>Prior to building occupancy</p> <p>City of Folsom Community Development Department</p>

		<p>shall be constructed along all property boundaries adjacent to White Rock Road.</p> <p>Suitable materials for the traffic noise barriers include masonry and precast concrete panels. The overall barrier height may be achieved by utilizing a barrier and earthen berm combination. Other materials may be acceptable but shall be reviewed by an acoustical consultant prior to use.</p> <p>Barrier height requirements are based on a property boundary setback of 117-122 feet from the ultimate alignment of White Rock Road under the approved Capital Southeast Connector project. If 90 days prior to pulling building permits for the Toll Brothers site, it is determined that there is no evidence that the White Rock Road improvements are funded and moving forward, as described under the approved Capital Southeast Connector project, the project applicant shall obtain the services of a noise consultant to reconduct a site-specific acoustical analysis based on the actual property boundary setback to determine the appropriate noise reduction measures to reduce traffic noise levels in accordance with adopted City of Folsom noise standards.</p>		
<p>106-48</p>	<p>4.13-2 (Addendum)</p>	<p>Interior Traffic Noise Reduction Measures</p> <p>Prior to building occupancy, the project applicant shall ensure the following construction design features have been implemented.</p> <ul style="list-style-type: none"> ▶ For the first-row of homes located along White Rock Road, the west-, south-, and east-facing upper-floor building facades shall maintain minimum window assembly STC ratings of 34. ▶ Mechanical ventilation (air conditioning) shall be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria. 	<p>Prior to building occupancy</p>	<p>City of Folsom Community Development Department</p>
<p>Public Services</p>				
<p>106-49</p>	<p>3A.14-1 (FPASP EIR/EIS)</p>	<p>Prepare and Implement a Construction Traffic Control Plan. The project applicant(s) of all project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed,</p>	<p>Before the approval of all relevant plans and/or permits and during construction of all project phases.</p>	<p>City of Folsom Public Works Department</p>

106-50		<p>and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all project plans or permits, for all project phases where implementation may cause impacts on traffic.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).</p>		
3A.14-2 (FPASP EIR/EIS)		<p>Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval. To reduce impacts related to the provision of new fire services, the project applicant(s) of all project phases shall do the following, as described below.</p> <ol style="list-style-type: none"> 1. Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards. <p>Improvement plans showing the incorporation automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 (“Vehicular Access Requirements”). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.</p> <ol style="list-style-type: none"> 2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department 	<p>Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.</p>	<p>City of Folsom Fire Department, City of Folsom Community Development Department</p>

		<p>Building Division for review and approval before the issuance of building permits.</p> <p>In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/EI Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>3. Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.</p> <p>4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</p> <p>The City shall not authorize the occupancy of any structures until the project applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.</p>		
<p>106-51</p>	<p>3A.14-3 (FPASP EIR/EIS)</p>	<p>Incorporate Fire Flow Requirements into Project Designs. The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.</p>	<p>Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.</p>	<p>City of Folsom Fire Department, City of Folsom Community Development Department</p>

Traffic and Transportation					
106-52	3A.15-1a (FPASP EIR/EIS)	The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1). To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Public Works Department	
106-53	3A.15-1b (FPASP EIR/EIS)	The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2). To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Intersection 2).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Public Works Department	
106-54	3A.15-1c (FPASP EIR/EIS)	The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28). To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department	
106-55	3A.15-1e (FPASP EIR/EIS)	Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41). To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be	A phasing analysis shall be performed prior to approval of the first subdivision	City of Folsom Public Works Department	

106-56	3A.15-1f (FPASP EIR/EIS)	<p>reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn lane. The applicant shall fund and construct these improvements.</p> <p>Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44). To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements.</p>	map to determine when the improvement should be implemented.	City of Folsom Public Works Department
106-57	3A.15-1h (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2). To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including “jug handle” ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/Folsom Boulevard intersection (Sacramento County Intersection 2).</p>	<p>A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.</p> <p>A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.</p>	Sacramento County Public Works Department and Caltrans
106-58	3A.15-1i (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3). Improvements must be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right</p>	<p>Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road to Prairie City Road, with Intersection improvements has begun, and because this widening project is environmentally cleared and fully</p>	Sacramento County Public Works Department

		<p>turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).</p>	<p>funded, it's construction is expected to be complete before the first phase of the Proposed Project or alternative is built.</p>	
<p>106-59</p>	<p>3A.15-1j (FPASP EIR/EIS)</p>	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10). To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.</p>	<p>Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Madison Avenue and Curragh Downs Drive (Sacramento</p>	<p>Sacramento County Public Works Department</p>

106-60	3A.15-11 (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3). To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes must be striped. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection (El Dorado County Intersection 3).</p>	<p>County Roadway Segment 10).</p> <p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	El Dorado County Department of Transportation
106-61	3A.15-10 (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection (Caltrans Intersection 4). Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	City of Folsom Public Works Department and Sacramento County Department of Transportation
106-62	3A.15-1p (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12). To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing must be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase</p>	Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works

106-63	3A.15-1q (FPASP EIR/EIS)	<p>intersection are contained within the County Development Fee Program, and are scheduled for Measure A funding.</p> <p>Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).</p> <p>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1). To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</p>	<p>the improvement should be built.</p>	Caltrans
106-64	3A.15-1r (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3). To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations</p>	<p>Before project build out. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>

106-65	3A.15-1s (FPASP EIR/EIS)	<p>Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</p> <p>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4). To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</p>	<p>which project phase the improvement should be built.</p> <p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	City of Folsom Public Works Department and Sacramento County Department of Transportation
106-66	3A.15-1u (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16). To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	City of Folsom Public Works Department and Sacramento County Department of Transportation
106-67	3A.15-1v (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18). To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project, and included in the proposed Rancho Cordova Parkway interchange project.</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during</p>	City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation

		<p>Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</p>	<p>which project phase the improvement should be built.</p>	
<p>106-68</p>	<p>3A.15-1w (FPASP EIR/EIS)</p>	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4). To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>
<p>106-69</p>	<p>3A.15-1x (FPASP EIR/EIS)</p>	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5). To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>
<p>106-70</p>	<p>3A.15-1y (FPASP EIR/EIS)</p>	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6). To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road onramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase</p>	<p>City of Folsom Public Works Department</p>

106-71	3A.15-1z (FPASP EIR/EIS)	<p>reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).</p> <p>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8). To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”.</p> <p>The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).</p>	the improvement should be built.	City of Folsom Public Works Department
106-72	3A.15-1aa (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9). To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
106-73	3A.15-1dd (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23). To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department

106-74	3A.15-1ee (FPASP EIR/EIS)	by applicant, to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23). Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29). To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on ramp should start the westbound auxiliary lane that ends at the Prairie City Road off ramp. The slip on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
106-75	3A.15-1ff (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32). To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
106-76	3A.15-1gg (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33). To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation

106-77	3A.15-1hh (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34). To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	City of Folsom Public Works Department and Sacramento County Department of Transportation
106-78	3A.15-1ii (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38). To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works
106-79	3A.15-2a (FPASP EIR/EIS)	<p>Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development, and Develop and Provide Options for Alternative Transportation Modes. The project applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The project applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of</p>	<p>Before approval of improvement plans for all project phases any particular discretionary development application that includes residential and commercial or mixed-use development. As a condition of project approval and/or as a condition of the development</p>	City of Folsom Public Works Department

		travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.	agreement for all project phases.	
106-80	3A.15-2b (FPASP EIR/EIS)	Participate in the City's Transportation System Management Fee Program. The project applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.	Concurrent with construction for all project phases.	City of Folsom Public Works Department
106-81	3A.15-2c (FPASP EIR/EIS)	Participate with the 50 Corridor Transportation Management Association. The project applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.	Concurrent with construction for all project phases.	City of Folsom Public Works Department
106-82	3A.15-3 (FPASP EIR/EIS)	Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program. In accordance with Measure W, the project applicant(s) for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.	As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Public Works Department
106-83	3A.15-4a (FPASP EIR/EIS)	The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2). To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
106-84	3A.15-4b (FPASP EIR/EIS)	The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6). To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four	Before project build out. A phasing analysis should be performed prior to approval of the first	City of Folsom Public Works Department

106-85	3A.15-4c (FPASP EIR/EIS)	<p>through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non motorized traffic and adjacent development; therefore, this improvement is infeasible.</p> <p>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7). To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).</p>	subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
106-86	3A.15-4d (FPASP EIR/EIS)	<p>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). To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non motorized traffic and adjacent development; therefore, this improvement is infeasible.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
106-87	3A.15-4e (FPASP EIR/EIS)	<p>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23). To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department

106-88	3A.15-4f (FPASP EIR/EIS)	<p>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24). To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required: The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. The northbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Empire Ranch Road / Iron Point Road Intersection. Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. (Folsom Intersection 24).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	City of Folsom Public Works Department
106-89	3A.15-4g (FPASP EIR/EIS)	<p>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33). To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The applicant shall fund and construct these improvements.</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	City of Folsom Public Works Department
106-90	3A.15-4i (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3). To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange. Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by Sacramento County. The</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase</p>	Sacramento County Department of Transportation.

106-91	3A.15-4j (FPASP EIR/EIS)	<p>applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</p> <p>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). To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	the improvement should be built.	Sacramento County Department of Transportation.
106-92	3A.15-4k (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
106-93	3A.15-4l (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13). To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps,</p>	Before project build out. A phasing analysis should be performed prior to	Sacramento County Department of Transportation.

106-94	3A.15-4m (FPASP EIR/EIS)	<p>this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County's general plan because the county's policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore, mitigate this segment impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</p> <p>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22). To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County. The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50 impacts. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).</p>	<p>approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	Sacramento County Department of Transportation.
106-95	3A.15-4n (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28). To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	Sacramento County Department of Transportation.

106-96	3A.15-4o (FPASP EIR/EIS)	impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28). Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1). To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).	the improvement should be built.	Sacramento County Department of Transportation.
106-97	3A.15-4p (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1). To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must be reconfigured to consist of one dedicated left turn lane, one shared left through lane and three dedicated right-turn lanes. Improvements to this intersection must be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
106-98	3A.15-4q (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1). To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements,	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.

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106-99	3A.15-4r (FPASP EIR/EIS)	based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1). Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3). To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
106-100	3A.15-4s (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5). To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
106-101	3A.15-4t (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6). To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie	Before project build out. A phasing analysis should be performed prior to	Sacramento County Department of Transportation.

		<p>City Road slip on ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see Mitigation Measures 3A.15-4u, v and w), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</p>	<p>approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	
<p>106-102</p>	<p>3A.15-4u (FPASP EIR/EIS)</p>	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6). To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>
<p>142-103</p>	<p>3A.15-4v (FPASP EIR/EIS)</p>	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7). To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>

106-104	3A.15-4w (FPASP EIR/EIS)	<p>the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</p> <p>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8). To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
106-105	3A.15-4x (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27). To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.
106-106	3A.15-4y (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35). To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase	Sacramento County Department of Transportation.

			the improvement should be built.	
106-107	4.17-1 (Addendum)	<p>reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</p> <p>East Bidwell Street/Regency Parkway (Driveway #6). Prior to buildout of the Toll Brothers Site, the project applicant shall construct the intersection as shown in Figure 4-2 of the Addendum:</p> <ul style="list-style-type: none"> ▶ Northbound: one thru lane and one left turn lane in a 150-foot pocket with 60-foot taper; ▶ Southbound: one thru lane and one right turn lane in a 150-foot pocket with 60-foot taper; ▶ Westbound: one shared lane, plus a 300-foot northbound acceleration lane on East Bidwell Street to receive left-turns from Regency Parkway (a second northbound lane on East Bidwell Street starting from Regency Parkway is equivalent to the 300-foot acceleration lane); and ▶ Control: side-street-stop-control; <p>Note that unsignalized left turns to East Bidwell Street are a against City policy. The northbound acceleration lane on East Bidwell Street is an interim configuration until the intersection warrants signalization. Signalization will be triggered as part of the entitlement process on neighboring parcels. A future signal at this location is included in Folsom Plan Area Specific Plan, and plan area fees paid by the Project contribute towards its construction in the future.</p>	Prior to issuance of phase 3 building permits.	City of Folsom Public Works Department
106-108	4.17-2 (Addendum)	<p>East Bidwell Street/White Rock Road. Prior to buildout of the Toll Brothers Site, the project applicant shall implement either (A) or (B) below:</p> <p>(A) The Capital Southeast Connector Joint Powers Authority project has programmed to relocate and signalize the East Bidwell Street/White Rock Road intersection as shown in the October 2017 geometric conceptual drawing, or equivalent improvements (i.e., three southbound approach lanes, four eastbound approach lanes, and three westbound approach lanes). Figure 4-3 of the Addendum provides a conceptual intersection layout for this mitigation. Under this scenario, fair share is defined as the project's responsibility to the Sacramento County Transportation Development Fee. The project applicant is required to pay the Sacramento County Transportation Development Fee. Option A can be considered to be implemented once the JPA has let contracts for construction of the new intersection. This will insure that the mitigation is</p>	Prior to issuance of phase 1 building permits.	City of Folsom Public Works Department

106-109	4.17-3 (Addendum)	<p>constructed before project traffic adds five or more seconds of delay to the intersection.</p> <p>(B) Signalize the existing East Bidwell Street/White Rock Road intersection with the existing geometry. Figure 4-4 of the Addendum provides a conceptual intersection layout for this mitigation.</p> <p>East Bidwell Street/Mangini Parkway. Prior to buildout of the Toll Brothers Site, the project applicant shall signalize the intersection with the following geometry (Figure 4-5 of the Addendum):</p> <ul style="list-style-type: none"> ▶ Northbound: One left-turn lane in a 200-foot pocket with a 60-foot taper, two thru lanes, and one right-turn lane in a 150-foot pocket with a 60-foot taper (the second thru lane shall be developed 300 feet south of the intersection); ▶ Southbound: One left-turn lane in a 200-foot pocket with a 60-foot taper, one thru lane, and one right-turn lane in a 150-foot pocket with a 60-foot taper; ▶ Eastbound and westbound: One left-turn lane in a 200-foot pocket with a 60-foot taper, one thru lane, and one right-turn lane in a 200-foot pocket with a 60-foot taper. <p>Note that northbound East Bidwell street will remain at two lanes from Mangini Parkway to US 50.</p>	Signalize the intersection and conduct all geometric improvements, with the exception of the second northbound thru lane prior to issuance of phase 1 building permits. Construct the second northbound thru lane prior to issuance of phase 2 building permits.	City of Folsom Public Works Department
106-110	4.17-4 (Addendum)	<p>East Bidwell Street/Savannah Parkway. Prior to buildout of the Toll Brothers site, the project applicant shall reconstruct the intersection with the following geometry (Figure 4-6 of the Addendum):</p> <ul style="list-style-type: none"> ▶ Northbound approach: One thru lane and one shared through-right lane with a 150-foot taper; ▶ Southbound approach: One left turn lane in a 150-foot pocket plus 60-foot taper, and one through lane; ▶ Westbound approach: One left turn lane in a 60-foot pocket plus 60-foot taper, and one through lane; ▶ Southbound departure: Construct a southbound receiving and acceleration lane for westbound left turn traffic. The acceleration lane should be in a 300-foot pocket plus an appropriate taper. <p>Note that unsignalized left turns to East Bidwell Street are against City policy. The southbound acceleration lane on East Bidwell Street is an interim</p>	Construct all geometric improvements with the exception of one thru northbound lane prior to issuance of phase 1 building permits. Construct the second thru northbound lane prior to issuance of phase 3 building permits.	City of Folsom Public Works Department

106-111	4.17-5 (Addendum)	<p>configuration until the intersection warrants signalization. Signalization will be triggered as part of the entitlement process on neighboring parcels. A future signal at this location is included in FPASP, and plan area fees paid by the project applicant contribute towards its construction in the future.</p> <p>East Bidwell Street/Alder Creek Parkway. Prior to buildout of the Toll Brothers Site, the project applicant shall reconstruct and signalize the intersection as shown in Figure 4-7 of the Addendum:</p> <ul style="list-style-type: none"> ▶ Northbound approach: One U-turn lane in a 150-foot pocket with a 60-foot taper, two through lanes, and one right turn lane in a 150-foot pocket plus 60-foot taper. ▶ Southbound approach: One left turn lane in a 240-foot pocket plus 60-foot taper, and two through lanes. The second southbound through lane can be dropped south of Old Ranch Way. ▶ Westbound approach: One right turn lane, plus one left-turn lane in a 200-foot pocket plus 60-foot taper. <p>The above mitigations are consistent with the ultimate geometry for East Bidwell near Alder Creek Pkwy and builds on conditions of approval from neighboring projects.</p>	Construct all geometric improvements with the exception of one thru northbound lane and one thru southbound lane prior to issuance of phase 1 building permits. Construct the second thru northbound lane and the second thru southbound lane prior to issuance of phase 3 building permits.	City of Folsom Public Works Department
106-112	4.17-6 (Addendum)	<p>White Rock Road/Oak Avenue Parkway. Prior to project buildout, the project applicant shall implement either (A) or (B) below:</p> <p>(A) The Capital Southeast Connector Joint Powers Authority (JPA) project has programmed to realign this portion of White Rock Road and build a partial signal to accommodate anticipated U-Turns. Expand or construct a signalized intersection as follows:</p> <ul style="list-style-type: none"> ▶ Southbound: A single shared lane for left and right turns. ▶ Eastbound: A thru lane and a left/U-turn in 300-foot pocket plus taper. ▶ Westbound: A thru lane and a right-turn in 300-foot pocket plus taper. ▶ Signalize with protected phasing for left-turns and U-turns. ▶ Geometric design shall be consistent with Capital Southeast Connector Joint Powers Authority adopted standards. 	Prior to issuance of phase 3 building permits	City of Folsom Public Works Department

		<p>(B) Channelize the White Rock Road/Oak Avenue Pkwy intersection on the existing White Rock Road alignment to restrict turning movements to westbound right turns and southbound right turns. The westbound right turn requires a 365-foot deceleration lane, and the southbound right turn requires a 960-foot acceleration lane. Figure 4-8 of the Addendum provides a conceptual layout for the mitigated intersection.</p>		
Utilities and Service Systems				
106-113	3A.16-1 (FPASP EIR/EIS)	<p>Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured. Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment of the City's facilities augmentation fee as described under the Folsom Municipal Code Title 3, Chapter 3.40, "Facilities Augmentation Fee – Folsom South Area Facilities Plan," or other sureties to the City's satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.</p>	<p>Before approval of final maps and issuance of building permits for any project phases.</p>	<p>City of Folsom Community Development Department and City of Folsom Public Works Department</p>
106-114	3A.16-3 (FPASP EIR/EIS)	<p>Demonstrate Adequate SRWTP Wastewater Treatment Capacity. The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the project. This shall involve preparing a tentative map-level study and paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.</p>	<p>Before approval of final maps and issuance of building permits for any project phases.</p>	<p>City of Folsom Community Development Department and City of Folsom Public Works Department</p>
106-115	3A.18-1 (FPASP EIR/EIS)	<p>Submit Proof of Surface Water Supply Availability. a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area;</p>	<p>Before approval of final maps and issuance of building permits for any project phases.</p>	<p>City of Folsom Community Development Department and City of Folsom Public Works Department</p>

106-116		<p>nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map. b. Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.</p>		
106-117	<p>3A.18-2a (FPASP EIR/EIS)</p>	<p>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured. Before the approval of the final subdivision map and issuance of building permits for all project phases, the project applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties to the City’s satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.</p>	<p>Before approval of final maps and issuance of building permits for any project phases.</p>	<p>City of Folsom Community Development Department and City of Folsom Public Works Department</p>
	<p>3A.18-2b (FPASP EIR/EIS)</p>	<p>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected). If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the project applicant(s) for any particular discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map—level study and paying connection and capacity fees as determined by the City. Approval of the final project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all</p>	<p>Before approval of final maps and issuance of building permits for any project phases.</p>	<p>City of Folsom Community Development Department and City of Folsom Public Works Department</p>

		<p>project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.</p>		
<p>Additional Measures</p>				
<p>106-118</p>	<p>Cumulative Mitigation Measure AIR-1-Land (FPASP EIR/EIS)</p>	<p>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. The City of Folsom is a participant in the development of an East Sacramento Regional Aggregate Mining Truck Management Plan (TMP), a cooperative effort led by the County of Sacramento, with the input of the City of Folsom, the City of Rancho Cordova and other interested parties, including representatives of quarry project applicants. When the County Board of Supervisors approved entitlements for the Teichert quarry project in November 2010, it also adopted conditions of approval and a development agreement that requires Teichert’s participation in, and fair share funding of, a TMP to implement roadway capacity and safety improvements required to improve the compatibility of truck traffic from the quarries with the future urban development in the Folsom Specific Plan area and other jurisdictions that will be affected by quarry truck traffic. The development agreement adopted by the County for the Teichert project imposes limits on the amounts of annual aggregate sales from Teichert’s facility until a TMP is adopted. The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County. The County, as the agency with the primary authority over the quarries, has indicated that it intends to prepare an environmental analysis in accordance with CEQA prior to adoption of a TMP. The City’s authority to control the activities of the quarry trucks includes restrictions or other actions, such as the approval and implementation of specialized road improvements to accommodate quarry truck traffic, that would be applicable within the City’s jurisdictional boundaries. For the foregoing reasons, the City of Folsom considers itself a “responsible agency” (as that term is defined at State CEQA Guidelines, CCR Section 15381), in that it has some discretionary power over some elements of a future TMP, if such TMP calls for improvements or other activities on roadways within the jurisdiction of the City. In a responsible agency role, the City would follow the process specified in the CEQA Guidelines for consideration and approval of the environmental analysis prepared by the County for a TMP after</p>	<p>Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry trucks would reasonably use to access U.S. Highway 50.</p>	<p>City of Folsom Community Development Department</p>

	<p>such documentation is prepared and adopted by the County. (State CEQA Guidelines, CCR Section 15096.)</p> <p>Because no final project description for a TMP has been developed as of the completion of this FEIR/FEIS, the City would have to speculate as to those portions of a TMP that might be proposed for implementation within its jurisdiction, or the impacts that could arise from the implementation of as-yet uncertain components. Accordingly, formulation of the precise means of mitigating the potential cumulative air quality impacts pursuant to the TMP is not currently feasible or practical. However, as the preferred, feasible, and intended mitigation strategy to address the cumulative impacts of quarry truck traffic through the SPA, the City shall implement, or cause to be implemented those portions of the TMP (as described above) that are within its authority to control. In implementing the TMP, the City shall ensure that the TMP or traffic measures imposed by the City within the SPA reduce the risk of cancer to sensitive receptors along routes within the SPA from toxic air contaminant emissions to no more than 296 in one million (SMAQMD 2009 March Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways, Version 2.2:7), or such different threshold of significance mandated by SMAQMD or ARB at the time, if any. With this mitigation, the cumulative air quality impacts from truck toxic air contaminants would be less than significant. As an alternative (or in addition) to implementing the TMP within the SPA, the following measures could (and should) be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to help ensure exposure of sensitive receptors to TACs generated by quarry truck traffic to the 296-in-one-million threshold of significance identified above. The City encourages implementation of the following measures:</p> <ul style="list-style-type: none"> ▶ The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost. ▶ A site-specific, project-level screening analysis and/or Health Risk Assessment (HRA) should be conducted by the City of Folsom and funded by the truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-4 as being potentially significant under any of the analyzed scenarios. Each project-level analysis shall be performed according to the standards set forth by SMAQMD for the purpose of disclosure to the public 		
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	<p>and decision makers. The project-level analysis shall account for the location of the receptors relative to the roadway, their distance from the roadway, the projected future traffic volume for the year 2030 (including the proportion of diesel trucks), and emission rates representative of the vehicle fleet for the year when the sensitive land uses would first become operational and/or occupied. If the incremental increase in cancer risk determined by in the HRA exceeds 296 in one million (or a different threshold of significance recommended by SMAQMD or ARB at the time, if any), then project design mitigation should be employed, which may include the following:</p> <ul style="list-style-type: none"> ▪ Increase the setback distance between the roadway and affected receptor. If this mitigation measure is determined by the City of Folsom to be necessary, based on the results of the HRA, the quarry truck applicant(s) should pay the Folsom South of U.S. 50 Specific Plan project applicant(s) and the City of Folsom a fee that shall serve as compensation for lost development profit and lost City tax revenues, all as determined by the parties. Said mitigation fee shall be determined in consultation with the quarry project applicant(s), the Folsom South of U.S. 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks shall be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid. ▪ Implement tiered tree planting of fine-needle species, such as redwood, along the near side of the roadway segments and, if feasible, along the roadway 500 feet in both directions of the initial planting (e.g., 500 feet north and south of a roadway that runs east-west) to enhance the dispersion and filtration of mobile-source TACs associated with the adjacent roadway. These trees should be planted at a density such that a solid visual buffer is achieved after the trees reach maturity, which breaks the line of sight between U.S. 50 and the proposed homes. These trees should be planted before occupation of any affected sensitive land uses. This measure encourages the planting of these trees in advance of the construction of potentially affected receptors to allow the trees to become established and progress toward maturity. The life of these trees should be maintained through the duration of the quarry projects. The planting, cost, and ongoing 	

		<p>maintenance of these trees should be funded by the quarry project applicant(s).</p> <ul style="list-style-type: none"> ▪ To improve the indoor air quality at affected receptors, implement the following measures before the occupancy of the affected residences and schools: ▪ equip all affected residences and school buildings developed in the SPA with High Efficiency Particle Arresting (HEPA) filter systems at all mechanical air intake points to the interior rooms; ▪ use the heating, ventilation, and air conditioning (HVAC) systems to maintain all residential units under positive pressure at all times; ▪ locate air intake systems for HVAC as far away from roadway air pollution sources as possible; and ▪ develop and implement an ongoing education and maintenance plan about the filtration systems associated with HVAC for residences and schools. <p>To the extent this indoor air quality mitigation would not already be implemented as part of the Folsom South of U.S. 50 Specific Plan project development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA.</p>		
<p>106-119</p>	<p>Cumulative Mitigation Measure NOISE-1-Land (FPASP EIR/EIS)</p>	<p>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. The City of Folsom is a participant in the development of an East Sacramento Regional Aggregate Mining Truck Management Plan (TMP), a cooperative effort led by the County of Sacramento, with the input of the City of Folsom, the City of Rancho Cordova and other interested parties, including representatives of quarry project applicants. When the County Board of Supervisors approved entitlements for the Teichert quarry project in November 2010, it also adopted conditions of approval and a development agreement that requires Teichert's participation in, and fair share funding of, a TMP to implement roadway capacity and safety improvements required to improve the compatibility of truck traffic from the quarries with the future urban development in the SPA and other jurisdictions that will be affected by quarry truck traffic. The development agreement adopted by the County for the Teichert project imposes limits on the amounts of annual aggregate sales from</p>	<p>Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry trucks would reasonably use to access U.S. 50.</p>	<p>City of Folsom Community Development Department</p>

		<p>Teichert's facility until a TMP is adopted. The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County. The County, as the agency with the primary authority over the quarries, has indicated that it intends to prepare an environmental analysis in accordance with CEQA prior to adoption of a TMP. The City's authority to control the activities of the quarry trucks includes restrictions or other actions, such as the approval and implementation of specialized road improvements to accommodate quarry truck traffic, that would be applicable within the City's jurisdictional boundaries. For the foregoing reasons, the City of Folsom considers itself a "responsible agency" (as that term is defined at State CEQA Guidelines, CCR Section 15381), in that it has some discretionary power over some elements of a future TMP, if such TMP calls for improvements or other activities on roadways within the jurisdiction of the City. In a responsible agency role, the City would follow the process specified in the CEQA Guidelines for consideration and approval of the environmental analysis prepared by the County for a TMP after such documentation is prepared and adopted by the County. (State CEQA Guidelines, CCR Section 15096.)</p> <p>Because no final project description for a TMP has been developed as of the completion of this FEIR/FEIS, the City would have to speculate as to those portions of a TMP that might be proposed for implementation within its jurisdiction, or the impacts that could arise from the of as yet uncertain components. Accordingly, formulation of the precise means of mitigating the potential cumulative noise impacts pursuant to the TMP is not currently feasible or practical. However, as the preferred, feasible, and intended mitigation strategy to address the cumulative impacts of quarry truck traffic through the SPA, the City shall implement, or cause to be implemented those portions of the TMP (as described above) that are within its authority to control. In implementing the TMP, the City shall ensure that the TMP or traffic measures imposed by the City within the SPA reduce the traffic noise exposure to sensitive receptors along routes within the SPA so as to ensure that sensitive receptors are not exposed to interior noise levels in excess of 45 dBA, or increases in interior noise levels of 3 dBA or more, whichever is more restrictive. With this mitigation, the cumulative noise impacts from truck traffic would be less than significant.</p> <p>As an alternative (or in addition) to implementing the TMP within the SPA, the following measures could (and should) be voluntarily implemented by the quarry</p>		
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		<p>project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to help ensure interior noise levels for sensitive receptors to noise generated by quarry truck traffic would not exceed 45 dBA or increase of 3 dBA over existing conditions, as identified above. The City encourages implementation of the following measures:</p> <ul style="list-style-type: none"> ▶ The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost. ▶ A site-specific, project-level screening analysis should be conducted by the City of Folsom and funded by the quarry truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-8 as being potentially significant under any of the analyzed scenarios. The analysis should be conducted using an approved three dimensional traffic noise modeling program (i.e., TNM or SoundPlan). Each project-level analysis should be performed according to the standards set forth by the City of Folsom for the purpose of disclosure to the public and decision makers. The project-level analysis should account for the location of the receptors relative to the roadway, their distance from the roadway, and the projected future traffic volume for the year 2030 (including the percentage of heavy trucks). If the incremental increase in traffic noise levels are determined to exceed the threshold of significance recommended by the City of Folsom, then design mitigation should be employed, which may include the following: <ul style="list-style-type: none"> ▶ Model the benefits of soundwalls (berm/wall combination) along the quarry truck hauling roadways and affected receptors not to exceed a total height of eight feet (two-foot berm and six-foot concrete mason wall). If this mitigation measure is determined by the City of Folsom to be inadequate, additional three dimensional traffic noise modeling should be conducted with the inclusion of rubberized asphalt at the expense of the quarry truck applicant(s). No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation has been agreed upon by the City of Folsom and fees for construction of said mitigation are paid by the quarry truck applicant(s). 		
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<p>106-120</p>	<p>N/A</p>	<p>► Implement the installation of rubberized asphalt (quiet pavement) on roadway segments adjacent to sensitive receptors that carry quarry trucks if soundwalls do not provide adequate reduction of traffic noise levels. The inclusion of rubberized asphalt would provide an additional 3 to 5 dB of traffic noise reduction. The cost of construction using rubberized asphalt should be borne by the quarry truck applicant(s). Said mitigation fee should be determined in consultation with the quarry project applicant(s), the Folsom South of U.W. 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid.</p> <p>► To improve the indoor noise levels at affected receptors, implement the following measures before the occupancy of the affected residences and schools:</p> <ul style="list-style-type: none"> ▪ Conduct an interior noise analysis once detailed construction plans of residences adjacent to affected roadways are available to determine the required window package at second and third floor receptors to achieve the interior noise level standard of 45 dB Ldn without quarry trucks. ▪ Determine the interior quarry truck traffic noise level increases at second and third floor receptors adjacent to affected roadways compared to no quarry truck conditions. Window package upgrades are expected to be necessary due to the traffic noise level increases caused by quarry trucks along affected roadways. Quarry truck applicant(s) should pay for the cost of window package upgrades (increased sound transmission class rated windows) required to achieve the interior noise level standard of 45 dB Ldn with the inclusion of quarry truck traffic. <p>To the extent this noise mitigation would not already be implemented as part of the Folsom South of U.W. 50 Specific Plan project development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA.</p>	<p>Before approval of final maps and issuance of building permits for any</p>	<p>City of Folsom Community Development Department and City of Folsom Public Works Department</p>
<p>106-120</p>	<p>N/A</p>	<p>Coordinate and Fund the Backbone Infrastructure and Off-Site Water Facility Alternative. The project applicant shall participate in the FPASP owners' group and shall fund and contribute their fair share to the backbone infrastructure and off-site water facility alternative improvements. The project</p>	<p>Before approval of final maps and issuance of building permits for any</p>	<p>City of Folsom Community Development Department and City of Folsom Public Works Department</p>

	<p>applicant shall coordinate with owners' group to implement the following measures detailed in the <i>Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration</i> (December 2014):</p> <ul style="list-style-type: none"> ▶ Backbone MND Mitigation Measure I-1: Design above ground pump station and storage tank facilities to reduce visual impacts. ▶ Backbone MND Mitigation Measure I-2: Develop and implement a landscaping plan for pump station and storage tank facilities to reduce visual impacts. ▶ Backbone MND Mitigation Measure III-1: Prepare and Implement NOX Reduction Plan ▶ Backbone MND Mitigation Measure III-2: Pay Off-site Mitigation Fee to SMAQMD to off-set NOX Emissions Generated by Construction. ▶ 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. ▶ Backbone MND Mitigation Measure IV-1: Conduct Special-Status Plant Surveys; Implement Avoidance and Mitigation Measures or Compensatory Mitigation ▶ Backbone MND Mitigation Measure IV-2: Implement Conditions of the Biological Opinion (BO) for Federally Listed Vernal Pool Invertebrates. ▶ Backbone MND Mitigation Measure IV-3: Implement Conditions of the Biological Opinion for Impacts on Valley Elderberry Longhorn Beetle. ▶ Backbone MND Mitigation Measure IV-4: Western Spadefoot Toad ▶ Backbone MND Mitigation Measure IV-5: Western Pond Turtle ▶ Backbone MND Mitigation Measure IV-6(a): Swainson's Hawk Nesting Habitat ▶ Backbone MND Mitigation Measure IV-6(b): Swainson's Hawk Foraging Habitat ▶ Backbone MND Mitigation Measure IV-7: Tricolored Blackbird ▶ Backbone MND Mitigation Measure IV-8: Nesting Raptors 	<p>project phase, the project applicant shall demonstrate to the City's satisfaction the fair share contribution towards implementation of Backbone Infrastructure and Off-Site Water Facility improvements and associated required mitigation as identified in the <i>Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration</i> (December 2014) or the <i>Revised Proposed Off-Site Water Facility Alternative Addendum to the FPASP EIR/EIS</i> (approved December 2012); as applicable.</p>	
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	<ul style="list-style-type: none"> ▶ Backbone MND Mitigation Measure IV-9: Nesting Special Status Birds and Migratory Birds ▶ Backbone MND Mitigation Measure IV-10: Special-Status Bats ▶ Backbone MND Mitigation Measure IV-12: Implement Section 1602 Master Streambed Alteration Agreement ▶ 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 ▶ 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 ▶ 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. ▶ Backbone MND Mitigation Measure IV-11: American Badger ▶ Backbone MND Mitigation Measure V-1: Comply with the applicable procedures in the FAPA and implementation of applicable historic property treatment plans ▶ 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. ▶ Backbone MND Mitigation Measure V-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures. ▶ Backbone MND Mitigation Measure VI-1: Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. ▶ Backbone MND Mitigation Measure VI-3: Monitor Earthwork during Earthmoving Activities. 		
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		<ul style="list-style-type: none"> ▶ Backbone MND Mitigation Measure VI-5(a): Prepare and Implement the Appropriate Grading and Erosion Control Plan. ▶ 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. ▶ Backbone MND Mitigation Measure IX-1: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. ▶ Backbone MND Mitigation Measure VII-1: Greenhouse Gas Emissions ▶ Backbone MND Mitigation Measure XVI-1: Prepare and Implement a Construction Traffic Control Plan. ▶ Backbone MND Mitigation Measure III-3: North of U.S. Highway 50 Water Improvements ▶ Backbone MND Mitigation Measure V-4 North of U.S. Highway 50 Water Improvements ▶ Backbone MND Mitigation Measure VI-2 North of U.S. Highway 50 Water Improvements ▶ Backbone MND Mitigation Measure VI-4 North of U.S. Highway 50 Water Improvements ▶ Backbone MND Mitigation Measure XII-1 North of U.S. Highway 50 Water Improvements <p>In addition, the project applicant shall coordinate with owners' group to implement the following measures detailed in the <i>Revised Proposed Off-Site Water Facility Alternative Addendum to the FPASP EIR/EIS</i> (approved December 11, 2012):</p> <ul style="list-style-type: none"> ▶ 3B.1-2a: Enhance Exterior Appearance of Structural Facilities. ▶ 3B.1-2b: Prepare Landscaping Plan. ▶ 3B.1-3a: Conformance to Construction Lighting Standards. ▶ 3B.1-3b: Prepare and Submit a Lighting Master Plan. ▶ 3B.2-1a: Develop and Implement a Construction NOX Reduction Plan. ▶ 3B.2-1c: Implement Fugitive Dust Control Measures and a Particulate Matter Monitoring Program during Construction.
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	<ul style="list-style-type: none"> ▶ 3B.2-3a: Cite Pump Siting Buffers Away from Sensitive Receptors. ▶ 3B.2-3b: Conduct Project-Level DPM Screening and Implement Measures to Reduce Annual DPM to Acceptable Concentrations. ▶ 3B.4-1a: Implement GHG Reduction Measures during Construction. ▶ 3B.4-1b Prepare and Implement an Off-site Water Facilities Climate Action Plan. ▶ 3A.5-1a: Comply with the Programmatic Agreement. ▶ 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. ▶ 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. ▶ 3A.5-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures. ▶ 3B.7-1a: Prepare Geotechnical Report(s) for the Revised Proposed Off-site Water Facilities and Implement Required Measures. ▶ 3B.7-1b: Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design. ▶ 3B.7-4: Implement Corrosion Protection Measures. ▶ 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. ▶ 3B.8-1a: Transport, Store, and Handle Construction-Related Hazardous Materials in Compliance with Relevant Regulations and Guidelines. ▶ 3B.8-1b: Prepare and Implement a Hazardous Materials Management Plan. ▶ 3B.8-5a: Conduct Phase 1 Environmental Site Assessment for Selected Alignment.
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		<ul style="list-style-type: none"> ▶ 3B.8-5b: Develop and Implement a Remediation Plan. ▶ 3B.8-7a: Keep Construction Area Clear of Combustible Materials. ▶ 3B.8-7b: Provide Accessible Fire Suppression Equipment. ▶ 3B.9-1a: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. ▶ 3B.9-1b: Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board. ▶ 3B.9-3a: Prepare and Implement Drainage Plan(s) for Structural Facilities. ▶ 3B.9-3b: Ensure the Provision of Sufficient Outlet Protection and On-site Containment. ▶ 3B.11-1a: Limit Construction Hours. ▶ 3B.11-1b: Minimize Noise from Construction Equipment and Staging. ▶ 3B.11-1c: Maximize the Use of Noise Barriers. ▶ 3B.11-1d: Prohibit Non-Essential Noise Sources During Construction. ▶ 3B.11-1e: Monitor Construction Noise and Provide a Mechanism for Filing Noise Complaints. ▶ 3B.11-3: Implement Operational Noise Minimization Measures. ▶ 3B.12-1: Provide for Continued Recreational Access as Identified in Mitigation Measure 3.14-1a. ▶ 3B.15-1a: Prepare Traffic Control Plan. ▶ 3B.15-1b: Assess Pre-Off-site Water Facilities Roadway Conditions. ▶ 3B.16-3a: Minimize Utility Conflicts by Implementing an Underground Services Alert. ▶ 3B.16-3b: Coordinate with Utility Providers and Implement Appropriate Installation Methods to Minimize Potential Utility Service Disruptions. ▶ 3B.17-1a: Implement Construction Dewatering Best Management Practices. ▶ 3B.17-1b: Implement a Dewatering Discharge Monitoring Program. ▶ 3A.18-1: Submit Proof of Surface Water Supply Availability.
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Planning Commission
Toll Brothers at Folsom Ranch Project (PN 19-091)
December 18, 2019

Attachment 5 Vicinity Map

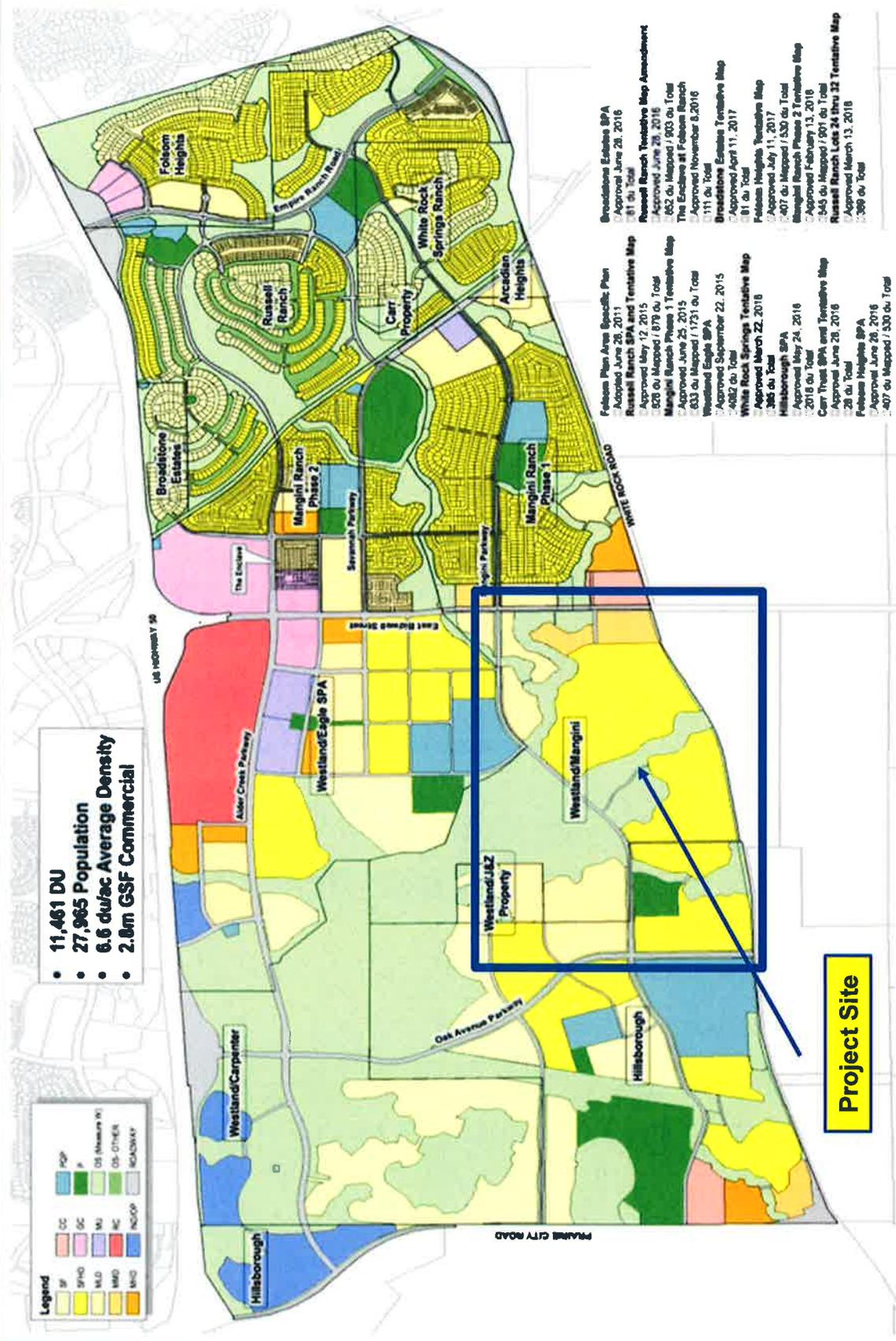
Vicinity Map



City of
FOLSOM

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

Legend	POP	POP
CC	SP	CC
SP	SC	SC
SPHO	MU	OS (Medium Density)
M.L.D.	MC	OS - OTHER
MMD	NC	INDUSTRY
MND	INDUSTRY	INDUSTRY
	INDUSTRY	INDUSTRY



- Folsom Plan Area Specific Plan**
 Approved June 28, 2011
 Russell Ranch SPA and Tentative Map
 Approved May 12, 2015
 508 du Mapped / 679 du Total
- Russell Ranch Phase 1 Tentative Map**
 Approved June 25, 2015
 633 du Mapped / 1731 du Total
- Westland/Eagle SPA**
 Approved September 22, 2015
 482 du Total
- White Rock Springs Tentative Map**
 Approved March 22, 2018
 365 du Total
- Hillsborough SPA**
 Approved May 24, 2016
 2016 du Total
- Carr Tract SPA and Tentative Map**
 Approved June 28, 2016
 28 du Total
- Folsom Heights SPA**
 Approved June 26, 2016
 407 du Mapped / 530 du Total
- Broadstone Estates SPA**
 Approved June 28, 2016
 81 du Total
- Russell Ranch Tentative Map Amendment**
 Approved June 28, 2016
 62 du Mapped / 903 du Total
- The Enclosure at Folsom Ranch**
 Approved November 8, 2016
 111 du Total
- Broadstone Estates Tentative Map**
 Approved April 11, 2017
 81 du Total
- Folsom Heights Tentative Map**
 Approved July 11, 2017
 407 du Mapped / 530 du Total
- Mangini Ranch Phase 2 Tentative Map**
 Approved February 13, 2018
 545 du Mapped / 901 du Total
- Russell Ranch Lots 24 thru 32 Tentative Map**
 Approved March 13, 2018
 398 du Total

Attachment 6
General Plan/Specific Plan Amendment Exhibit
Dated October 14, 2019

TOLL BROTHERS AT FOLSOM RANCH - PROJECT AREA GPA/SPA/FASP LAND USE ALLOCATION DATA BY PARCEL

EXISTING/APPROVED LAND USE PLAN				PROPOSED LAND USE PLAN					
PARCEL #	SUB-PLAN AREA	AC	DU	POPULATION	PARCEL #	SUB-PLAN AREA	AC	DU	POPULATION
246A	ALDER RANCH	30.72	168	575	246A	NOT USED	30.72	168	575
246B	ALDER RANCH	15.73	91	296	246B	NOT USED	15.73	91	296
246C	ALDER RANCH	10.00	57	187	246C	NOT USED	10.00	57	187
246D	ALDER RANCH	10.29	57	187	246D	NOT USED	10.29	57	187
246E	ALDER RANCH	2.14	12	39	246E	NOT USED	2.14	12	39
252	ALDER RANCH	0.18	1	3	252	OS	0.18	1	3
253	ALDER RANCH	3.43	20	63	253	OS	3.43	20	63
SUBTOTAL	ALDER RANCH	76.95	279	815	SUBTOTAL	TOLL BROTHERS	59.86	214	625
172	MANONGIN WEST	44.78	249	836	172A	TOLL BROTHERS	59.14	350	572
173	MANONGIN WEST	13.21	75	241	173	TOLL BROTHERS	7.77	75	241
174	MANONGIN WEST	21.02	117	382	174	TOLL BROTHERS	23.64	117	382
175	MANONGIN WEST	79.63	451	1,517	175	TOLL BROTHERS	85.09	394	1,258
176	MANONGIN WEST	10.48	58	189	176	TOLL BROTHERS	10.52	58	189
177	MANONGIN WEST	17.71	96	311	177	TOLL BROTHERS	17.71	96	311
178	MANONGIN WEST	18.24	101	327	178	TOLL BROTHERS	18.24	101	327
179	MANONGIN WEST	2.05	11	35	179	TOLL BROTHERS	2.05	11	35
180	MANONGIN WEST	1.81	10	31	180	TOLL BROTHERS	1.81	10	31
181	MANONGIN WEST	0.05	3	9	181	TOLL BROTHERS	0.05	3	9
182	MANONGIN WEST	0.05	3	9	182	TOLL BROTHERS	0.05	3	9
183	MANONGIN WEST	0.05	3	9	183	TOLL BROTHERS	0.05	3	9
184	MANONGIN WEST	0.05	3	9	184	TOLL BROTHERS	0.05	3	9
185	MANONGIN WEST	0.05	3	9	185	TOLL BROTHERS	0.05	3	9
186	MANONGIN WEST	0.05	3	9	186	TOLL BROTHERS	0.05	3	9
SUBTOTAL	MANONGIN WEST	228.62	1,179	2,974	SUBTOTAL	TOLL BROTHERS	246.49	1,011	2,012
TOTAL	ALDER RANCH/ MANONGIN WEST	314.26	1,458	3,789	TOLL BROTHERS/ FOLDSOM RANCH	314.28	1,225	2,437	

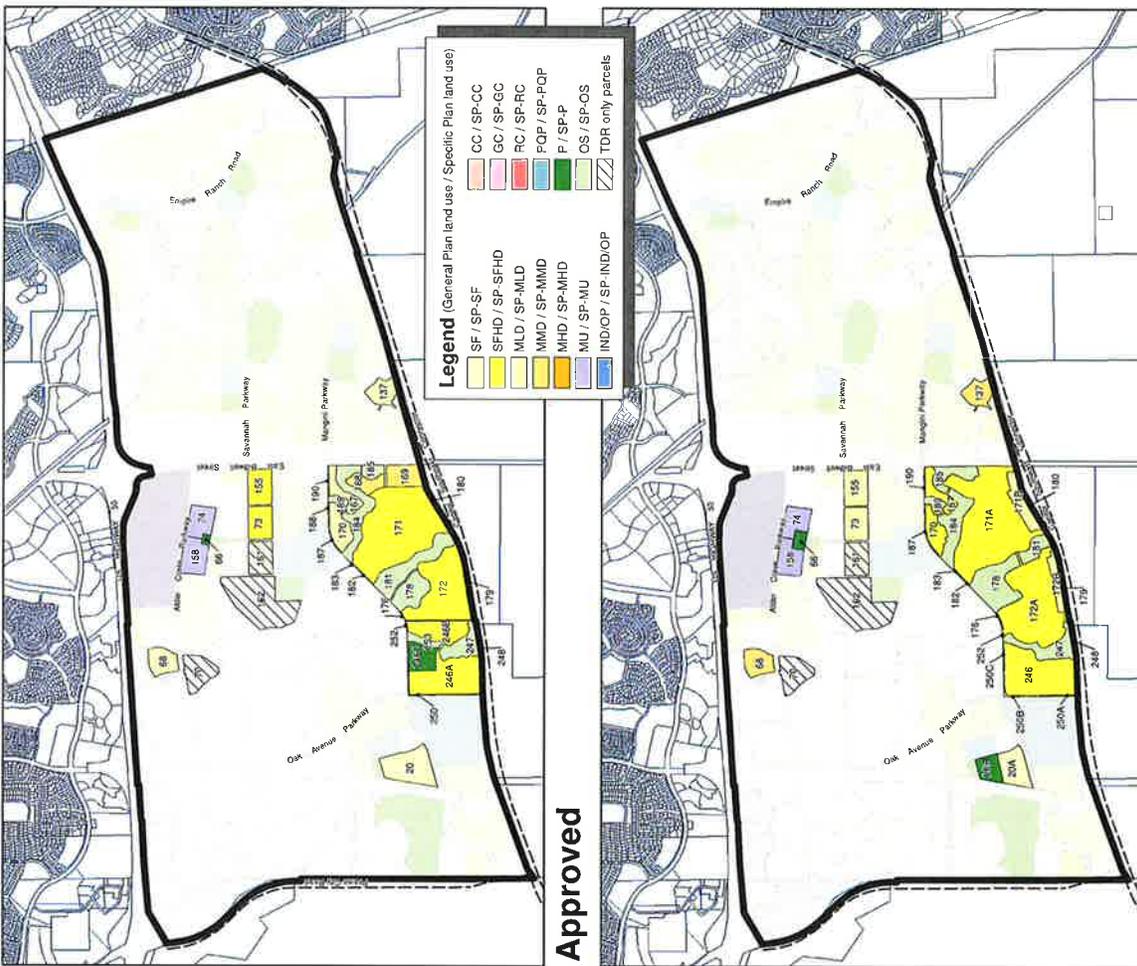
Population Factors: SFHD 2.50 / SFHD-AA 2.0 / MLD 1.74 pp/ha.
 Notes: Proposed II Project Inside Recreation Area has no Cumby Credit and one toned SFHD.
 All P designated lands shown hereon are public parks (100% Cumby Credit).
 All OS and OS-1C designated lands shown hereon are Measure W Open Space.

TOLL BROTHERS AT FOLSOM RANCH - OUTSIDE OF PROJECT AREA GPA/SPA/FASP LAND USE DATA BY PARCEL

EXISTING/APPROVED LAND USE PLAN				PROPOSED LAND USE PLAN					
PARCEL #	SUB-PLAN AREA	AC	DU	POPULATION	PARCEL #	SUB-PLAN AREA	AC	DU	POPULATION
64	SOYIN CENTER	1.13	6	18	64	SOYIN CENTER	1.13	6	18
74	SOYIN CENTER	11.00	63	195	74	SOYIN CENTER	11.00	63	195
84	SOYIN CENTER	11.00	63	195	84	SOYIN CENTER	11.00	63	195
94	SOYIN CENTER	9.72	57	171	94	SOYIN CENTER	9.72	57	171
104	SOYIN CENTER	11.29	63	195	104	SOYIN CENTER	11.29	63	195
114	SOYIN CENTER	11.55	65	200	114	SOYIN CENTER	11.55	65	200
124	SOYIN CENTER	9.46	53	161	124	SOYIN CENTER	9.46	53	161
134	SOYIN CENTER	12.35	69	210	134	SOYIN CENTER	12.35	69	210
144	SOYIN CENTER	12.35	69	210	144	SOYIN CENTER	12.35	69	210
154	SOYIN CENTER	12.35	69	210	154	SOYIN CENTER	12.35	69	210
SUBTOTAL	TOLL BROTHERS	129.93	783	2,437	SUBTOTAL	TOLL BROTHERS	129.93	1,000	2,382
TOTAL	ALDER RANCH/ TOLL BROTHERS	151.55	871	2,112	TOTAL	ALDER RANCH/ TOLL BROTHERS	151.55	1,104	2,440
TOTAL-PASP GPA/SPA	465.83	2,329	5,901	15,155	TOTAL-PASP GPA/SPA	465.83	2,329	5,976	

Population Factors: SFHD 2.50 / SFHD-AA 2.0 / MLD 1.74 pp/ha.
 Notes: Proposed II Project Inside Recreation Area has no Cumby Credit and one toned SFHD.
 All P designated lands shown hereon are public parks (100% Cumby Credit).
 All OS and OS-1C designated lands shown hereon are Measure W Open Space.

Toll Brothers at Folsom Ranch
 Specific Plan Amendment /
 General Plan Amendment

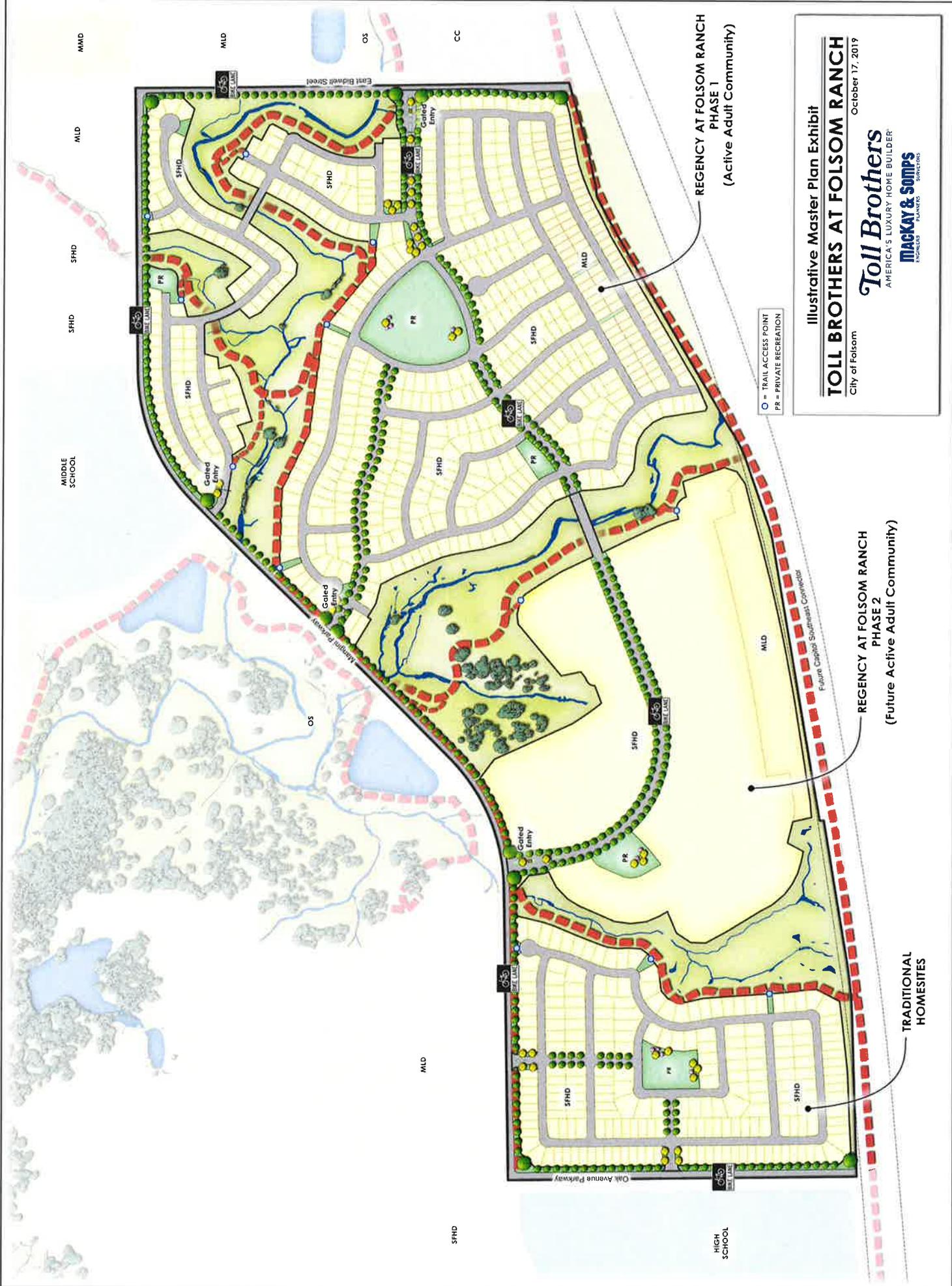


Approved

Proposed

Planning Commission
Toll Brothers at Folsom Ranch Project (PN 19-091)
December 18, 2019

Attachment 7
Illustrative Master Plan Exhibit
Dated October 17, 2019



O = TRAIL ACCESS POINT
 PR = PRIVATE RECREATION

REGENCY AT FOLSOM RANCH
 PHASE 1
 (Active Adult Community)

REGENCY AT FOLSOM RANCH
 PHASE 2
 (Future Active Adult Community)

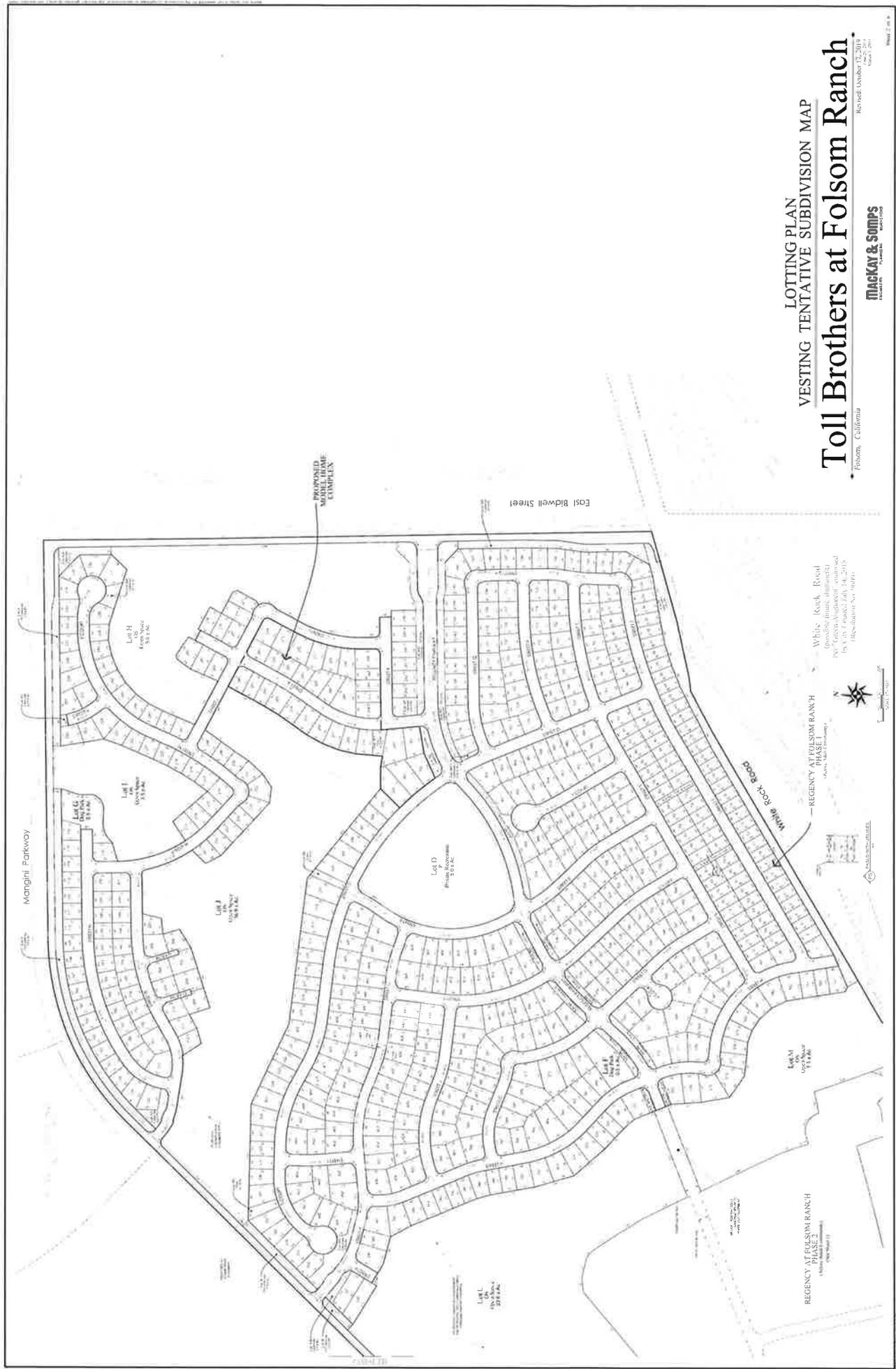
TRADITIONAL
 HOMESITES

Illustrative Master Plan Exhibit
TOLL BROTHERS AT FOLSOM RANCH
 City of Folsom
 October 17, 2019

Toll Brothers
 AMERICA'S LUXURY HOME BUILDER

Mackay & Somps
 PLANNERS ARCHITECTS

Attachment 8
Small-Lot Vesting Tentative Subdivision Map
Dated October 17, 2019



LOTING PLAN
 VESTING TENTATIVE SUBDIVISION MAP

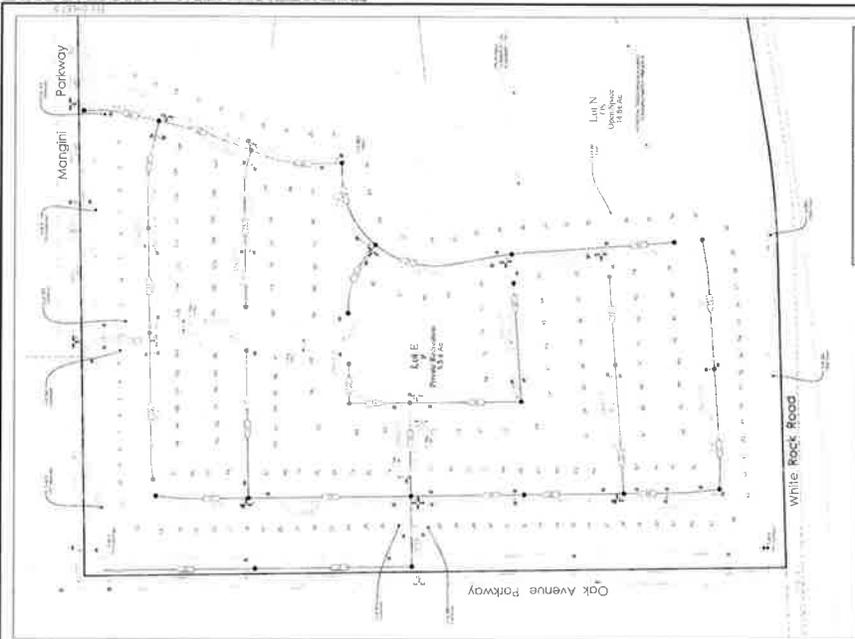
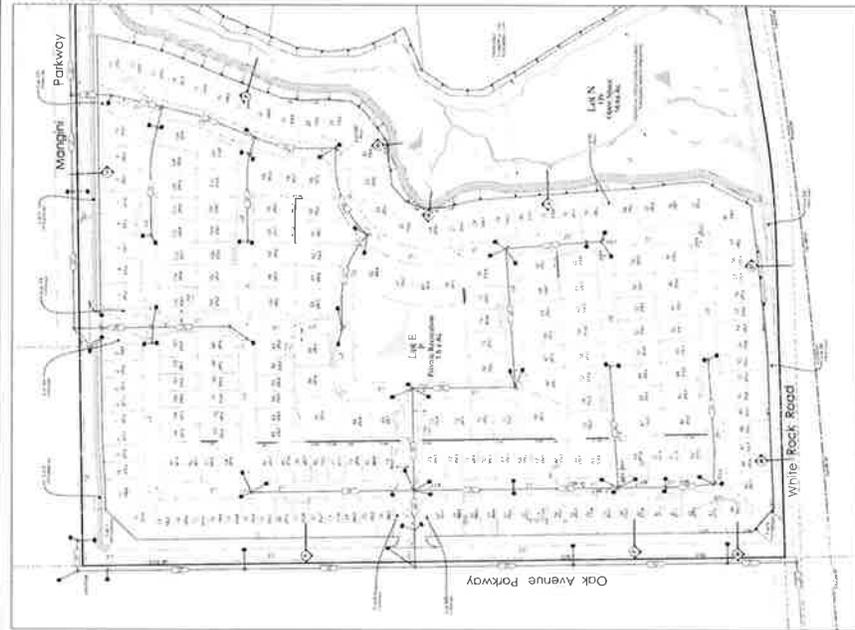
Toll Brothers at Folsom Ranch

Folsom, California

MACKEY & SOMPS
 REGISTERED PROFESSIONAL LAND SURVEYORS

Revised October 12, 2018
 Sheet 1 of 2

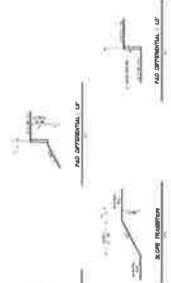
Page 2 of 6



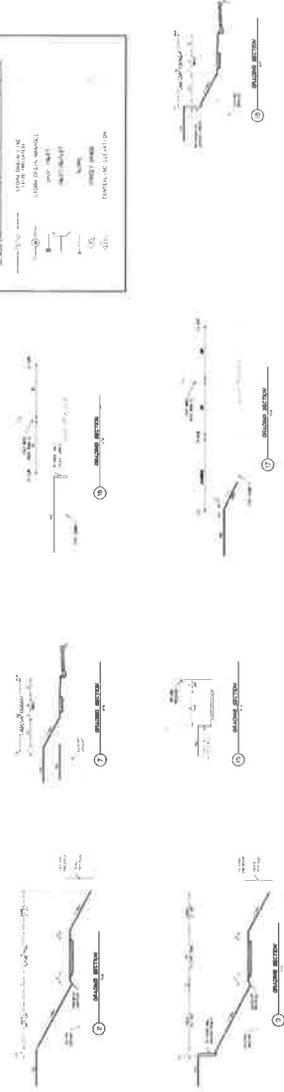
LOTGING PLAN

PRELIMINARY GRADING & DRAINAGE PLAN

PRELIMINARY UTILITY PLAN



TYPICAL LOT GRADING SECTIONS

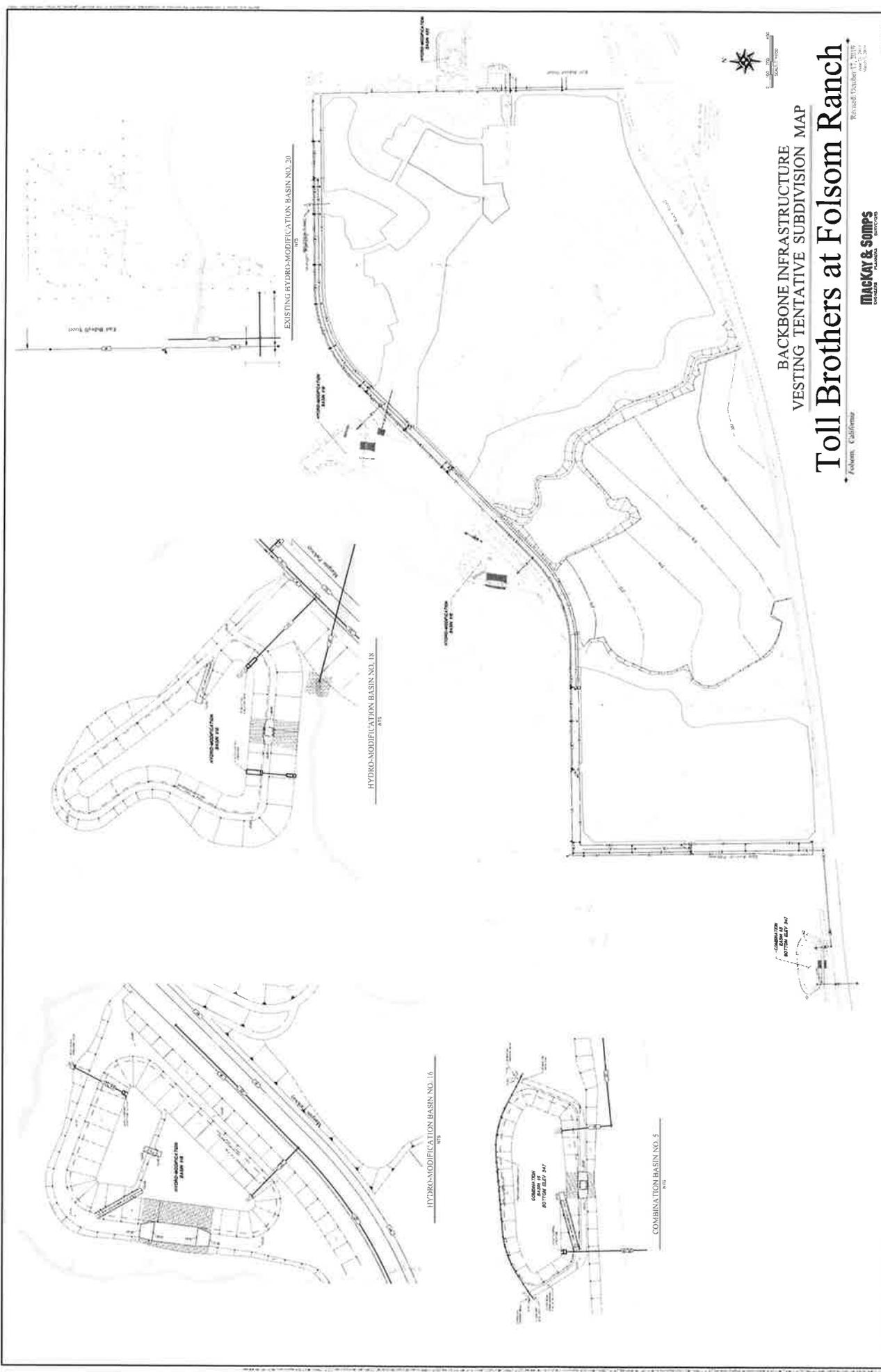


**TRADITIONAL HOMESITES
VESTING TENTATIVE SUBDIVISION MAP**

Toll Brothers at Folsom Ranch

Revised October 10, 2011
 Folsom, California
MACKAY & SOMPS
 ENGINEERS ARCHITECTS
 10000 Folsom Blvd., Suite 200
 Folsom, CA 95630
 Phone: 916.439.1100
 Fax: 916.439.1101
 www.mackayandsomps.com

Attachment 9
Backbone Infrastructure Exhibit
Dated October 17, 2019



BACKBONE INFRASTRUCTURE
VESTING TENTATIVE SUBDIVISION MAP

Toll Brothers at Folsom Ranch

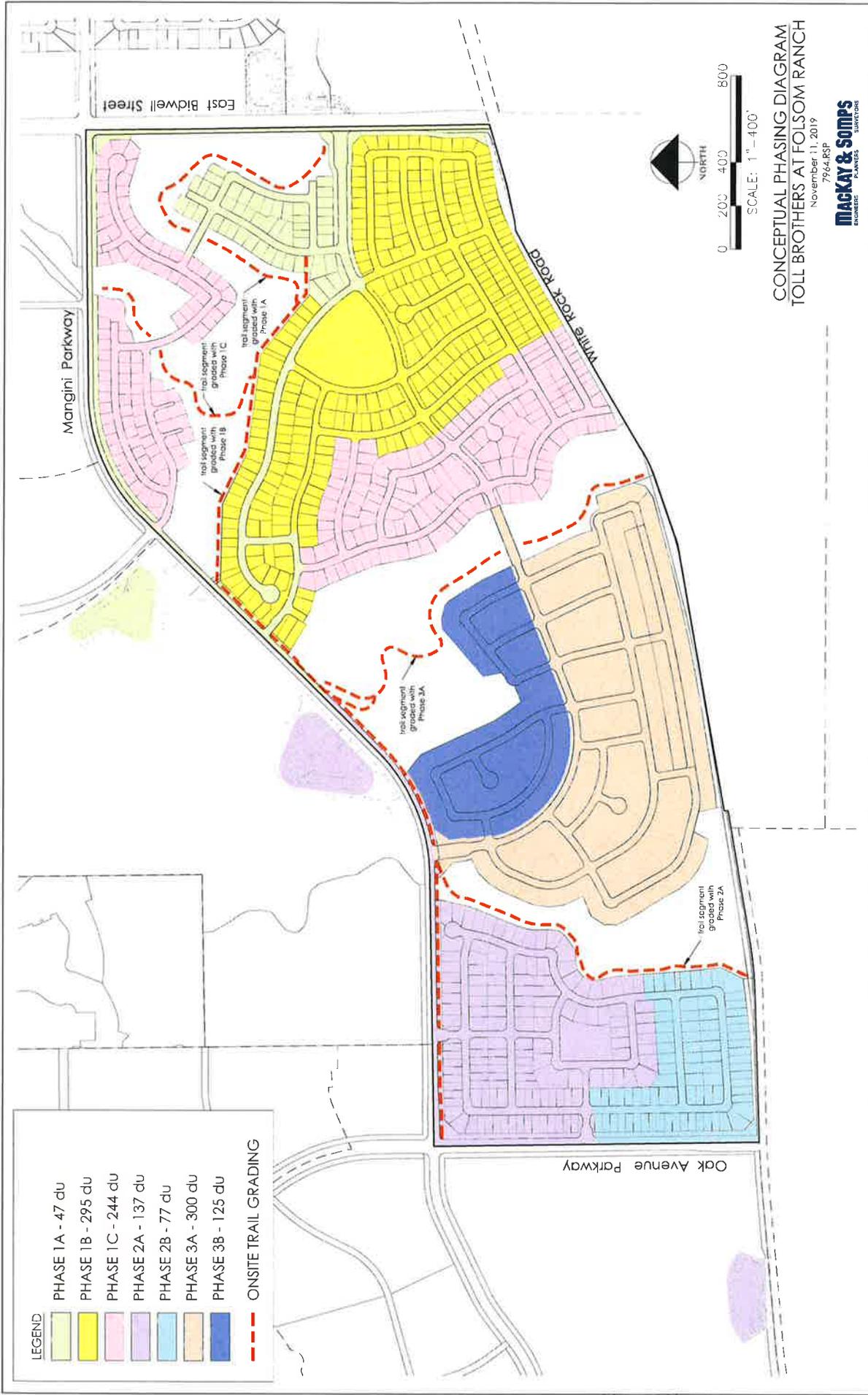
Revised: October 11, 2011
March 1, 2011

MACKAY & SOMPS
PLANNERS
ENGINEERS

Folsom, California

Sheet 10 of 10

Attachment 10
Conceptual Phasing Exhibit
Dated November 11, 2019



LEGEND

- PHASE 1A - 47 du
- PHASE 1B - 295 du
- PHASE 1C - 244 du
- PHASE 2A - 137 du
- PHASE 2B - 77 du
- PHASE 3A - 300 du
- PHASE 3B - 125 du
- ON-SITE TRAIL GRADING



NORTH



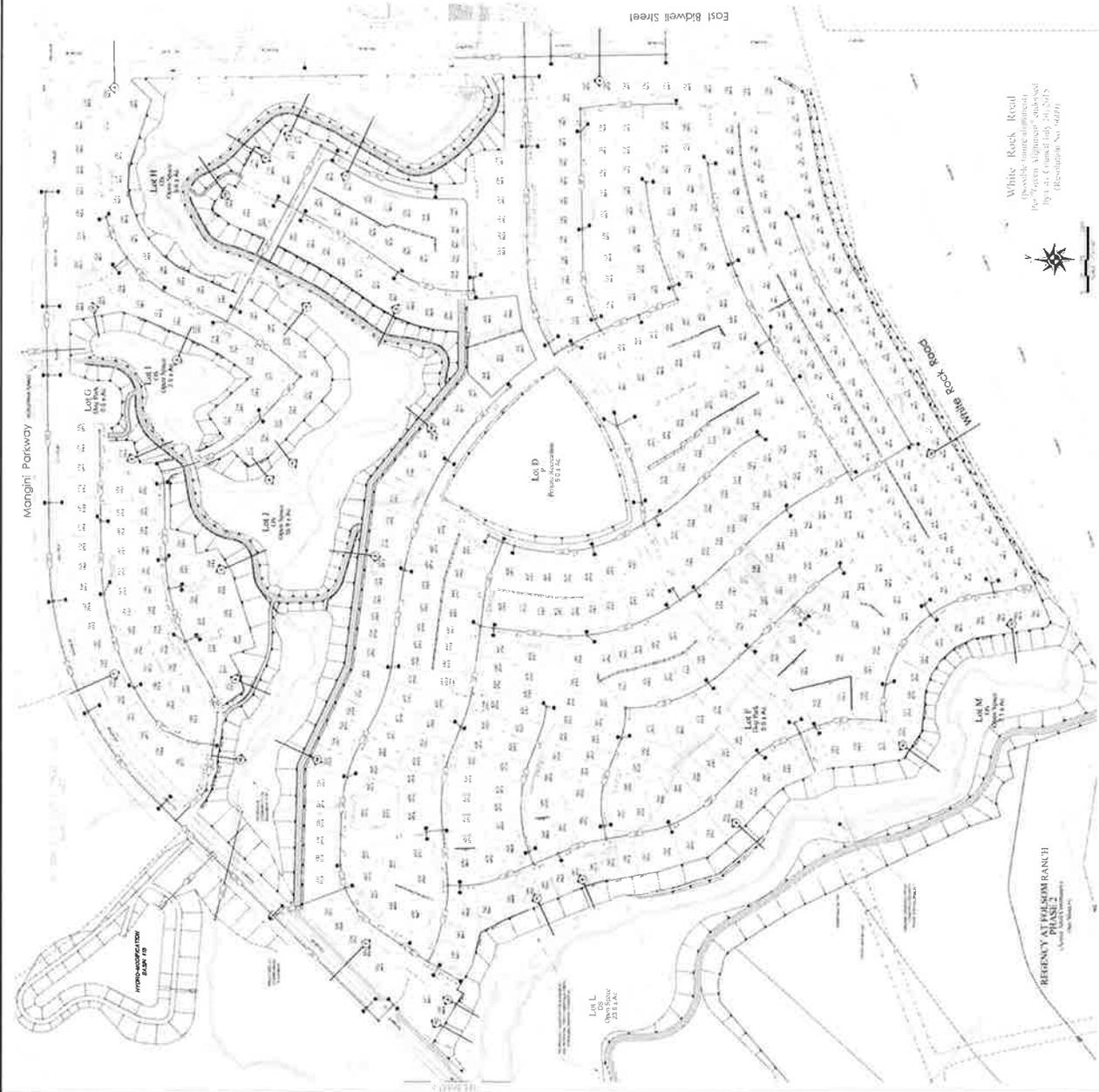
SCALE: 1" = 400'

**CONCEPTUAL PHASING DIAGRAM
TOLL BROTHERS AT FOLSOM RANCH**

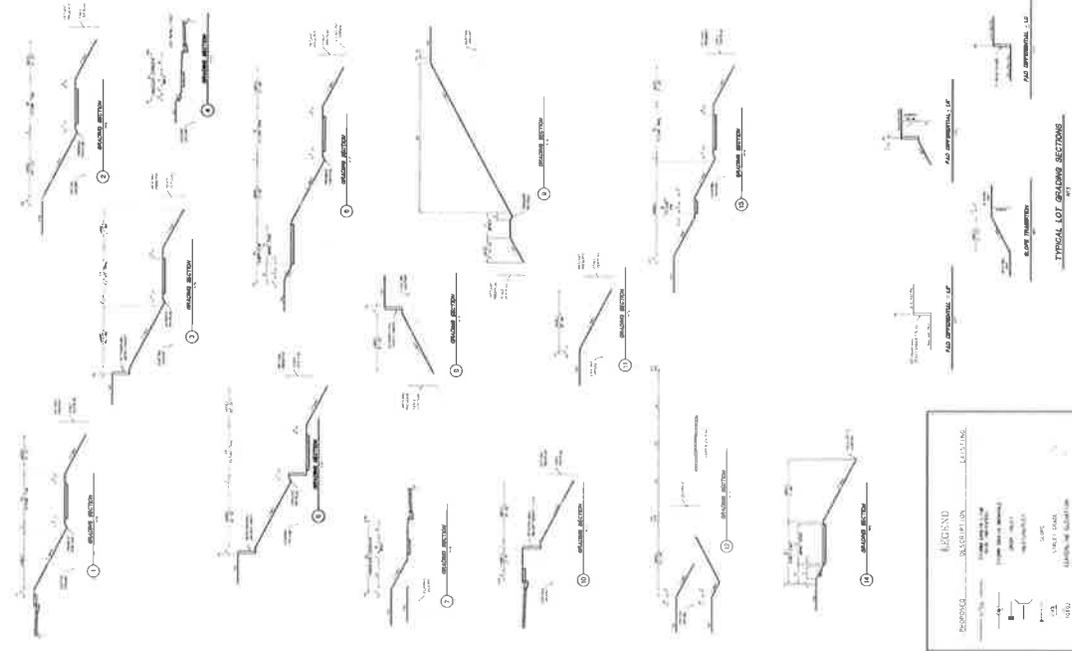
November 11, 2019
7964-RSP



Attachment 11
Preliminary Grading and Drainage Plan
Dated October 17, 2019



White Rock Road
 (possible name alignment
 per Greenlightmap addressed
 by Resolution No. 4478)



LEGEND	
	BOUNDARY
	EASEMENT
	UTILITY
	DRAINAGE
	SPOT ELEVATION
	SPOT GRADE
	LENGTH OF CALCULATION

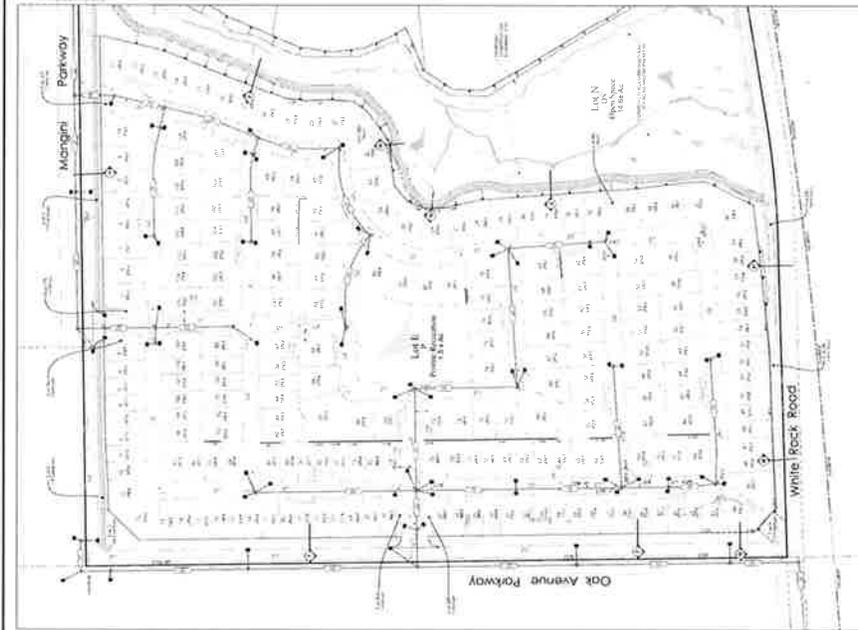
**PRELIMINARY GRADING & DRAINAGE PLAN
 VESTING TENTATIVE SUBDIVISION MAP**

Toll Brothers at Folsom Ranch

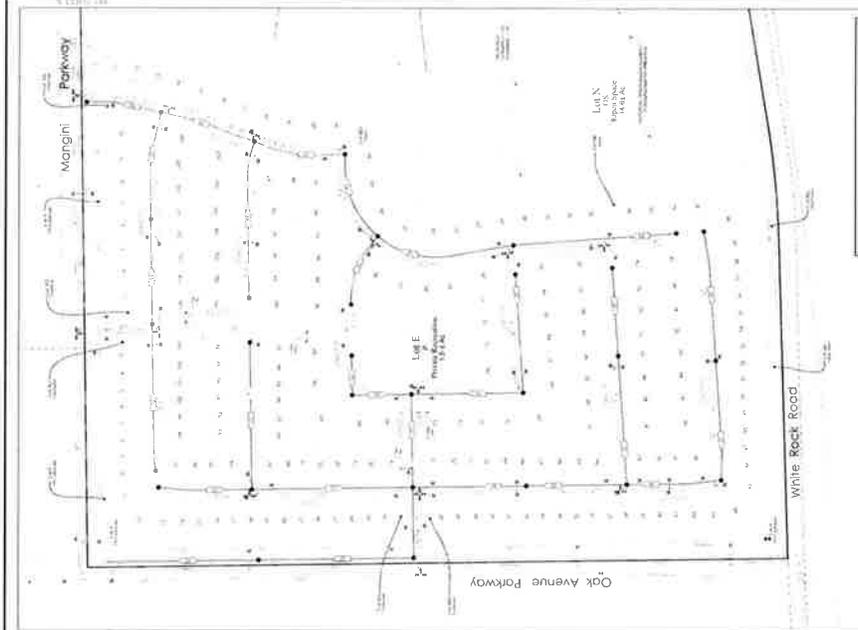
Folsom, California
 Mackay & Somps
 CONSULTING PLANNERS
 REVISION: October 17, 2019
 SHEET 2 OF 2



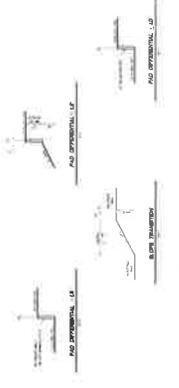
LOTTING PLAN



PRELIMINARY GRADING & DRAINAGE PLAN



PRELIMINARY UTILITY PLAN



TRADITIONAL HOMESITES
VESTING TENTATIVE SUBDIVISION MAP

Toll Brothers at Folsom Ranch

Folsom, California

Mackay & Soms
REGISTERED PROFESSIONAL ENGINEER

Revised: October 12, 2019
Sheet No. 1 of 1

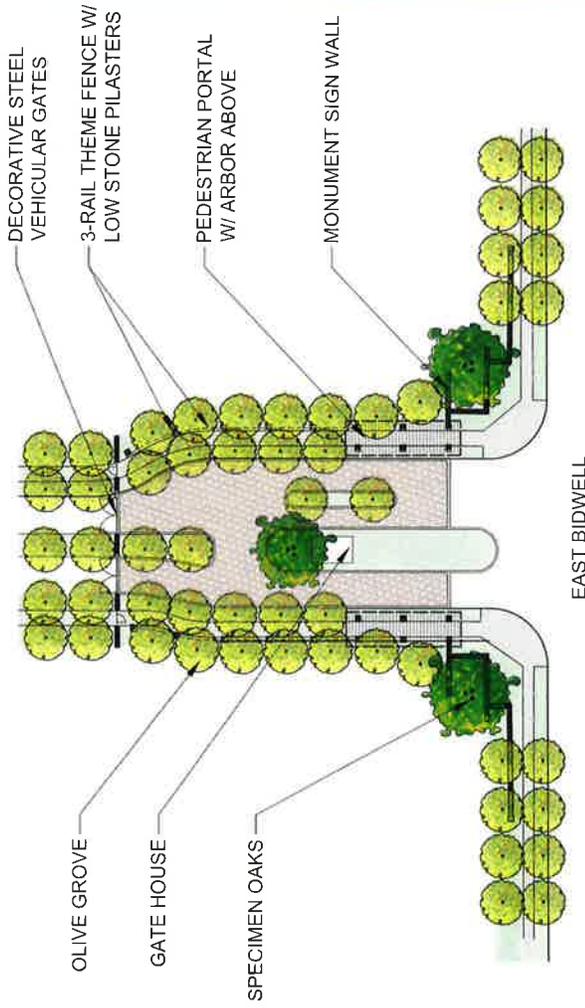
Sheet 1 of 4

Planning Commission
Toll Brothers at Folsom Ranch Project (PN 19-091)
December 18, 2019

Attachment 12
Preliminary Utility Plan
Dated October 17, 2019

Planning Commission
Toll Brothers at Folsom Ranch Project (PN 19-091)
December 18, 2019

Attachment 13
Preliminary Landscape Plan and Details
Dated September 11, 2019



MAJOR GATED ENTRY PLAN
SCALE: 1"=30'



PEDESTRIAN PORTAL W/ STONE PILASTERS & TUBULAR STEEL OVERHEAD

GATE HOUSE BEYOND

STONE CLAD WALLS W/ PIN-SET LETTERING

SPECIMEN OAKS

MAJOR GATED ENTRY ELEVATION
SCALE: NTS



BACKLIT, STEEL LASER-CUT LETTERING

LOW STUCCO WALL



VEHICULAR ENTRY GATES



PEDESTRIAN PORTAL



VIEW SOUTH-WEST AT PRIMARY ENTRY
ALONG EAST BIDWELL STREET



VIEW AT CORNER OF MANGINI PARKWAY
& EAST BIDWELL STREET - DAYTIME



VIEW AT CORNER OF MANGINI PARKWAY
& EAST BIDWELL STREET - NIGHTTIME

"OAK WOODLAND" THEME

The surrounding expensive California Oak Woodland provides one of Folsom's best resources. Our vision is to bring as much of this spirit as possible into the framework of Regency to provide a symbiotic relationship with its' natural heritage. This includes not only preserving, but adding Specimen Oaks in key locations throughout the project, and supporting with other woodland type species. In addition, we will utilize regional plant material in a formal and organized pattern to reflect the Toll signature design.

TREE PALETTE

PRIMARY THEME TREES

- SPECIMEN OAKS
- QUERCUS VIRGINIANA - SOUTHERN LIVE OAK
- CINNAMOMUM CAMPHORA - CAMPHOR TREE
- OLEA EUROPAEA - OLIVE
- PINUS EDULIS - PINON PINE

PRIMARY ACCENT TREES

- SCHINUS MOLLE - CALIFORNIA PEPPER TREE
- ACER PALMATUM - JAPANESE MAPLE
- CERCIS OCCIDENTALIS - WESTERN REDBUD

SHRUB PALETTE

PRIMARY THEME GRASSES

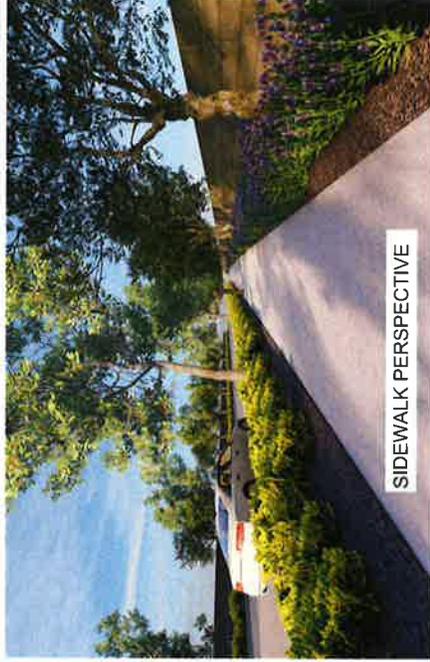
- BOUTELOUA - GRAMA
- FESTUCA-FESCUE
- HESPERALOE- YUCCA
- MISCANTHUS- MISCANTHUS
- MUHLENBERGIA- MUHLY

PRIMARY THEME SHRUBS

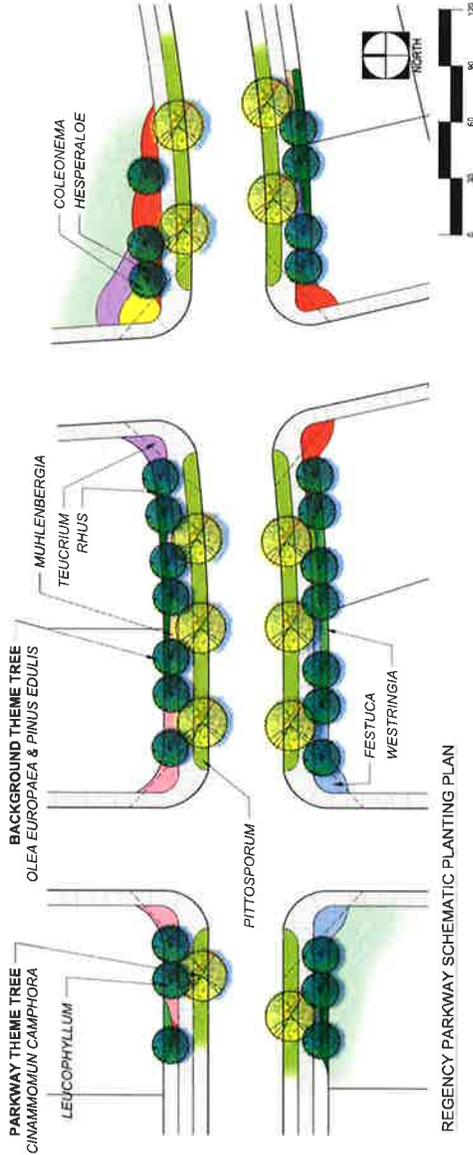
- DALEA- PRARIE CLOVER
- EREMOPHILA- BLUE BELLS
- LANTANA
- LEUCOPHYLLUM- SAGE
- PITTIOSPORUM T. 'WHEELERI'- DWARF PITTIOSPORUM
- PEROVSKIA- SAGE
- RHUS- SUMAC
- ROSEMARINUS- ROSEMARY
- SALVIA- SAGE
- TEUCRIUM- GERMANDER
- WESTRINGIA- COASTAL ROSEMARY



PARKWAY PERSPECTIVE



SIDEWALK PERSPECTIVE



REGENCY PARKWAY SCHEMATIC PLANTING PLAN



QUERCUS VIRGINIANA



CAMPHOR TREE



OLEA EUROPAEA



PINUS EDULIS



SCHINUS MOLLE



ACER PALMATUM



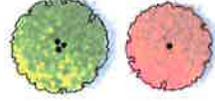
CERCIS OCCIDENTALIS

PLANT PALETTE:

STREET TREES

MAY INCLUDE, BUT NOT LIMITED TO:

- BIRCH
- PLATANUS
- CALIFORNIA SYCAMORE
- CALIFORNIA POPPUS TREE



ACCENT TREES

MAY INCLUDE, BUT NOT LIMITED TO:

- ASH
- ACER
- GINKGO
- LARIX
- MAGNOLIA
- PINE
- SYPHOCARPUS
- TULSA

VERTICAL SCREEN

MAY INCLUDE, BUT NOT LIMITED TO:

- CLADOPHYLLUM
- FICUS
- PLEISTOCALYPTUS
- SCAEVOLA

BACKGROUND SHRUBS

MAY INCLUDE, BUT NOT LIMITED TO:

- COTONNEAU
- HETEROMELES
- LIGULARIA
- MANDARINA
- WESTINIA

MID-GROUND SHRUBS

MAY INCLUDE, BUT NOT LIMITED TO:

- CALLENDARIA
- CALLISTEMONY
- PRUNUS
- ROSEMARY

FOREGROUND GRASSES

MAY INCLUDE, BUT NOT LIMITED TO:

- ANEMONE
- BOTTLE BRUSH
- COYOTE
- FALLEN YUCCA
- CHINESE HOLLY
- ROSEMARY
- SAGE

TURF

MAY INCLUDE, BUT NOT LIMITED TO:

- ANEMONE
- BOTTLE BRUSH
- COYOTE
- FALLEN YUCCA
- CHINESE HOLLY
- ROSEMARY
- SAGE

IRRIGATION NOTES:

ALLOW PRECIPITATION AUTOMATIC IRRIGATION SYSTEM SHALL BE PROVIDED ACCORDING TO LOCAL CODES AND ORDINANCES TO ALL PLANTINGS.

NOTE: ALL PLANTINGS AND LANDSCAPE DETAILS SHOWN FOR CONCEPTUAL USE ONLY TO BE INSTALLED BY HOMEOWNER.



TOWNHOMES



60X70

Planning Commission
Toll Brothers at Folsom Ranch Project (PN 19-091)
December 18, 2019

Attachment 14
Wall and Fence Exhibit Details
Dated September 11, 2019

WALL & FENCE LEGEND

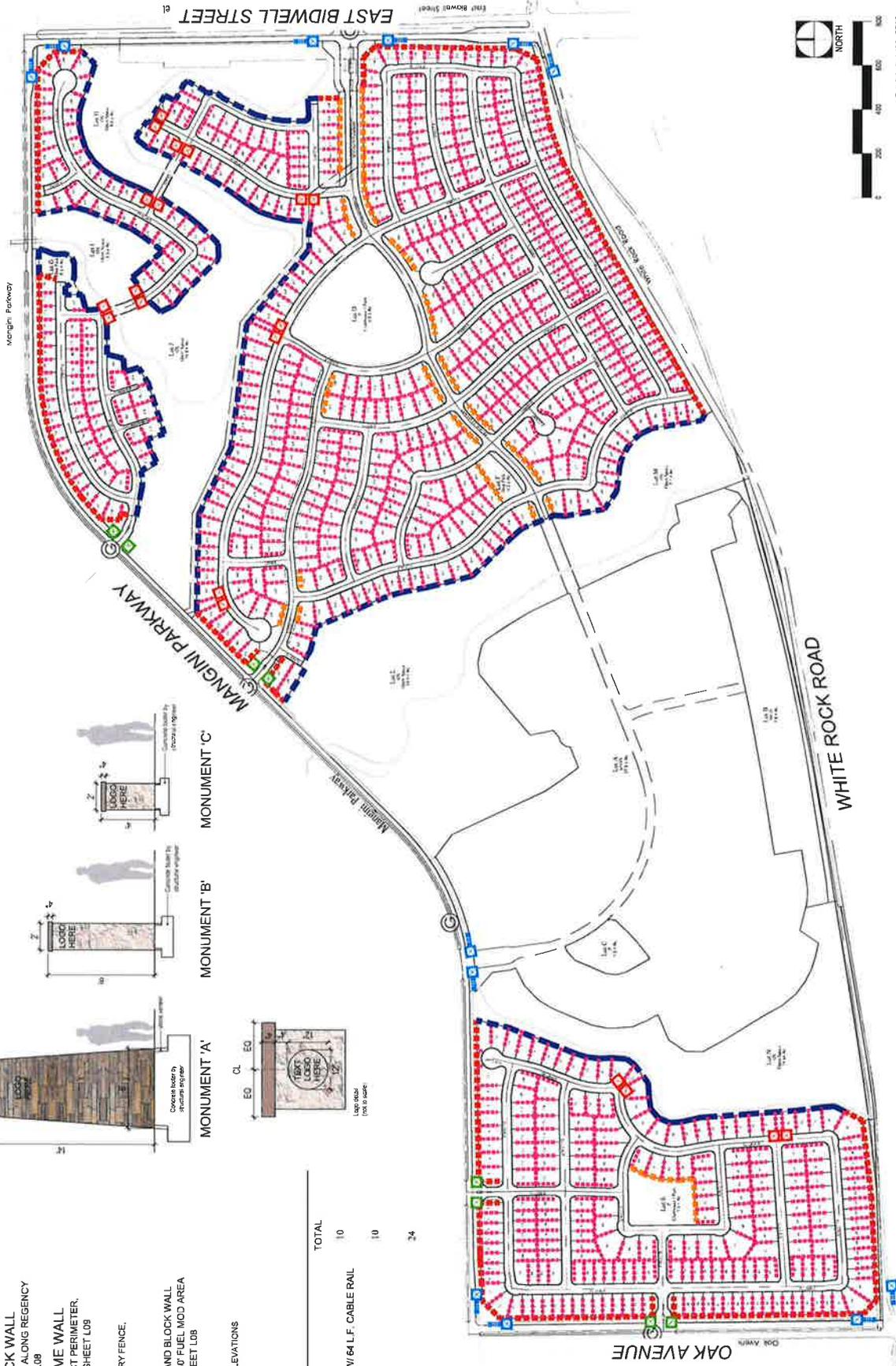
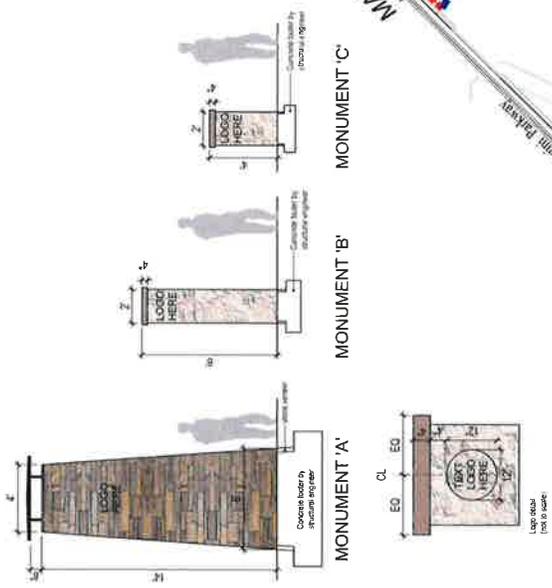
- DESCRIPTION**
-  CONCRETE BLOCK WALL
 -  6' HT SPLIT-FACE WALL, ALONG REGENCY PARKWAY. SEE SHEET L08
 -  PERIMETER THEME WALL
 -  HT TBD, ALONG PROJECT PERIMETER. SEE OPTIONS 1 & 2 ON SHEET L09
 -  WOOD FENCE
 -  6' HT, PROPERTY BOUNDARY FENCE. SEE SHEET L08
 -  VIEW FENCE
 -  6' HT, TUBULAR STEEL AND BLOCK WALL COMBINATION FENCE, 30' FUEL WOOD AREA IN OPENSAPCE. SEE SHEET L08

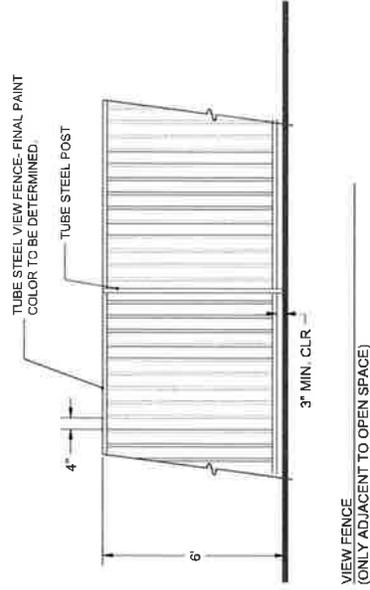
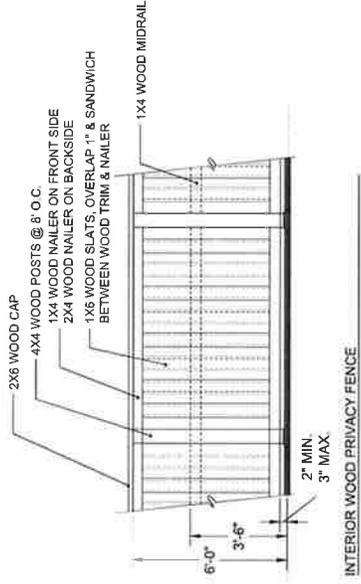
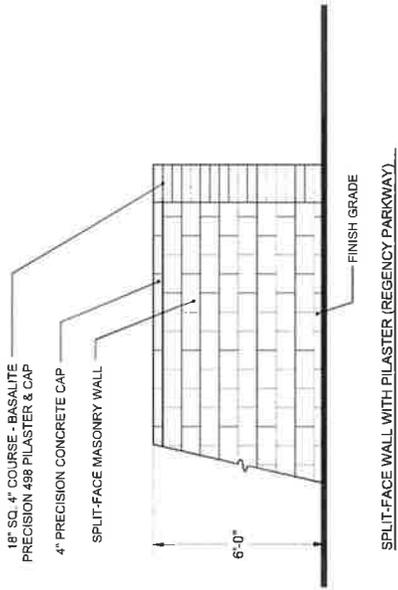
NOTE:
SEE PAGE L08 & L09 FOR WALL AND FENCE ELEVATIONS

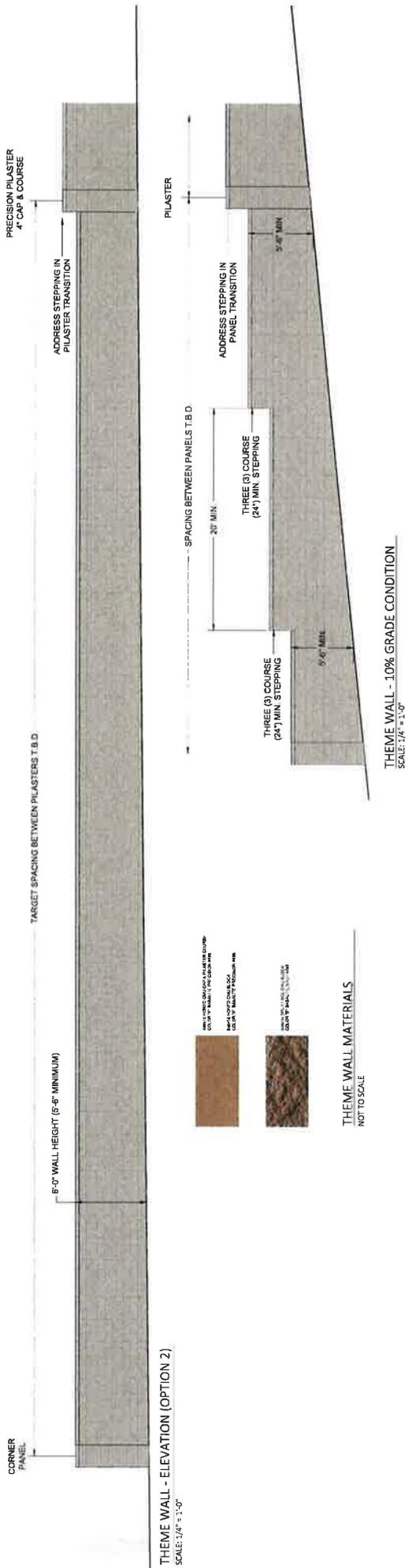
PILASTER LEGEND

- DESCRIPTION**
-  MONUMENT 'A'
 -  14' HT, THEME PILASTER W/ 64 L.F. CABLE RAIL
 -  MONUMENT 'B'
 -  8' HT, THEME PILASTER
 -  MONUMENT 'C'
 -  4' HT, THEME PILASTER

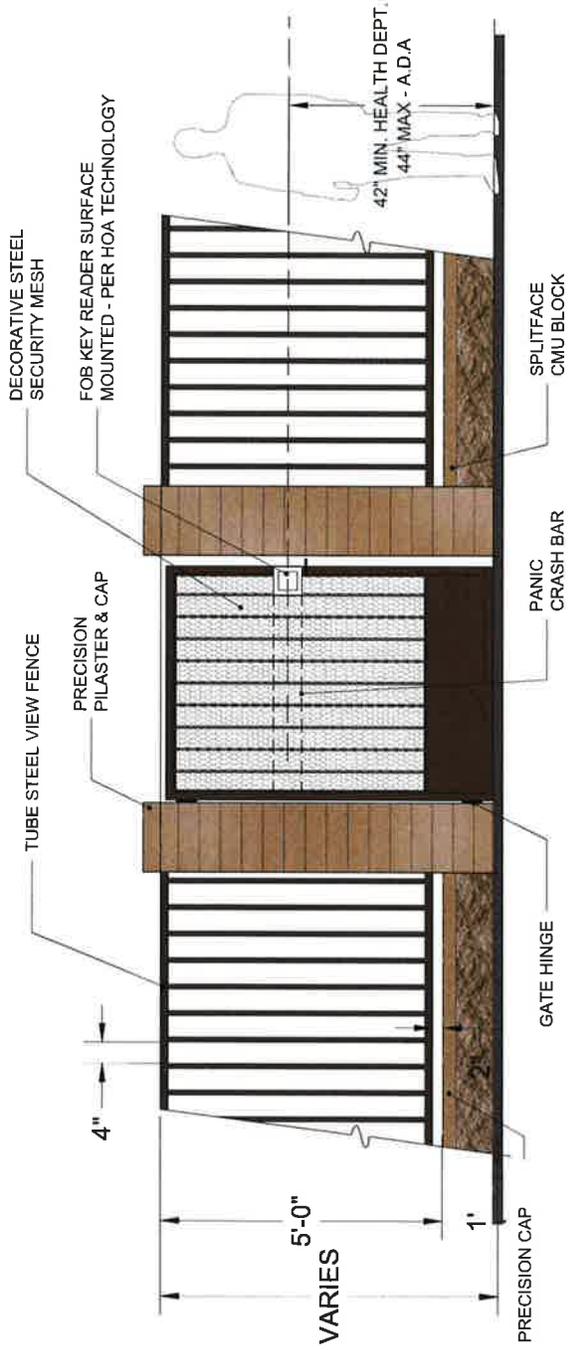
DESCRIPTION	TOTAL
MONUMENT 'A'	10
MONUMENT 'B'	10
MONUMENT 'C'	24







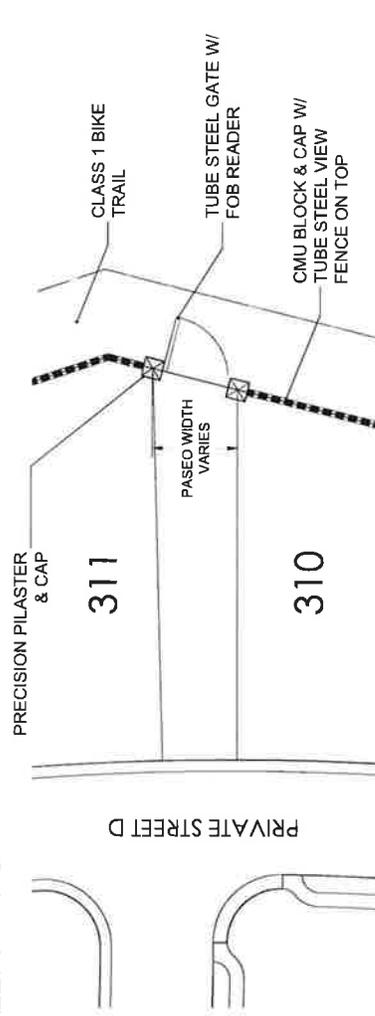
THEME WALL - ELEVATION (OPTION 2)
SCALE: 1/4" = 1'-0"



CONCEPTUAL GATE IMAGE

ELEVATION - GATED ENTRY AT PRIVATE TRAIL - WALL & VIEW FENCE COMBO

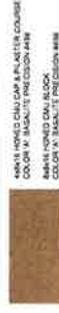
SCALE: 1" = 1'-0"



PLAN VIEW - GATED ENTRY AT PRIVATE PASEO

SCALE: 1" = 20"

WALL MATERIALS

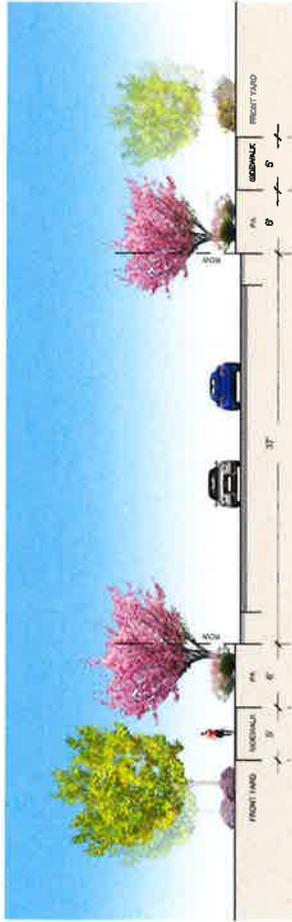


REDDISH BROWN CMU BLOCK & SPLITFACE CMU BLOCK
COLOR: W/ GRANULITE PRECISION MESH
COLOR: W/ GRANULITE PRECISION MESH

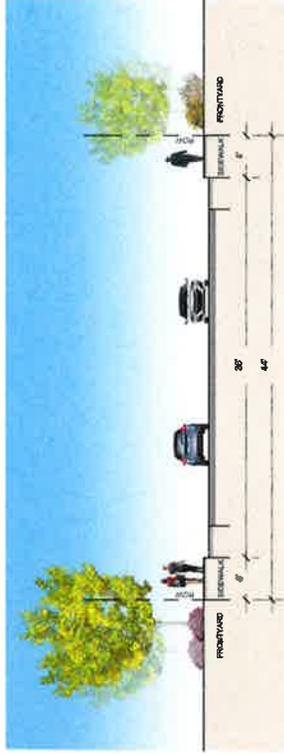
DARK BROWN SPLITFACE CMU BLOCK
COLOR: W/ GRANULITE PRECISION MESH

Planning Commission
Toll Brothers at Folsom Ranch Project (PN 19-091)
December 18, 2019

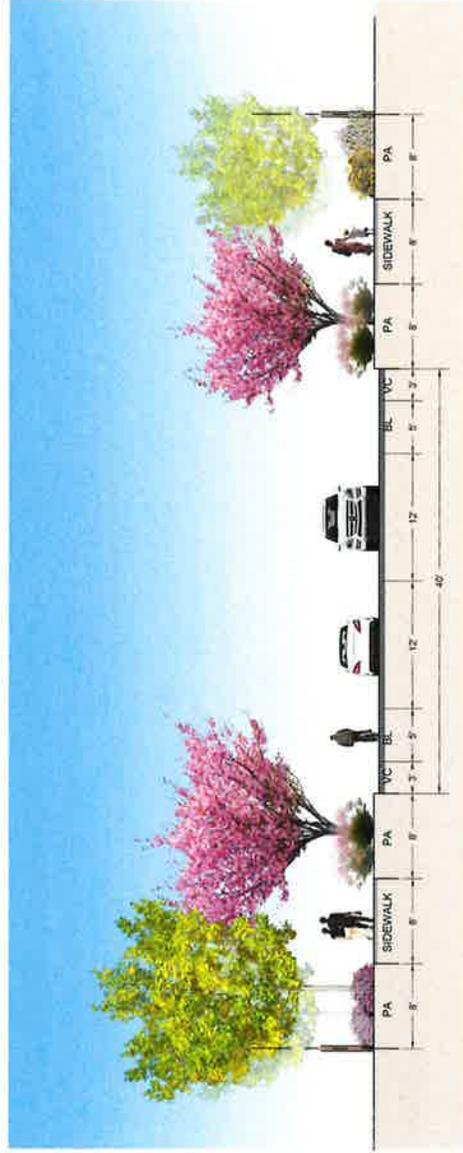
Attachment 15
Road Section Exhibit
Dated September 11, 2019



LOCAL ROAD I
SCALE: $\frac{3}{16}''=1'-0''$



LOCAL ROAD II
SCALE: $\frac{3}{16}''=1'-0''$



REGENCY PARKWAY CROSS SECTION
SCALE: $\frac{3}{16}''=1'-0''$

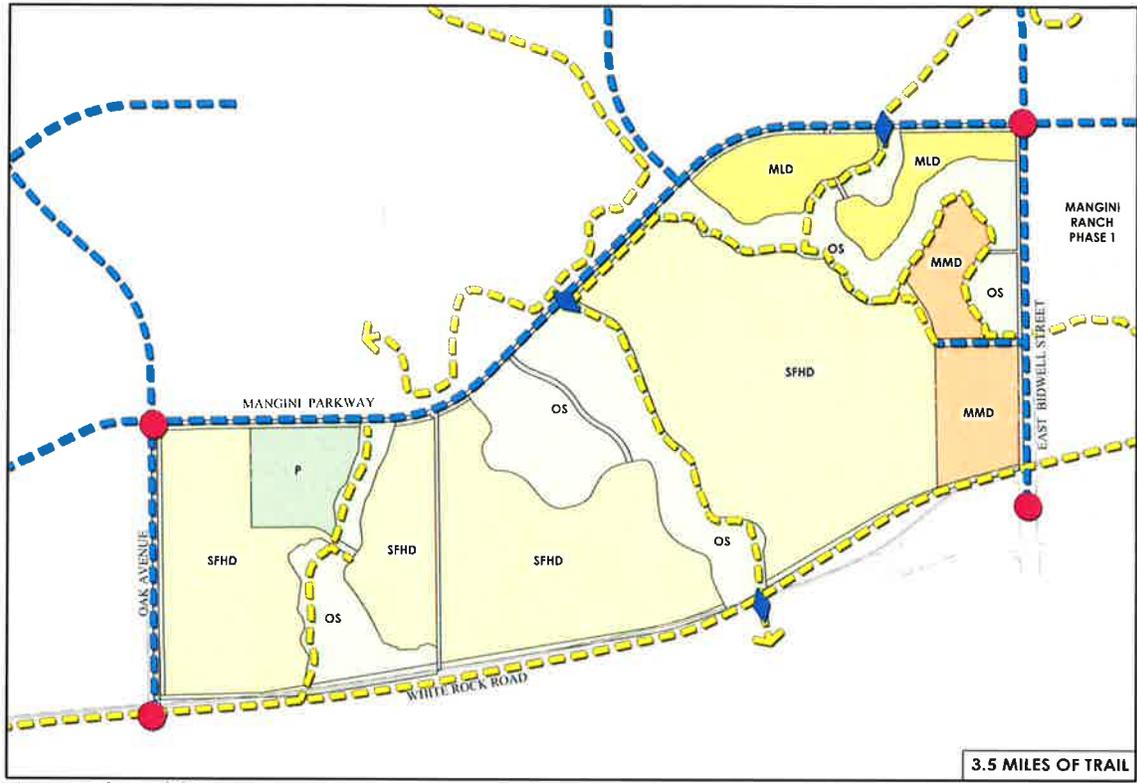


LEGEND

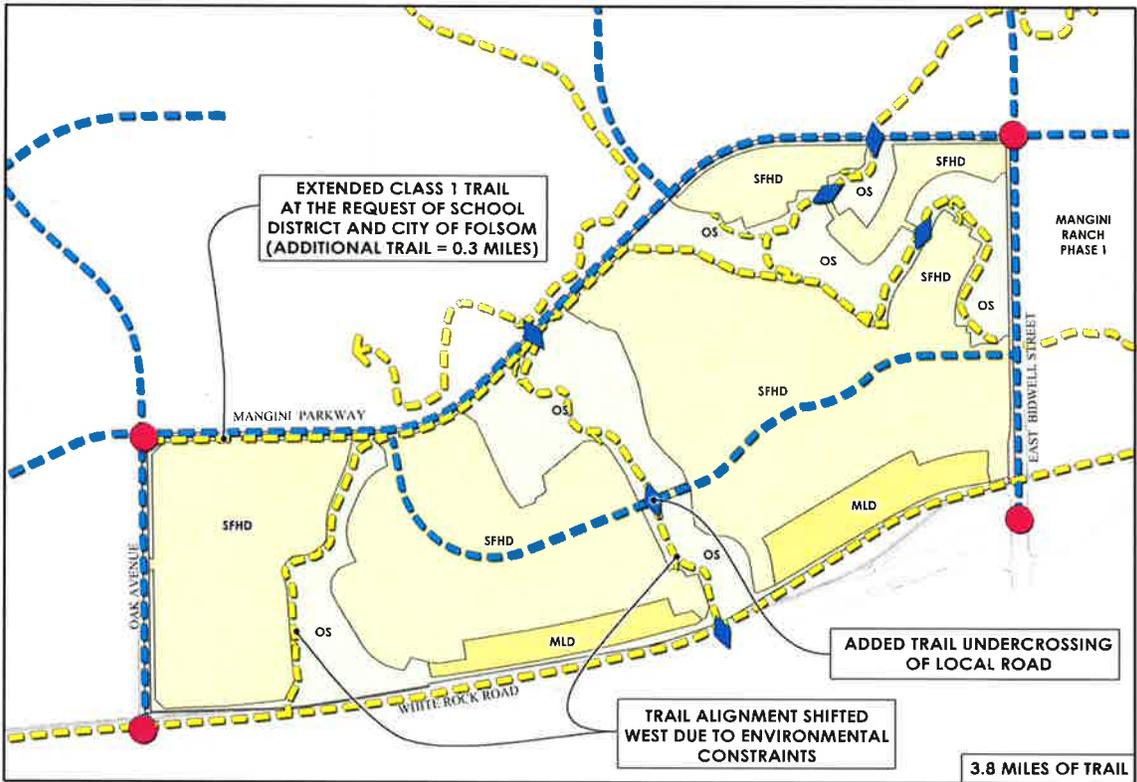
- LOCAL ROAD I SECTION
- LOCAL ROAD II SECTION
- REGENCY PARKWAY SECTION

Planning Commission
Toll Brothers at Folsom Ranch Project (PN 19-091)
December 18, 2019

Attachment 16
Trail System Modification Exhibit
Dated August 29, 2019



Approved Trail System

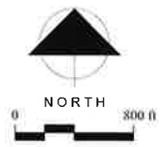


Proposed Trail System

LEGEND

- - - CLASS 1 BIKE TRAIL
- - - CLASS 2 BIKE ROUTE
- TRAFFIC SIGNAL LOCATION
- ◆ TRAIL UNDERCROSSING

NOTE: ALL RESIDENTIAL STREETS ARE CLASS III BIKE ROUTES



Proposed Public Trail System Modification
TOLL BROTHERS AT FOLSOM RANCH
 City of Folsom August 29, 2019

Toll Brothers
 AMERICA'S LUXURY HOME BUILDER™

Mackay & Somp
 ENGINEERS PLANNERS SURVEYORS

Planning Commission
Toll Brothers at Folsom Ranch Project (PN 19-091)
December 18, 2019

Attachment 17
Walkability Exhibit
September 11, 2019



TRICOLOR BLACKBIRD



LEGEND

- CLASS 1 BIKE TRAIL
- CLASS 2 BIKE ROUTE
- PRIMARY TRAIL ACCESS POINT (GATED W/KEYCARD - SEE SHEET L11 FOR GATE DETAIL/ELEVATION)
- TRAIL ACCESS POINT (NON GATED)
- UNDERHOUSING



September 11, 2019

WALKABILITY EXHIBIT - PUBLIC TRAILS
TOLL BROTHERS AT FOLSOM RANCH
L10

Attachment 18
Trailhead and Signage Exhibit
Dated September 11, 2019

PROPOSED TRAILHEAD & SIGNAGE LEGEND

LOCATION DESCRIPTION

SITE FEATURES

MAJOR TRAIL HEAD

4 COMMUNITY PALASTER &



INTERPRETIVE SIGNS

4 COMMUNITY PALASTER



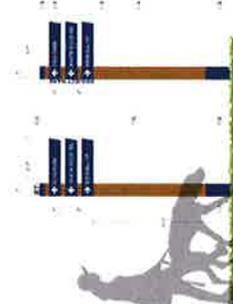
TRAIL MARKERS

4 FT TRAIL MARKERS



TRAIL DIRECTIONAL

TRAIL DIRECTIONAL



TRAIL BENCHMARK

TRAIL BENCHMARK



STREET & PARKING LIGHT FIXTURES



BOLLARD LIGHT FIXTURES



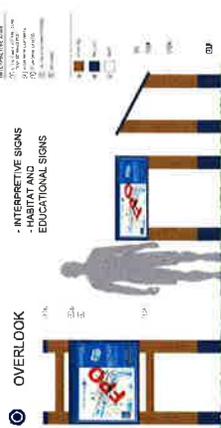
MINOR TRAILHEAD



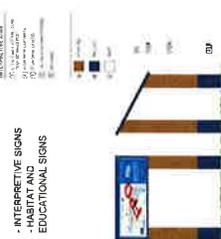
TRAIL LEGEND

	PUBLIC ACCESS TRAILS PER CITY OF FOLSOM MASTER BIKE PLAN
	ALL OTHER TRAILS
	MAJOR TRAILHEAD
	MINOR TRAILHEAD
	OVERLOOK

OVERLOOK



INTERPRETIVE SIGNS HABITAT AND EDUCATIONAL SIGNS



TRAIL MARKERS



TRAIL DIRECTIONAL

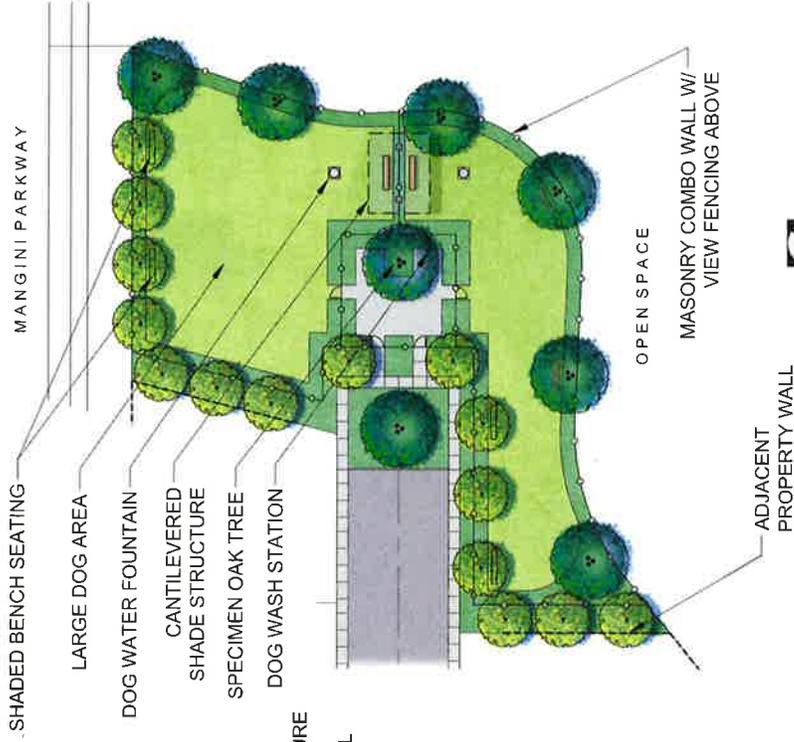
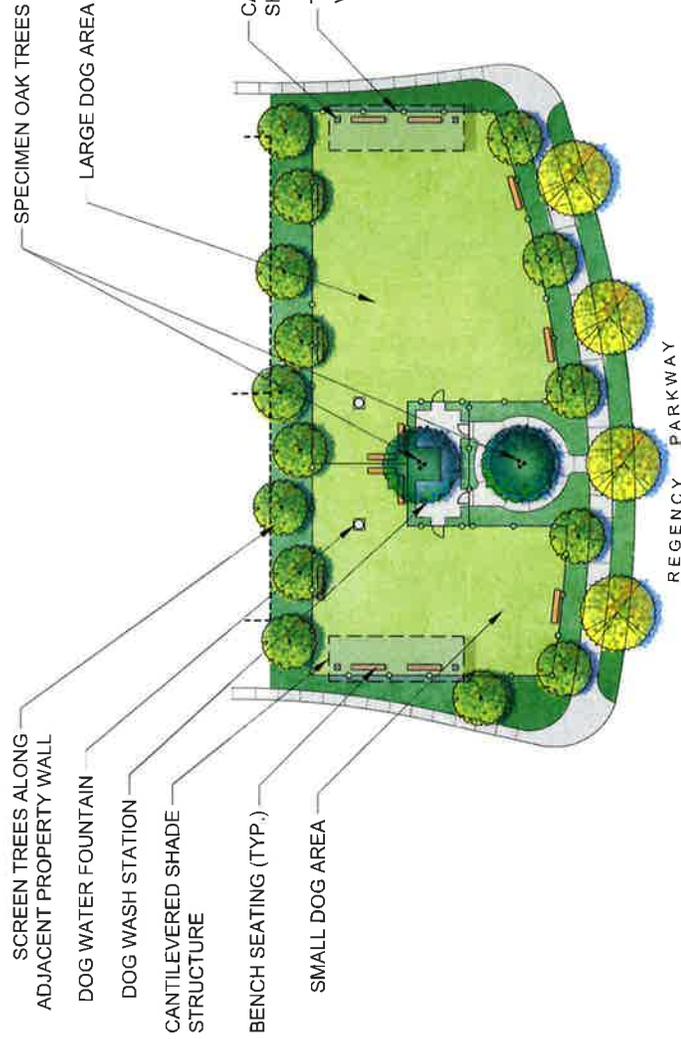


TRAIL BENCHMARK



Planning Commission
Toll Brothers at Folsom Ranch Project (PN 19-091)
December 18, 2019

**Attachment 19
Dog Park Exhibit
Dated September 11, 2019**



Attachment 20
Model Home Complex Exhibit
Dated September 11, 2019



ACCENT TREES IN BOXES



CLASS 1 TRAIL

VIEW PATIO

SALES TRAILER

DECORATIVE STONE PLANTER WALLS

CONSTRUCTION FENCING

GOLF CART PARKING

TRAIL TO REC. CENTER

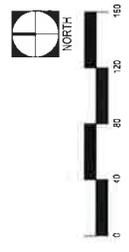
BIKE RACKS & RENTALS
IN OLIVE ORCHARD

DECORATIVE POTS

PARKING LOT

THEME RAIL TRAP FENCE

OLIVE ORCHARD



September 11, 2019

MODEL HOME COMPLEX & SALES CENTER

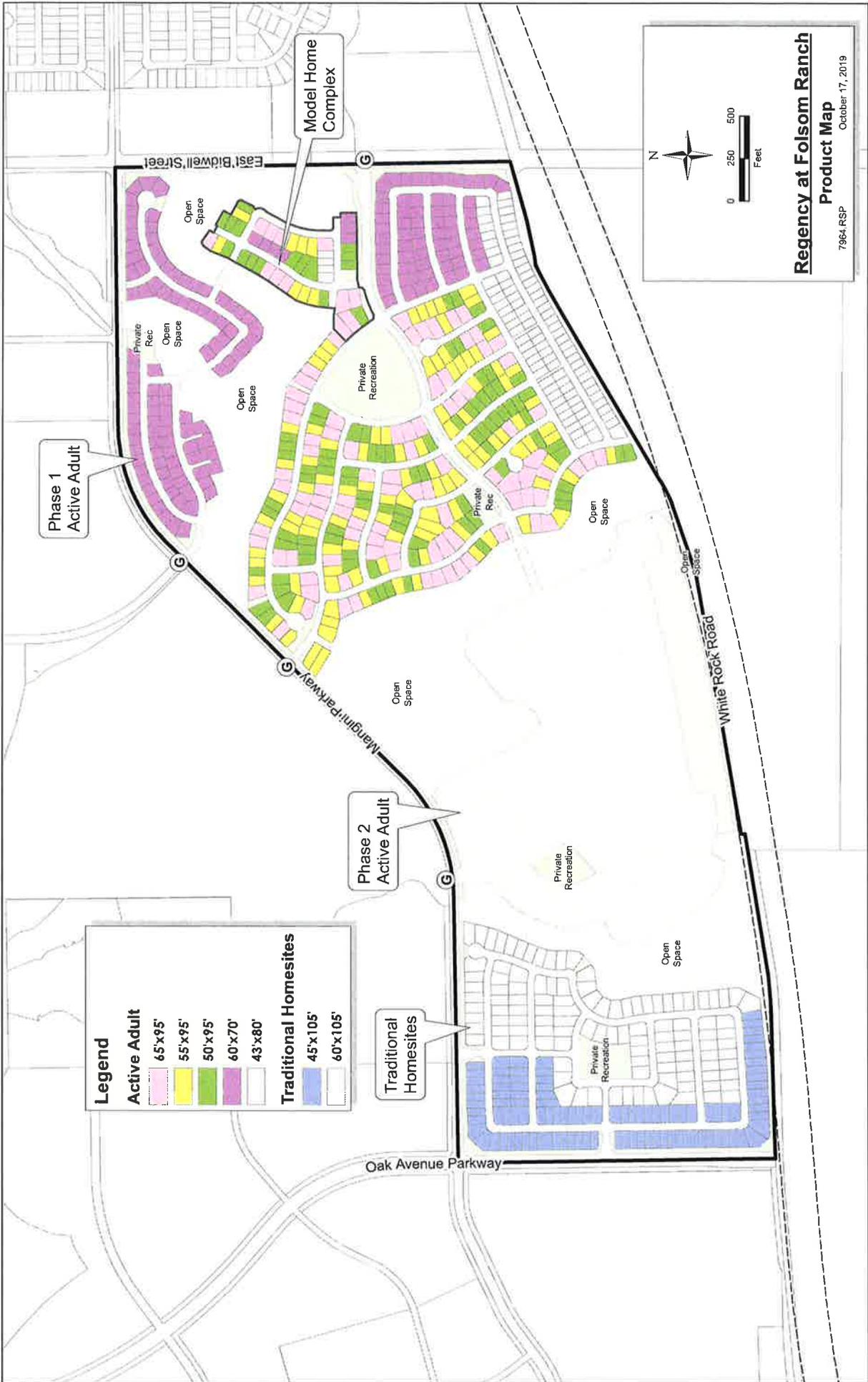
L14

TOLL BROTHERS AT FOLSOM RANCH

Toll Brothers
AMERICA'S LUXURY HOME BUILDER



Attachment 21
Product Mix Exhibit
Dated October 17, 2019



Attachment 22
Streetscene Exhibit
Dated August 30, 2019















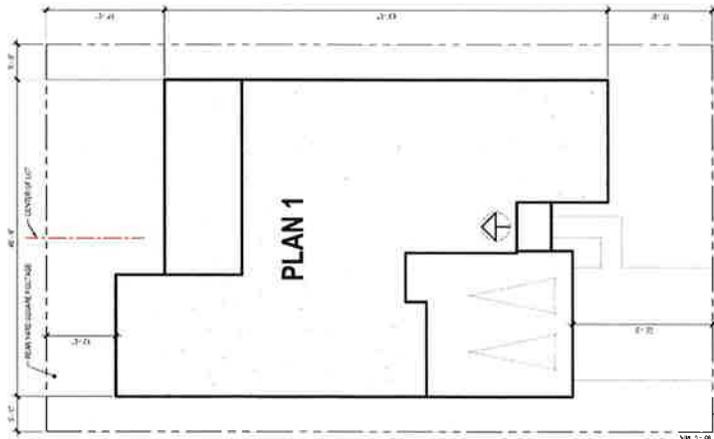
Planning Commission
Toll Brothers at Folsom Ranch Project (PN 19-091)
December 18, 2019

Attachment 23
Building Elevations and Floor Plans
Dated August 30, 2019

Toll Brothers at Folsom Ranch

Folsom, California
55' x 95'

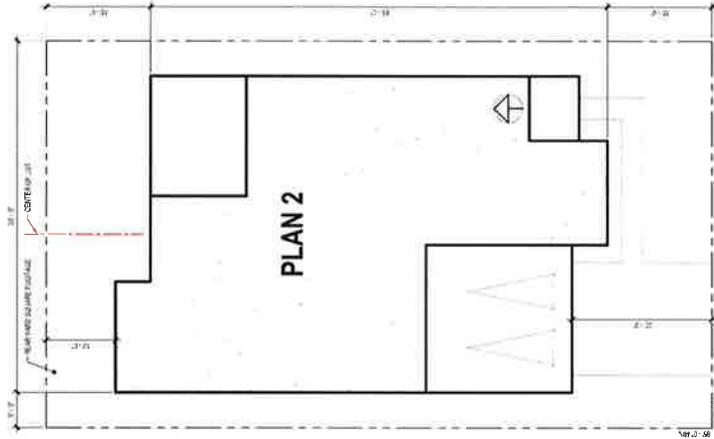
PROPOSED GENERAL STATISTICS	
Plan 1	2 Bed + Dining 2 1/2 Bath - 2,012 SF Optional: Bedroom 3, Dual Master Suite, Office Lot Coverage: 47.8% Conditioned + Garage + Porch 5.8% Luxury Outdoor Living 2,797 SF / 5,225 SF Lot = 53.6% Coverage Rear Yard Square Footage (Including Luxury Outdoor Living): 1,136.6 SF
Plan 2	2 Bed + Office 2 1/2 Bath - 2,128 SF Optional: Dining Room, Dual Master Suite Lot Coverage: 50.3% Conditioned + Garage + Porch 4.5% Luxury Outdoor Living 2,862 SF / 5,225 SF Lot = 54.8% Coverage Rear Yard Square Footage (Including Luxury Outdoor Living): 1,022.1 SF
Plan 3	2 Bed + Office 2 1/2 Bath - 2,148 SF Optional: Bedroom 3, Dual Master Suite Lot Coverage: 50.0% Conditioned + Garage + Porch 3.2% Luxury Outdoor Living 2,896 SF / 5,225 SF Lot = 53.2% Coverage Rear Yard Square Footage (Including Luxury Outdoor Living): 937.6 SF
Construction Type: V-B 1 Story Detached	



Plan 1 - Italian Villa

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

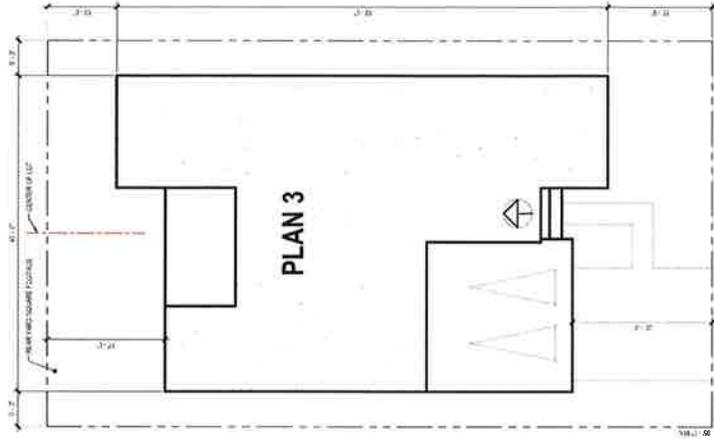
LOT COVERAGE:
 47.8% CONDITIONED + GARAGE +
 PORCH + ARCH PROJ
 5.8% LUXURY OUTDOOR LIVING
 53.6% TOTAL



Plan 2 - Modern Farmhouse

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

LOT COVERAGE:
 50.3% CONDITIONED + GARAGE +
 PORCH + ARCH PROJ
 4.5% LUXURY OUTDOOR LIVING
 54.8% TOTAL



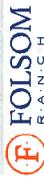
Plan 3 - Modern Craftsman

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

LOT COVERAGE:
 50.0% CONDITIONED + GARAGE +
 PORCH + ARCH PROJ
 3.2% LUXURY OUTDOOR LIVING
 53.2% TOTAL



Toll Brothers
 AMERICA'S LUXURY HOME BUILDER



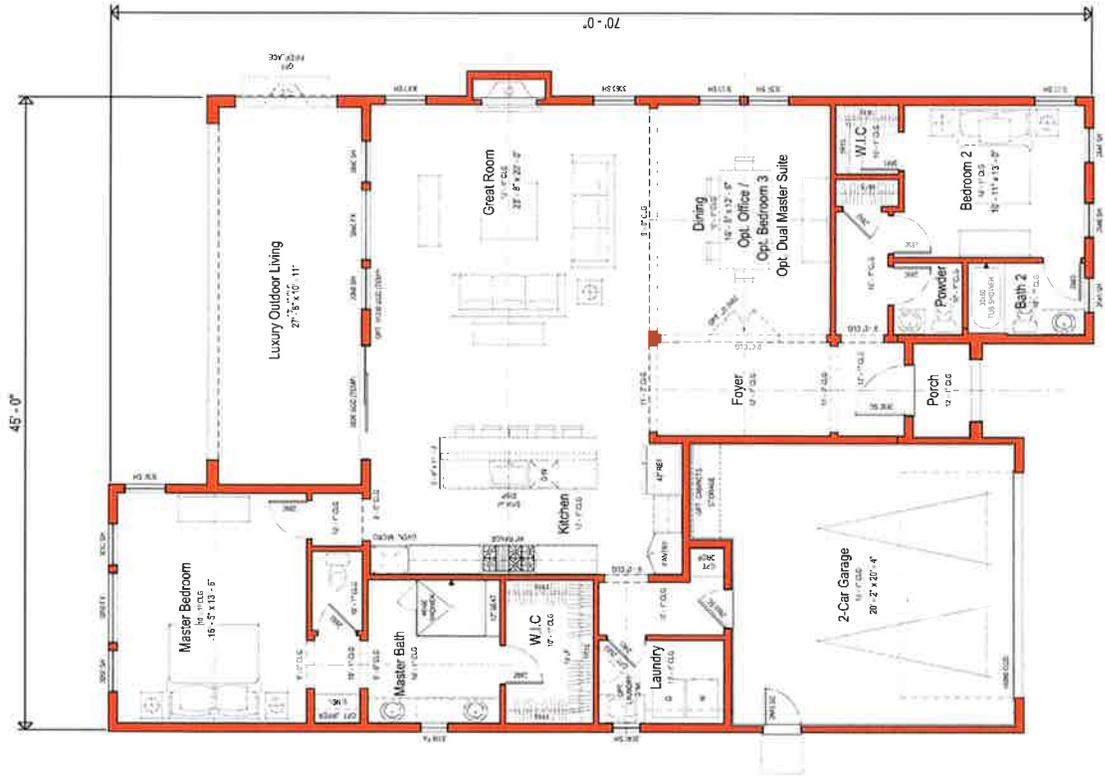
FOLSOM
 RANCH

BUILDING ARTICULATION PLANS

August 30, 2019

A107

TOLL BROTHERS AT FOLSOM RANCH



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

ELEVATION B		
MAIN FLOOR LIVABLE	2012 SF	
LIVABLE	2012 SF	
2-CAR GARAGE	449 SF	
LUXURY OUTDOOR LIVING	303 SF	
PORCH	34 SF	
NON-LIVABLE	765 SF	
ELEVATION B	2797 SF	
LOT COVERAGE:		
47.8% CONDITIONED + GARAGE +		
PORCH + ARCH PROJ.		
5.8% LUXURY OUTDOOR LIVING		
53.6% TOTAL		

PLAN 1 - FLOOR PLAN - ITALIAN VILLA August 30, 2019

A108

TOLL BROTHERS AT FOLSOM RANCH



Toll Brothers
AMERICA'S LUXURY HOME BUILDER





Spanish Colonial

SCALE 1/4" = 1'-0"



Italian Villa

SCALE 1/4" = 1'-0"



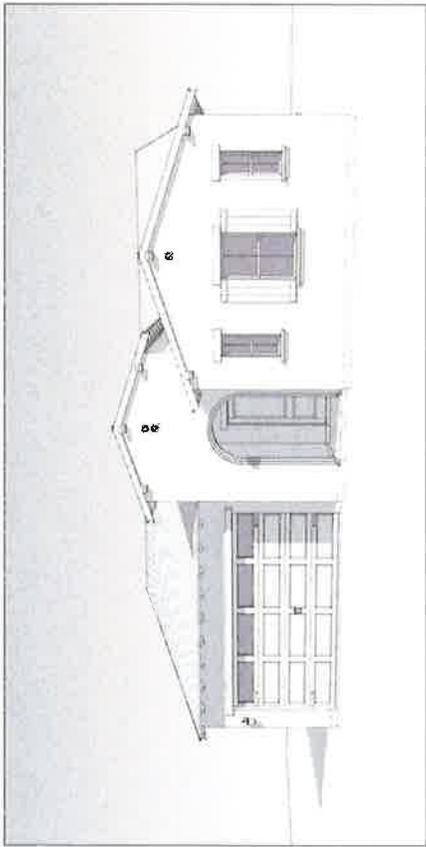
Modern Craftsman

SCALE 1/4" = 1'-0"

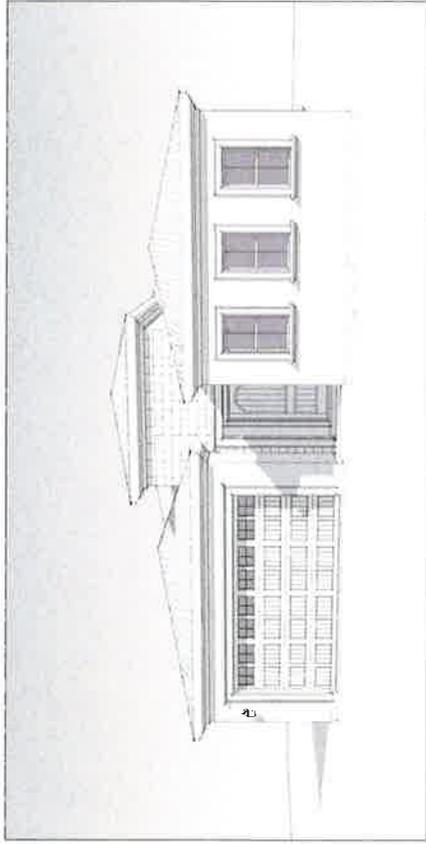


Modern Farmhouse

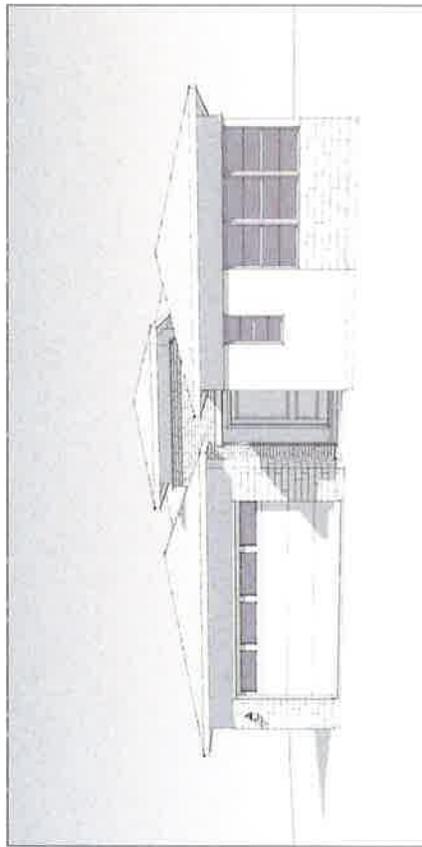
SCALE 1/4" = 1'-0"



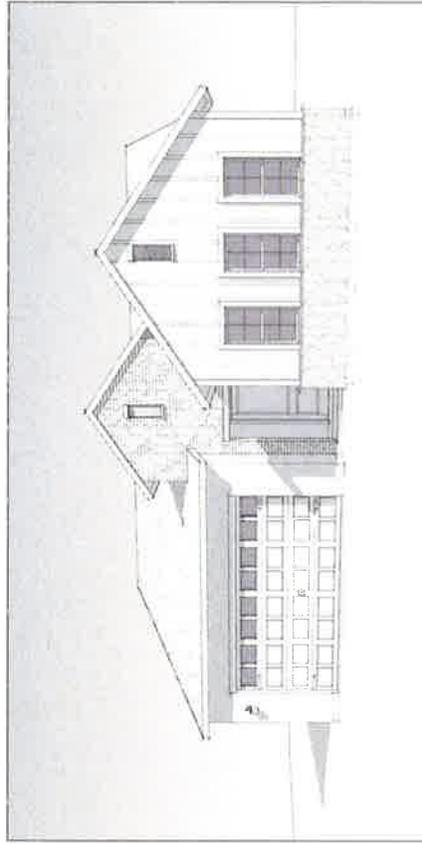
Spanish Colonial



Italian Villa



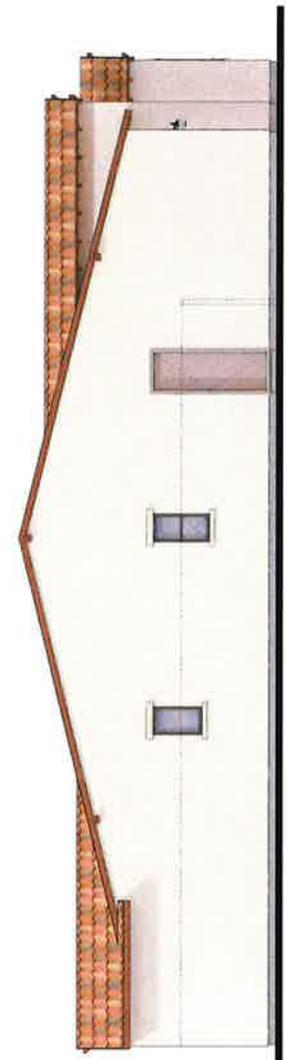
Modern Craftsman



Modern Farmhouse



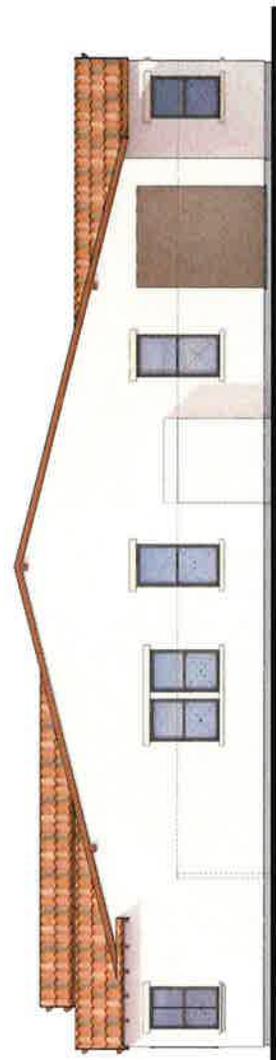
Front Elevation
SCALE: 1/8" = 1'-0"



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



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

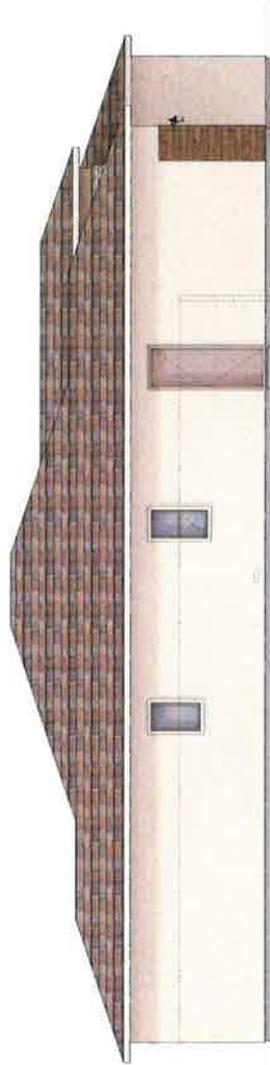


Right Elevation
SCALE: 1/8" = 1'-0"



Front Elevation

SCALE: 1/4" = 1'-0"



Left Elevation

SCALE: 1/4" = 1'-0"



Rear Elevation

SCALE: 1/4" = 1'-0"

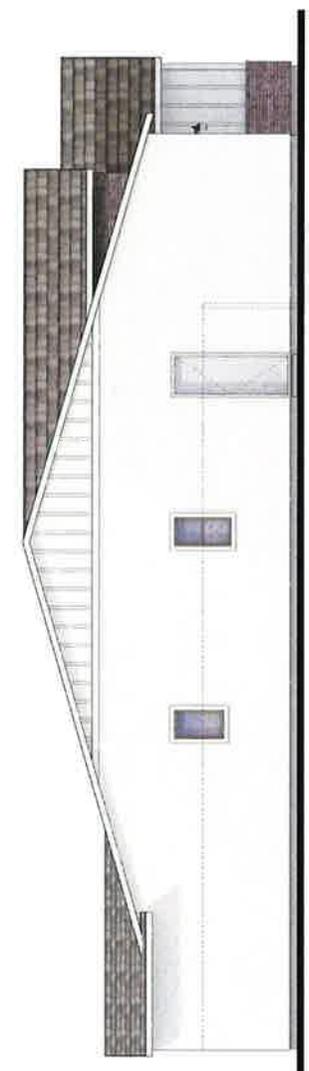


Right Elevation

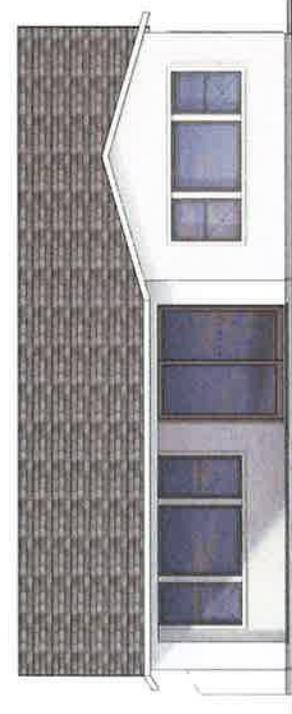
SCALE: 1/4" = 1'-0"



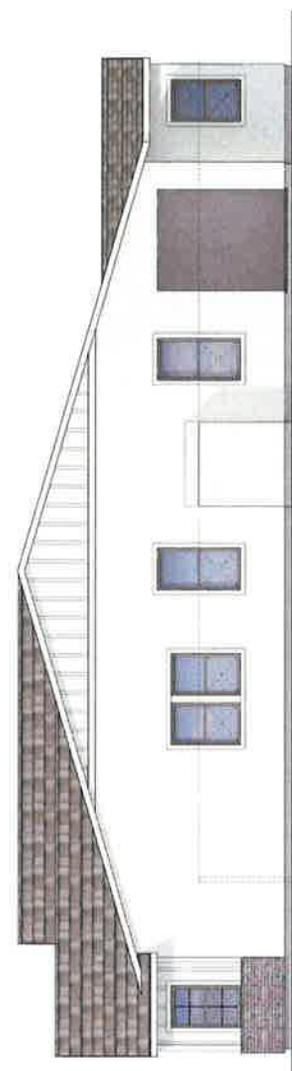
Front Elevation
SCALE 1/4" = 1'-0"



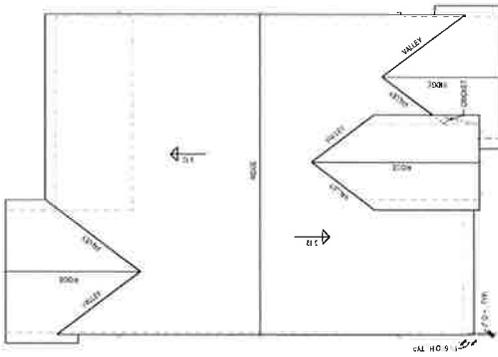
Left Elevation
SCALE 1/4" = 1'-0"



Rear Elevation
SCALE 1/4" = 1'-0"

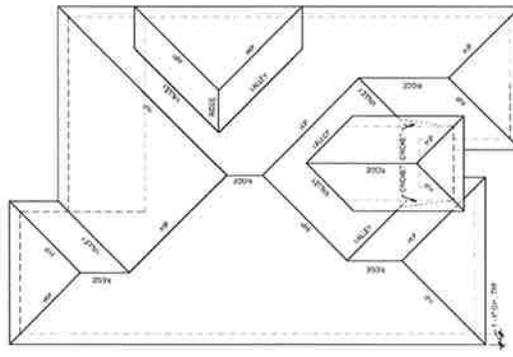


Right Elevation
SCALE 1/4" = 1'-0"



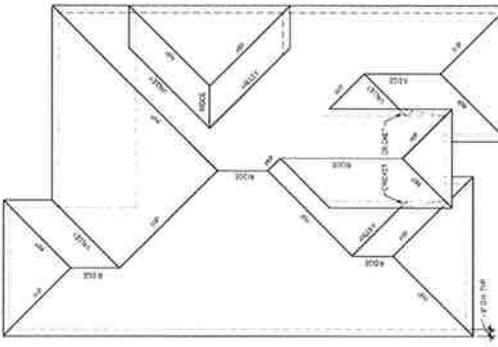
Spanish Colonial

SCALE: 1/4" = 1'-0"
 1/8" = 1'-0" (MIN. LINE)



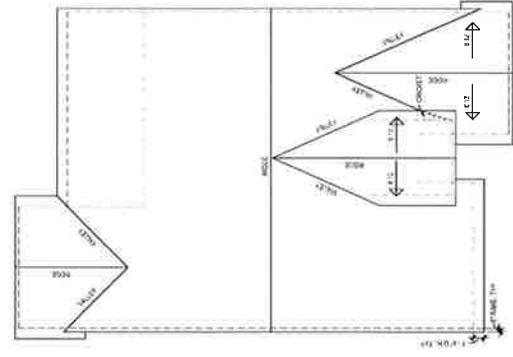
Modern Craftsman

SCALE: 1/4" = 1'-0"
 1/8" = 1'-0" (MIN. LINE)



Italian Villa

SCALE: 1/4" = 1'-0"
 1/8" = 1'-0" (MIN. LINE)



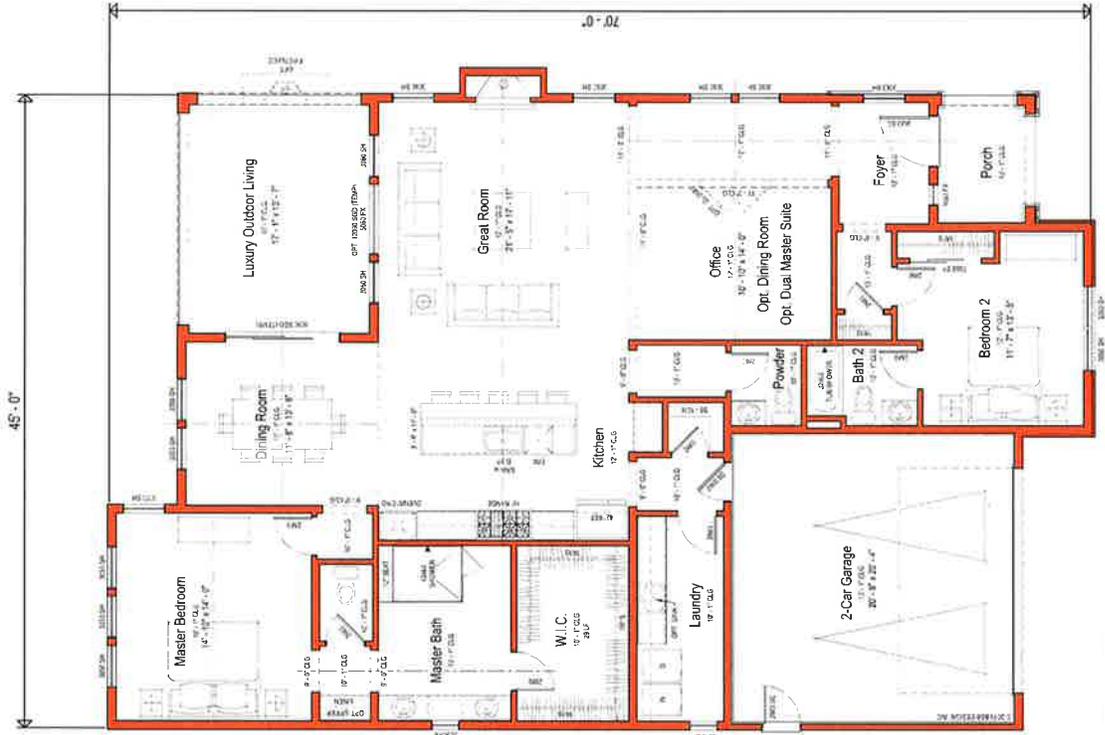
Modern Farmhouse

SCALE: 1/4" = 1'-0"
 1/8" = 1'-0" (MIN. LINE)



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ELEVATION D		
MAIN FLOOR LIVABLE	2128 SF	
LIVABLE	2128 SF	
2-CAR GARAGE	437 SF	
PORCH	65 SF	
LUXURY OUTDOOR LIVING	233 SF	
NON-LIVABLE	734 SF	
ELEVATION D	2862 SF	
LOT COVERAGE:		
50.3% CONDITIONED + GARAGE + PORCH + ARCH PROJ		
4.5% LUXURY OUTDOOR LIVING		
54.8% TOTAL		

Floor Plan
SCALE: 1/4" = 1'-0"

August 30, 2019

PLAN 2 - FLOOR PLAN - MODERN FARMHOUSE
TOLL BROTHERS AT FOLSOM RANCH

A116





Spanish Colonial

SCALE: 1/4" = 1'-0"



Italian Villa

SCALE: 1/4" = 1'-0"



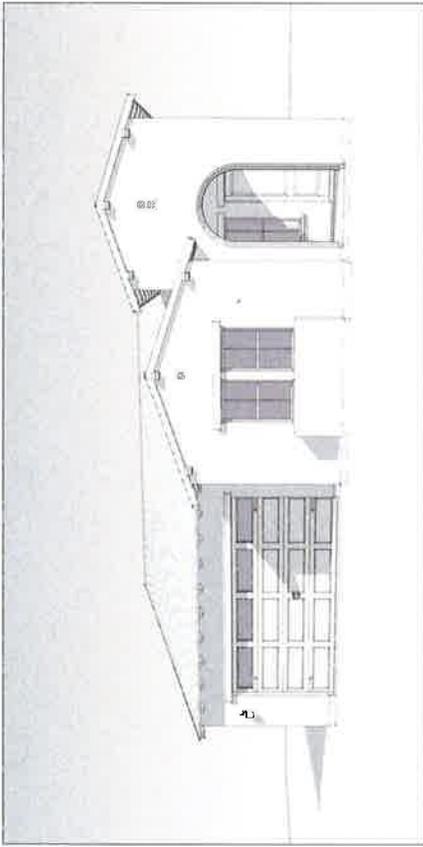
Modern Craftsman

SCALE: 1/4" = 1'-0"



Modern Farmhouse

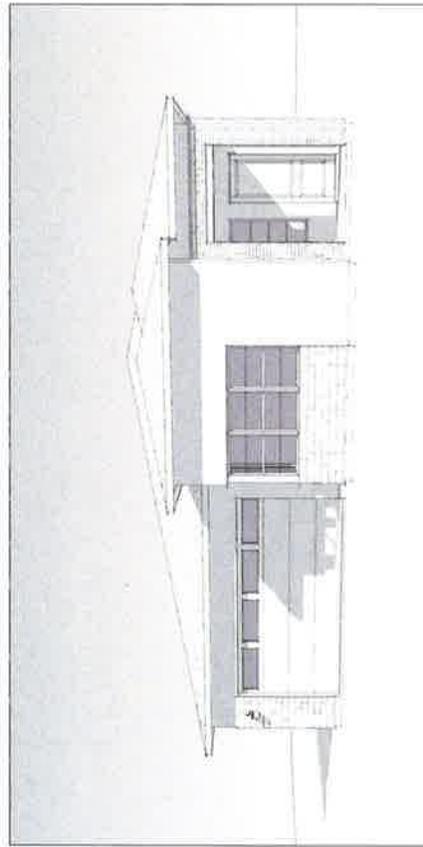
SCALE: 1/4" = 1'-0"



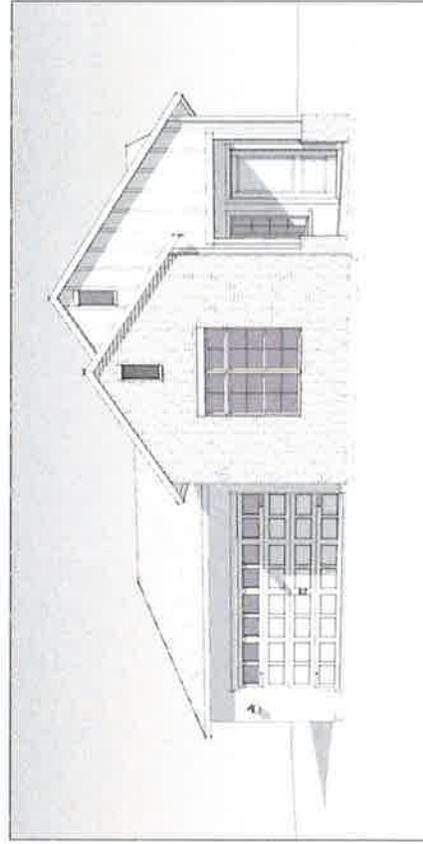
Spanish Colonial



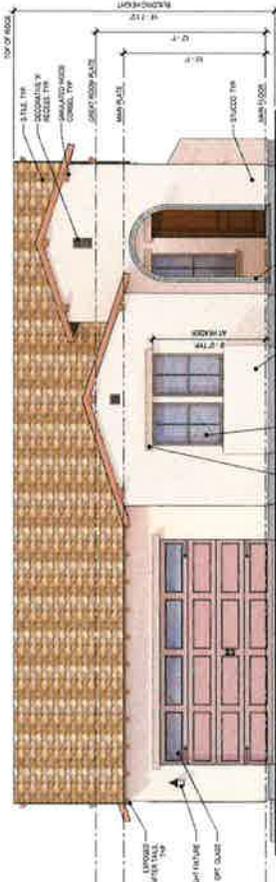
Italian Villa



Modern Craftsman

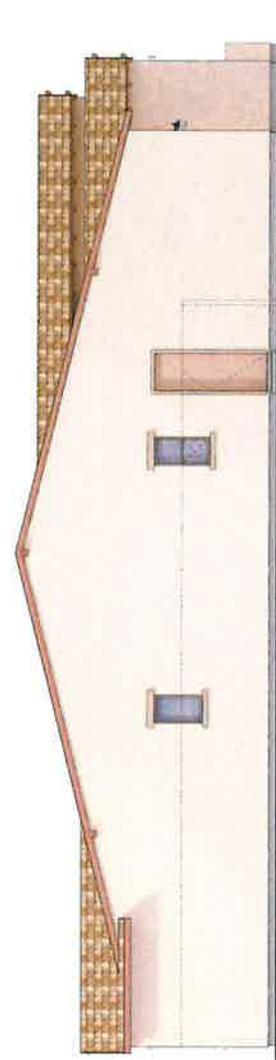


Modern Farmhouse



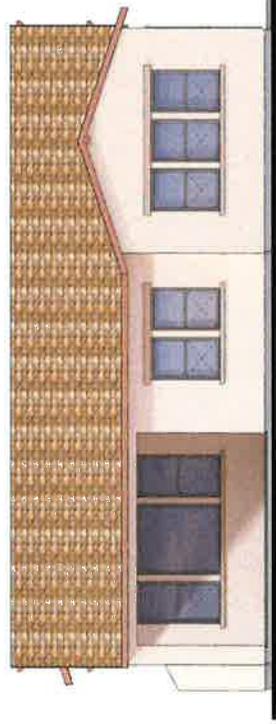
Front Elevation

SCALE: 3/8"=1'-0"



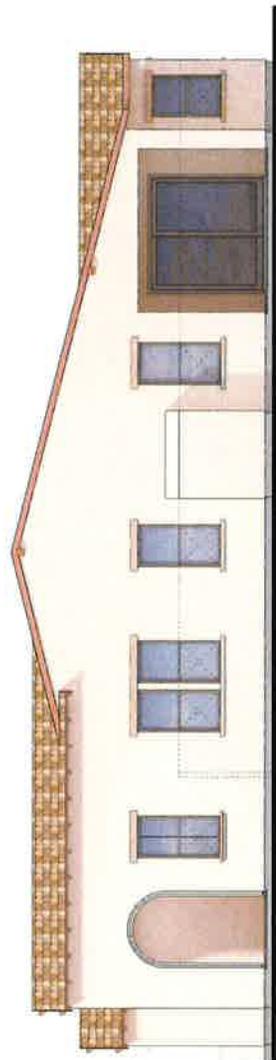
Left Elevation

SCALE: 3/8"=1'-0"



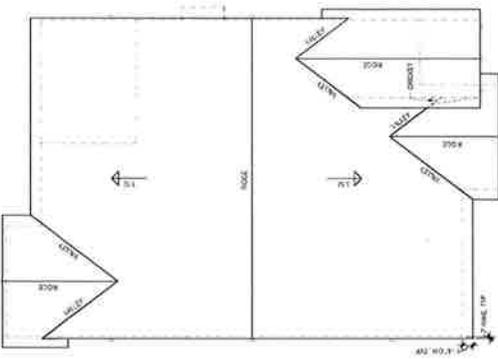
Rear Elevation

SCALE: 3/8"=1'-0"



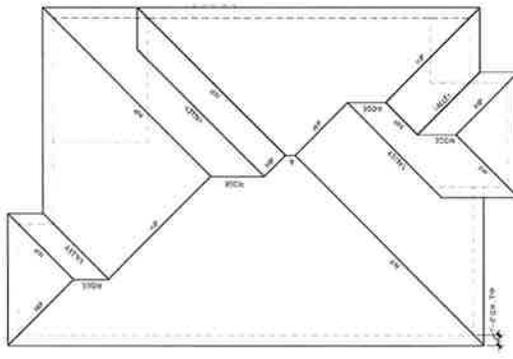
Right Elevation

SCALE: 3/8"=1'-0"



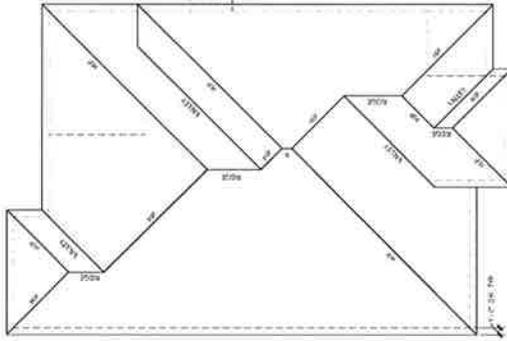
Spanish Colonial

SCALE: 1/4" = 1'-0"
 ALL DIMENSIONS IN FEET



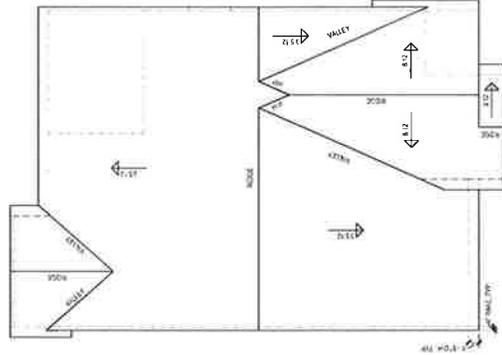
Modern Craftsman

SCALE: 1/4" = 1'-0"
 ALL DIMENSIONS IN FEET



Italian Villa

SCALE: 1/4" = 1'-0"
 ALL DIMENSIONS IN FEET



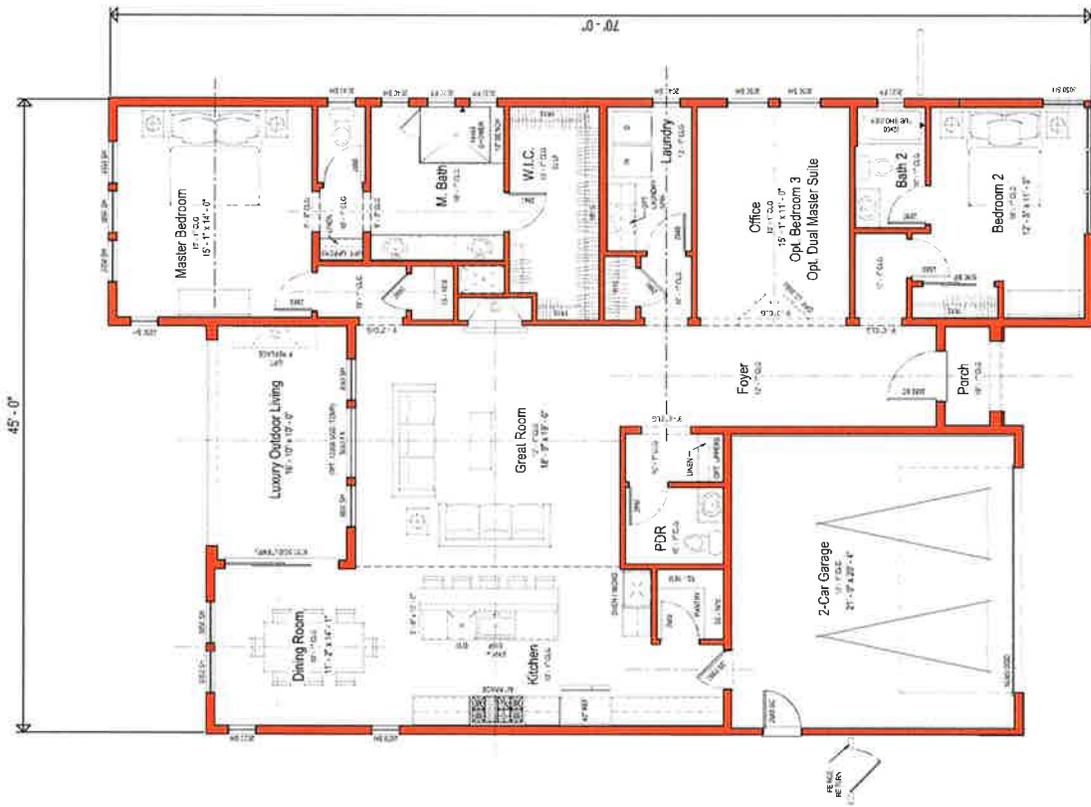
Modern Farmhouse

SCALE: 1/4" = 1'-0"
 ALL DIMENSIONS IN FEET



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 AMERICA'S LUXURY HOME BUILDER





ELEVATION C		
MAIN FLOOR LIVABLE	2148 SF	
LIVABLE	2148 SF	
2-CAR GARAGE	445 SF	
LUXURY OUTDOOR LIVING	168 SF	
PORCH	16 SF	
NON-LIVABLE	630 SF	
ELEVATION C	2778 SF	
LOT COVERAGE:		
50.0% CONDITIONED + GARAGE + PORCH + ARCH PROJ		
3.2% LUXURY OUTDOOR LIVING		
53.2% TOTAL		

Floor Plan

SCALE 1/8" = 1'-0"

August 30, 2019

A124

PLAN 3 - FLOOR PLAN - MODERN CRAFTSMAN
TOLL BROTHERS AT FOLSOM RANCH



Toll Brothers
 AMERICA'S LUXURY HOME BUILDER





Spanish Colonial

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



Italian Villa

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



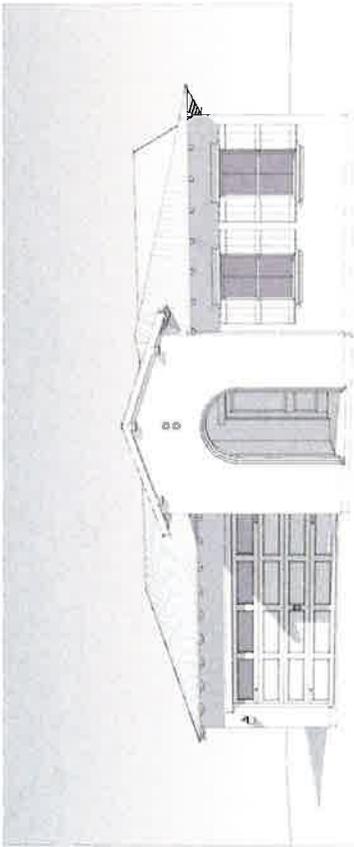
Modern Craftsman

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

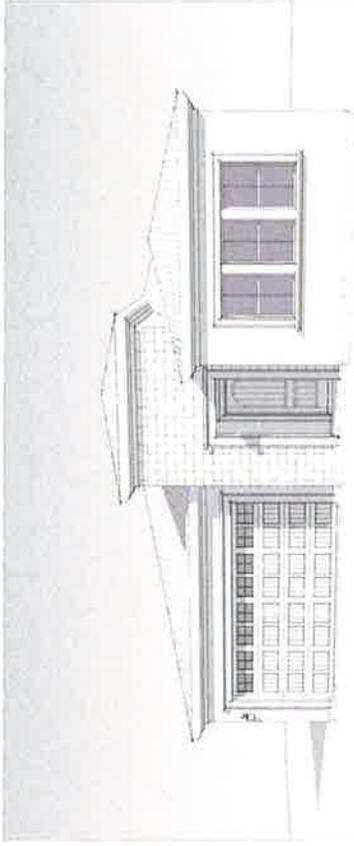


Modern Farmhouse

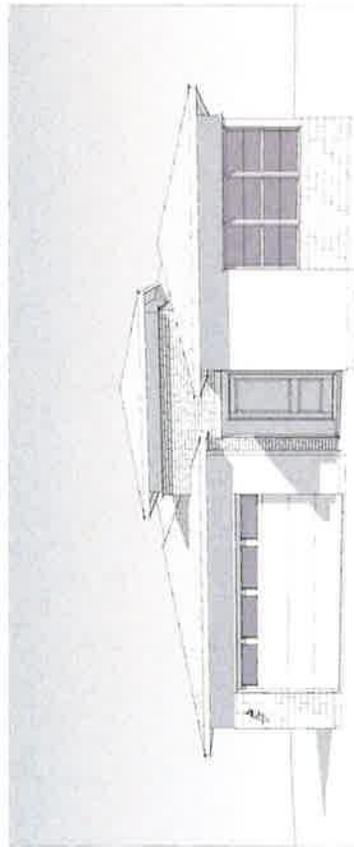
SCALE: 1/8" = 1'-0"



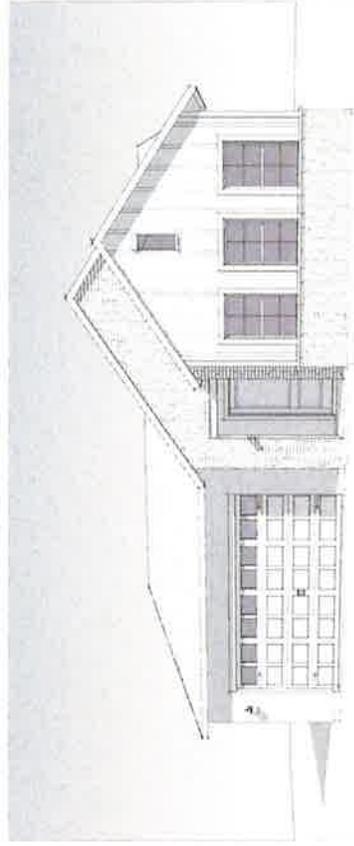
Spanish Colonial



Italian Villa



Modern Craftsman



Modern Farmhouse



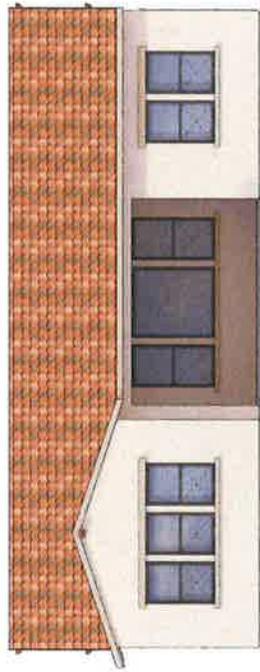
Front Elevation

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



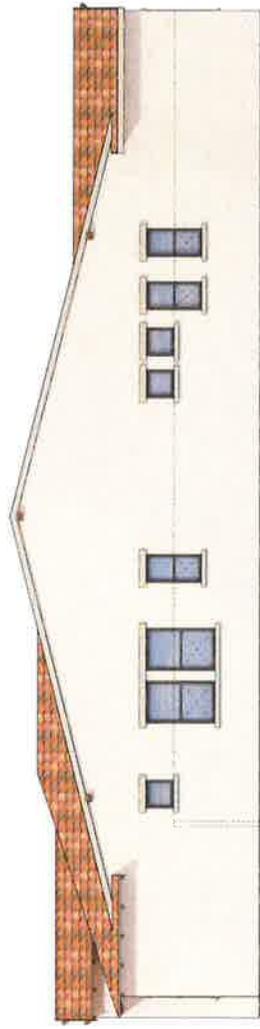
Left Elevation

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



Rear Elevation

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



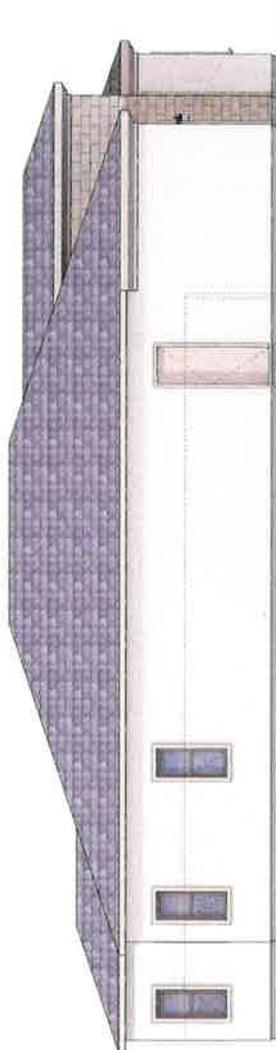
Right Elevation

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



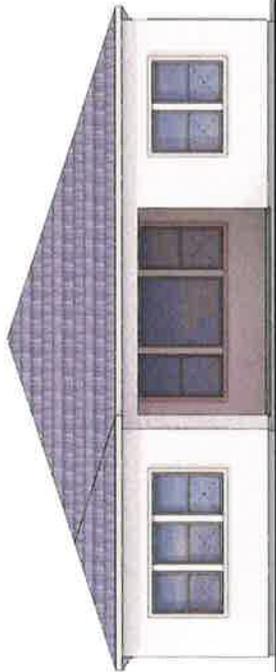
Front Elevation

SCALE: 1/4" = 1'-0"



Left Elevation

SCALE: 1/4" = 1'-0"



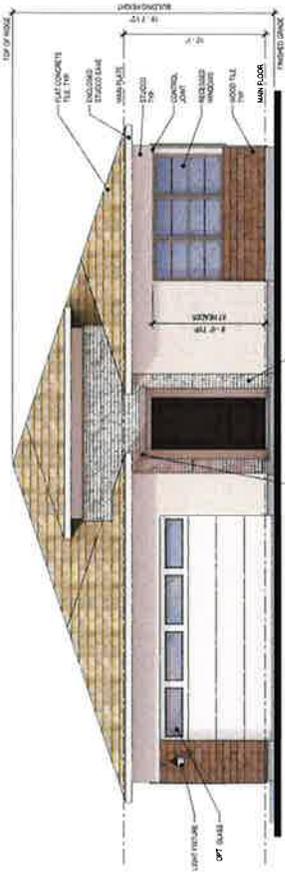
Rear Elevation

SCALE: 1/4" = 1'-0"



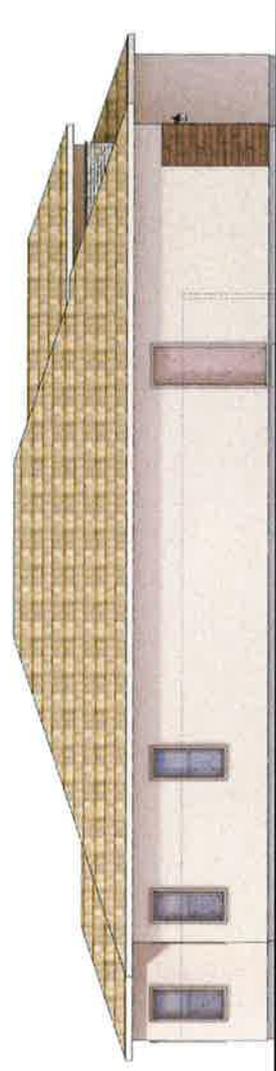
Right Elevation

SCALE: 1/4" = 1'-0"



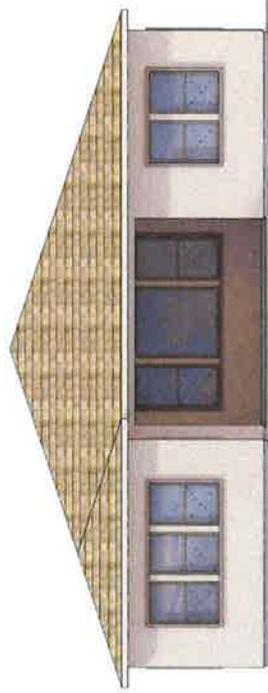
Front Elevation

SCALE: 1/4" = 1'-0"



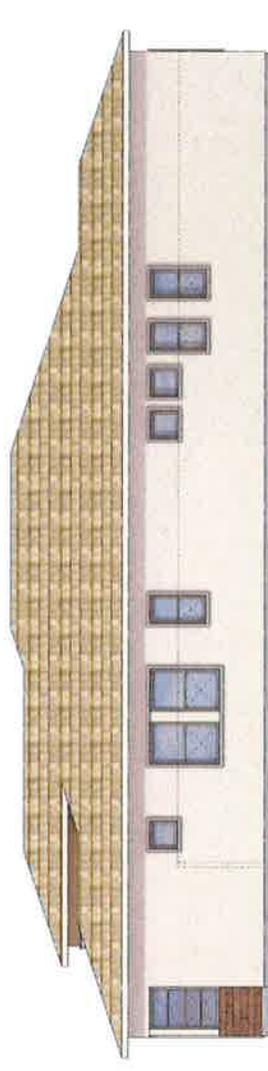
Left Elevation

SCALE: 1/4" = 1'-0"



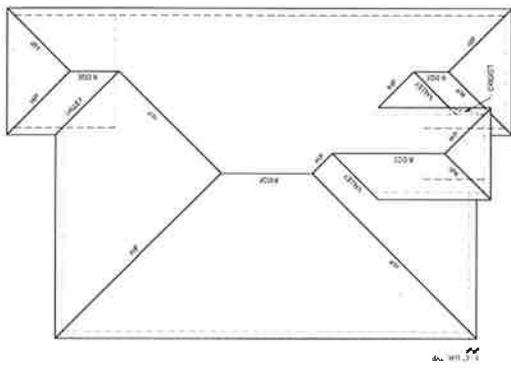
Rear Elevation

SCALE: 1/4" = 1'-0"



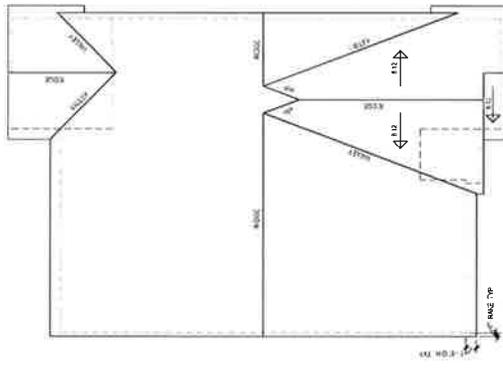
Right Elevation

SCALE: 1/4" = 1'-0"



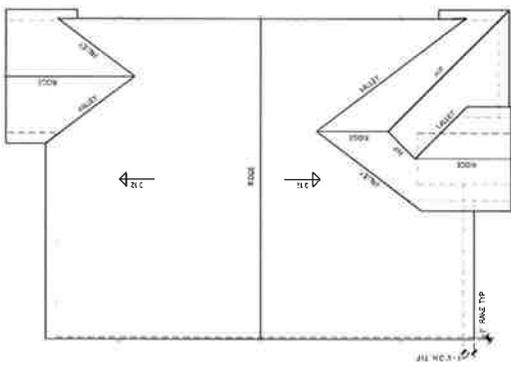
Italian Villa

SCALE: 1/4" = 1'-0"
FOLDSOM, INC.



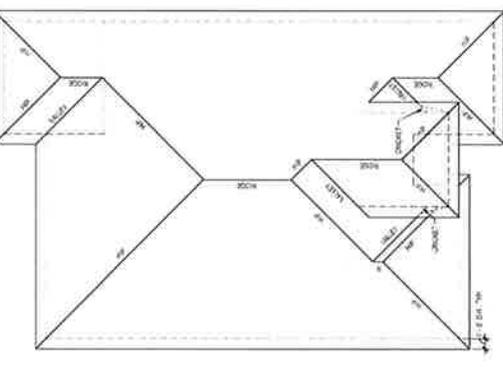
Modern Farmhouse

SCALE: 1/4" = 1'-0"
FOLDSOM, INC.



Spanish Colonial

SCALE: 1/4" = 1'-0"
FOLDSOM, INC.



Modern Craftsman

SCALE: 1/4" = 1'-0"
FOLDSOM, INC.



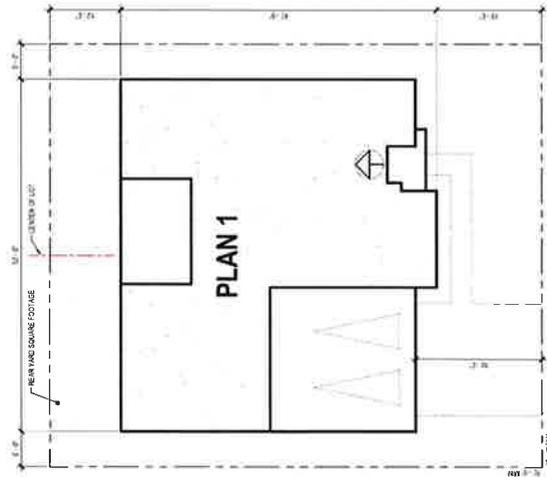
Toll Brothers
AMERICA'S LUXURY HOME BUILDER



Toll Brothers at Folsom Ranch

Folsom, California
60' x 70'

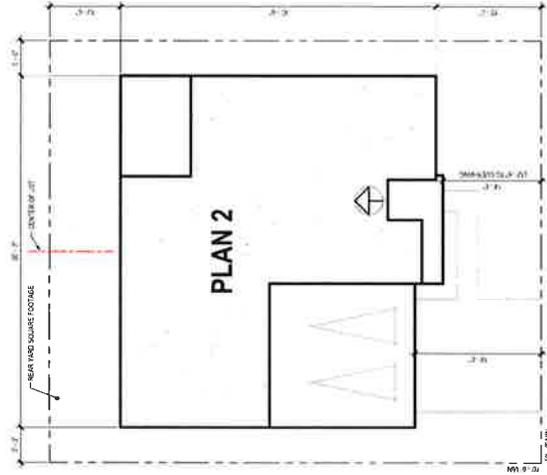
PROPOSED GENERAL STATISTICS	
Plan 1	2 Bed 2 Bath - 1,542 SF Options: None Lot Coverage: 47.7% Conditioned + Garage + Porch 3.6% Luxury Outdoor Living 2,154 SF / 4,200 SF Lot = 51.3% Coverage Rear Yard Square Footage (Including Luxury Outdoor Living): 750 SF
Plan 2	2 Bed 2 Bath - 1,563 SF Options: None Lot Coverage: 49.1% Conditioned + Garage + Porch 3.4% Luxury Outdoor Living 2,204 SF / 4,200 SF Lot = 52.5% Coverage Rear Yard Square Footage (Including Luxury Outdoor Living): 793 SF
Plan 3	2 Bed + Office 2 Bath - 1,596 SF Options: None Lot Coverage: 49.1% Conditioned + Garage + Porch 3.4% Luxury Outdoor Living 2,206 SF / 4,200 SF Lot = 52.5% Coverage Rear Yard Square Footage (Including Luxury Outdoor Living): 795 SF
Construction Type: V-B 1 Story Detached	



Plan 1 - Spanish Colonial

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

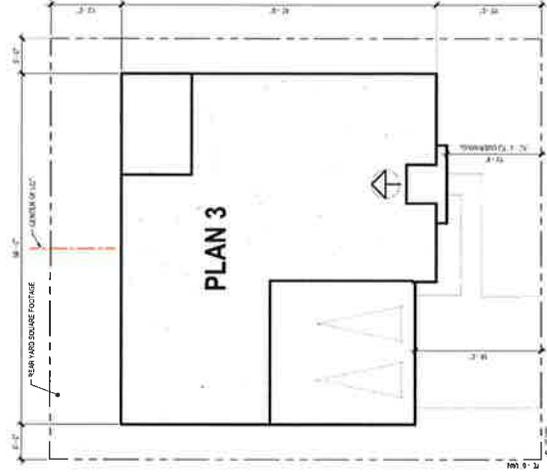
LOT COVERAGE:
 46.9% CONDITIONED + GARAGE +
 PORCH + ARCH PROJ.
 4.4% LUXURY OUTDOOR LIVING
 51.3% TOTAL



Plan 2 - Modern Farmhouse

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

LOT COVERAGE:
 49.1% CONDITIONED + GARAGE +
 PORCH + ARCH PROJ.
 3.4% LUXURY OUTDOOR LIVING
 52.5% TOTAL



Plan 3 - Italian Villa

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

LOT COVERAGE:
 49.1% CONDITIONED + GARAGE +
 PORCH + ARCH PROJ.
 3.4% LUXURY OUTDOOR LIVING
 52.5% TOTAL



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 AMERICA'S LUXURY HOME BUILDER



FOLSOM
 R.A.N.C.H.

August 30, 2019

BUILDING ARTICULATION PLAN

A055

TOLL BROTHERS AT FOLSOM RANCH



Floor Plan

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

ELEVATION A	1542 SF
MAIN FLOOR LIVABLE	1542 SF
2-CAR GARAGE	426 SF
LUXURY OUTDOOR LIVING	150 SF
PORCH	36 SF
NON-LIVABLE	612 SF
ELEVATION A	2164 SF
LOT COVERAGE:	
47.7% CONDITIONED + GARAGE +	
PORCH + ARCH PROJ	
3.6% LUXURY OUTDOOR LIVING	
51.3% TOTAL	

August 30, 2019

PLAN 1 - FLOOR PLAN - SPANISH COLONIAL

A056

TOLL BROTHERS AT FOLSOM RANCH



Toll Brothers
AMERICA'S LUXURY HOME BUILDER





Spanish Colonial

SCALE 1/8" = 1'-0"



Italian Villa

SCALE 1/8" = 1'-0"



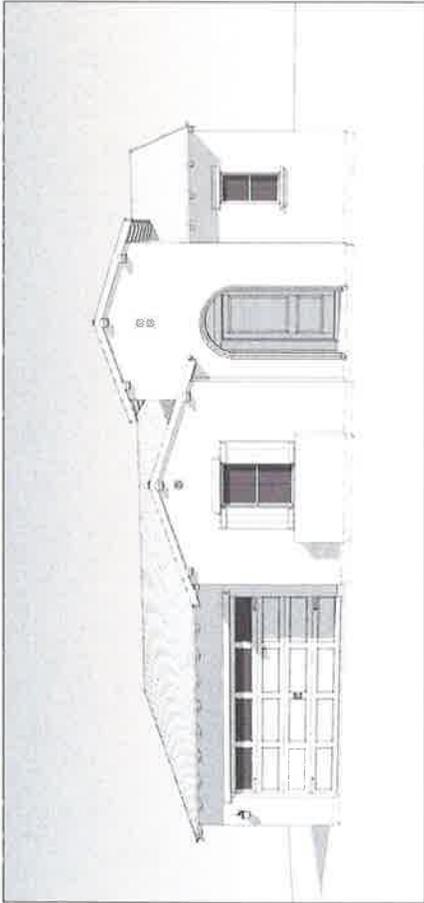
Modern Craftsman

SCALE 1/8" = 1'-0"



Modern Farmhouse

SCALE 1/8" = 1'-0"



Spanish Colonial



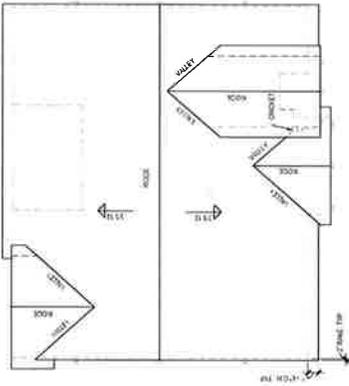
Italian Villa



Modern Craftsman

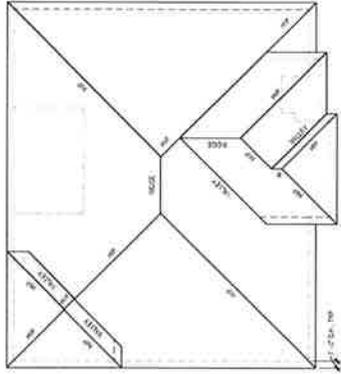


Modern Farmhouse



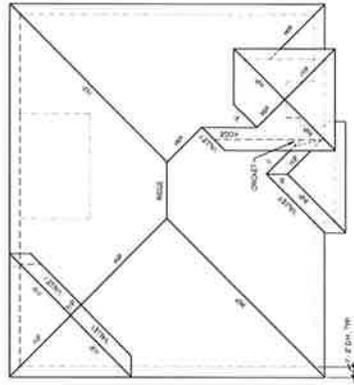
Spanish Colonial

SCALE: 1/4" = 1'-0"
 #13100 (1/25/21)



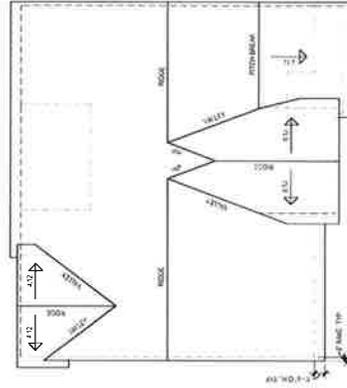
Italian Villa

SCALE: 1/4" = 1'-0"
 #13100 (1/25/21)



Modern Craftsman

SCALE: 1/4" = 1'-0"
 #13100 (1/25/21)



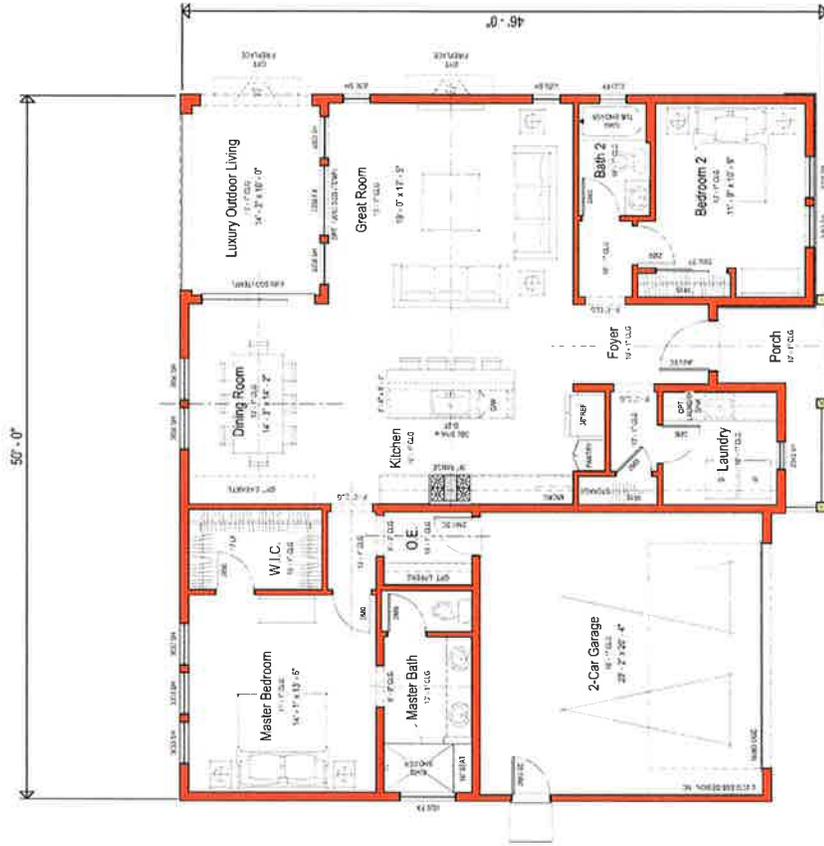
Modern Farmhouse

SCALE: 1/4" = 1'-0"
 #13100 (1/25/21)



Toll Brothers
 AMERICA'S LUXURY HOME BUILDER





Floor Plan

SCALE 1/8" = 1'-0"

ELEVATION D	1563 SF
MAIN FLOOR LIVABLE	1563 SF
2-CAR GARAGE	425 SF
LUXURY OUTDOOR LIVING	143 SF
PORCH	73 SF
NON-LIVABLE	641 SF
ELEVATION D	2204 SF
LOT COVERAGE:	
49.1% CONDITIONED + GARAGE +	
PORCH + ARCH PROJ	
3.4% LUXURY OUTDOOR LIVING	
52.5% TOTAL	

August 30, 2019

PLAN 2 - FLOOR PLAN - MODERN FARMHOUSE

A064

TOLL BROTHERS AT FOLSOM RANCH



Toll Brothers
AMERICA'S LUXURY HOME BUILDER

F FOLSOM RANCH



Spanish Colonial

SCALE: 1/4" = 1'-0"



Italian Villa

SCALE: 1/4" = 1'-0"



Modern Craftsman



Toll Brothers
AMERICAN LUXURY HOME BUILDER



Modern Farmhouse

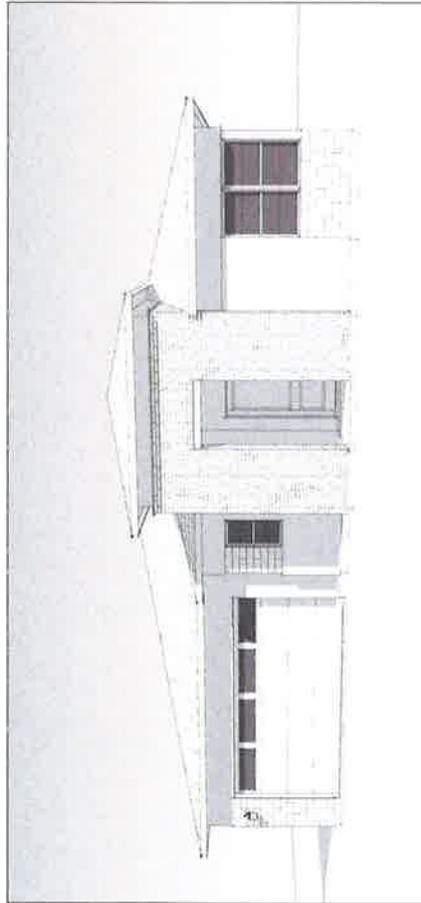
SCALE: 1/4" = 1'-0"



Spanish Colonial



Italian Villa



Modern Craftsman

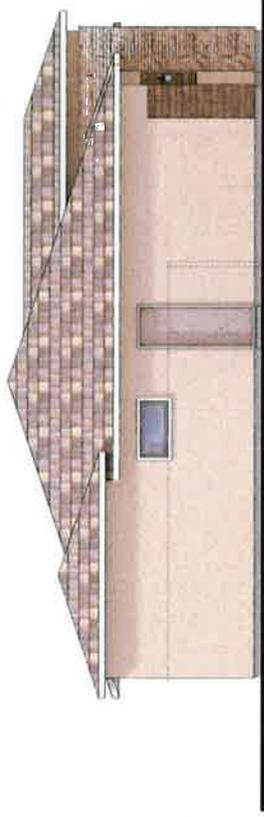


Modern Farmhouse



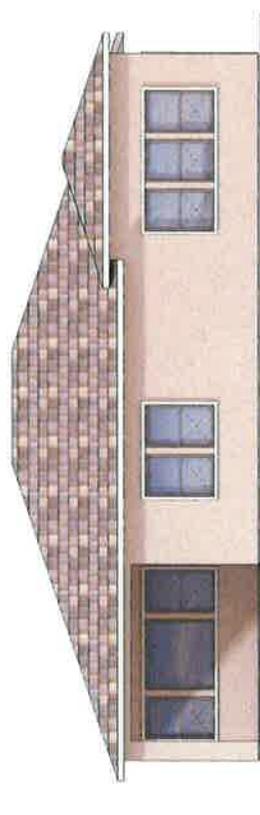
Front Elevation

SCALE 1/4" = 1'-0"



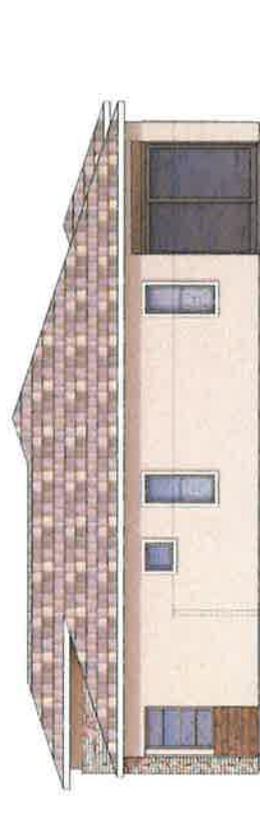
Left Elevation

SCALE 1/4" = 1'-0"



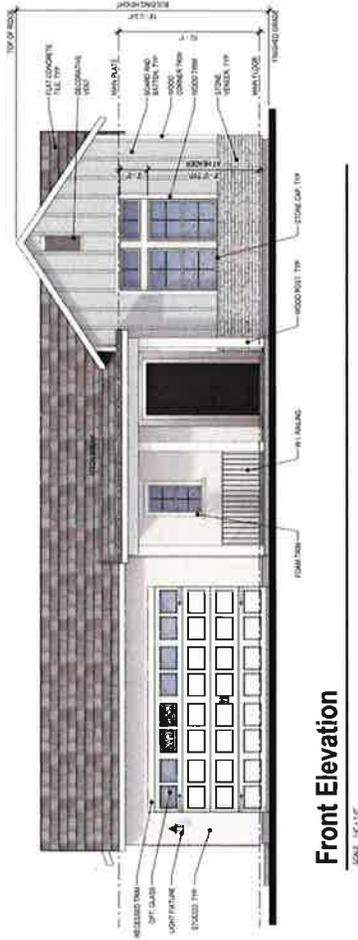
Rear Elevation

SCALE 1/4" = 1'-0"

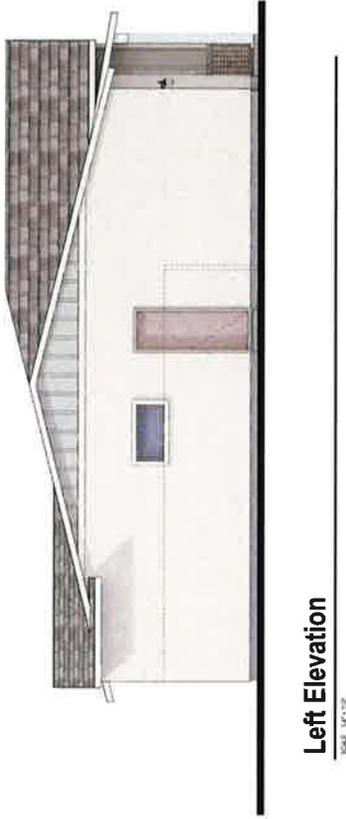


Right Elevation

SCALE 1/4" = 1'-0"



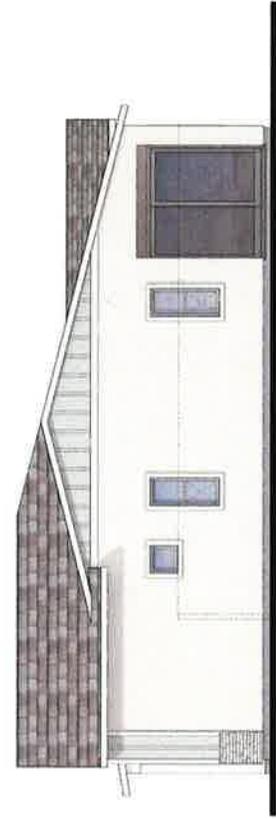
Front Elevation
SCALE: 1/4" = 1'-0"



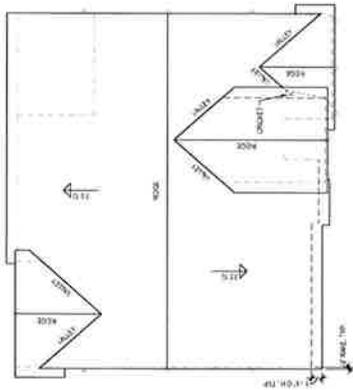
Left Elevation
SCALE: 1/4" = 1'-0"



Rear Elevation
SCALE: 1/4" = 1'-0"

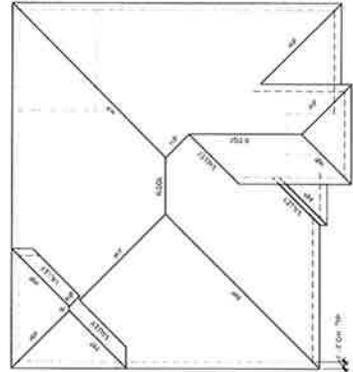


Right Elevation
SCALE: 1/4" = 1'-0"



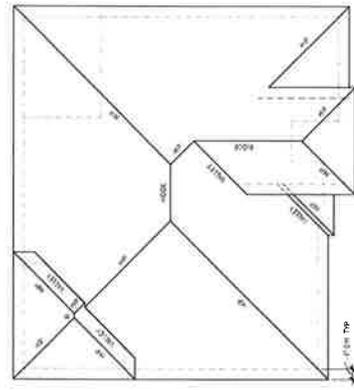
Spanish Colonial

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



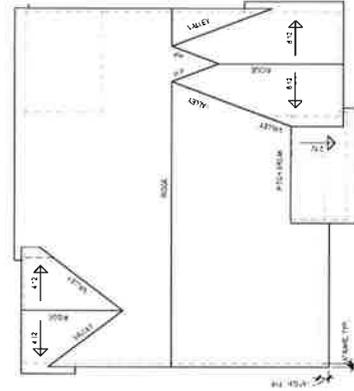
Italian Villa

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



Modern Craftsman

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



Modern Farmhouse

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



Toll Brothers
AMERICAN LUXURY HOME BUILDERS





Floor Plan

ELEVATION B	1596 SF
MAIN FLOOR LIVABLE	1596 SF
2-CAR GARAGE	425 SF
LUXURY OUTDOOR LIVING	145 SF
PORCH	40 SF
NON-LIVABLE	610 SF
ELEVATION B	2206 SF
LOT COVERAGE:	
49.1% CONDITIONED + GARAGE + PORCH + ARCH PROJ	
3.4% LUXURY OUTDOOR LIVING	
52.5% TOTAL	

August 30, 2019

PLAN 3 - FLOOR PLAN - ITALIAN VILLA
TOLL BROTHERS AT FOLSOM RANCH A072



Toll Brothers
 AMERICA'S LUXURY HOME BUILDER





Spanish Colonial

SCALE: 1/4" = 1'-0"



Italian Villa

SCALE: 1/4" = 1'-0"



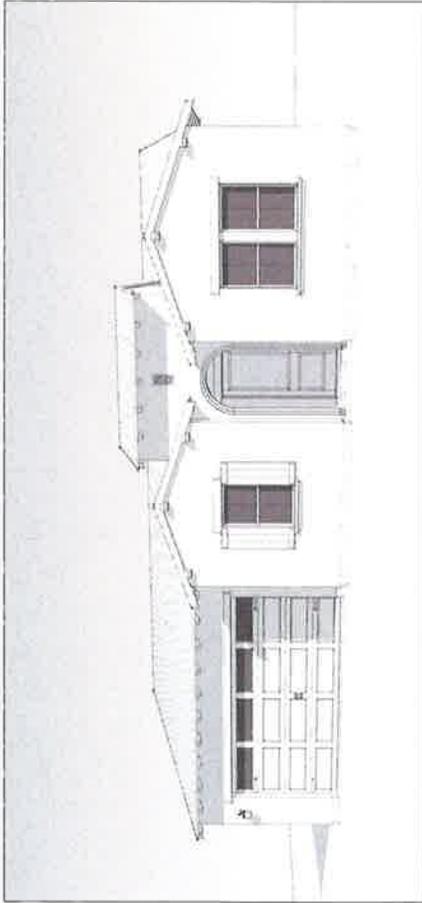
Modern Craftsman

SCALE: 1/4" = 1'-0"

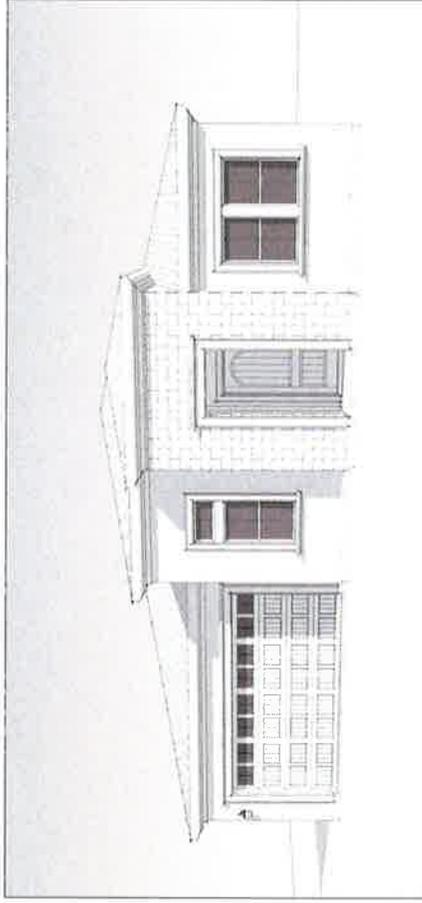


Modern Farmhouse

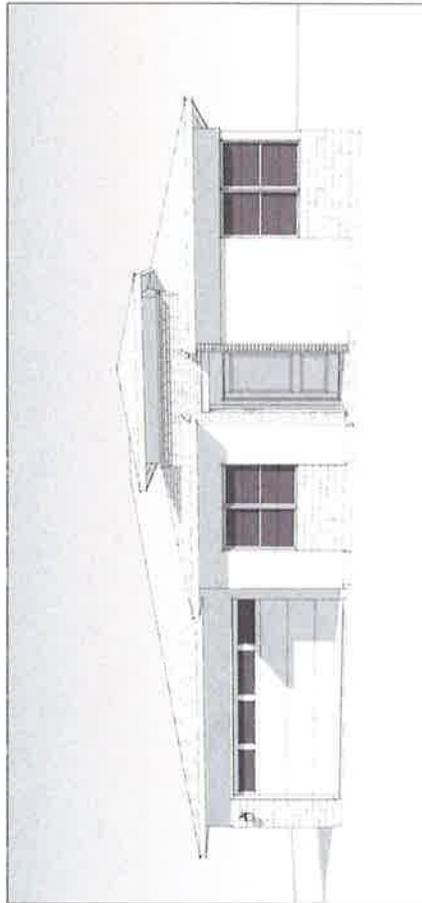
SCALE: 1/4" = 1'-0"



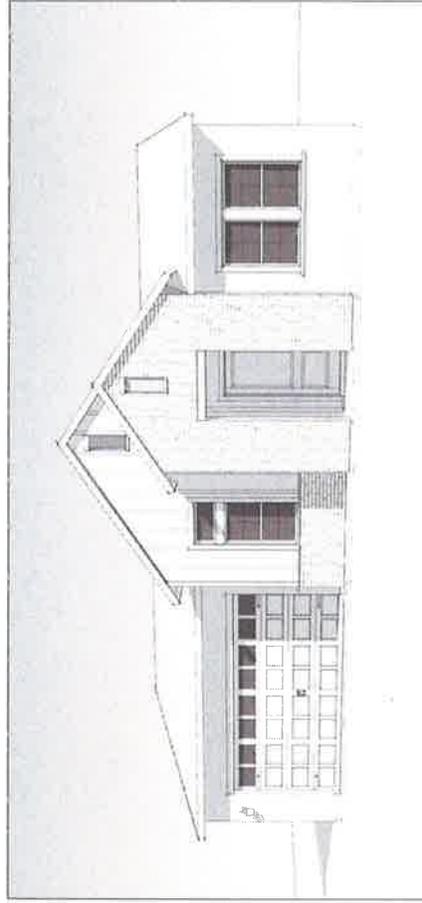
Spanish Colonial



Italian Villa



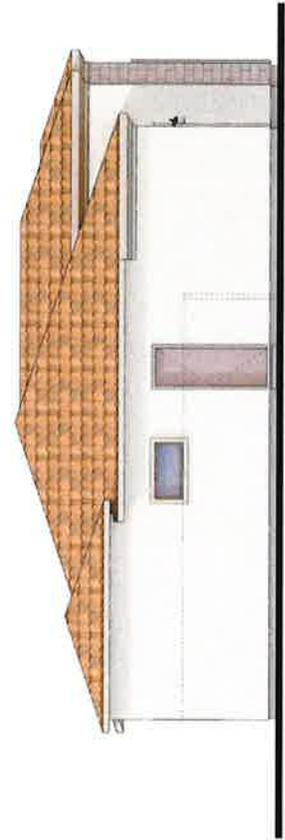
Modern Craftsman



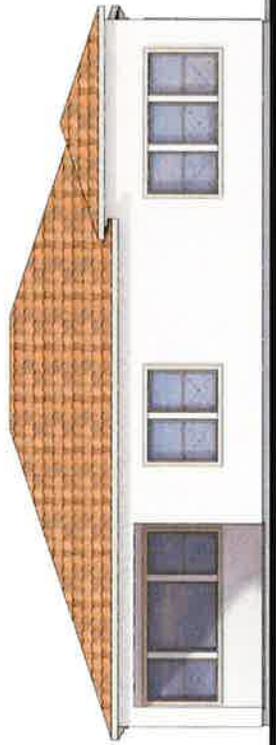
Modern Farmhouse



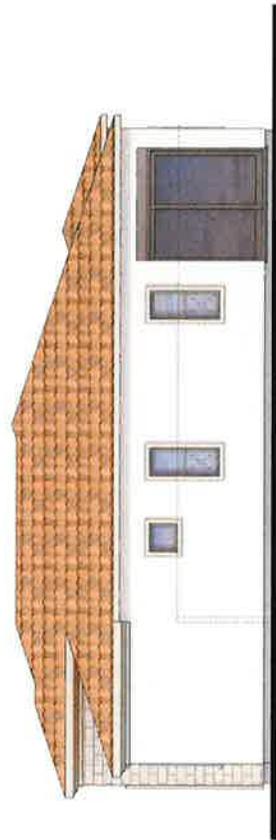
Front Elevation
SCALE: 1/4" = 1'-0"



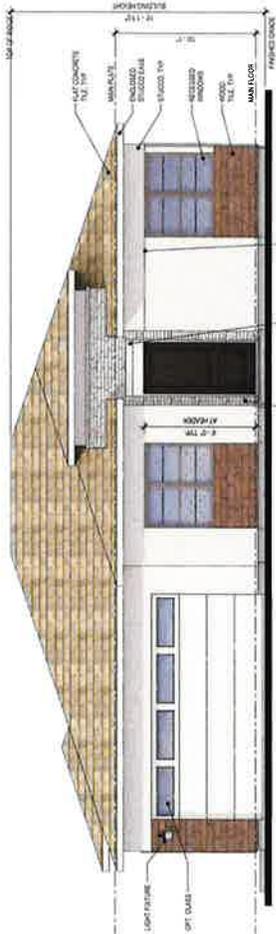
Left Elevation
SCALE: 1/4" = 1'-0"



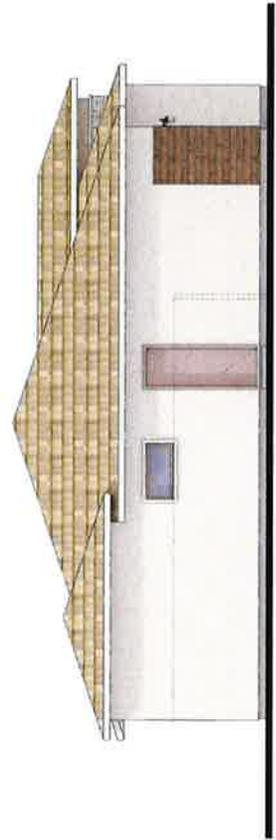
Rear Elevation
SCALE: 1/4" = 1'-0"



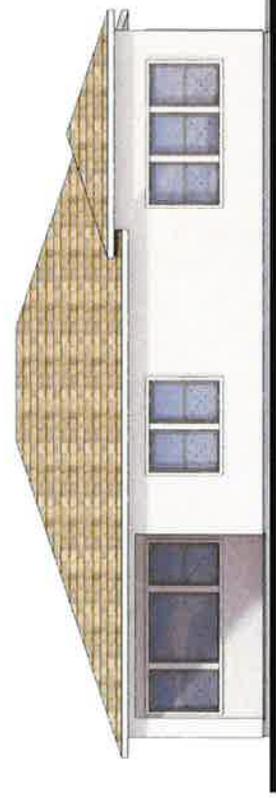
Right Elevation
SCALE: 1/4" = 1'-0"



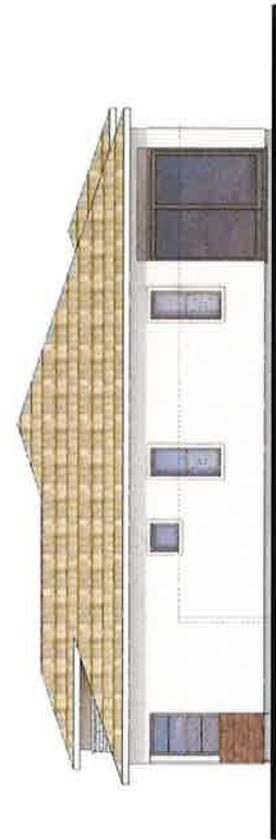
Front Elevation
SCALE: 1/4" = 1'-0"



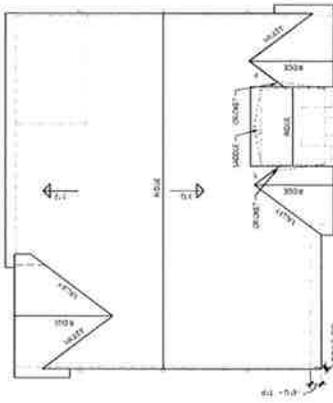
Left Elevation
SCALE: 1/4" = 1'-0"



Rear Elevation
SCALE: 1/4" = 1'-0"

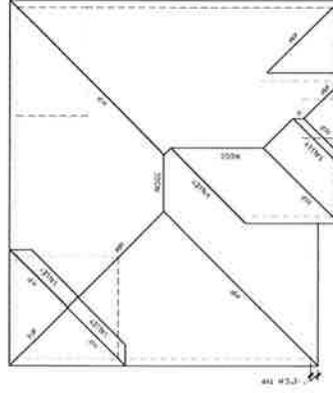


Right Elevation
SCALE: 1/4" = 1'-0"



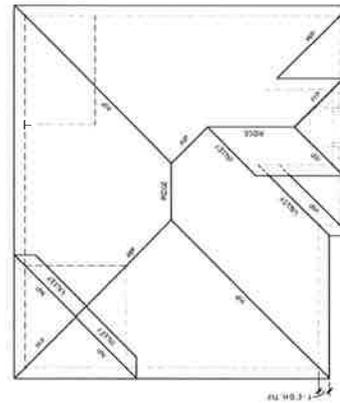
Spanish Colonial

SCALE: 1/8" = 1'-0"
 (1/4" SCALE)



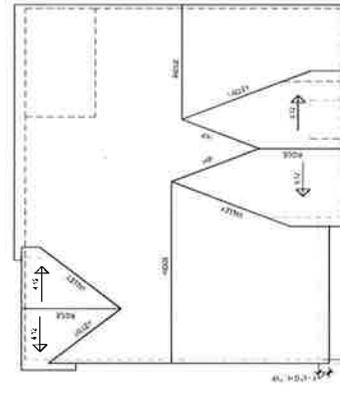
Italian Villa

SCALE: 1/8" = 1'-0"
 (1/4" SCALE)



Modern Craftsman

SCALE: 1/8" = 1'-0"
 (1/4" SCALE)



Modern Farmhouse

SCALE: 1/8" = 1'-0"
 (1/4" SCALE)



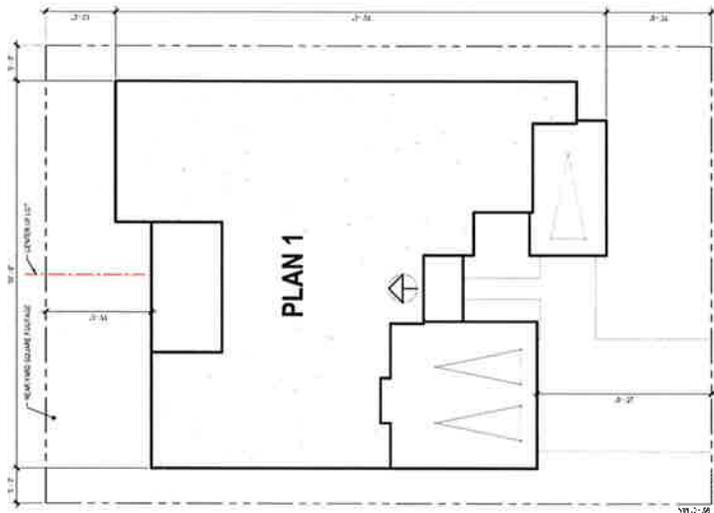
Toll Brothers
 AMERICA'S LUXURY HOME BUILDER



Toll Brothers at Folsom Ranch

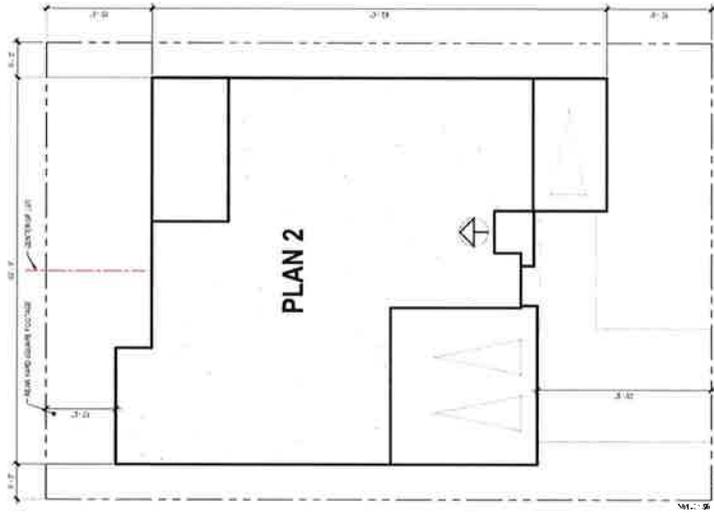
Folsom, California
65' x 95'

PROPOSED GENERAL STATISTICS	
Plan 1	2 Bed + Office 2 1/2 Bath - 2,316 SF Options: Bedroom 3, Dual Master Suite, Master Retreat, Multi-Gen Lot Coverage: 48.8% Conditioned + Garage + Porch + Storage 3.0% Luxury Outdoor Living 3,201 SF / 6,175 SF Lot = 51.8% Coverage Rear Yard Square Footage (Including Luxury Outdoor Living): 1,035.0 SF
Plan 2	2 Bed + Office 2 1/2 Bath - 2,356 SF Options: Bedroom 3, Multi-Gen Lot Coverage: 49.5% Conditioned + Garage + Porch + Storage 3.6% Luxury Outdoor Living 3,281 SF / 6,175 SF Lot = 53.1% Coverage Rear Yard Square Footage (Including Luxury Outdoor Living): 1,141.8 SF
Plan 3	2 Bed + Office + Dining Room 2 1/2 Bath - 2,441 SF Options: Bedroom 3, Dual Master Suite, Multi-Gen Lot Coverage: 50.5% Conditioned + Garage + Porch + Storage 4.3% Luxury Outdoor Living 3,383 SF / 6,175 SF Lot = 54.8% Coverage Rear Yard Square Footage (Including Luxury Outdoor Living): 1,102.7 SF
Construction Type: V-B 1 Story Detached	



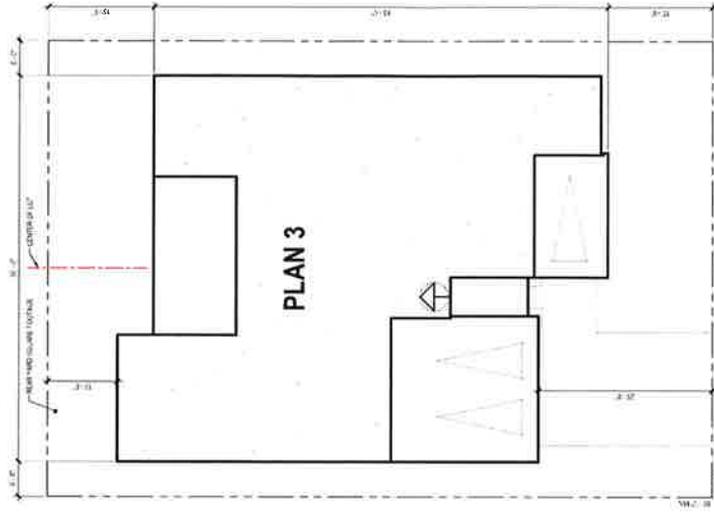
Plan 1 - Spanish Colonial

LOT COVERAGE:
 48.8% CONDITIONED + GARAGE +
 PORCH + ARCH PROJ
 3.0% LUXURY OUTDOOR LIVING
 51.8% TOTAL



Plan 2 - Modern Farmhouse

LOT COVERAGE:
 49.5% CONDITIONED + GARAGE +
 PORCH + ARCH PROJ
 3.6% LUXURY OUTDOOR LIVING
 53.1% TOTAL



Plan 3 - Modern Craftsman

LOT COVERAGE:
 50.5% CONDITIONED + GARAGE +
 PORCH + ARCH PROJ
 4.3% LUXURY OUTDOOR LIVING
 54.8% TOTAL





ELEVATION A		
MAIN FLOOR LIVABLE	2316 SF	2316 SF
LIVABLE		
2-CAR GARAGE	443 SF	
STORAGE	204 SF	
LUXURY OUTDOOR LIVING	185 SF	
PORCH	53 SF	
NON-LIVABLE	884 SF	
ELEVATION A	3201 SF	
LOT COVERAGE:		
48.6% CONDITIONED + GARAGE +		
PORCH + ARCH PROJ		
3.0% LUXURY OUTDOOR LIVING		
51.8% TOTAL		

August 30, 2019

A134

PLAN 1 - FLOOR PLAN - SPANISH COLONIAL
TOLL BROTHERS AT FOLSOM RANCH

Floor Plan

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



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 AMERICA'S LUXURY HOME BUILDER



FOLSOM
 RANCH



Spanish Colonial

SCALE: 1/4" = 1'-0"



Italian Villa

SCALE: 1/4" = 1'-0"



Modern Craftsman

SCALE: 1/4" = 1'-0"



Modern Farmhouse

SCALE: 1/4" = 1'-0"

Toll Brothers
AMERICA'S LUXURY HOME BUILDER

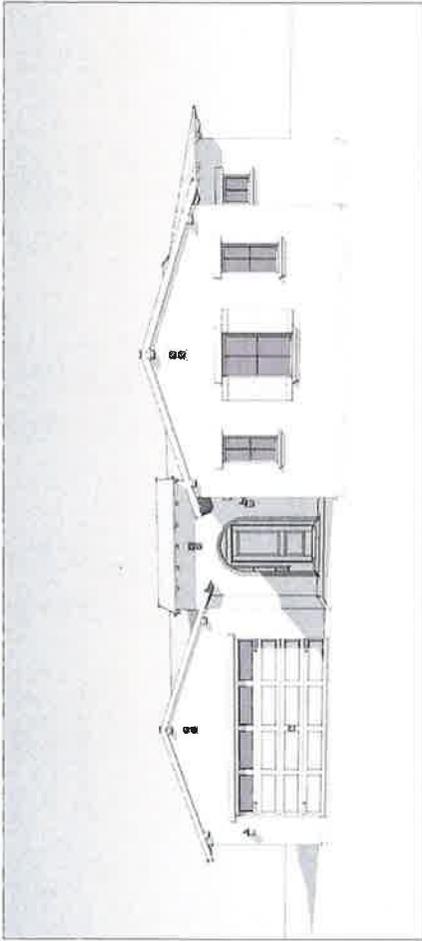


August 30, 2019

PLAN 1 - FRONT ELEVATIONS

A135

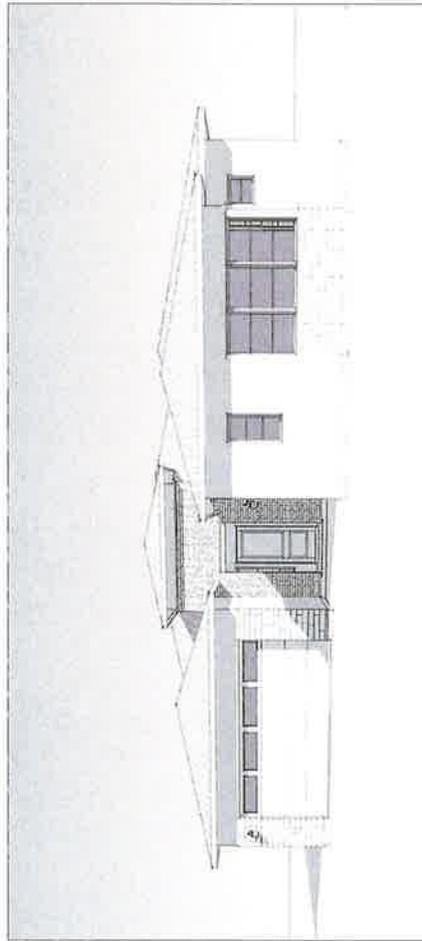
TOLL BROTHERS AT FOLSOM RANCH



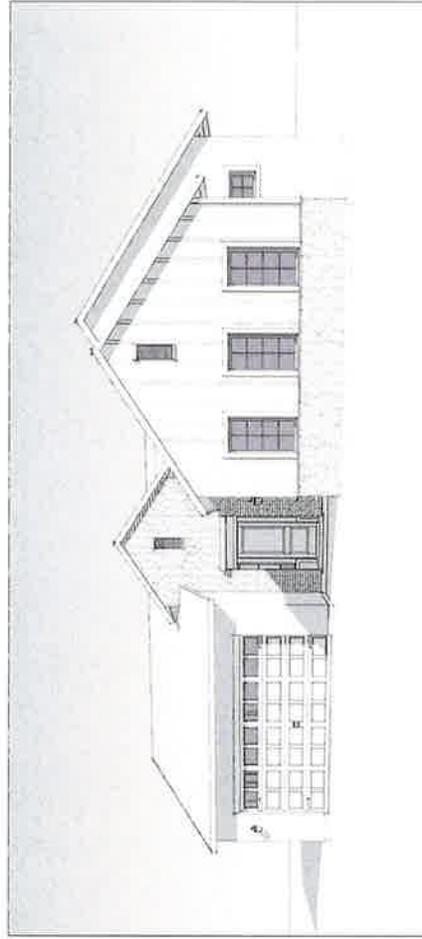
Spanish Colonial



Italian Villa



Modern Craftsman

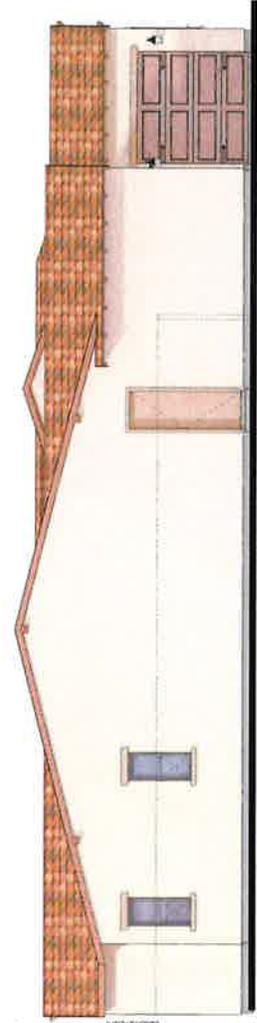


Modern Farmhouse



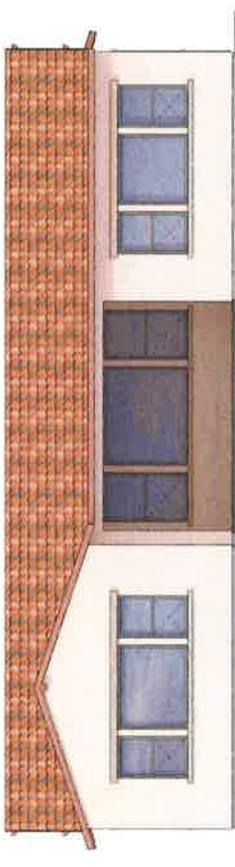
Front Elevation

SCALE 1/8" = 1'-0"



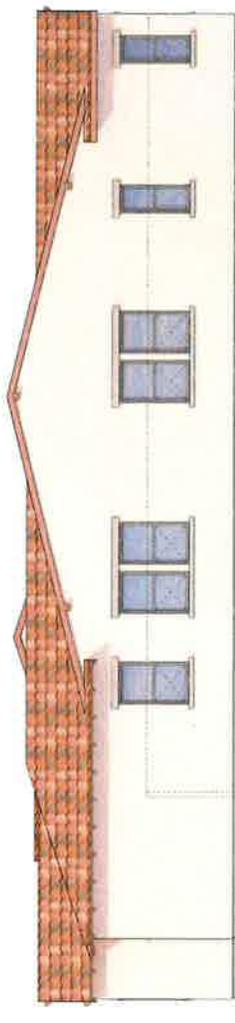
Left Elevation

SCALE 1/8" = 1'-0"



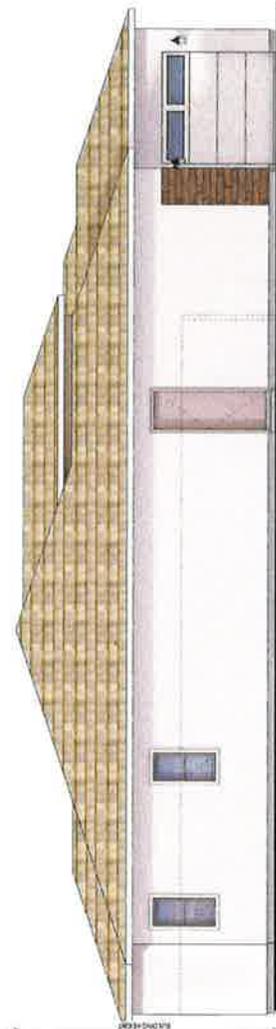
Rear Elevation

SCALE 1/8" = 1'-0"



Right Elevation

SCALE 1/8" = 1'-0"



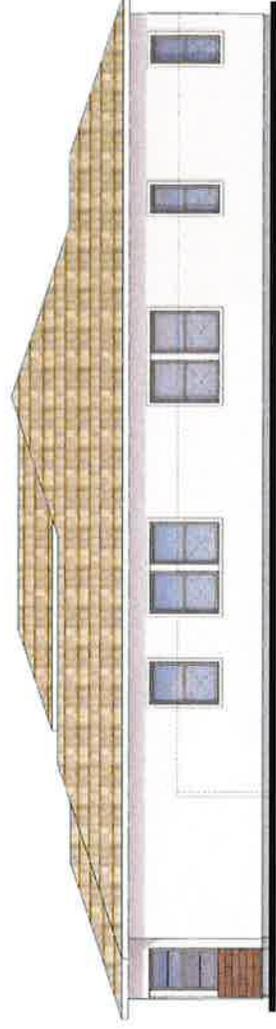
Left Elevation

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



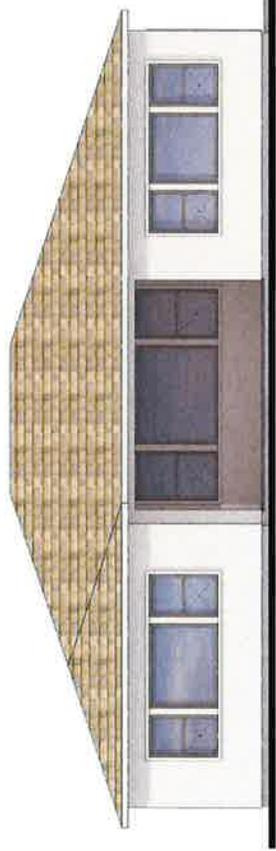
Front Elevation

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



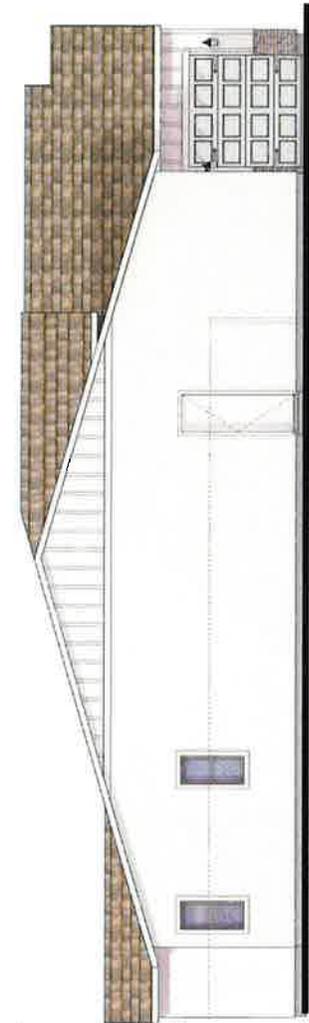
Right Elevation

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



Rear Elevation

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



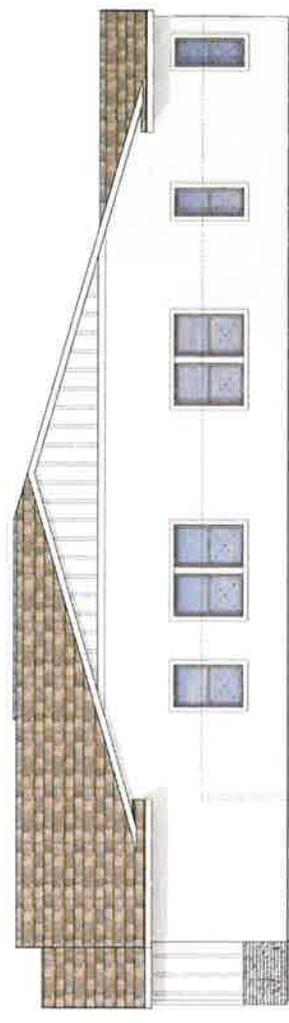
Left Elevation

SCALE: 1/4" = 1'-0"



Front Elevation

SCALE: 1/4" = 1'-0"



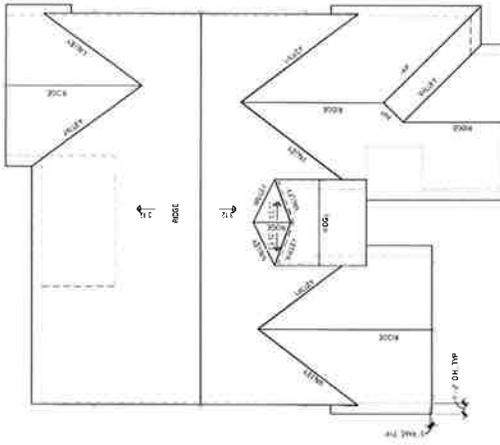
Right Elevation

SCALE: 1/4" = 1'-0"



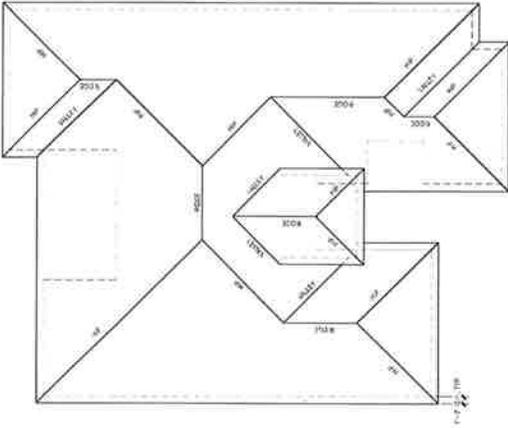
Rear Elevation

SCALE: 1/4" = 1'-0"



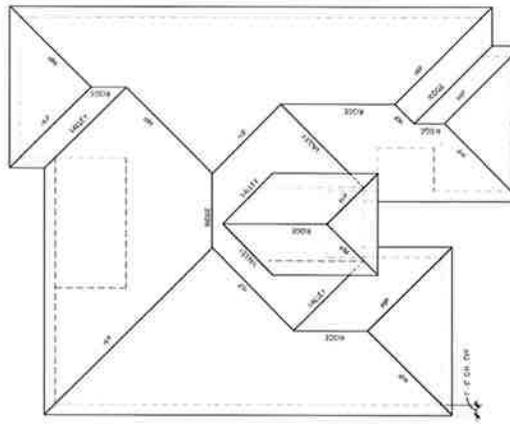
Spanish Colonial

SCALE: 1/8" = 1'-0"
 (1/4" = 1'-0")



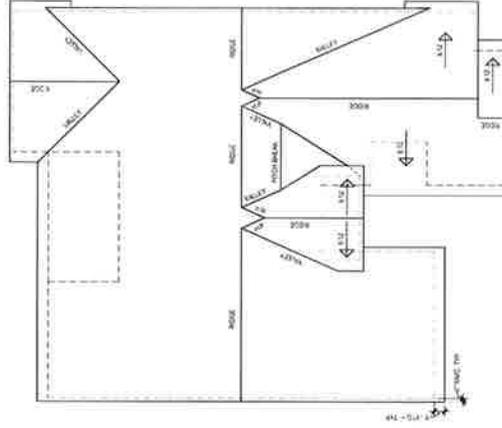
Italian Villa

SCALE: 1/8" = 1'-0"
 (1/4" = 1'-0")



Modern Craftsman

SCALE: 1/8" = 1'-0"
 (1/4" = 1'-0")



Modern Farmhouse

SCALE: 1/8" = 1'-0"
 (1/4" = 1'-0")



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 AMERICA'S LUXURY HOME BUILDER





Floor Plan

SCALE: 1/4" = 1'-0"

ELEVATION D	2356 SF
MAIN FLOOR LIVABLE	2356 SF
2-CAR GARAGE	464 SF
STORAGE	201 SF
LUXURY OUTDOOR LIVING	222 SF
PORCH	37 SF
NON-LIVABLE	924 SF
ELEVATION D	3280 SF
LOT COVERAGE:	
49.5% CONDITIONED + GARAGE +	
PORCH + ARCH PROJ.	
3.6% LUXURY OUTDOOR LIVING	
53.1% TOTAL	

August 30, 2019

PLAN 2 - FLOOR PLAN - MODERN FARMHOUSE

A142

TOLL BROTHERS AT FOLSOM RANCH



Toll Brothers
AMERICA'S LUXURY HOME BUILDER





Spanish Colonial

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



Italian Villa

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



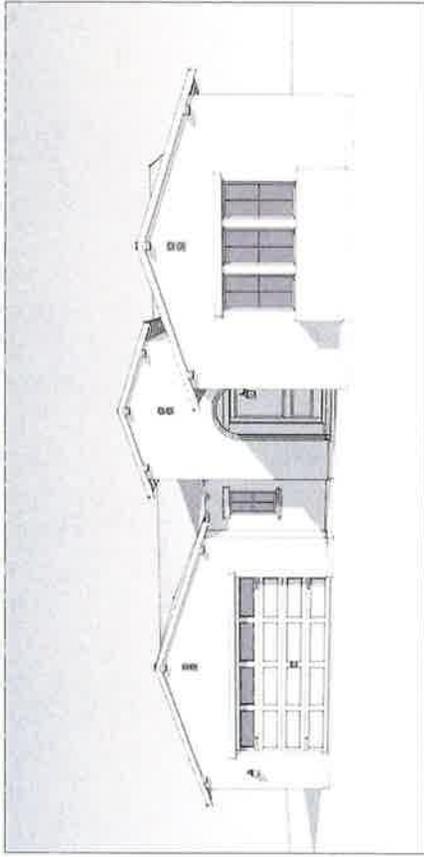
Modern Craftsman

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



Modern Farmhouse

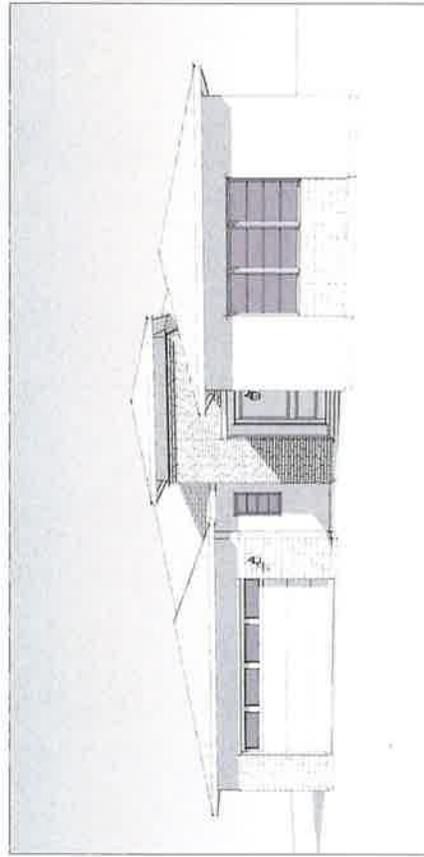
SCALE: 1/8" = 1'-0"



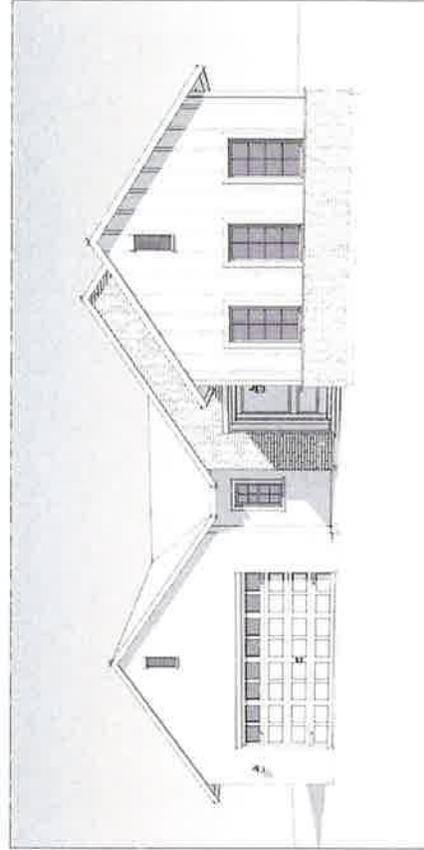
Spanish Colonial



Italian Villa



Modern Craftsman



Modern Farmhouse



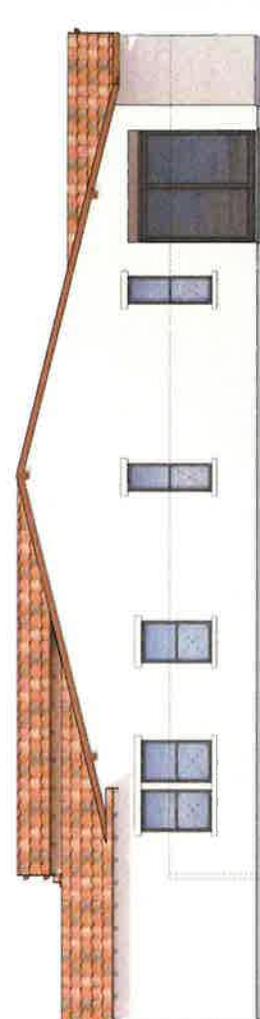
Front Elevation
SCALE 1/8" = 1'-0"



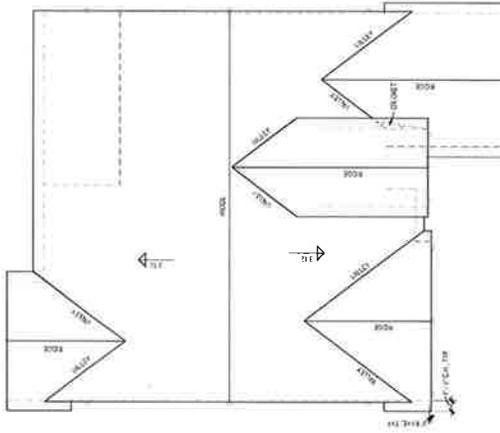
Left Elevation
SCALE 1/8" = 1'-0"



Rear Elevation
SCALE 1/8" = 1'-0"

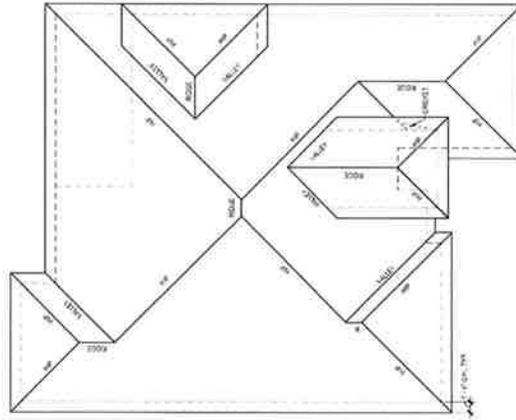


Right Elevation
SCALE 1/8" = 1'-0"



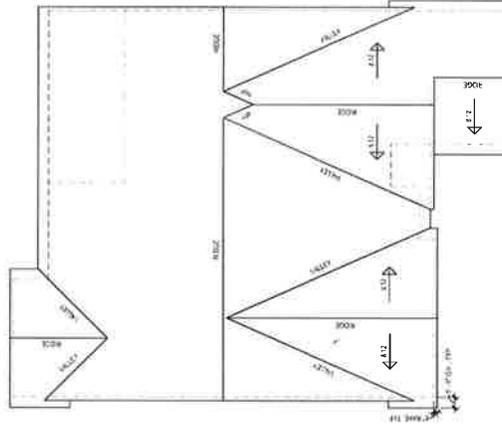
Spanish Colonial

SCALE: 1/8" = 1'-0"
 1/4" = 3'-0" (VERT.)



Italian Villa

SCALE: 1/8" = 1'-0"
 1/4" = 3'-0" (VERT.)



Modern Farmhouse

SCALE: 1/8" = 1'-0"
 1/4" = 3'-0" (VERT.)

Modern Craftsman

SCALE: 1/8" = 1'-0"
 1/4" = 3'-0" (VERT.)



Toll Brothers
 AMERICA'S LUXURY HOME BUILDER



FOLSOM
 RANCH



55'-0"

70'-0"

ELEVATION C		
MAIN FLOOR LIVABLE	2441 SF	
LIVABLE	2441 SF	
2-CAR GARAGE	431 SF	
STORAGE	186 SF	
LUXURY OUTDOOR LIVING	265 SF	
PORCH	61 SF	
NON-LIVABLE	942 SF	
ELEVATION C	3383 SF	
LOT COVERAGE:		
50.5% CONDITIONED + GARAGE +		
PORCH + ARCH PROJ		
4.3% LUXURY OUTDOOR LIVING		
54.8% TOTAL		

Floor Plan

August 30, 2019

PLAN 3 - FLOOR PLAN - MODERN CRAFTSMAN

A150

TOLL BROTHERS AT FOLSOM RANCH



Toll Brothers

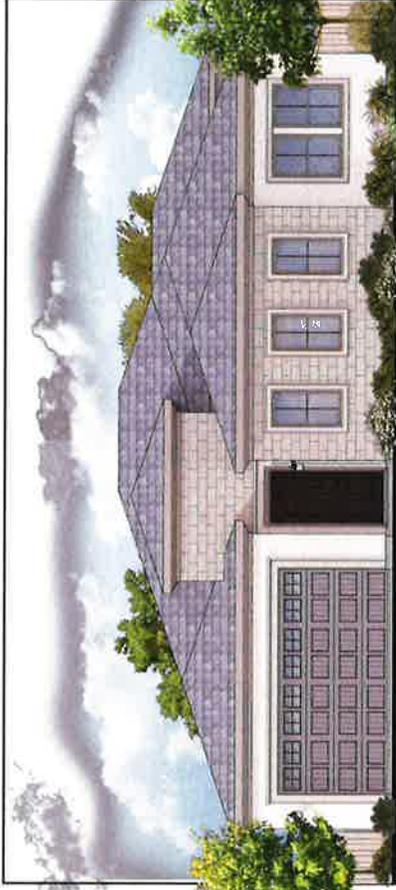
AMERICA'S LUXURY HOME BUILDER



FOLSOM RANCH



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



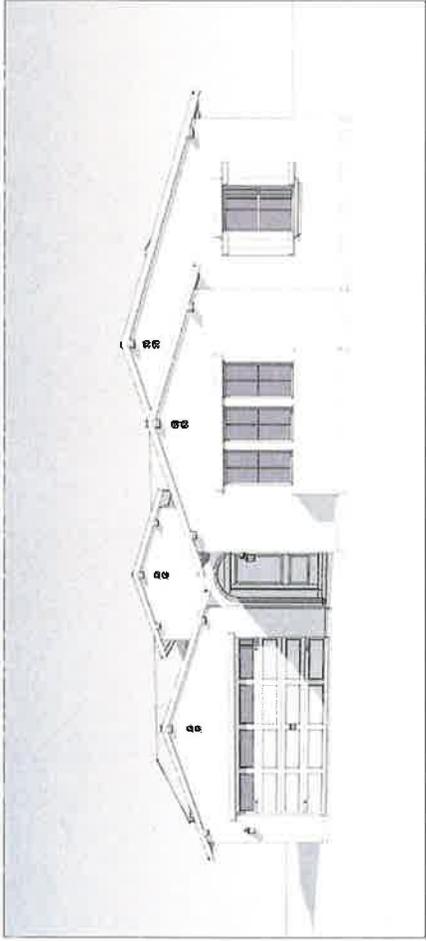
Italian Villa
SCALE: 1/8" = 1'-0"



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



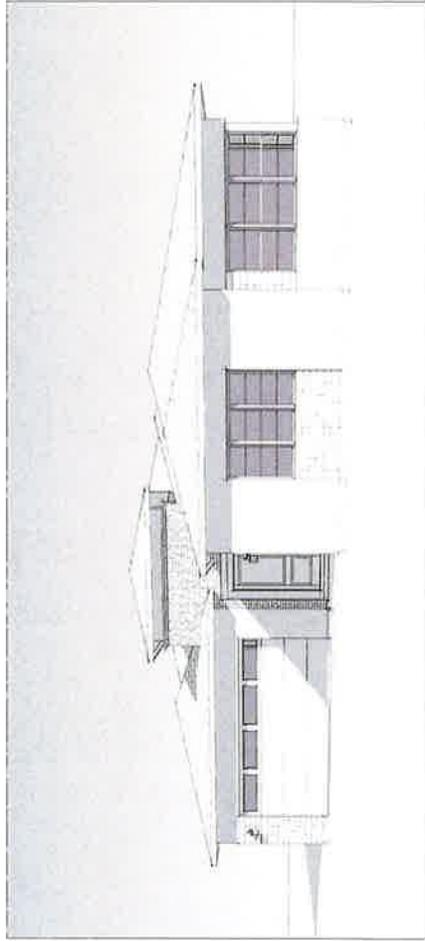
Modern Farmhouse
SCALE: 1/8" = 1'-0"



Spanish Colonial



Italian Villa



Modern Craftsman



Modern Farmhouse



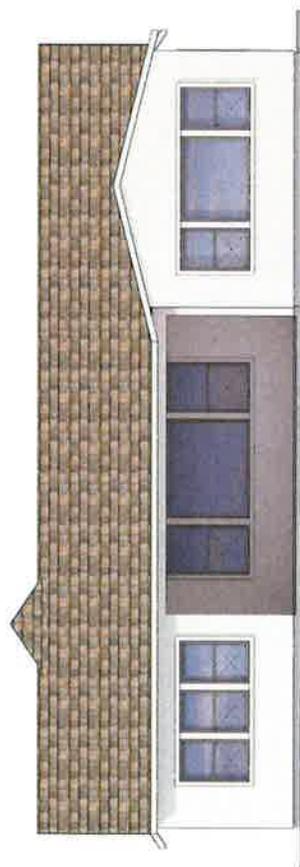
Front Elevation

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



Left Elevation

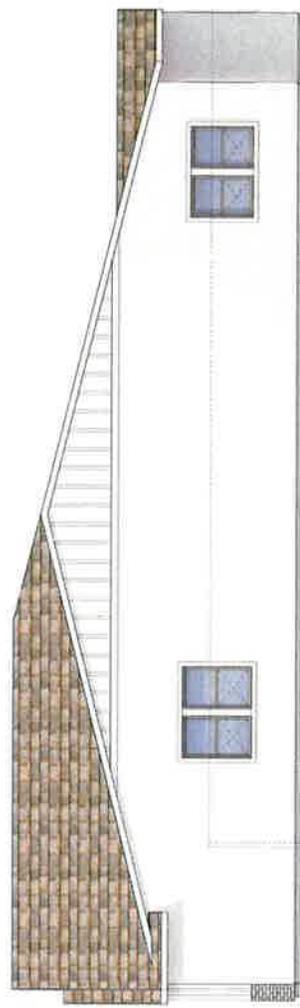
SCALE: 1/8" = 1'-0"



Rear Elevation



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



Right Elevation

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

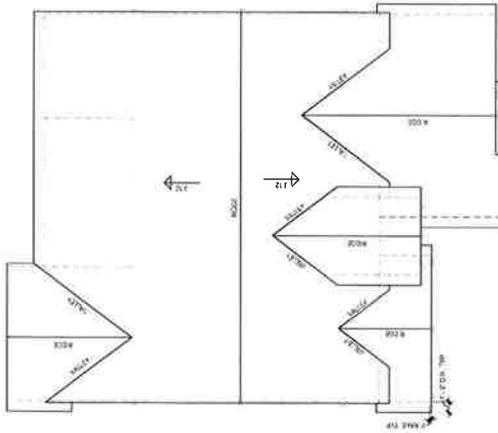
Toll Brothers
AMERICA'S LUXURY HOME BUILDER



PLAN 3 - ELEVATIONS - MODERN FARMHOUSE August 30, 2019

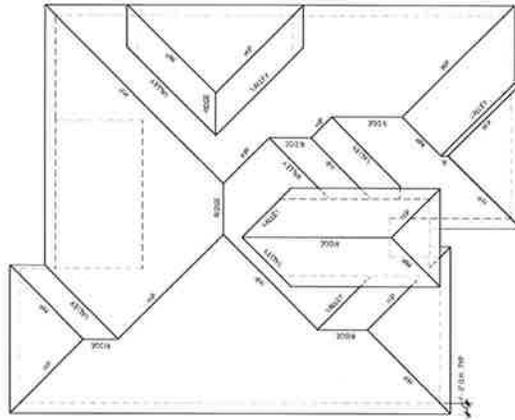
TOLL BROTHERS AT FOLSOM RANCH

A156



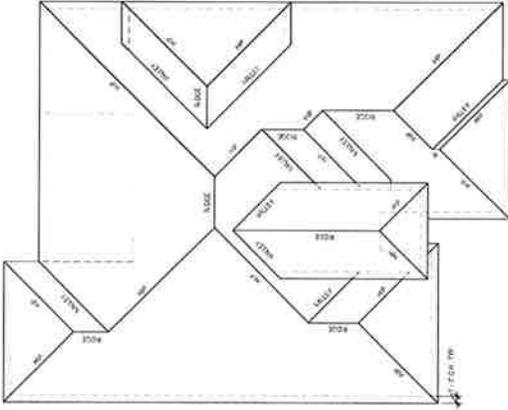
Spanish Colonial

SCALE: 1/8" = 1'-0"
 (ALL DIMENSIONS IN FEET)



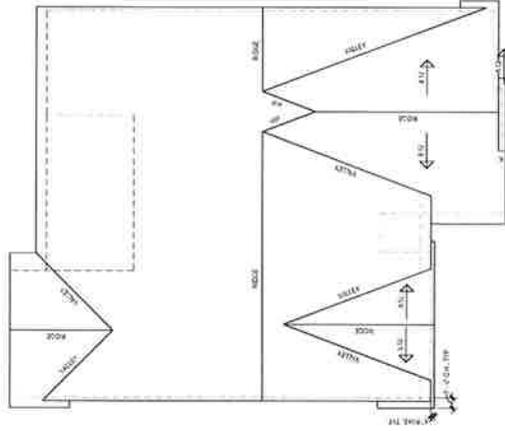
Modern Craftsman

SCALE: 1/8" = 1'-0"
 (ALL DIMENSIONS IN FEET)



Italian Villa

SCALE: 1/8" = 1'-0"
 (ALL DIMENSIONS IN FEET)



Modern Farmhouse

SCALE: 1/8" = 1'-0"
 (ALL DIMENSIONS IN FEET)



Toll Brothers
 AMERICAN LUXURY HOME BUILDERS



TOLL BROTHERS AT FOLSOM RANCH - PROJECT AREA GPA/SPA PASP LAND USE ALLOCATION DATA BY PARCEL

10/14/2019

EXISTING/APPROVED LAND USE PLAN				PROPOSED LAND USE PLAN					
PARCEL #	SUB-PLAN AREA	AC	DU	POPULATION	PARCEL #	SUB-PLAN AREA	AC	DU	POPULATION
24A	ALDER RANCH	32.72	180	375	24A	ALDER RANCH	32.72	180	375
24B	ALDER RANCH	10.00	51	107	24B	ALDER RANCH	10.00	51	107
24C	ALDER RANCH	10.39	51	107	24C	ALDER RANCH	10.39	51	107
24D	ALDER RANCH	10.39	51	107	24D	ALDER RANCH	10.39	51	107
24E	ALDER RANCH	2.16	11	23	24E	ALDER RANCH	2.16	11	23
232	ALDER RANCH	0.18	1	2	232	ALDER RANCH	0.18	1	2
233	ALDER RANCH	0.18	1	2	233	ALDER RANCH	0.18	1	2
SUBTOTAL	ALDER RANCH	74.95	277	815	SUBTOTAL	ALDER RANCH	74.95	277	815
172	MANCINI WEST	44.78	249	514	172A	TOLL BROTHERS	59.84	314	625
178	MANCINI WEST	13.21	71	151	172B	TOLL BROTHERS	59.84	314	625
181	MANCINI WEST	21.02	113	238	178	TOLL BROTHERS	7.77	75	148
171	MANCINI WEST	79.63	451	957	181	TOLL BROTHERS	7.15	34	78
170	MANCINI WEST	10.48	54	114	171A	TOLL BROTHERS	12.83	62	123
173	MANCINI WEST	10.48	54	114	170	TOLL BROTHERS	9.48	45	90
184	MANCINI WEST	18.71	101	214	171B	TOLL BROTHERS	14.27	68	137
189	MANCINI WEST	2.92	15	32	181	TOLL BROTHERS	3.54	17	36
164	MANCINI WEST	7.21	37	77	188	TOLL BROTHERS	0.46	2	4
167	MANCINI WEST	11.00	57	120	189	TOLL BROTHERS	0.56	3	6
174	MANCINI WEST	1.85	9	19	174	TOLL BROTHERS	0.31	1	2
175	MANCINI WEST	1.85	9	19	175	TOLL BROTHERS	0.31	1	2
182	MANCINI WEST	1.41	7	15	180	TOLL BROTHERS	0.16	1	2
183	MANCINI WEST	0.42	2	4	182	TOLL BROTHERS	0.10	0	0
187	MANCINI WEST	0.48	2	4	183	TOLL BROTHERS	0.17	1	2
188	MANCINI WEST	0.32	1	2	184	TOLL BROTHERS	0.17	1	2
192	MANCINI WEST	0.32	1	2	190	TOLL BROTHERS	0.46	2	4
SUBTOTAL	MANCINI WEST	224.42	1,177	2,974	SUBTOTAL	TOLL BROTHERS	244.49	1,011	2,012
TOTAL	ALDER RANCH	74.95	277	815	TOTAL	TOLL BROTHERS	244.49	1,011	2,012

TOLL BROTHERS AT FOLSOM RANCH - PROJECT AREA GPA/SPA PASP LAND USE ALLOCATION DATA BY PARCEL

10/14/2019

EXISTING/APPROVED LAND USE PLAN				PROPOSED LAND USE PLAN					
PARCEL #	SUB-PLAN AREA	AC	DU	POPULATION	PARCEL #	SUB-PLAN AREA	AC	DU	POPULATION
20	ALDER RANCH	21.62	78	166	20A	ALDER RANCH	13.62	54	108
SUBTOTAL	ALDER RANCH	21.62	78	166	SUBTOTAL	ALDER RANCH	13.62	54	108
64	TOWN CENTER	1.13	132	280	64	TOWN CENTER	3.13	132	280
74	TOWN CENTER	11.00	132	280	74	TOWN CENTER	10.02	132	280
68	TOWN CENTER	12.48	150	320	68	TOWN CENTER	11.48	150	320
69	TOWN CENTER	9.72	87	189	69	TOWN CENTER	9.72	169	328
70	TOWN CENTER	12.48	150	320	70	TOWN CENTER	12.48	150	320
71	TOWN CENTER	12.48	150	320	71	TOWN CENTER	12.48	150	320
72	TOWN CENTER	12.48	150	320	72	TOWN CENTER	12.48	150	320
73	TOWN CENTER	12.48	150	320	73	TOWN CENTER	12.48	150	320
75	TOWN CENTER	12.48	150	320	75	TOWN CENTER	12.48	150	320
76	TOWN CENTER	12.48	150	320	76	TOWN CENTER	12.48	150	320
77	TOWN CENTER	12.48	150	320	77	TOWN CENTER	12.48	150	320
78	TOWN CENTER	12.48	150	320	78	TOWN CENTER	12.48	150	320
79	TOWN CENTER	12.48	150	320	79	TOWN CENTER	12.48	150	320
80	TOWN CENTER	12.48	150	320	80	TOWN CENTER	12.48	150	320
81	TOWN CENTER	12.48	150	320	81	TOWN CENTER	12.48	150	320
82	TOWN CENTER	12.48	150	320	82	TOWN CENTER	12.48	150	320
83	TOWN CENTER	12.48	150	320	83	TOWN CENTER	12.48	150	320
84	TOWN CENTER	12.48	150	320	84	TOWN CENTER	12.48	150	320
85	TOWN CENTER	12.48	150	320	85	TOWN CENTER	12.48	150	320
86	TOWN CENTER	12.48	150	320	86	TOWN CENTER	12.48	150	320
87	TOWN CENTER	12.48	150	320	87	TOWN CENTER	12.48	150	320
88	TOWN CENTER	12.48	150	320	88	TOWN CENTER	12.48	150	320
89	TOWN CENTER	12.48	150	320	89	TOWN CENTER	12.48	150	320
90	TOWN CENTER	12.48	150	320	90	TOWN CENTER	12.48	150	320
91	TOWN CENTER	12.48	150	320	91	TOWN CENTER	12.48	150	320
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94	TOWN CENTER	12.48	150	320	94	TOWN CENTER	12.48	150	320
95	TOWN CENTER	12.48	150	320	95	TOWN CENTER	12.48	150	320
96	TOWN CENTER	12.48	150	320	96	TOWN CENTER	12.48	150	320
97	TOWN CENTER	12.48	150	320	97	TOWN CENTER	12.48	150	320
98	TOWN CENTER	12.48	150	320	98	TOWN CENTER	12.48	150	320
99	TOWN CENTER	12.48	150	320	99	TOWN CENTER	12.48	150	320
100	TOWN CENTER	12.48	150	320	100	TOWN CENTER	12.48	150	320
SUBTOTAL	TOWN CENTER	124.80	1,500	3,264	SUBTOTAL	TOWN CENTER	124.80	1,500	3,264
TOTAL	ALDER RANCH	151.55	871	2,112	TOTAL	ALDER RANCH	151.55	1,104	2,440
TOTAL	ALDER RANCH	151.55	871	2,112	TOTAL	ALDER RANCH	151.55	1,104	2,440

TOLL BROTHERS AT FOLSOM RANCH - PROJECT AREA GPA/SPA PASP LAND USE ALLOCATION DATA BY PARCEL

10/14/2019

EXISTING/APPROVED LAND USE PLAN				PROPOSED LAND USE PLAN					
PARCEL #	SUB-PLAN AREA	AC	DU	POPULATION	PARCEL #	SUB-PLAN AREA	AC	DU	POPULATION
20	ALDER RANCH	21.62	78	166	20A	ALDER RANCH	13.62	54	108
SUBTOTAL	ALDER RANCH	21.62	78	166	SUBTOTAL	ALDER RANCH	13.62	54	108
64	TOWN CENTER	1.13	132	280	64	TOWN CENTER	3.13	132	280
74	TOWN CENTER	11.00	132	280	74	TOWN CENTER	10.02	132	280
68	TOWN CENTER	12.48	150	320	68	TOWN CENTER	11.48	150	320
69	TOWN CENTER	9.72	87	189	69	TOWN CENTER	9.72	169	328
70	TOWN CENTER	12.48	150	320	70	TOWN CENTER	12.48	150	320
71	TOWN CENTER	12.48	150	320	71	TOWN CENTER	12.48	150	320
72	TOWN CENTER	12.48	150	320	72	TOWN CENTER	12.48	150	320
73	TOWN CENTER	12.48	150	320	73	TOWN CENTER	12.48	150	320
75	TOWN CENTER	12.48	150	320	75	TOWN CENTER	12.48	150	320
76	TOWN CENTER	12.48	150	320	76	TOWN CENTER	12.48	150	320
77	TOWN CENTER	12.48	150	320	77	TOWN CENTER	12.48	150	320
78	TOWN CENTER	12.48	150	320	78	TOWN CENTER	12.48	150	320
79	TOWN CENTER	12.48	150	320	79	TOWN CENTER	12.48	150	320
80	TOWN CENTER	12.48	150	320	80	TOWN CENTER	12.48	150	320
81	TOWN CENTER	12.48	150	320	81	TOWN CENTER	12.48	150	320
82	TOWN CENTER	12.48	150	320	82	TOWN CENTER	12.48	150	320
83	TOWN CENTER	12.48	150	320	83	TOWN CENTER	12.48	150	320
84	TOWN CENTER	12.48	150	320	84	TOWN CENTER	12.48	150	320
85	TOWN CENTER	12.48	150	320	85	TOWN CENTER	12.48	150	320
86	TOWN CENTER	12.48	150	320	86	TOWN CENTER	12.48	150	320
87	TOWN CENTER	12.48	150	320	87	TOWN CENTER	12.48	150	320
88	TOWN CENTER	12.48	150	320	88	TOWN CENTER	12.48	150	320
89	TOWN CENTER	12.48	150	320	89	TOWN CENTER	12.48	150	320
90	TOWN CENTER	12.48	150	320	90	TOWN CENTER	12.48	150	320
91	TOWN CENTER	12.48	150	320	91	TOWN CENTER	12.48	150	320
92	TOWN CENTER	12.48	150	320	92	TOWN CENTER	12.48	150	320
93	TOWN CENTER	12.48	150	320	93	TOWN CENTER	12.48	150	320
94	TOWN CENTER	12.48	150	320	94	TOWN CENTER	12.48	150	320
95	TOWN CENTER	12.48	150	320	95	TOWN CENTER	12.48	150	320
96	TOWN CENTER	12.48	150	320	96	TOWN CENTER	12.48	150	320
97	TOWN CENTER	12.48	150	320	97	TOWN CENTER	12.48	150	320
98	TOWN CENTER	12.48	150	320	98	TOWN CENTER	12.48	150	320
99	TOWN CENTER	12.48	150	320	99	TOWN CENTER	12.48	150	320
100	TOWN CENTER	12.48	150	320	100	TOWN CENTER	12.48	150	320
SUBTOTAL	TOWN CENTER	124.80	1,500	3,264	SUBTOTAL	TOWN CENTER	124.80	1,500	3,264
TOTAL	ALDER RANCH	151.55	871	2,112	TOTAL	ALDER RANCH	151.55	1,104	2,440
TOTAL	ALDER RANCH	151.55	871	2,112	TOTAL	ALDER RANCH	151.55	1,104	2,440

TOLL BROTHERS AT FOLSOM RANCH - PROJECT AREA GPA/SPA PASP LAND USE ALLOCATION DATA BY PARCEL

10/14/2019

EXISTING/APPROVED LAND USE PLAN				PROPOSED LAND USE PLAN					
PARCEL #	SUB-PLAN AREA	AC	DU	POPULATION	PARCEL #	SUB-PLAN AREA	AC	DU	POPULATION
20	ALDER RANCH	21.62	78	166	20A	ALDER RANCH	13.62	54	108
SUBTOTAL	ALDER RANCH	21.62	78	166	SUBTOTAL	ALDER RANCH	13.62	54	108
64	TOWN CENTER	1.13	132	280	64	TOWN CENTER	3.13	132	280
74	TOWN CENTER	11.00	132	280	74	TOWN CENTER	10.02	132	280
68	TOWN CENTER	12.48	1						

Toll Brothers at Folsom Ranch

Folsom, California
Streetscapes



Plan 2-3 - Spanish Colonial
 Lots 90/89
 Color Scheme #3

Plan 1-3 - Italian Villa
 Lots 88/87
 Color Scheme #2

Plan 2-1 - Modern Farmhouse
 Lots 86/85
 Color Scheme #2

Street View #1



Plan 2-3 - Spanish Colonial
 Lots 90/89
 Color Scheme #3

Plan 1-3 - Italian Villa
 Lots 88/87
 Color Scheme #2

Plan 2-1 - Modern Farmhouse
 Lots 86/85
 Color Scheme #2

Street View #2



Plan 1 - Modern Farmhouse
Lot 123
Color Scheme #1

Plan 2 - Italian Villa
Lot 122
Color Scheme #2

Plan 3 - Modern Farmhouse
Lot 121
Color Scheme #2

Plan 2 - Modern Craftsman
Lot 120
Color Scheme #1

Street View #1



Plan 1 - Modern Farmhouse
Lot 123
Color Scheme #1

Plan 2 - Italian Villa
Lot 122
Color Scheme #2

Plan 3 - Modern Farmhouse
Lot 121
Color Scheme #2

Plan 2 - Modern Craftsman
Lot 120
Color Scheme #1

Street View #2



50's Plan 1 - Modern Farmhouse
Lot 424
Color Scheme #3

55's Plan 1 - Italian Villa
Lot 423
Color Scheme #2

65's Plan 2 - Modern Farmhouse
Lot 422
Color Scheme #1

65's Plan 3 - Italian Villa
Lot 421
Color Scheme #2

Street View #1



50's Plan 1 - Modern Farmhouse
Lot 424
Color Scheme #3

65's Plan 2 - Modern Farmhouse
Lot 422
Color Scheme #1

65's Plan 3 - Italian Villa
Lot 421
Color Scheme #2

Street View #2



55's Plan 2 - Modern Farmhouse
Lot 531
Color Scheme #2

50's Plan 3 - Modern Craftsman
Lot 530
Color Scheme #3

55's Plan 3 - Modern Farmhouse
Lot 529
Color Scheme #2

65's Plan 1 - Italian Villa
Lot 528
Color Scheme #1

Street View #1



55's Plan 2 - Modern Farmhouse
Lot 531
Color Scheme #2

50's Plan 3 - Modern Craftsman
Lot 530
Color Scheme #3

55's Plan 3 - Modern Farmhouse
Lot 529
Color Scheme #2

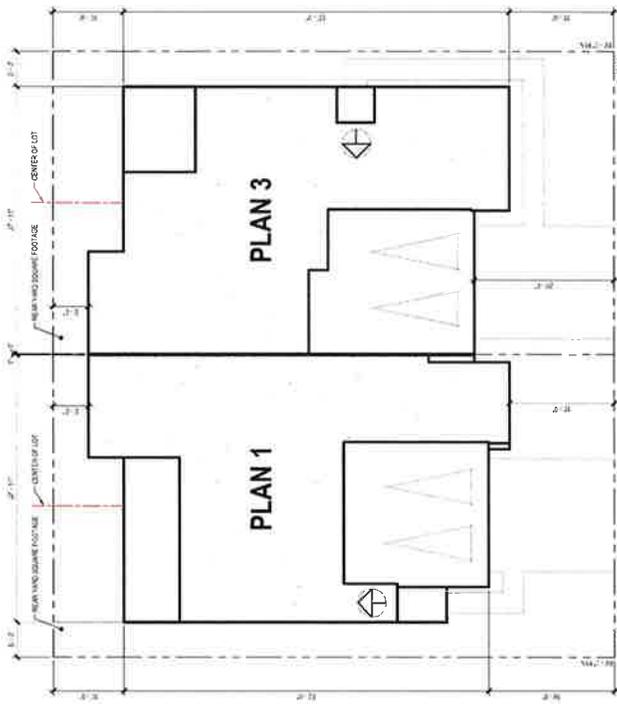
65's Plan 1 - Italian Villa
Lot 528
Color Scheme #1

Street View #2

Toll Brothers at Folsom Ranch

Folsom, California
Townhomes

PROPOSED GENERAL STATISTICS	
Plan 1	2 Bed 2 Bath - 1,398 SF Options: None Lot Coverage: 54.3% Conditioned + Garage + Porch + Arch Proj 5.4% Luxury Outdoor Living 2,055 SF / 3,440 SF Lot = 59.7% Coverage Rear Yard Square Footage (Including Luxury Outdoor Living): 578.6 SF
Plan 2	2 Bed 2 Bath - 1,420 SF Options: None Lot Coverage: 55.7% Conditioned + Garage + Porch + Arch Proj 3.1% Luxury Outdoor Living 2,023 SF / 3,440 SF Lot = 58.8% Coverage Rear Yard Square Footage (Including Luxury Outdoor Living): 459.6 SF
Plan 3	2 Bed 2 Bath - 1,446 SF Options: None Lot Coverage: 56.3% Conditioned + Garage + Porch + Arch Proj 3.6% Luxury Outdoor Living 2,062 SF / 3,440 SF Lot = 59.9% Coverage Rear Yard Square Footage (Including Luxury Outdoor Living): 528.2 SF
Construction Type: V-B 1 Story Attached	



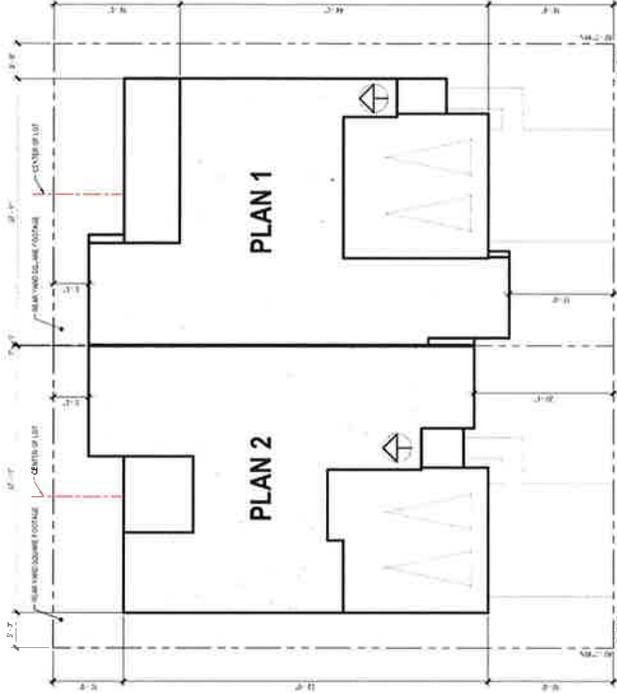
Building 1-3 - Italian Villa

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

PLAN 1
LOT COVERAGE: 54.3% CONDITIONED + GARAGE + PORCH + ARCH PROJ 5.4% LUXURY OUTDOOR LIVING 59.7% TOTAL

PLAN 3
LOT COVERAGE: 56.3% CONDITIONED + GARAGE + PORCH + ARCH PROJ 3.6% LUXURY OUTDOOR LIVING 59.9% TOTAL

BUILDING 1-3
LOT COVERAGE: 55.0% CONDITIONED + GARAGE + PORCH + ARCH PROJ 4.3% LUXURY OUTDOOR LIVING 59.3% TOTAL



Building 2-1 - Modern Farmhouse

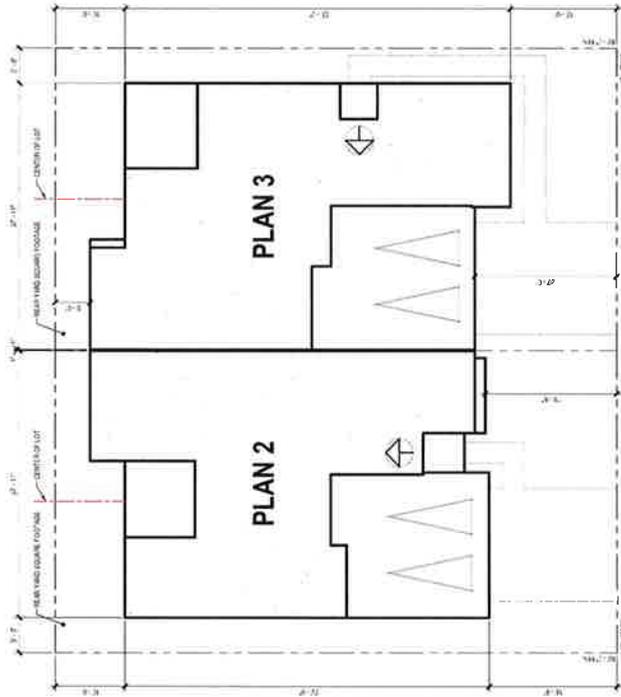
SCALE: 1/8" = 1'-0"

PLAN 2
LOT COVERAGE: 55.7% CONDITIONED + GARAGE + PORCH + ARCH PROJ 3.1% LUXURY OUTDOOR LIVING 58.8% TOTAL

PLAN 1
LOT COVERAGE: 54.3% CONDITIONED + GARAGE + PORCH + ARCH PROJ 5.4% LUXURY OUTDOOR LIVING 59.7% TOTAL

BUILDING 2-1
LOT COVERAGE: 55.3% CONDITIONED + GARAGE + PORCH + ARCH PROJ 4.5% LUXURY OUTDOOR LIVING 59.8% TOTAL





Building 2-3 - Spanish Colonial

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

PLAN 2
LOT COVERAGE: 55.7% CONDITIONED + GARAGE + PORCH + ARCH PROJ 3.1% LUXURY OUTDOOR LIVING 58.8% TOTAL

PLAN 3
LOT COVERAGE: 56.3% CONDITIONED + GARAGE + PORCH + ARCH PROJ 3.6% LUXURY OUTDOOR LIVING 59.9% TOTAL

BUILDING 2-3
LOT COVERAGE: 56.0% CONDITIONED + GARAGE + PORCH + ARCH PROJ 3.4% LUXURY OUTDOOR LIVING 59.4% TOTAL



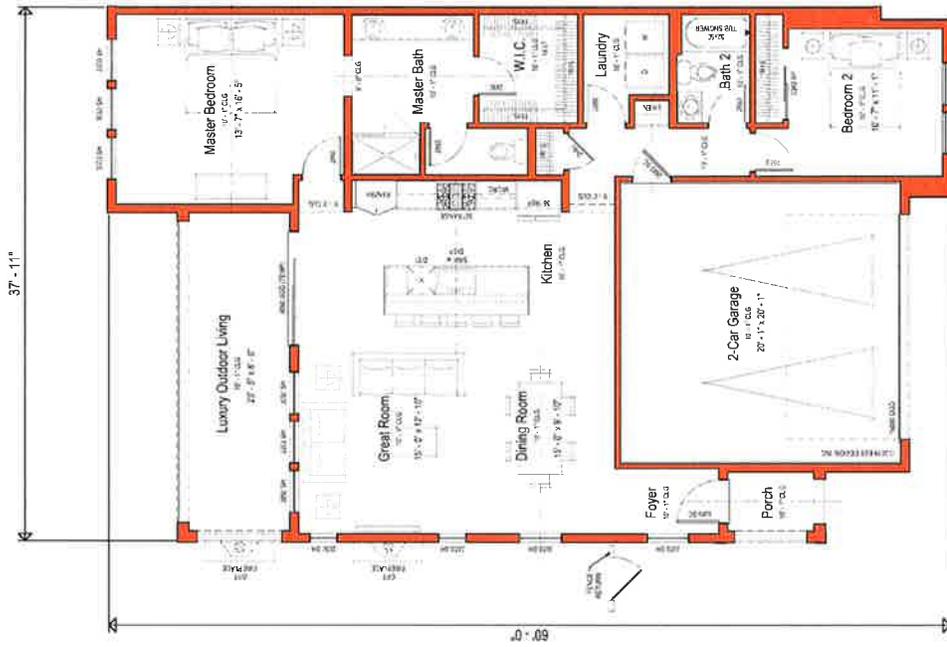
Toll Brothers
AMERICA'S LUXURY HOME BUILDER



August 30, 2019

A008

BUILDING ARTICULATION PLANS
TOLL BROTHERS AT FOLSOM RANCH



Floor Plan

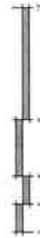
ELEVATION B	1398 SF
MAIN FLOOR LIVABLE	1398 SF
2-CAR GARAGE	420 SF
LUXURY OUTDOOR LIVING	187 SF
PORCH	35 SF
ARCHITECTURAL PROJECTIONS	15 SF
NON-LIVABLE	657 SF
ELEVATION B	2055 SF
LOT COVERAGE:	
54.3% CONDITIONED + GARAGE + PORCH + ARCH PROJ	
5.4% LUXURY OUTDOOR LIVING	
58.7% TOTAL	

August 30, 2019

PLAN 1 - FLOOR PLAN - ITALIAN VILLA

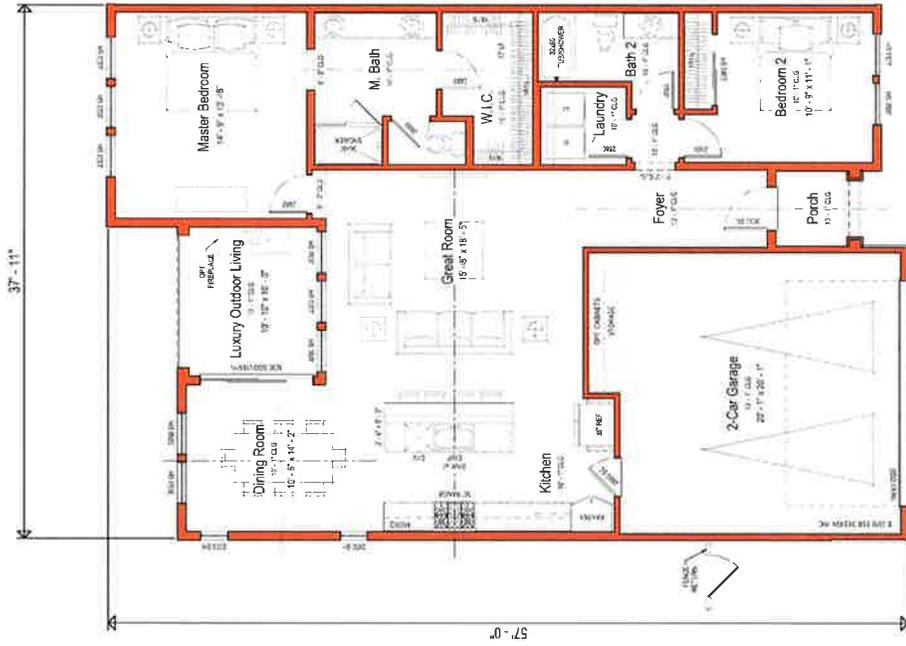
A009

TOLL BROTHERS AT FOLSOM RANCH



Toll Brothers
AMERICA'S LUXURY HOME BUILDER





Floor Plan

ELEVATION D	1420 SF
MAIN FLOOR LIVABLE	1420 SF
LIVABLE	1420 SF
2-CAR GARAGE	445 SF
LUXURY OUTDOOR LIVING	108 SF
PORCH	34 SF
ARCHITECTURAL PROJ	16 SF
NON-LIVABLE	603 SF
ELEVATION D	2023 SF
LOT COVERAGE:	
56.7% CONDITIONED + GARAGE +	
PORCH + ARCH PROJ	
3.1% LUXURY OUTDOOR LIVING	
56.8% TOTAL	

August 30, 2019

PLAN 2 - FLOOR PLAN - MODERN FARMHOUSE

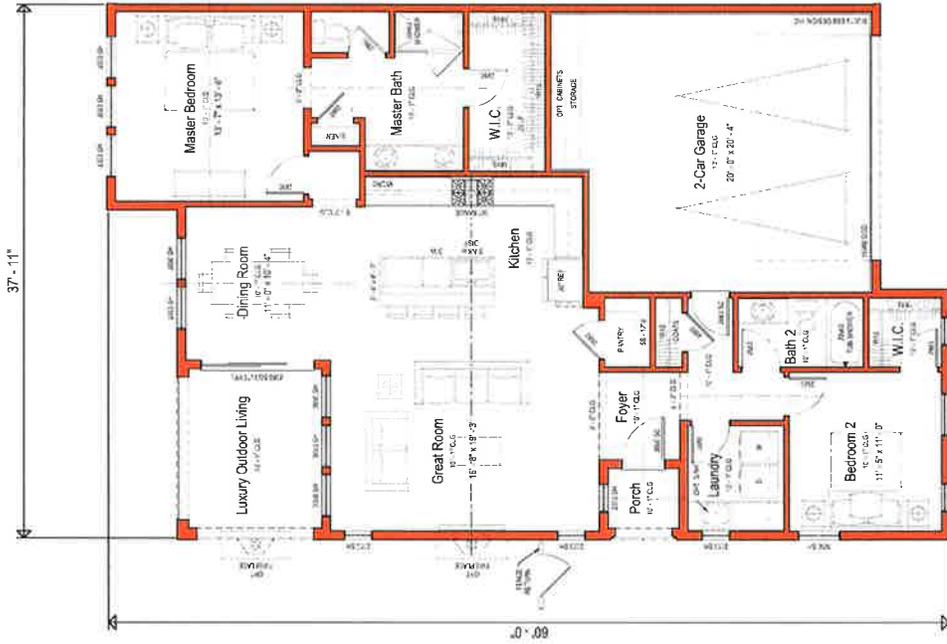
A010

TOLL BROTHERS AT FOLSOM RANCH



Toll Brothers
AMERICA'S LUXURY HOME BUILDER





Floor Plan

ELEVATION A	
MAIN FLOOR LIVABLE	1446 SF
LIVABLE	1446 SF
2-CAR GARAGE	458 SF
LUXURY OUTDOOR LIVING	125 SF
PORCH	27 SF
ARCHITECTURAL PROJ	6 SF
NON-LIVABLE	617 SF
ELEVATION A	2062 SF
LOT COVERAGE:	
56.3% CONDITIONED + GARAGE +	
PORCH + ARCH PROJ	
3.6% LUXURY OUTDOOR LIVING	
59.9% TOTAL	

August 30, 2019

PLAN 3 - FLOOR PLAN - SPANISH COLONIAL

A011

TOLL BROTHERS AT FOLSOM RANCH



Toll Brothers
AMERICA'S LUXURY HOME BUILDER

F FOLSOM
RANCH

August 30, 2019

A012

BUILDING 1-3 - COMPOSITE FLOOR PLAN - ITALIAN VILLA TOLL BROTHERS AT FOLSOM RANCH

LOT COVERAGE:
55.0% CONDITIONED + GARAGE +
PORCH + ARCH PROJ
4.3% LUXURY OUTDOOR LIVING
59.3% TOTAL



Composite Floor Plan



PLAN 1

PLAN 3

Spanish Colonial

SCALE: 1/4" = 1'-0"



PLAN 1

PLAN 3

Italian Villa

SCALE: 1/4" = 1'-0"



Toll Brothers
AMERICA'S LUXURY HOME BUILDER



August 30, 2019

BUILDING 1-3 - FRONT ELEVATIONS

A013

TOLL BROTHERS AT FOLSOM RANCH



PLAN 1

PLAN 3

Modern Craftsman

SCALE: 1/4" = 1'-0"



PLAN 1

PLAN 3

Modern Farmhouse

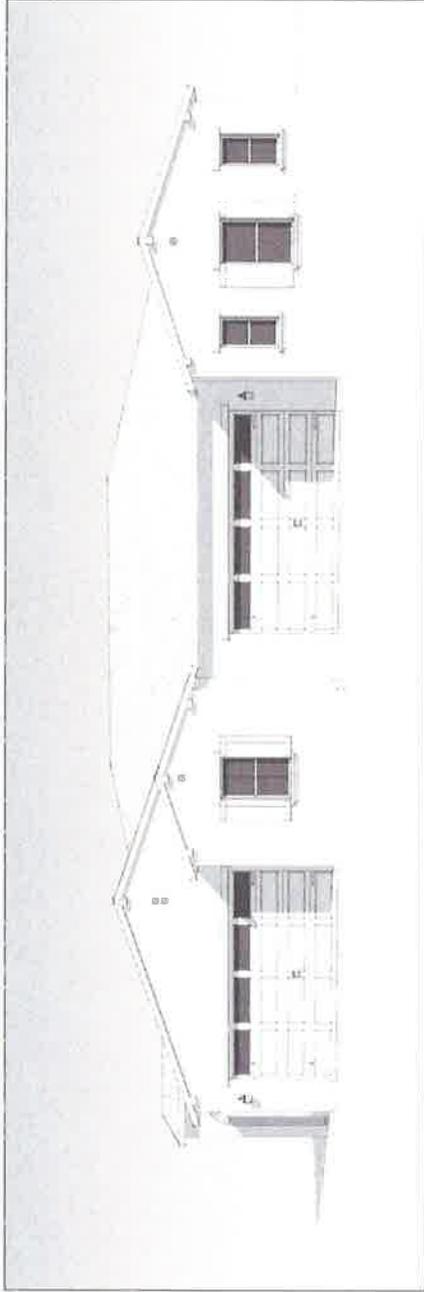
SCALE: 1/4" = 1'-0"



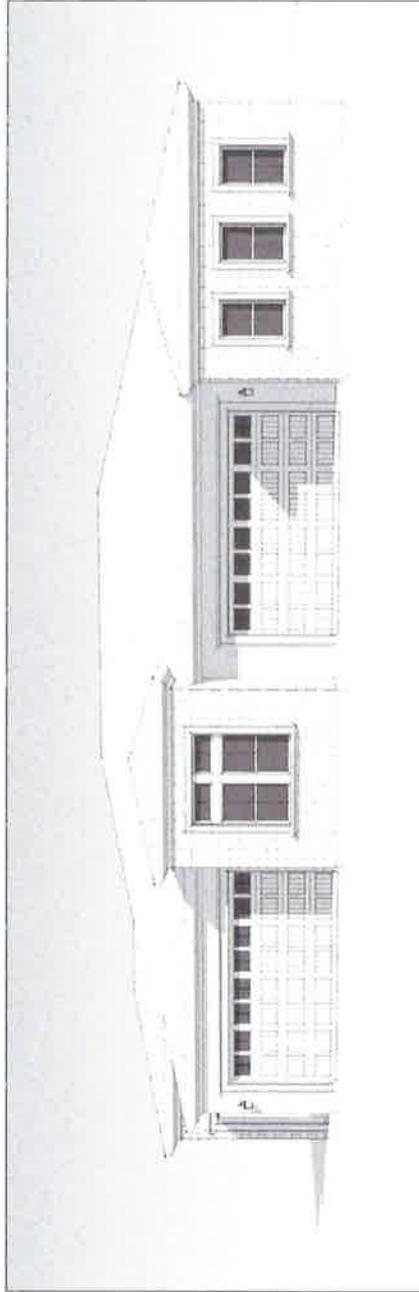
Toll Brothers
AMERICA'S LUXURY HOME BUILDER



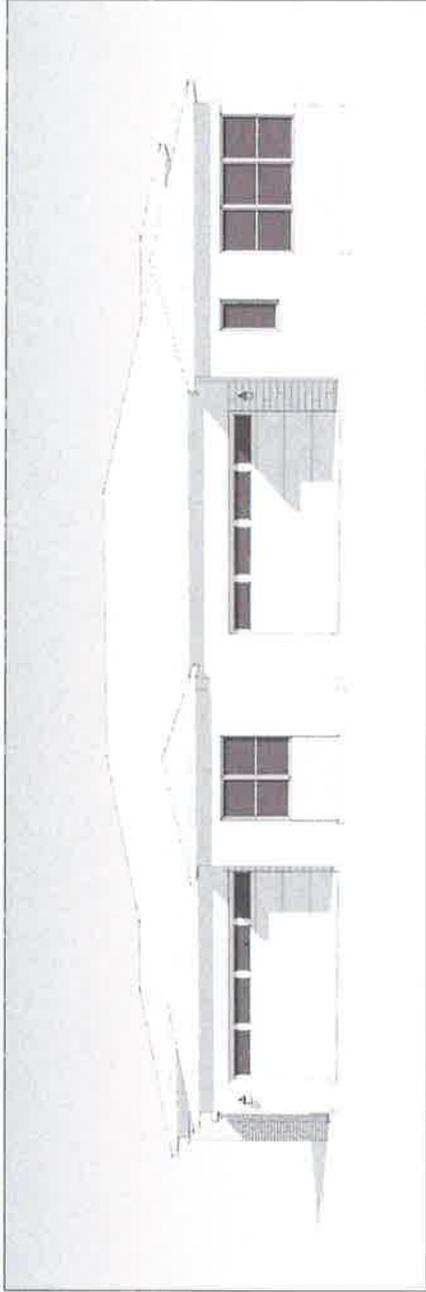
FOLSOM
RANCH



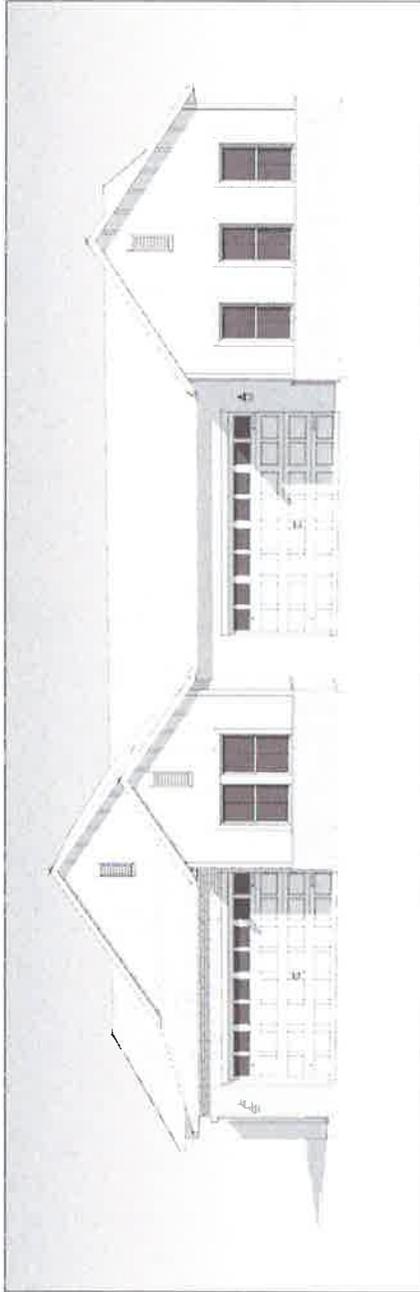
Spanish Colonial



Italian Villa



Modern Craftsman



Modern Farmhouse

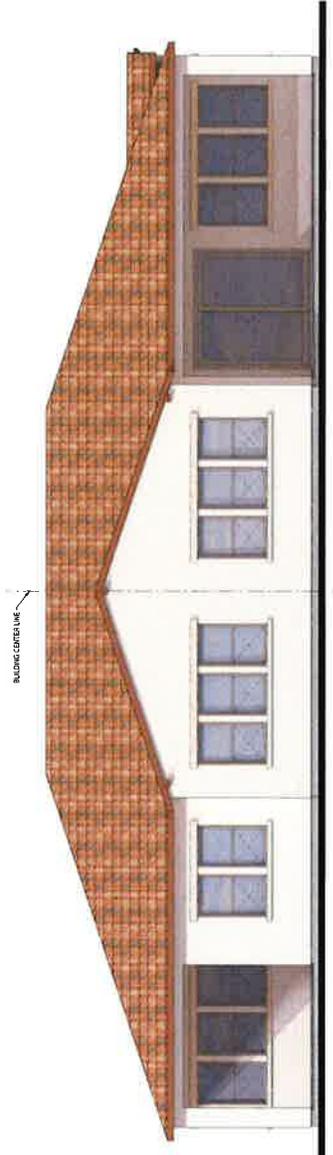


PLAN 1

PLAN 3

Front Elevation

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



PLAN 1

PLAN 3

Rear Elevation

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



Toll Brothers
AMERICA'S LUXURY HOME BUILDER

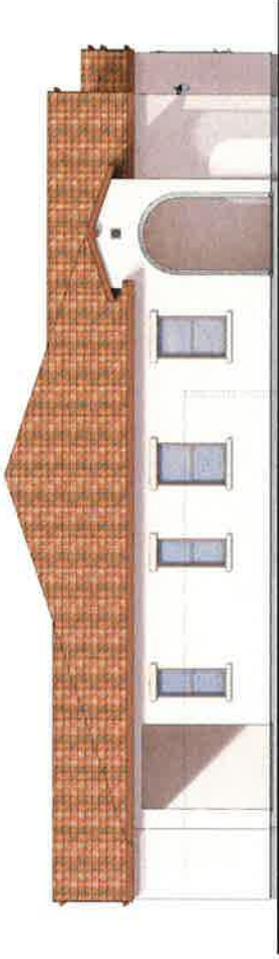


BUILDING 1-3 - ELEVATIONS - SPANISH COLONIAL

August 30, 2019

A017

TOLL BROTHERS AT FOLSOM RANCH



PLAN 1

Left Elevation

SCALE: 1/4" = 1'-0"



PLAN 3

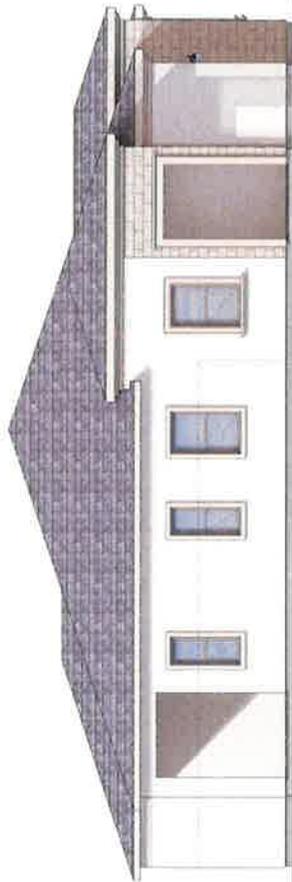
Right Elevation

SCALE: 1/4" = 1'-0"



Toll Brothers
AMERICA'S LUXURY HOME BUILDER





PLAN 1

Left Elevation

SCALE: 3/4" = 1'-0"



PLAN 3

Right Elevation

SCALE: 3/4" = 1'-0"



Toll Brothers
AMERICA'S LUXURY HOME BUILDER



BUILDING 1-3 - ELEVATIONS - ITALIAN VILLA August 30, 2019

TOLL BROTHERS AT FOLSOM RANCH

A020



PLAN 1

Left Elevation

SCALE 1/8" = 1'-0"



PLAN 3

Right Elevation

SCALE 1/8" = 1'-0"



Toll Brothers
AMERICA'S LUXURY HOME BUILDER



August 30, 2019

BUILDING 1-3 - ELEVATIONS - MODERN CRAFTSMAN

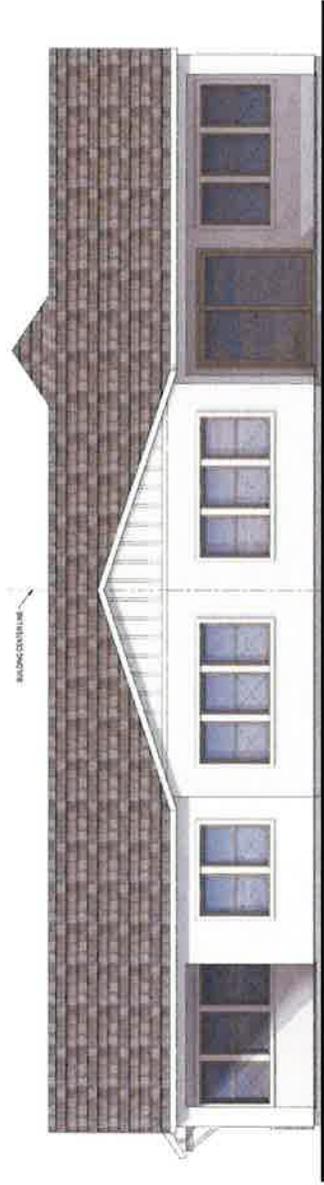
TOLL BROTHERS AT FOLSOM RANCH

A022



Front Elevation

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



Rear Elevation

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

August 30, 2019

BUILDING 1-3 - ELEVATIONS - MODERN FARMHOUSE

A023

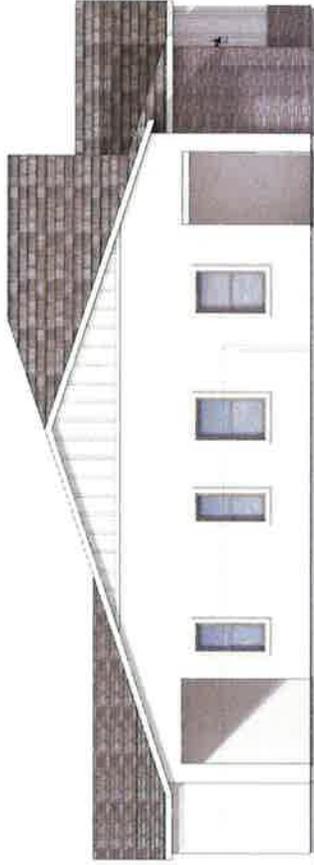
TOLL BROTHERS AT FOLSOM RANCH



Toll Brothers
AMERICA'S LUXURY HOME BUILDER



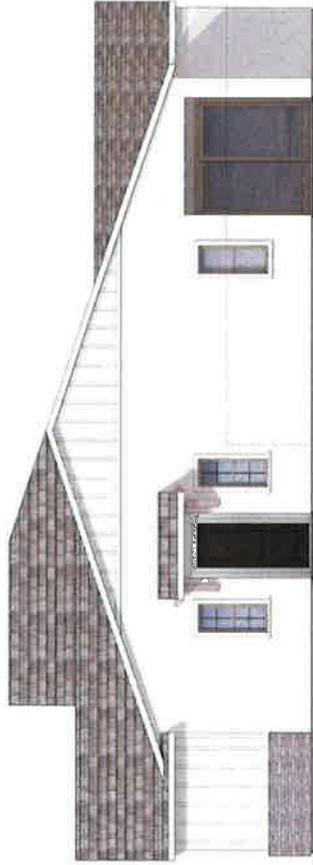
FOLSOM RANCH



PLAN 1

Left Elevation

SCALE 1/8"=1'-0"



PLAN 3

Right Elevation

SCALE 1/8"=1'-0"



Toll Brothers
AMERICA'S LUXURY HOME BUILDER

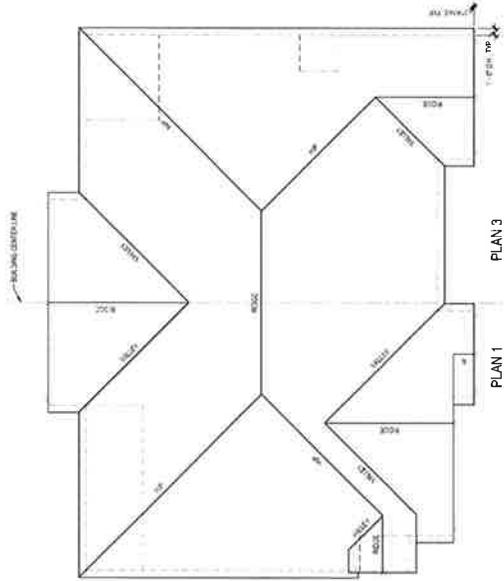


August 30, 2019

BUILDING 1-3 - ELEVATIONS - MODERN FARMHOUSE

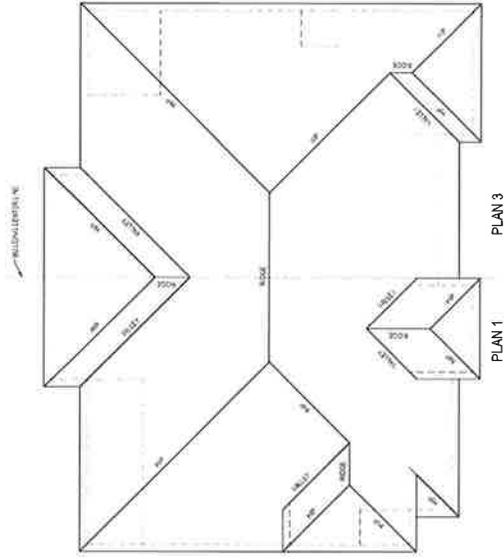
A024

TOLL BROTHERS AT FOLSOM RANCH



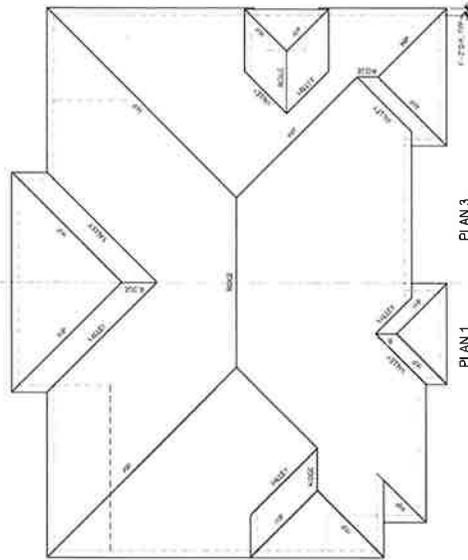
Spanish Colonial

SCALE: 1/8" = 1'-0"
(1/4" = 2'-0")



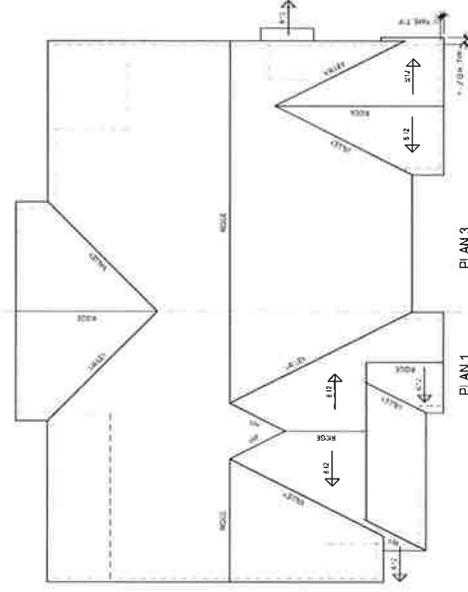
Italian Villa

SCALE: 1/8" = 1'-0"
(1/4" = 2'-0")



Modern Craftsman

SCALE: 1/8" = 1'-0"
(1/4" = 2'-0")



Modern Farmhouse

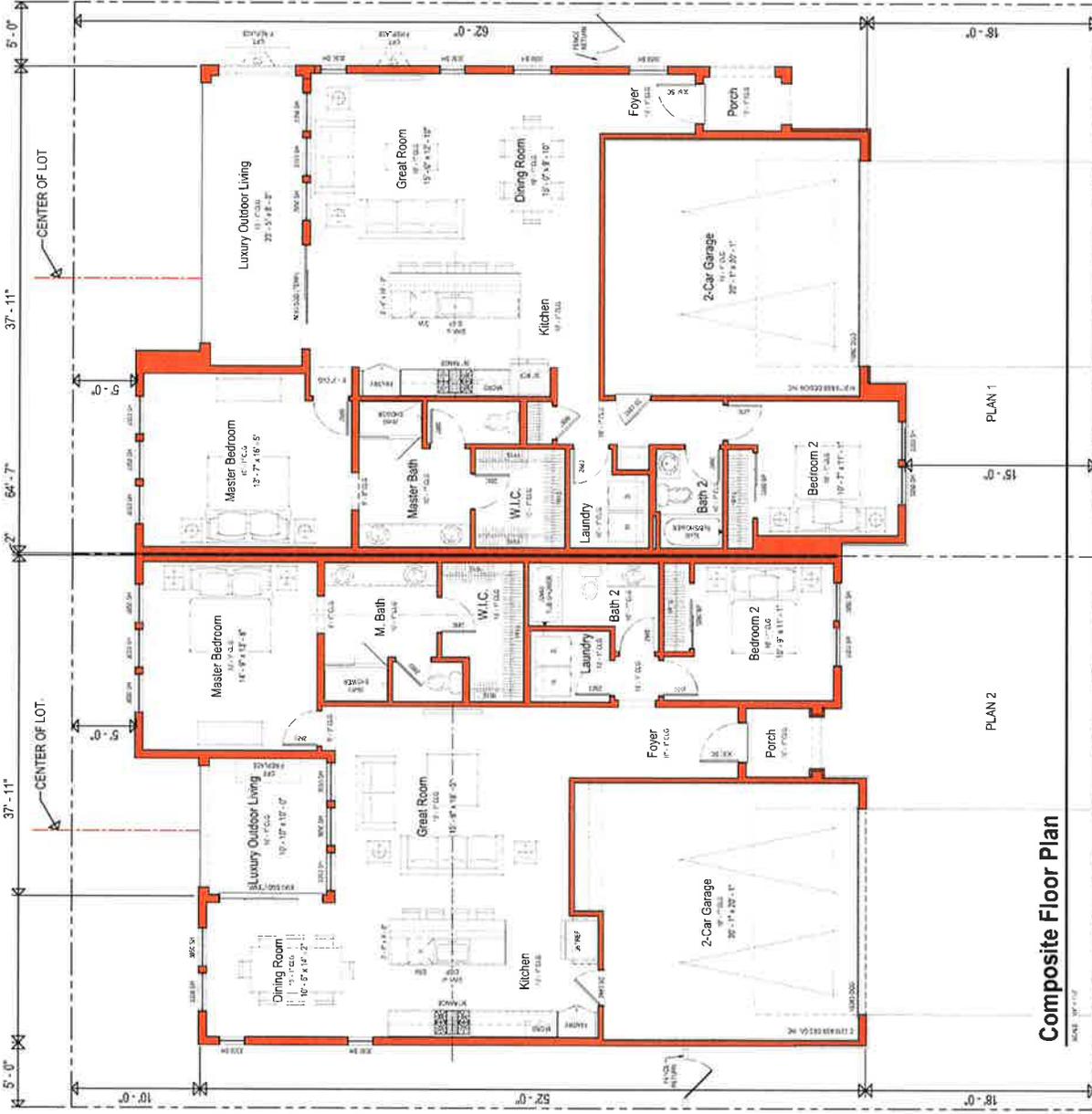
SCALE: 1/8" = 1'-0"
(1/4" = 2'-0")



Toll Brothers
AMERICA'S LUXURY HOME BUILDER



EST. 1982



LOT COVERAGE:
 55.3% CONDITIONED + GARAGE + PORCH + ARCH PROJ.
 4.5% LUXURY OUTDOOR LIVING
 59.8% TOTAL

August 30, 2019

BUILDING 2-1 - COMPOSITE FLOOR PLAN - MODERN FARMHOUSE
TOLL BROTHERS AT FOLSOM RANCH

Composite Floor Plan





PLAN 1

Spanish Colonial

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



PLAN 1

Italian Villa

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



Toll Brothers
AMERICA'S LUXURY HOME BUILDER





PLAN 1

PLAN 2

Modern Craftsman

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



PLAN 1

PLAN 2

Modern Farmhouse

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



Toll Brothers
AMERICA'S LUXURY HOME BUILDER

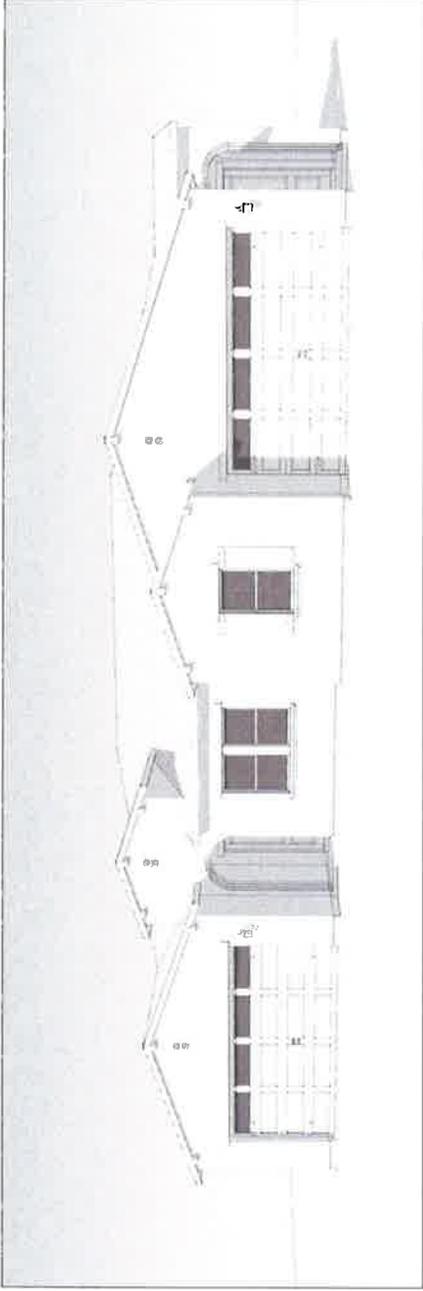


August 30, 2019

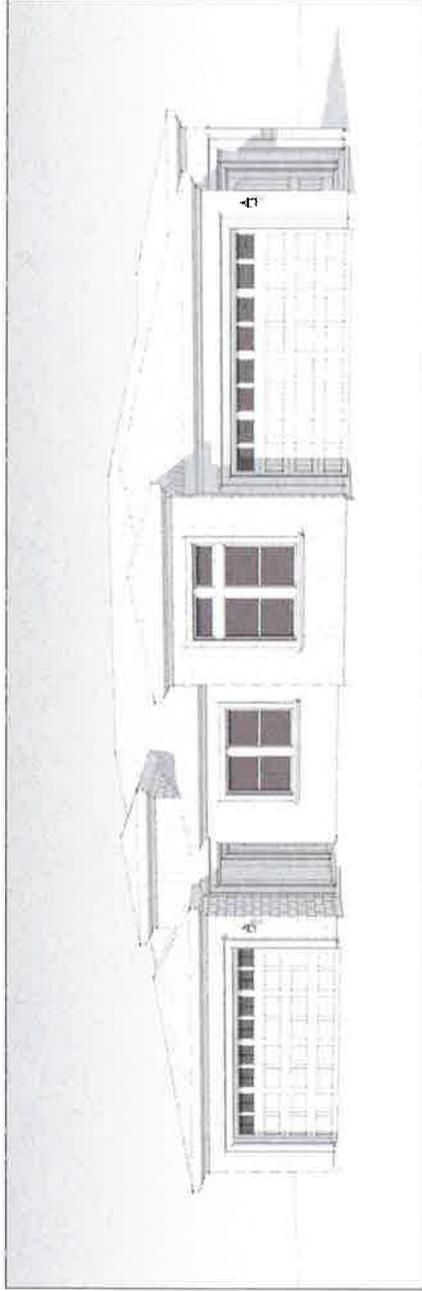
BUILDING 2-1 - FRONT ELEVATIONS

A028

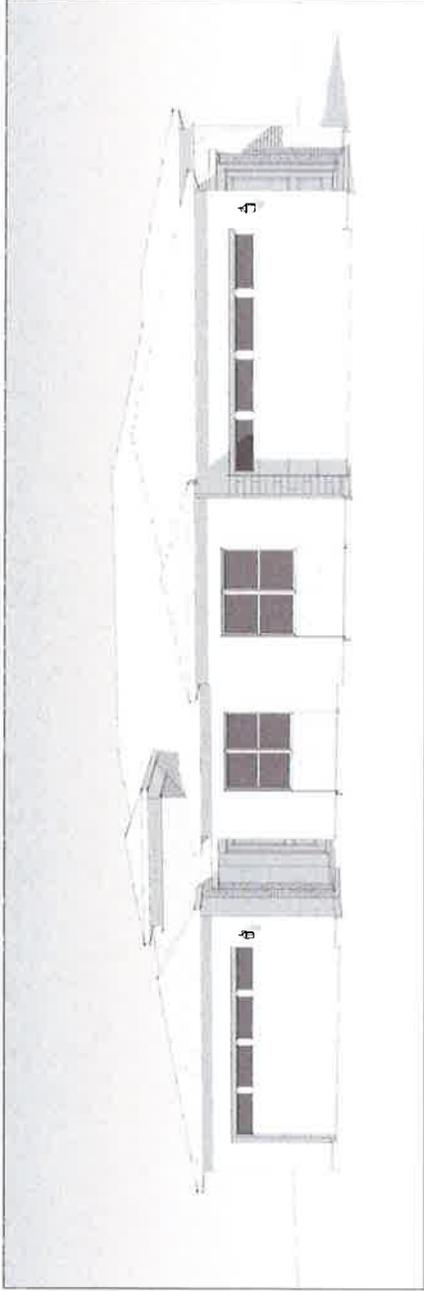
TOLL BROTHERS AT FOLSOM RANCH



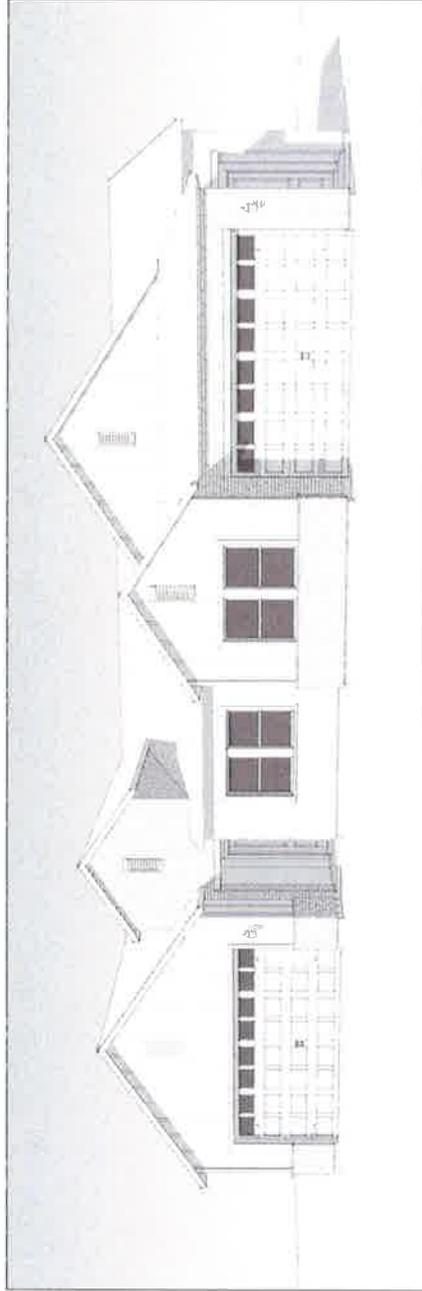
Spanish Colonial



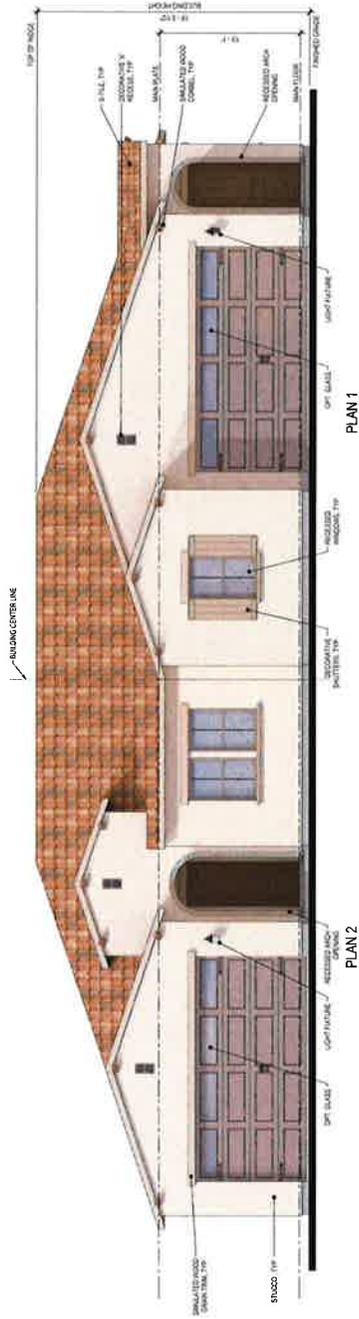
Italian Villa



Modern Craftsman

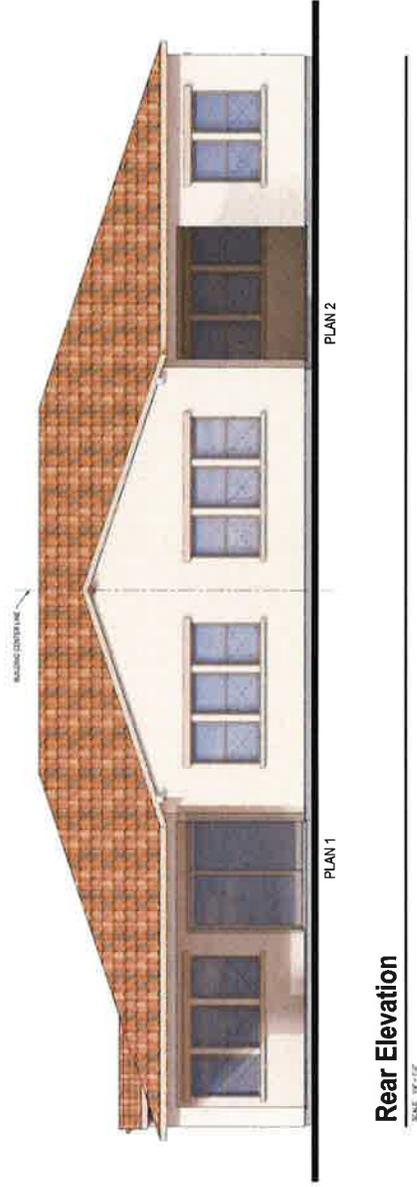


Modern Farmhouse



Front Elevation

SCALE: 1/4" = 1'-0"



Rear Elevation

SCALE: 1/4" = 1'-0"



Toll Brothers
AMERICA'S LUXURY HOME BUILDER

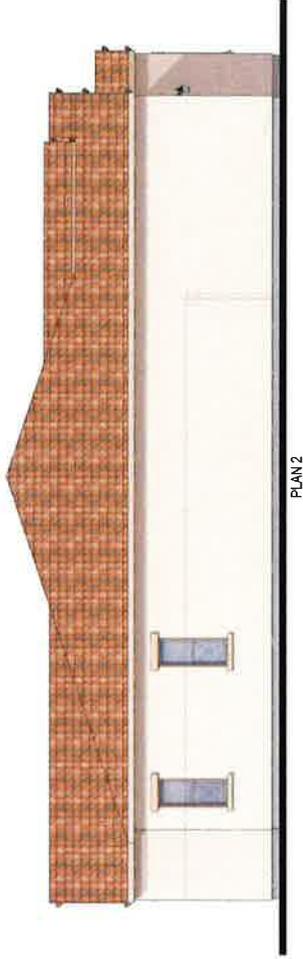


August 30, 2019

BUILDING 2-1 - ELEVATIONS - SPANISH COLONIAL

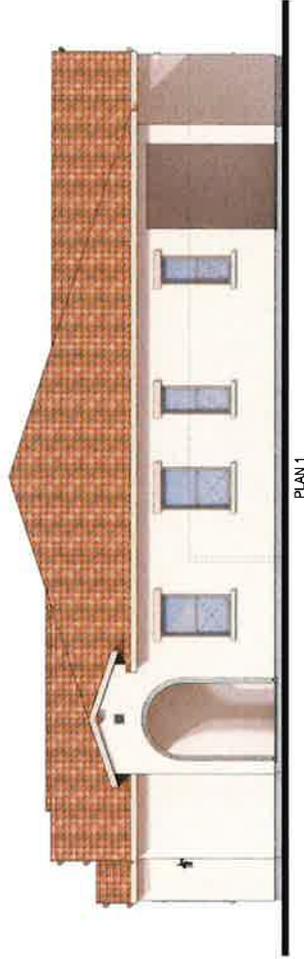
TOLL BROTHERS AT FOLSOM RANCH

A031



Left Elevation

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



Right Elevation

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



Toll Brothers
AMERICA'S LUXURY HOME BUILDER



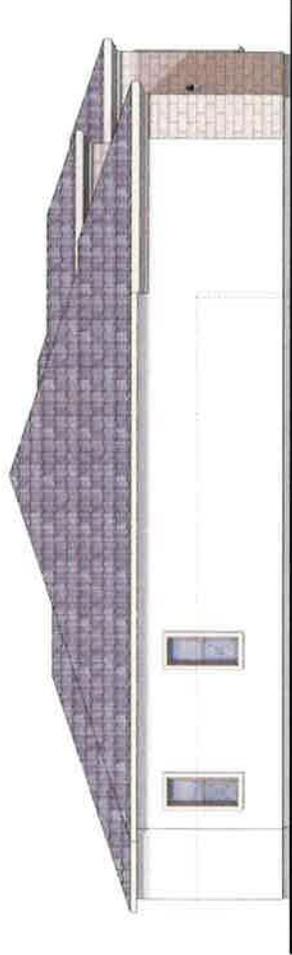
FOLSOM
RANCH

August 30, 2019

BUILDING 2-1 - ELEVATIONS - SPANISH COLONIAL

A032

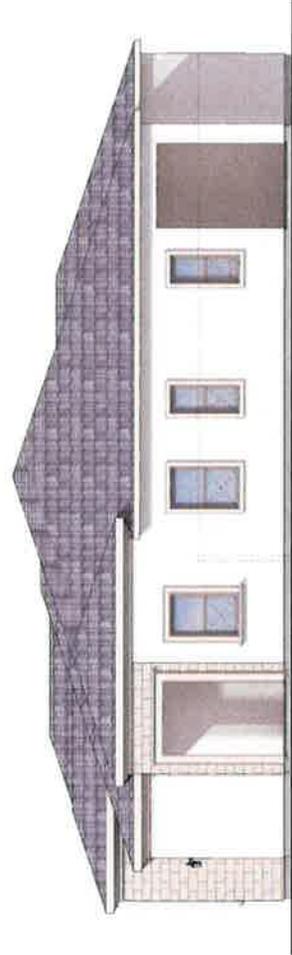
TOLL BROTHERS AT FOLSOM RANCH



PLAN 2

Left Elevation

SCALE: 1/4" = 1'-0"



PLAN 1

Right Elevation

SCALE: 1/4" = 1'-0"



Toll Brothers
AMERICA'S LARGEST HOME BUILDER



August 30, 2019

BUILDING 2-1 - ELEVATIONS - ITALIAN VILLA

A034

TOLL BROTHERS AT FOLSOM RANCH



Front Elevation



Rear Elevation

August 30, 2019

BUILDING 2-1 - ELEVATIONS - MODERN CRAFTSMAN

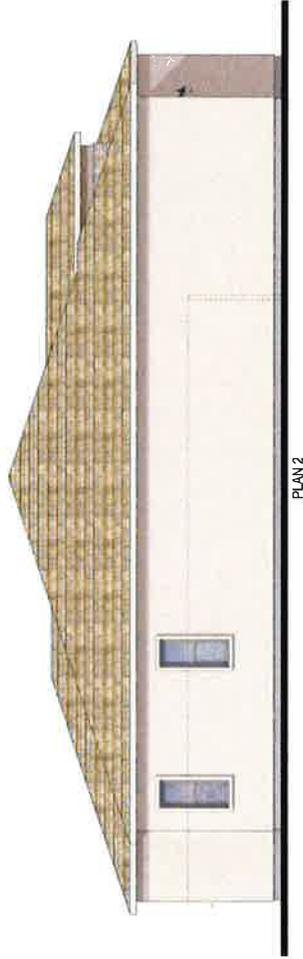
A035

TOLL BROTHERS AT FOLSOM RANCH



Toll Brothers
 A FOLSON RANCH HOME BUILDER

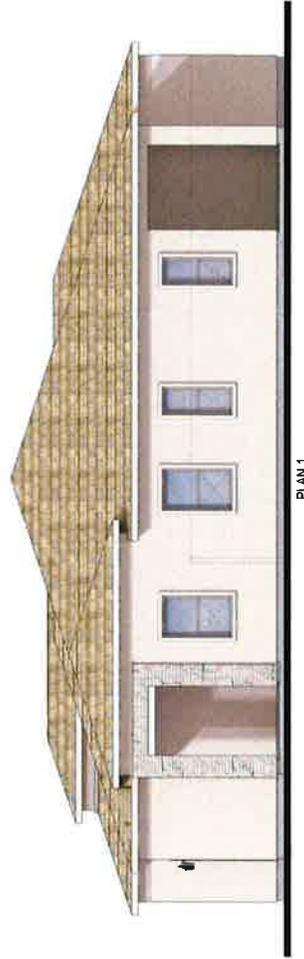




PLAN 2

Left Elevation

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



PLAN 1

Right Elevation

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



Toll Brothers
AMERICA'S LUXURY HOME BUILDER

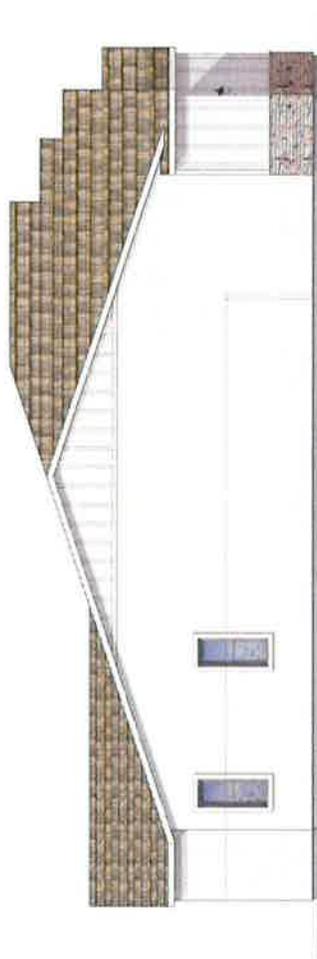


August 30, 2019

BUILDING 2-1 - ELEVATIONS - MODERN CRAFTSMAN

A036

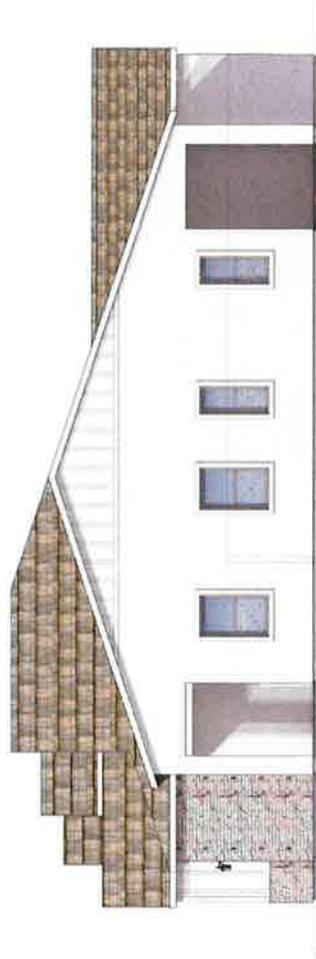
TOLL BROTHERS AT FOLSOM RANCH



PLAN 2

Left Elevation

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



PLAN 1

Right Elevation

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



Toll Brothers
AMERICAN LUXURY HOME BUILDER



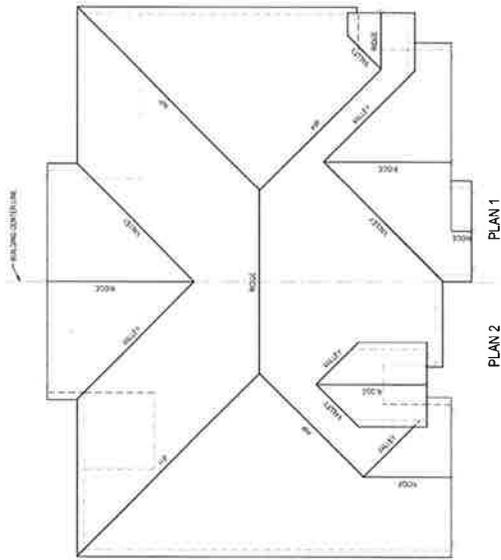
FOLSOM
RANCH

August 30, 2019

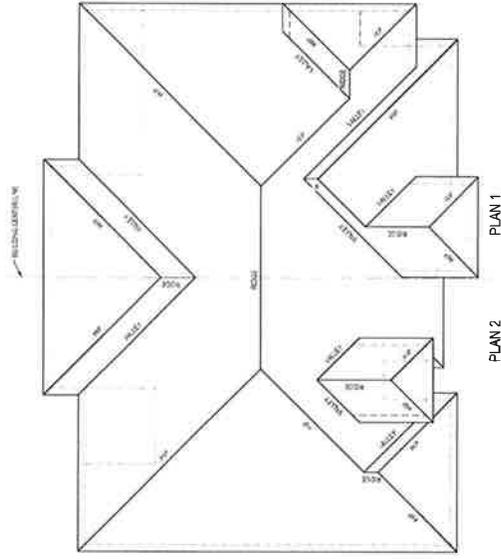
BUILDING 2-1 - ELEVATIONS - MODERN FARMHOUSE

A038

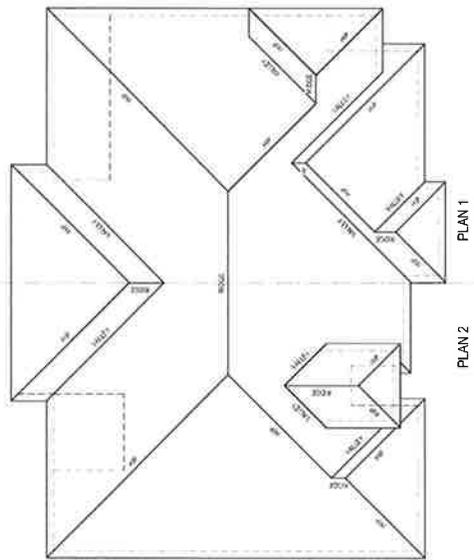
TOLL BROTHERS AT FOLSOM RANCH



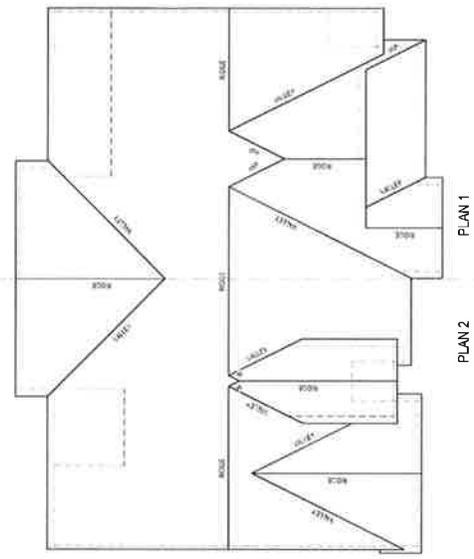
Spanish Colonial



Italian Villa



Modern Craftsman



Modern Farmhouse



Toll Brothers
AMERICA'S LARGEST HOME BUILDER



BUILDING 2-3 - COMPOSITE FLOOR PLAN - SPANISH COLONIAL

TOLL BROTHERS AT FOLSOM RANCH

A040

LOT COVERAGE:
 56.0% CONDITIONED + GARAGE + PORCH + ARCH PROJ
 3.4% LUXURY OUTDOOR LIVING
 59.4% TOTAL



Composite Floor Plan

SCALE: 1/4" = 1'-0"



Toll Brothers

AMERICA'S LUXURY HOME BUILDER



FOLSOM RANCH



PLAN 3

PLAN 2

Spanish Colonial

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



PLAN 3

PLAN 2

Italian Villa

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



Toll Brothers
AMERICA'S LUXURY HOME BUILDER



August 30, 2019

BUILDING 2-3 - FRONT ELEVATIONS

A041

TOLL BROTHERS AT FOLSOM RANCH



PLAN 2

Modern Craftsman

SCALE: 1/4" = 1'-0"



PLAN 2

Modern Farmhouse

SCALE: 1/4" = 1'-0"



Toll Brothers
AMERICA'S LUXURY HOME BUILDER



FOLSOM
RANCH

August 30, 2019

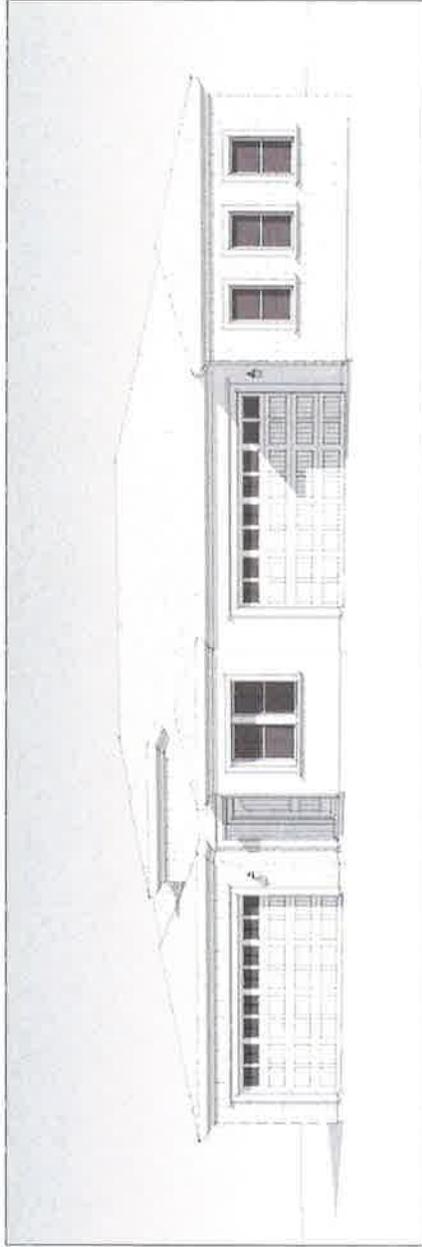
BUILDING 2-3 - FRONT ELEVATIONS

A042

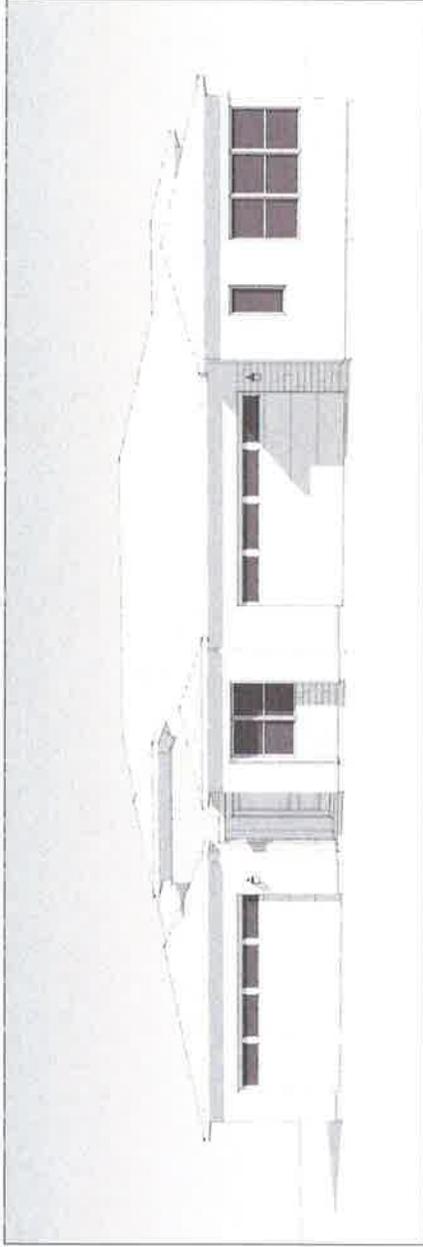
TOLL BROTHERS AT FOLSOM RANCH



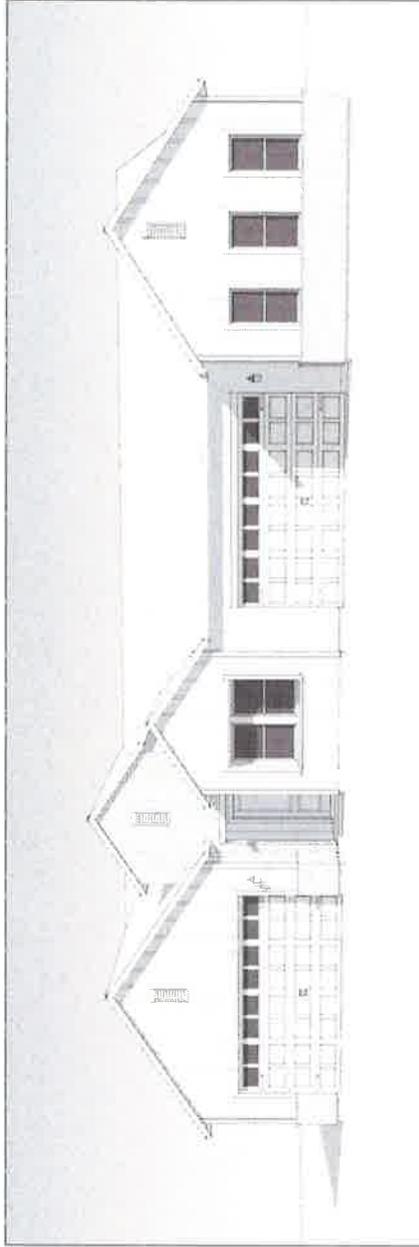
Spanish Colonial



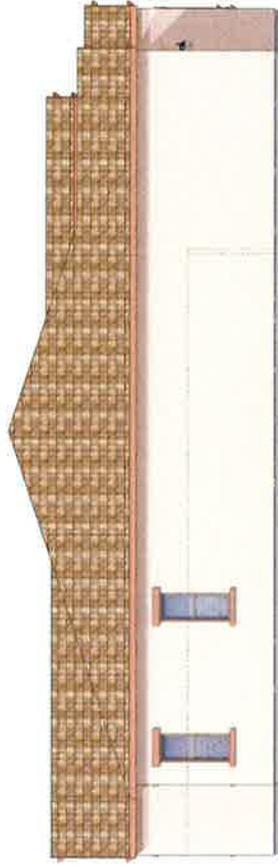
Italian Villa



Modern Craftsman



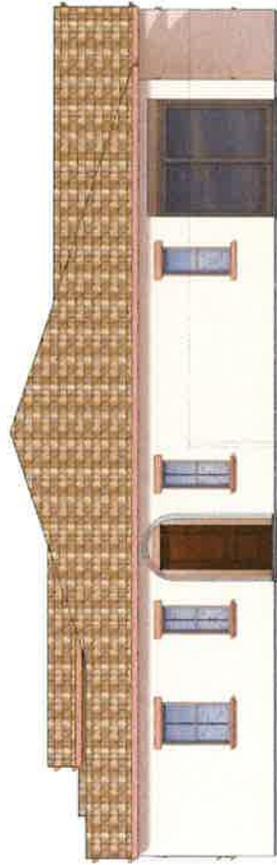
Modern Farmhouse



PLAN 2

Left Elevation

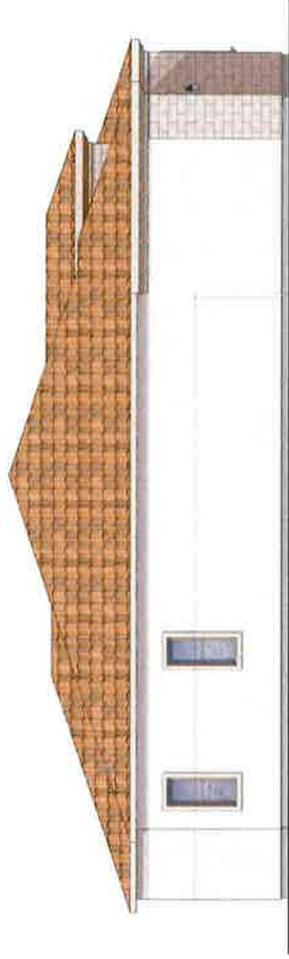
DATE: 8/13/19



PLAN 3

Right Elevation

DATE: 8/13/19



PLAN 2

Left Elevation

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



PLAN 3

Right Elevation

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



Front Elevation

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



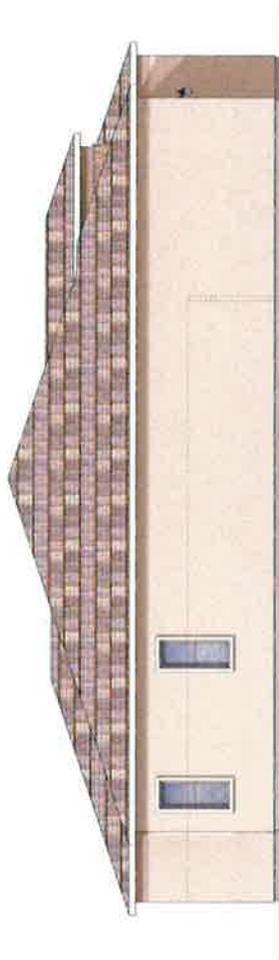
Rear Elevation

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



Toll Brothers
AMERICA'S LAMINATE FLOORING SOLUTIONS





PLAN 2

Left Elevation

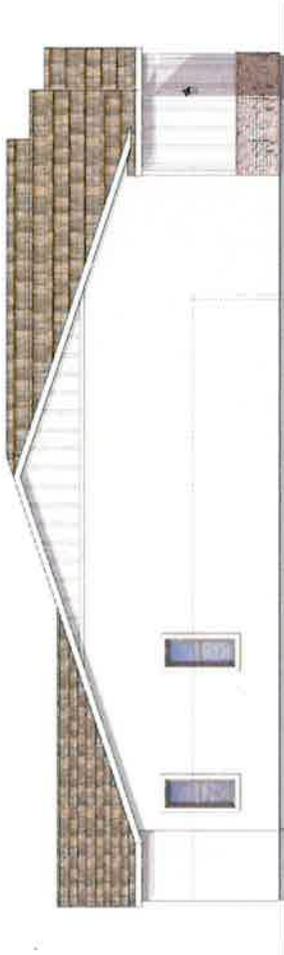
SCALE 3/8"=1'-0"



PLAN 3

Right Elevation

SCALE 3/8"=1'-0"



PLAN 2

Left Elevation

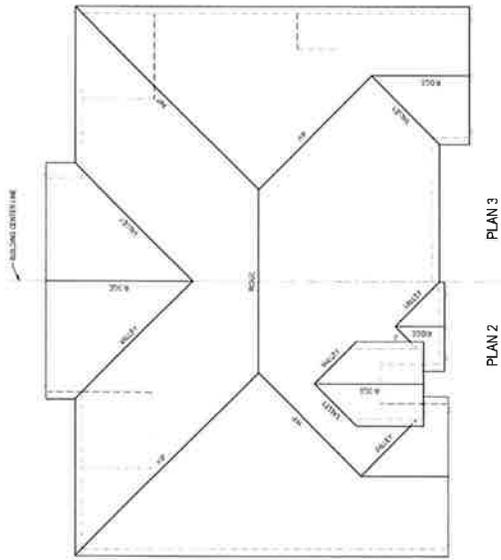
SCALE 1/4" = 1'-0"



PLAN 3

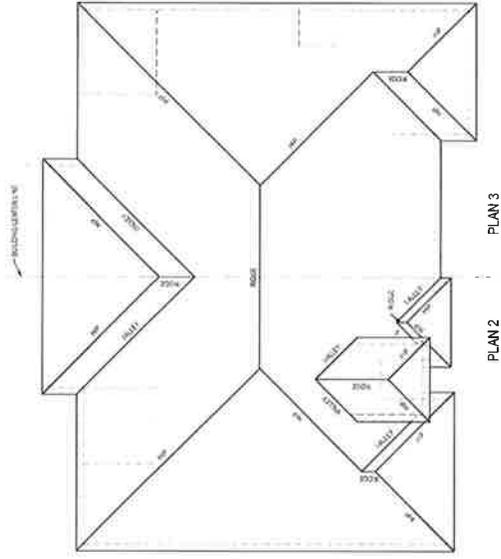
Right Elevation

SCALE 1/4" = 1'-0"



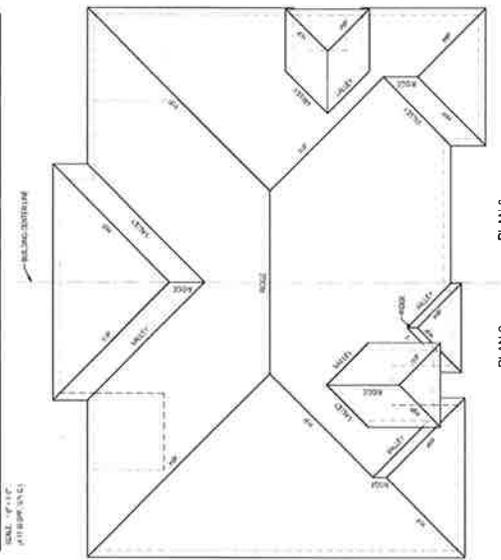
Spanish Colonial

SCALE: 1/8" = 1'-0"
(4" = 1'-0")



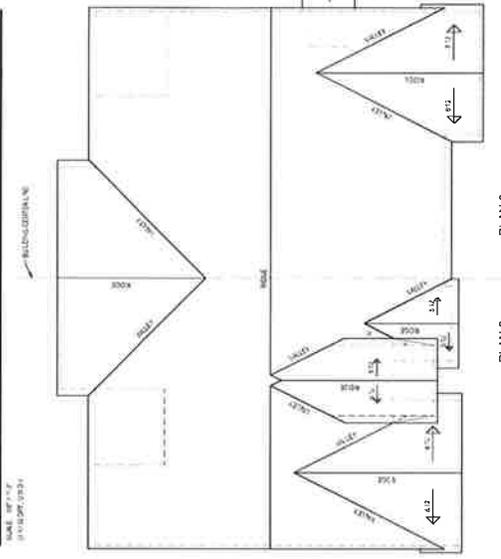
Italian Villa

SCALE: 1/8" = 1'-0"
(4" = 1'-0")



Modern Craftsman

SCALE: 1/8" = 1'-0"
(4" = 1'-0")



Modern Farmhouse

SCALE: 1/8" = 1'-0"
(4" = 1'-0")



Toll Brothers
AMERICA'S LUXURY HOME BUILDER



Planning Commission
Toll Brothers at Folsom Ranch Project (PN 19-091)
December 18, 2019

Attachment 24
Residential Design Details
Dated August 30, 2019

Front Entry Doors



Spanish Colonial
Therma Tru
Model No. CCR8222



Italian Villa
Therma Tru
Model No. CCR8225



Modern Craftsman
Therma Tru
Model No. CCR8222

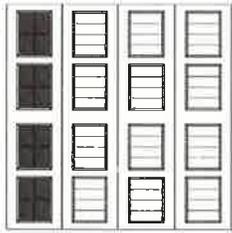


Modern Farmhouse
Therma Tru
Model No. CCR8222

Garage Doors



Spanish Colonial
Wayne Dalton - Classic Steel
Ranch Style
Model No. 9100
Optional Clear II Glass



Italian Villa
Wayne Dalton - Classic Steel
Sonoma Style
Model No. 9100
Optional Stockton I Glass



Modern Craftsman
Wayne Dalton - Classic Steel
Contemporary Style
Model No. 9100
Optional Clear IV Glass



Modern Farmhouse
Wayne Dalton - Classic Steel
Colonial Style
Model No. 9100
Optional Clear I Glass

Light Fixtures



Progress Lighting
Gibbs Street Antique Collection
Model No. P60021-020



Progress Lighting
Maison Collection
Model No. P6635-31



Progress Lighting
Valera Collection
Model No. P5806-20



Progress Lighting
Cadence Collection
Model No. P6626-31

Planning Commission
Toll Brothers at Folsom Ranch Project (PN 19-091)
December 18, 2019

Attachment 25
Color and Materials Board
Dated August 30, 2019

Scheme 1



ROOF TILE
EAGLE 3723
ADOBE BLEND
(Capistrano "S")



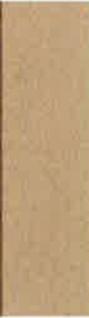
STUCCO
SW 7568
NEUTRAL GROUND



TRIM 1
SW 7530
BARCELONA BEIGE
(Prestic Foam & Stucco
Details)



TRIM 2
SW 7515
HOMESTEAD BROWN
(Garage Doors &
Exposed Wood Trim
Details)



TRIM 3
SW 6165
CONNECTED GRAY
(Shutters)



REFINED WOODSTONE
BLACKENED OAK

Scheme 2



ROOF TILE
EAGLE SCC 8830
ALBUQUERQUE BLEND
(Capistrano "S")



STUCCO
SW 7012
CREAMY



TRIM 1
SW 6149
RELAXED KHAKI
(Prestic Foam & Stucco
Details)



TRIM 2
SW 7520
PLANTATION BROWN
(Garage Doors &
Exposed Wood Trim
Details)



TRIM 3
SW 7068
GRIZZLE GRAY
(Shutters)



REFINED WOODSTONE
BLACKENED OAK

Scheme 3



ROOF TILE
EAGLE 3773
WALNUT CREEK BLEND
(Capistrano "S")



STUCCO
SW 6126
NAVAJO WHITE



TRIM 1
SW 9111
ANTLER VELVET
(Prestic Foam & Stucco
Details)



TRIM 2
SW 7550
RESORT TAN
(Garage Doors &
Exposed Wood Trim
Details)



TRIM 3
SW 2807
ROCKWOOD MEDIUM
BROWN
(Shutters)



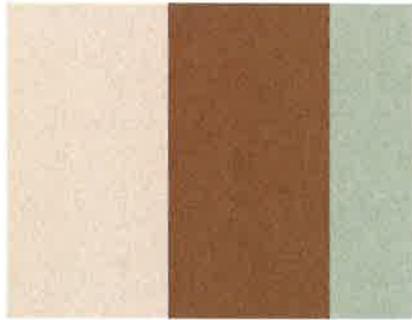
REFINED WOODSTONE
BLACKENED OAK

Scheme 1



ROOF TILE
EAGLE 3645
SUNRISE BLEND
(Capistrano 5'7)

STUCCO
SW 6154
MARCE



TRIM 1
SW 7542
NATUREL
(Precast Foam & Stucco
Details)

TRIM 2
SW 7059
BRAINSTORM BRONZE
(Garage Doors &
Exposed Wood Trim
Details)

TRIM 3
SW 6192
COASTAL PLAIN
(Shutters)



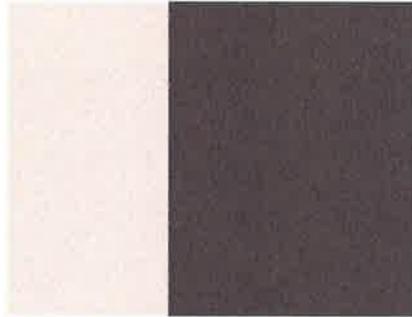
FRENCH LIMESTONE
FRENCH WHITE

Scheme 2



ROOF TILE
EAGLE 3697
SLATE RANGE
(Capistrano 5'7)

STUCCO
SW 7005
PURE WHITE



TRIM 1
SW 7029
AGREEABLE GRAY
(Precast Foam & Stucco
Details)

TRIM 2
SW 7674
PEPPERCORN
(Garage Doors &
Exposed Wood Trim
Details)

TRIM 3
SW 7674
PEPPERCORN
(Shutters)



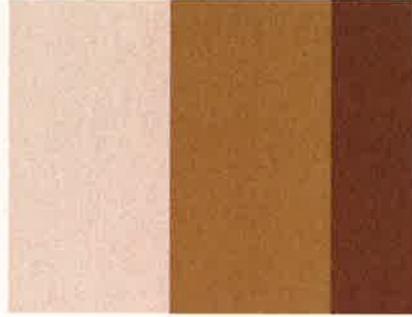
FRENCH LIMESTONE
FRENCH WHITE

Scheme 3



ROOF TILE
EAGLE 3773
WALNUT CREEK BLEND
(Capistrano 5'7)

STUCCO
SW 7631
CITY LOFT



TRIM 1
SW 7506
LOGGIA
(Precast Foam & Stucco
Details)

TRIM 2
SW 6132
SUPERIOR BRONZE
(Garage Doors &
Exposed Wood Trim
Details)

TRIM 3
SW 6083
SABLE
(Shutters)



FRENCH LIMESTONE
FRENCH WHITE

Scheme 1



ROOF TILE
EAGLE SCB 8802
NANTUCKET BLEND
(Concrete Flat Smooth)



STUCCO
SW 6148
WOOL SKEIN



TRIM 1
SW 7636
ORAGAMI WHITE

TRIM 2
SW 6171
CHATROOM

TRIM 3
SW 7020
BLACK FOX



3" SPLIT LIMESTONE
CREAM



REFINED WOODSTONE
BLACKENED OAK

Scheme 2



ROOF TILE
EAGLE 4690
PEWTER BRONZE BLEND
(Concrete Flat Smooth)



STUCCO
SW 7050
USEFUL GRAY



TRIM 1
SW 7095
AESTHETIC WHITE

TRIM 2
SW 6200
LINK GRAY

TRIM 3
SW 7020
BLACK FOX



3" SPLIT LIMESTONE
OAK

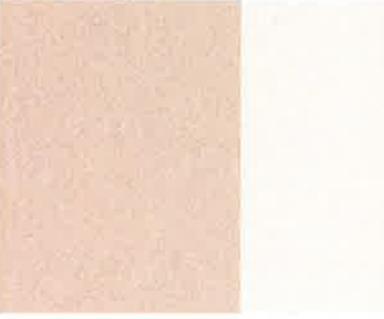


REFINED WOODSTONE
BLACKENED OAK

Scheme 3



ROOF TILE
EAGLE 4882
MANTECCA BLEND
(Concrete Flat Smooth)



STUCCO
SW 7506
LOGGIA



TRIM 1
SW 7631
CITY LOFT

TRIM 2
SW 6165
CONNECTED GRAY

TRIM 3
SW 7020
BLACK FOX



3" SPLIT LIMESTONE
GENOA SAND



REFINED WOODSTONE
BLACKENED OAK

Scheme 1



ROOF TILE
EAGLE 4697
SLATE RANGE
(Concrete Flat Smooth)

STUCCO
SW 7006
EXTRA WHITE

TRIM 1
SW 7006
EXTRA WHITE
(Garage Doors, Fascia /
Trim @ Windows & Doors)

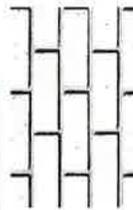
TRIM 2
SW 7006
EXTRA WHITE
(Siding or Stucco)



TRIM 3
SW 7076
CYBERSPACE
(Shutters)



3" SPLIT LIMESTONE
SUMMIT GREY



3" SPLIT LIMESTONE
WIRECUT
BRICK

Scheme 2



ROOF TILE
EAGLE 4602
CONCORD BLEND
(Concrete Flat Smooth)

STUCCO
SW 6070
HERON PLUME

TRIM 1
SW 6070
HERON PLUME
(Garage Doors, Fascia /
Trim @ Windows & Doors)

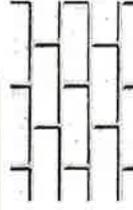
TRIM 2
SW 7632
MODERN GRAY
(Siding or Stucco)



TRIM 3
SW 6174
ANDIRON
(Shutters)



3" SPLIT LIMESTONE
OAK



3" SPLIT LIMESTONE
WIRECUT
BRICK

Scheme 3



ROOF TILE
EAGLE 4697
SLATE RANGE
(Concrete Flat Smooth)

STUCCO
SW 7638
JOGGING PATH

TRIM 1
SW 7008
ALABASTER
(Garage Doors, Fascia /
Trim @ Windows & Doors)

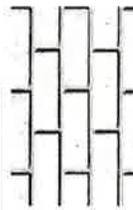
TRIM 2
SW 6207
RETREAT
(Siding or Stucco)



TRIM 3
SW 7020
BLACK FOX
(Shutters)



3" SPLIT LIMESTONE
GOLD QUARTZITE



3" SPLIT LIMESTONE
WIRECUT
BRICK

Planning Commission
Toll Brothers at Folsom Ranch Project (PN 19-091)
December 18, 2019

Attachment 26
Inclusionary Housing Plan
Dated March 7, 2019

FOLSOM REAL ESTATE SOUTH, LLC

March 7, 2019

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

Re: Toll Brother at Folsom Ranch – Small Lot Tentative Map Compliance with Chapter 17.104- Inclusionary Housing

Dear Mr. Johnson,

In accordance with Chapter 17.104 of the Folsom Municipal Code, Folsom Real Estate South, LLC, hereby elects to satisfy the Inclusionary Housing Ordinance requirements for the proposed Small Lot Tentative Map with the payment of the In-Lieu Fee as permitted in Section 17.104.060(G).

If you have any questions or comments, please feel free to contact me.

Sincerely,



William B. Bunce
Manager

OAK AVENUE HOLDINGS, LLC

March 7, 2019

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

Re: Toll Brother at Folsom Ranch – Small Lot Tentative Map Compliance with Chapter 17.104- Inclusionary Housing

Dear Mr. Johnson,

In accordance with Chapter 17.104 of the Folsom Municipal Code, Oak Avenue Holdings, LLC, hereby elects to satisfy the Inclusionary Housing Ordinance requirements for the proposed Small Lot Tentative Map with the payment of the In-Lieu Fee as permitted in Section 17.104.060(G).

If you have any questions or comments, please feel free to contact me.

Sincerely,



William B. Bunce
Manager

WEST SCOTT ROAD, LLC

March 7, 2019

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

Re: Toll Brother at Folsom Ranch – Small Lot Tentative Map Compliance with Chapter 17.104- Inclusionary Housing

Dear Mr. Johnson,

In accordance with Chapter 17.104 of the Folsom Municipal Code, West Scott Road, LLC, hereby elects to satisfy the Inclusionary Housing Ordinance requirements for the proposed Small Lot Tentative Map with the payment of the In-Lieu Fee as permitted in Section 17.104.060(G).

If you have any questions or comments, please feel free to contact me.

Sincerely,



William B. Bunce
Manager

Planning Commission
Toll Brothers at Folsom Ranch Project (PN 19-091)
December 18, 2019

Attachment 27

Folsom Ranch Central District Design Guidelines

2

ARCHITECTURAL DESIGN GUIDELINES





ARCHITECTURAL GUIDING PRINCIPLES

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

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

GENERAL ARCHITECTURAL GUIDELINES

Edge Conditions

Rear elevations visible from open spaces and major roadways shall incorporate enhanced details used on the front elevation of the home. Rear elevations observable from open spaces and major roadways shall be visually aesthetically pleasing from surrounding viewpoints and adjacencies. Silhouettes and massing of homes along edges require design sensitivity. A row of homes with a single front or rear facing gable are prohibited. The following should be considered, and at least one element incorporated, in the design of the side and rear elevations along edge conditions:

- A balance of hip and gable roof forms;
- Single-story plan;
- Single-story elements on two-story homes;
- Offset massing or wall planes (on individual plans or between plans);
- Roof plane breaks (on individual plans or between plans);
- Detail elements on the front elevation shall be applied to the side and rear elevations along edge conditions.



Roof Forms

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

The following roof design guidelines should also be considered:

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



Corner Buildings

Buildings located on corners often times function as neighborhood entries and highlight the architecture for the overall Folsom Ranch, Central District community. Buildings located on corners shall include one of the following:

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



Front Elevations

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

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

Multi-family Entries

Entries for multi-family homes should create an initial impression, locate and frame the doorway, act as a link between public and private spaces, and further identify individual unit entries.

- Wherever possible, orient the front door and principal access towards the roadway, paseo, or common open space.
- Incorporate appropriate roof elements, columns, Feature Windows and/or architectural forms in the entry statement to emphasize the building character and the location of individual doorways.

- If due to building configuration the front entry location is not immediately apparent, direct and draw the observer to it with added elements such as signs, lighting, and landscape.



Feature Windows

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

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

Windows

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

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

For additional window requirements addressing Sound Attenuation requirements refer to the Mangini Ranch Residential Development Environmental Noise Assessment document prepared by Bollard Acoustical Consultants, Inc. on January 29, 2015.



Example of Feature Window



Example of Juliet Balcony



Garage Door Treatments

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

- Garage doors shall be consistent with the architecture of the building to reduce the overall visual mass of the garage.
- Garage doors shall be recessed 8 inches from the wall plane.
- All garage doors shall be automatic section roll-up doors.
- When appropriate, single garage doors are encouraged.
- Carriage-style garage doors of upgraded design are encouraged.



Porte Cochere with garage at rear of house



Street Facing Garages

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

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



Alley Treatments

The use of alleys should be elevated from purely functional, simple garage access to an enjoyable space that residents experience and utilize daily. Design of alleys shall address the functional and aesthetic features of the space to create a positive experience for the residents. At least one of the following shall be implemented along the alley:

- Building size and shape shall have stepped massing (recessed or cantilevered, i.e., stepping back upper floors or protruding forward upper floors) of at least one foot.
- Window trim, color, and appropriate details from the front elevation.
- Rear privacy walls and pedestrian gates designed and located for ease of unit access.
- Enhanced garage door patterns or finishes; garage door shall complement the design intent of the home and neighborhood.
- Provide sufficient planting areas between garages to soften the vertical architectural planes at alleys.

Building Forms

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

Architectural Projections

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

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

Offset Massing Forms

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

- Offset forms are effective in creating a transition:
 - Vertically between stories, or
 - Horizontally between spaces, such as recessed entries.
- Offset massing features are appropriate for changes in materials and colors.
- Offsets should be incorporated as a functional element or detail enhancement.
- Over-complicated streetscenes and elevations should be avoided.



- Streetscenes should provide a mix of simple massing elevation with offset massing elements to compose an aesthetic and understandable streetscape.

Floor Plan Plotting

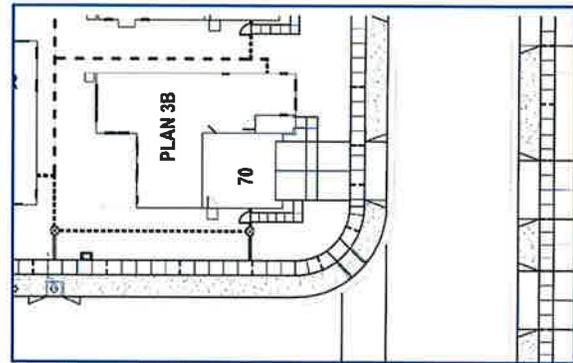
In each single-family detached neighborhood with a **minimum** of up to 80 homes, provide:

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

In each single-family detached neighborhood with **more** than 80 homes, provide:

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

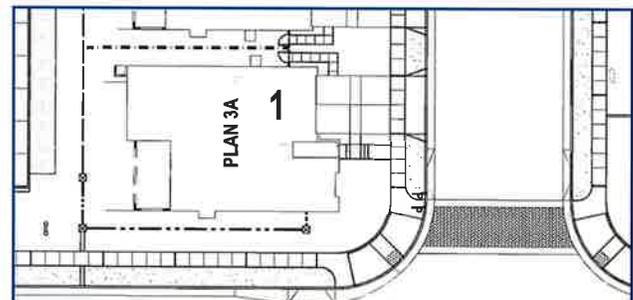
In each single-family detached neighborhood, street facing garages on corner lots at neighborhood entries shall be located on the side of the house furthest away from entry corner.



Example of undesirable Corner Lot Street Facing Garage Placement



Example of undesirable Corner Lot Street Facing Garage Placement



Example of preferred Corner Lot Plotting Garage Placement



Example of preferred Corner Lot Plotting Garage Placement



Style Plotting

To ensure that architectural variety occurs, similar elevations cannot be plotted adjacent to or immediately across the street from one another. No more than two of the same floor plan/elevations shall be plotted next to each other or directly across the street from one another. (Refer to Section Four for Design Review process.) The following describes the minimum criteria for style plotting:

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

Color Criteria

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

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



Lower Height Elements

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

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



Balconies

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

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



Roof Considerations

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

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



Outdoor Living Spaces

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

Materials

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



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



Exterior Structures

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

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

Accessory Structures

Accessory structures should conform to the design standards, setbacks, and height requirements of the primary structure. If visible from the front or side lot line, the visible elevation should be considered a front elevation and should meet the design criteria of the applicable architectural style.



Lighting

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

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

Address Numbers

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



RESIDENTIAL ARCHITECTURAL STYLES

Folsom Ranch, Central District is envisioned as a sustainable, contemporary community where architectural massing, roof forms, detailing, walls, and landscape collaborate to reflect historic, regional, and climate-appropriate styles.

The design criteria established in this section encourages a minimum quality design and a level of style through the use of appropriate elements. Although the details are important elements that convey the style, the massing and roof forms are essential to establishing a recognizable style. The appropriate scale and proportion of architectural elements and the proper choice of details are all factors in achieving the architectural style.

ARCHITECTURAL THEME: CALIFORNIA HERITAGE

The styles selected for Folsom Ranch, Central District have been chosen from the traditional heritage of the California home styles, a majority of which have been influenced by the Spanish Mission and Mexican Rancho eras. Over the years, architectural styles in California became reinterpreted traditional styles that reflect the indoor-outdoor lifestyle choices available in the Mediterranean climate. These styles included the addition of western materials while retaining the decorative detailing of exposed wood work, wrought iron hardware, and shaped stucco of the original Spanish styles. Mixing of style attributes occurs in both directions, such as adapting Spanish detailing to colonial style form, or introducing colonial materials and details to the Hacienda form and function. The landscape and climate of California has also generated styles that acknowledge and blend with its unique setting. The Italian Villa is a prime example of a transplanted style developed in a climate zone similar to the climate found in California.

The following styles can be used within Folsom Ranch, Central District:

- Italian Villa
- Spanish Colonial
- Monterey
- Western Farmhouse
- European Cottage
- Craftsman
- Early California Ranch
- American Traditional

Additional architectural styles compatible with the intent of these guidelines may be added when it can be demonstrated to the Architectural Review Committee that they are regionally appropriate.

The following pages provide images and individual “style elements” that best illustrate and describe the key elements of each style. They are not all mandatory elements, nor are they a comprehensive list of possibilities. Photographs of historic and current interpretations of each style are provided to inspire and assist the designer in achieving strong, recognizable architectural style elevations. The degree of detailing and/or finish expressed in these guidelines should be relative to the size and type of building upon which they are applied.

These images are for concept and inspiration only and should not be exactly replicated.



ITALIAN VILLA

The Italian Villa was one of the most fashionable architectural styles in the United States in the 1860's. Appearing on architect-designed landmarks in larger cities, the style was based on formal and rigidly symmetrical palaces of the Italian Renaissance.

Although residential adaptations generated less formality, traditional classical elements, such as the symmetrical facade, squared tower entry forms, arched windows, and bracketed eaves, persisted as the enduring traits of this style. When cast iron became a popular building material, it became a part of the Italianate vocabulary, embellishing homes with a variety of designs for balconies, porches, railings, and fences.

Italian Villa Style Elements:

- Eave and exaggerated overhangs.
- Wall materials typically consist of stucco with stone and precast accents.
- Decorative brackets below eaves may be added accents.
- Barrel tile or "S" tile roof
- The entry may be detailed with a precast surround feature.
- Stucco or precast columns with ornate cap and base trim are typical.
- Wrought iron elements, arched windows or elements, and quoins are frequently used as details.



Example of Italian Villa Architecture



Example of Italian Villa Architecture



Example of Italian Villa Architecture



SPANISH COLONIAL

This style evolved in California and the southwest as an adaptation of Mission Revival infused with additional elements and details from Latin America. The style attained widespread popularity after its use in the Panama-California Exposition of 1915.

Key features of this style were adapted to the California lifestyle. Plans were informally organized around a courtyard with the front elevation very simply articulated and detailed. The charm of this style lies in the directness, adaptability, and contrasts of materials and textures.

Spanish Colonial Style Elements:

- Plan form is typically rectangular or “L”-shaped.
- Roofs are typically of shallower pitch with “S” or barrel tiles and typical overhangs.
- Roof forms are typically comprised of a main front-to-back gable with front-facing gables.
- Wall materials are typically stucco.
- Decorative “wood” beams or trim are typical.
- Segmented or full-arch elements are typical in conjunction with windows, entry, or the porch.
- Round or half-round tile profiles are typical at front-facing gable ends.
- Arcades are sometimes utilized.
- Windows may be recessed, have projecting head or sill trim, or be flanked by plank-style shutters.
- Decorative wrought-iron accents, grille work, post or balcony railing may be used.



Example of Spanish Colonial Architecture



Example of Spanish Colonial Architecture



Example of Spanish Colonial Architecture



MONTEREY

The Monterey style is a combination of the original Spanish Colonial adobe construction methods with the basic two-story New England colonial house. Prior to this innovation in Monterey, all Spanish colonial houses were of single story construction.

First built in Monterey by Thomas Larkin in 1835, this style introduced two story residential construction and shingle roofs to California. This Monterey style and its single story counterpart eventually had a major influence on the development of modern architecture in the 1930's.

The style was popularized by the used of simple building forms. Roofs featured gables or hips with broad overhangs, often with exposed rafter tails. Shutters, balconies, verandas, and porches are integral to the Monterey character. Traditionally, the first and second stories had distinctly different cladding material; respectively siding above with stucco and brick veneer base below.

The introduction of siding and manufactured materials to the home building scene allowed for the evolution of the Monterey home from strictly Spanish Adobe construction to a hybrid of local form and contemporary materials. Siding, steeper pitched flat tile roofing, and the cantilevered balcony elements on the Monterey house define this native California style.



Example of Monterey Architecture

Monterey Style Elements:

- Plan form is typically a simple two-story box.
- Roofs are typically shallow to moderately pitched with flat concrete tile or equal; "S" tile or barrel tile are also appropriate.
- Roof forms are typically a front-to-back gable with typical overhangs.
- Wall materials are typically comprised of stucco, brick, or siding.
- Materials may contrast between first and second floors.
- A prominent second-story cantilevered balcony is typically the main feature of the elevation; two-story balconies with simple posts are also appropriate.
- Simple Colonial corbels and beams typically detail roof overhangs and cantilevers.
- Balcony or porch is typically detailed by simple columns without cap or base trim.
- Front entry is typically traditionally pedimented by a surround, porch, or portico.
- Windows are typically accented with window head or sill trim of colonial-style and louvered shutters.
- Corbel and post sometimes lean toward more "rustic" details and sometimes toward more "Colonial" details.



Example of Monterey Architecture



WESTERN FARMHOUSE

The Farmhouse represents a practical and picturesque country house. Its beginnings are traced to both Colonial styles from New England and the Midwest. As the American frontier moved westward, the American Farmhouse style evolved according to the availability of materials and technological advancements, such as balloon framing.

Predominant features of the style are large wrapping front porches with a variety of wood columns and railings. Two story massing, dormers, and symmetrical elevations occur most often on the New England Farmhouse variations. The asymmetrical, casual cottage look, with a more decorated appearance, is typical of the Western American Farmhouse. Roof ornamentation is a characteristic detail consisting of cupolas, weather vanes, and dovescotes.

Western Farmhouse Style Elements:

- Plan form is typically simple.
- Roofs are typically of steeper pitch with flat concrete tiles or equal.
- Roof forms are typically a gable roof with front-facing gables and typical overhangs.
- Roof accents sometimes include standing-seam metal or shed forms at porches.
- Wall materials may include stucco, horizontal siding, and brick.
- A front porch typically shelters the main entry with simple posts.
- Windows are typically trimmed in simple colonial-style; built-up head and sill trim is typical.
- Shaped porch columns typically have knee braces.



Example of Western Farmhouse Architecture



Example of Western Farmhouse Architecture



Example of Western Farmhouse Architecture



EUROPEAN COTTAGE

The European Cottage is a style that evolved out of medieval Tudor and Normandy architecture. This evolving character that eventually resulted in the English and French “Cottage” became extremely popular when the addition of stone and brick veneer details was developed in the 1920’s.

Although the cottage is looked upon as small and unpretentious, the style was quickly recognized as one of the most popular in America. Designs for the homes typically reflected the rural setting in which they evolved. Many established older neighborhoods across the United States contain homes with the charm and character of this unpretentious style.

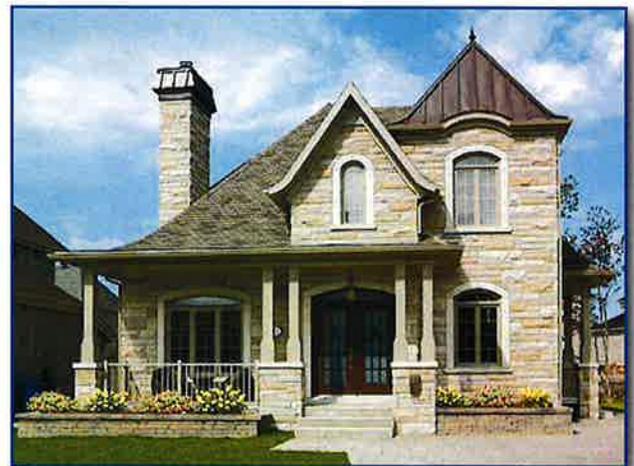
Roof pitches for these homes are steeper than traditional homes, and are comprised of gables, hips, and half-hip forms. The primary material is stucco with heavy use of stone and brick at bases, chimneys, and entry elements. Some of the most recognizable features for this style are the accent details in gable ends, sculptured swooping walls at the front elevation, and tower or alcove elements at the entry.

European Cottage Style Elements:

- Rectangular plan form massing with some recessed second floor area is desirable.
- Main roof hip or gable with intersecting gable roofs is typical of this style.
- Steep roof pitches with swooping roof forms are encouraged.
- Roof appearance of flat concrete tile or equal is typical of the European Cottage style.
- Recessed entry alcoves are encouraged.
- Wall materials are typically comprised of stucco with brick and/or stone veneer.
- Bay windows, curved or round top accent windows, and vertical windows with mullions and simple 2x trim are utilized at front elevations and high visibility areas.
- Stone or brick accent details at the building base, entry, and chimney elements are typical.
- Horizontal siding accents and wrought iron or wood balconies and pot shelves are encouraged.



Example of European Cottage Architecture



Example of European Cottage Architecture



CRAFTSMAN

Influenced by the English Arts and Crafts movement of the late 19th century and stylized by California architects like Bernard Maybeck in Berkeley and the Greene brothers in Pasadena, the style focused on exterior elements with tasteful and artful attention. Originating in California, Craftsman architecture relied on the simple house tradition, combining hip and gable roof forms with wide, livable porches, and broad overhanging eaves. The style was quickly spread across the state and across the country by pattern books, mail-order catalogs, and popular magazines.

Extensive built-in elements define this style, treating details such as windows and porches as if they were furniture. The horizontal nature is emphasized by exposed rafter tails and knee braces below broad overhanging eaves constructed in rustic-textured building materials. The overall effect was the creation of a natural, warm, and livable home of artful and expressive character. Substantial, tapered porch columns with stone piers lend a Greene character, while simpler double posts on square brick piers and larger knee braces indicate a direct Craftsman reference to the style of California architect Bernard Maybeck, who was greatly influenced by the English Arts and Crafts Movement of the late 19th Century.



Example of Craftsman Architecture

Craftsman Style Elements:

- Plan form is typically a simple box.
- Roofs are typically of shallower pitch with flat concrete tiles (or equal) and exaggerated eaves.
- Roof forms are typically a side-to-side gable with cross gables.
- Roof pitch ranges from 3:12 to 5:12 typically with flat concrete tiles or equal.
- Wall materials may include stucco, horizontal siding, and stone.
- Siding accents at gable ends are typical.
- A front porch typically shelters the main entry.
- Exposed rafter tails are common under eaves.
- Porch column options are typical of the Craftsman style:
 - Battered tapered columns of stone, brick, or stucco
 - Battered columns resting on brick or stone piers (either or both elements are tapered)
 - Simpler porch supports of double square post resting on piers (brick, stone, or stucco); piers may be square or tapered.
- Windows are typically fully trimmed.
- Window accents commonly include dormers or ganged windows with continuous head or sill trim.



Example of Craftsman Architecture



EARLY CALIFORNIA RANCH

A building form rather than an architectural style, the Ranch is primarily a one-story rambling home with strong horizontal lines and connections between indoor and outdoor spaces. The “U”- or “L”-shaped open floor plan focused on windows, doors, and living activities on the porch or courtyard. The horizontal plan form is what defines the Ranch.

The applied materials, style, and character applied to the Ranch have been mixed, interpreted, adapted, and modernized based on function, location, era, and popularity.

This single-story family oriented home became the American dream with the development of tract homes in the post-World War II era. Simple and affordable to build, the elevation of the Ranch was done in a variety of styles. Spanish styling with rusticated exposed wood beams, rafter tails under broad front porches, and elegantly simple recessed windows were just as appropriate on the Ranch as the clean lines of siding and floor to ceiling divided-light windows under broad overhanging laminate roofs.

Details and elements of the elevation of a Ranch should be chosen as a set identifying a cohesive style. Brick and stucco combinations with overly simple sill trim under wide windows with no other detailing suggests a Prairie feel, while all stucco, recessed windows, and exposed rusticated wood calls to mind a Hacienda ranch.



Example of California Ranch Architecture

California Ranch Style Elements:

- Plan form is typically one-story with strong horizontal design.
- Roofs are typically shallow pitched with “S” tile, barrel tile, or flat concrete tile.
- Roof forms are typically gable or hip with exaggerated overhangs.
- Wall materials are commonly comprised of stucco, siding, or brick.
- A porch, terrace, or courtyard is typically the prominent feature of the elevation.
- Exposed rafter tails are typical.
- Porch is commonly detailed by simple posts or beams with simple cap or base trim.
- Front entry is typically traditionally pedimented by a surround, porch, or portico.
- Windows are typically broad and accented with window head and sill trim, shutters, or are recessed.
- A strong indoor/outdoor relationship joined by sliding or French doors, or bay windows is common.



Example of California Ranch Architecture



AMERICAN TRADITIONAL

The American Traditional style is a combination of the early English and Dutch house found on the Atlantic coast. Their origins were sampled from the Adam style and other classical styles. Details from these original styles are loosely combined in many examples.

Current interpretations have maintained the simple elegance of the early prototypes, but added many refinements and new design details. This style relies on its asymmetrical form and colonial details to differentiate it from the strict colonial styles.

Highly detailed entries having decorative pediments extended and supported by semi-engaged columns typically. Detailed doors with sidelights and symmetrically designed front facades. Cornices with dentils are an important feature and help identify this style.

American Traditional Style Elements:

- Plan form is typically asymmetric “L”-shaped.
- Roofs are typically of moderate to steeper pitch with flat concrete tile (or equal) roof and exaggerated boxed eaves.
- Roof forms are typically hip or gable with dominant forward facing gables.
- Front facade is typically one solid material which may include stucco, brick, or horizontal siding.
- The front entry is typically sheltered within a front porch with traditionally detailed columns and railings.
- A curved or round-top accent window is commonly used on the front elevation.
- Windows are typically fully trimmed with flanking louvered shutters.
- Gable ends are typically detailed by full or partial cornice, sometimes emphasized with dentils or decorative molding.
- Decorative or pedimented head and sill trim on windows is typical.



Example of American Traditional Architecture



Example of American Traditional Architecture



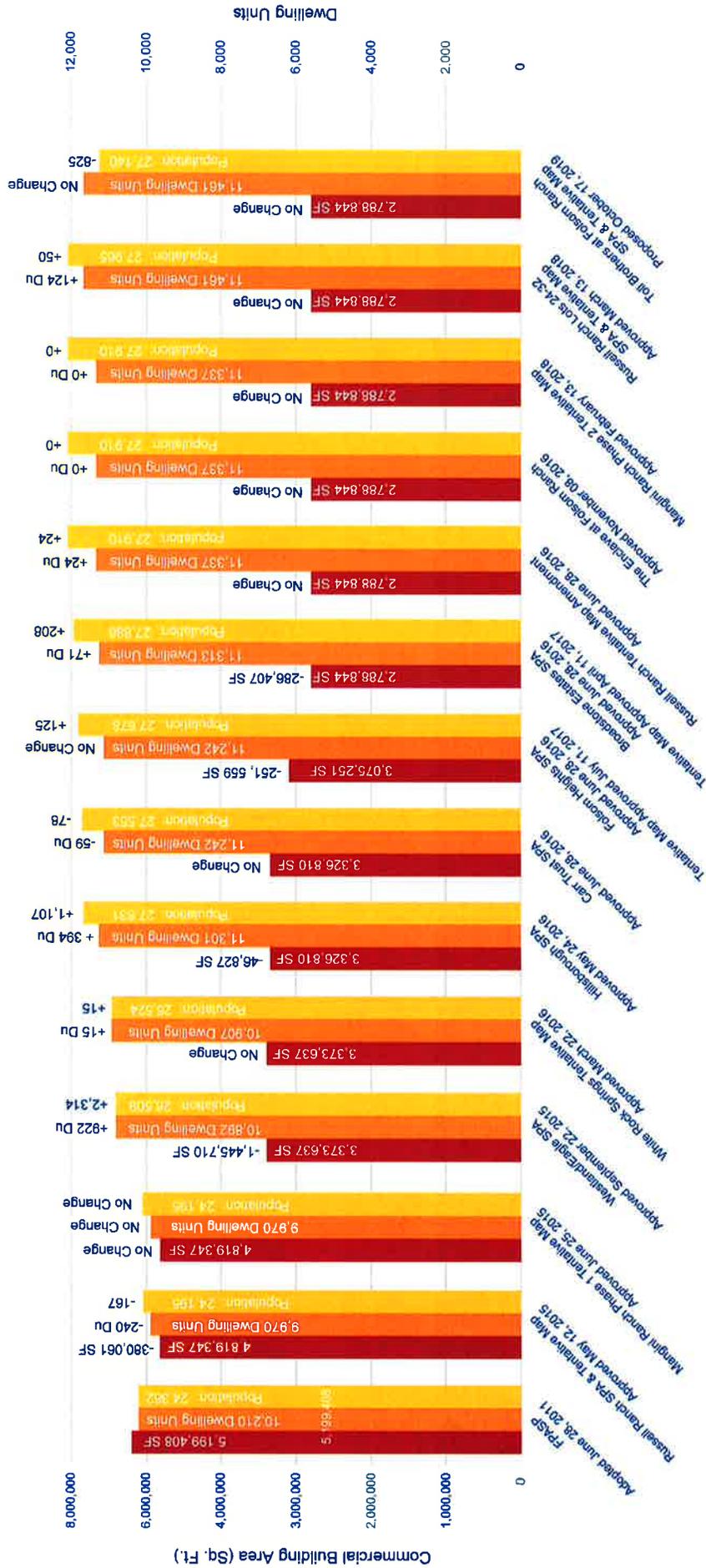
Example of American Traditional Architecture



Attachment 28
FPASP Development Activity Chart
Dated October 17, 2019

FPASP Dwelling Units, Population and Commercial Building Area

Commercial Bldg. Area Dwelling Units Population



Planning Commission
Toll Brothers at Folsom Ranch Project (PN 19-091)
December 18, 2019

Attachment 29

Development Agreement Amendments

FOR THE BENEFIT OF THE CITY OF FOLSOM
PURSUANT TO GOVERNMENT CODE §6103

RECORDING REQUESTED BY CITY CLERK

WHEN RECORDED MAIL TO:

City Clerk
City of Folsom
50 Natoma Street
Folsom, CA 95630

Exempt from Recording Fees - Govt Code 27383

(SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE)

**AMENDMENT NO. 2 TO
FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT
BY AND BETWEEN THE CITY OF FOLSOM,
WEST SCOTT ROAD, LLC AND
TOLL WEST COAST LLC
RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN**

**AMENDMENT NO. 2 TO
FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT
RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN
(West Scott Road, LLC)**

This Amendment No. 2 to First Amended and Restated Tier 1 Development Agreement (“Amendment No. 2”) is entered into this ____ day of _____, 2020, by and between the City of Folsom (“City”), West Scott Road, LLC (“Landowner”) and Toll West Coast LLC (“Toll”) pursuant to the authority of Sections 65864 through 65869.5 of the Government Code of California. All capitalized terms used herein and not otherwise defined herein shall mean and refer to those terms as defined in Section 1.3 of the Restated Development Agreement described below between the parties hereto.

RECITALS

A. Restated Development Agreement. The City and Landowner previously entered into that certain First Amended and Restated Tier 1 Development Agreement By and Between the City of Folsom and Landowner Relative to the Folsom South Specific Plan, recorded on July 15, 2014, in the Official Records of the County Recorder of Sacramento County in Book 20140715, Page 0344 (the “Original Restated Development Agreement”). The City and Landowner amended the Original Restated Development Agreement pursuant to that certain Amendment No. 1 to First Amended and Restated Tier 1 Development Agreement, recorded on January 29, 2016 in the Official Records of the County Recorder of Sacramento County in Book 20160129, Page 380 (the “Amendment No. 1”). The Original Restated Development Agreement, as amended by Amendment No. 1, shall be referred to herein as the “Restated Development Agreement. Section 1.5 of the Restated Development Agreement allows the Restated Development Agreement to be amended from time to time by mutual written consent of the parties.

B. Purpose of Amendment. Toll, with the support and cooperation of Landowner, is processing a General Plan Amendment, Specific Plan Amendment, Small Lot Vesting Tentative Subdivision Map and Planned Development Permit (the “Toll Project Entitlements”) for development of an active adult community together with traditional residential units, commonly referred to as Toll Brothers at Folsom Ranch (the “Toll Project”). The Toll Project will be developed within the portion of the Property described in **Exhibit A** and shown in **Exhibit B** attached hereto (the “Toll Project Property”). Toll and Landowner desire, with this Amendment No. 2, that the Toll Project Entitlements for the Toll Project Property, including the conditions of approval and mitigation measures related to the development thereof (the “Toll Project Conditions”), be included within the definition of Entitlements as that term is used throughout the Restated Development Agreement, pursuant to Section 1.5.3 of the Restated Development Agreement.

C. Property. The subject of this Restated Agreement is the Development of the Property. Landowner owns the Property, Toll has the contractual right to acquire the Toll Project Property portion thereof from Landowner, and Landowner and Toll represent

that all persons holding legal or equitable interests in the Property shall be bound by the Restated Agreement, as amended by this Amendment No. 2.

D. Hearings. On _____, 2019, the City Planning Commission, designated as the planning agency for purposes of development agreement review pursuant to Government Code Section 65867, in a duly noticed and conducted public hearing, considered this Amendment No. 2 and recommended that the City Council approve this Amendment No. 2 to the Restated Development Agreement.

E. Environmental Review. On _____, 2020, the City Council considered an Addendum to the Specific Plan EIR (the "Addendum") for development of the Property consistent with the Toll Project Entitlements. An Initial Study prepared in support of the Addendum identified mitigation measures to reduce environmental impacts which have been incorporated into the Toll Project and in the terms and conditions of the approved Toll Project Entitlements, as reflected by the findings adopted by the City Council concurrently with this Amendment No. 2.

F. No New Impacts Associated with Approval of Amendment. The City Council has determined that the adoption of this Amendment No. 2 involves no new, significant, or substantially more severe impacts not considered in the Specific Plan EIR and Addendum; therefore, no further environmental documents relating to the adoption of this Amendment No. 2 are required.

G. Consistency with General Plan and Specific Plan. Having duly examined and considered this Amendment No. 2, City finds and declares that this Amendment No. 2 is consistent with the General Plan and the Specific Plan, as amended by the Toll Project Entitlements.

NOW, THEREFORE, the parties hereto, in consideration of the mutual covenants, promises, and agreements herein contained, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged and agreed, the parties hereto do hereby agree to amend the Restated Development Agreement as follows:

1. Amendment of Restated Development Agreement. The definition of "Entitlements" in Recital H is hereby amended as follows:

a. Recital H – Entitlements. The term "Entitlements" set forth in Recital H of the Restated Development Agreement is hereby revised to include the Toll Project Entitlements for the Toll Project Property approved by the City Council by Resolution [REDACTED]. In consideration thereof, and in accordance with the provisions of Section 1.5.3 of the Restated Development Agreement, Landowner hereby reaffirms its agreement to abide by the provisions of this Restated Development Agreement, as modified hereby, including the conditions of approval and mitigation measures related to the development of the Toll Project within the Toll Project Property (the "Toll Project Conditions"), as imposed by the City as part of its approval of the Toll Project Entitlements.

b. 4.2.2.1 – **Landowner Park Land Credits**. The following paragraph is hereby added to Section 4.2.2.1 of the Restated Development Agreement, as amended by Amendment No. 1 thereto, as follows:

“As part of the Toll Project Entitlements, 10 acres of neighborhood park property previously planned within the Toll Project Property are being relocated to other parcels within the Plan Area, consisting of a new 8-acre neighborhood park site planned for Parcel 20B and a 2-acre expansion of a neighborhood park site planned for Parcel 66, as more particularly shown on **Exhibit 4.2.2.1** attached hereto (collectively, the “Relocated/Expanded Park Sites”). Landowner and City acknowledge and agree that, notwithstanding such relocation and expansion, the park dedication fee credits under the SPIF associated with the dedication of the Relocated/Expanded Park Sites are intended to and shall continue to accrue to the benefit of the Toll Project and be used solely to provide neighborhood park dedication fee credits in connection with development of the Toll Project Property. Landowner and Toll, together with the owners of the Relocated/Expanded Park Sites, shall work with the City to enter into a park dedication fee credit agreement in the form required by the SPIF Fee Program (the “Park Dedication Fee Credit Agreement”), to document the allocation to Toll solely for development of the Toll Project of the 10-acres of park fee credits associated with the dedication of the Relocated/Expanded Park Sites. The City agrees not to enter into any Park Dedication Fee Credit Agreement related to the dedication of the Relocated/Expanded Park Sites unless such Agreement expressly provides that the 10-acres of park land fee credits associated with the planned dedications of the 8 acres of new park land for Parcel 20B and the 2 acres of expanded park land for Parcel 66 belong solely to Toll for development of the Toll Project.”

2. **Effect of Amendment**. This Amendment No. 2 amends, but does not replace or supersede, the Restated Development Agreement. In the event of any conflict, the language of this Amendment No. 2 shall be controlling in all events or circumstances. Except as modified hereby, all other terms and provisions of the Restated Development Agreement shall remain in full force and effect.

3. **Automatic Assumption of Toll Project Entitlements/Conditions Upon Conveyance of Toll Project Property to Toll**. Upon conveyance of the Toll Project Property described in **Exhibit A** hereto by grant deed from Landowner to Toll, in consideration of Toll signing as party to this Amendment No. 2 and agreeing to the terms hereof, Toll shall automatically assume all rights, title, interest, burdens and obligations of “Landowner” under the Restated Development Agreement, as amended hereby, with respect to development of the Toll Project Property accruing on or after the conveyance of the Toll Project Property to Toll. Toll shall thereby automatically assume and be solely

responsible for complying with and satisfying all conditions of approval and mitigation measures related to the development of the Toll Project Property consistent with the Toll Project Entitlements and the terms of the Restated Development Agreement, as amended hereby, including without limitation, the Toll Project Conditions related thereto as applied to the Toll Project Property, which accrue on or after the conveyance of the Toll Project Property to Toll. Furthermore, upon such conveyance, West Scott Road, LLC, as Landowner, shall be released from any burdens or obligations to comply with any of the provisions of the Restated Development Agreement, as amended hereby, related to the development of the Toll Project Property, including without limitation the Toll Project Conditions related thereto which accrue on or after the conveyance of the Toll Project Property to Toll. West Scott Road, LLC, shall retain all rights, title, interest, burdens and obligations under the Restated Development Agreement, as amended hereby, with respect to the remainder of the Property. Landowner acknowledges that, until the Toll Project Property is conveyed to Toll, Landowner shall be solely obligated to comply with the terms and conditions of the Toll Project Entitlements, including the Toll Project Conditions related thereto, in connection with any development of the Toll Project Property.

Upon the conveyance of the Toll Project Property from Landowner to Toll, Landowner shall provide written notice thereof to the City, together with a conformed copy of the grant deed related thereto. Upon receipt of such notice, for purposes of Section 7.5 of the Restated Agreement, the Notice Address for Landowner with respect to the Toll Project Property shall be as follows:

Toll West Coast LLC
c/o Toll Brothers
2330 E. Bidwell Street
Folsom, CA 95630
Attn: Greg Van Dam, P.E.
Director of Land Development
Email: gvandam@tollbrothers.com

4. **Form of Amendment; Execution in Counterparts.** This Amendment No. 2 is executed in duplicate originals, each of which is deemed to be an original, and may be executed in counterparts.

IN WITNESS WHEREOF, the City of Folsom has authorized the execution of this Restated Agreement in duplicate by its Mayor, and attested to by the City Clerk under the authority of Ordinance No. _____ adopted by the City Council on the _____ day of _____, 2020.

CITY:

**CITY OF FOLSOM,
a municipal corporation**

_____, Mayor

APPROVED AS TO CONTENT:

Elaine Andersen, City Manager

APPROVED AS TO FORM:

Steven Wang, City Attorney

ATTEST:

Christa Freemantle, City Clerk

LANDOWNER:

**WEST SCOTT ROAD, LLC
a Delaware Limited Liability Company**

By: HBT Mangini, LLC
a Delaware Limited Liability Company
Its Managing Member

By: _____
William B. Bunce
Its: Manager

TOLL:

**TOLL WEST COAST LLC,
a Delaware Limited Liability Company**

By: _____
Name: _____
Title: _____

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of _____
County of _____

On _____, 2020, before me, _____
(Here insert Name and Title of Officer)

personally appeared _____,
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

NOTARY PUBLIC SIGNATURE

NOTARY PUBLIC SEAL

EXHIBIT "A"
DESCRIPTION OF LANDS OF WEST SCOTT ROAD LLC

All that real property situated in the City of Folsom, County of Sacramento, State of California located within Sections 17 and 20, Township 9 North, Range 8 East, Mount Diablo Meridian, being further described as follows:

Parcel 2 as shown and so designated on that certain Parcel Map filed for record June 3, 2019 in Book 236 of Parcel Maps, at Page 9, Sacramento County Records.

Containing 34.21 acres of land, more or less.

See Exhibit "A-1", plat to accompany description, attached hereto and made a part hereof.

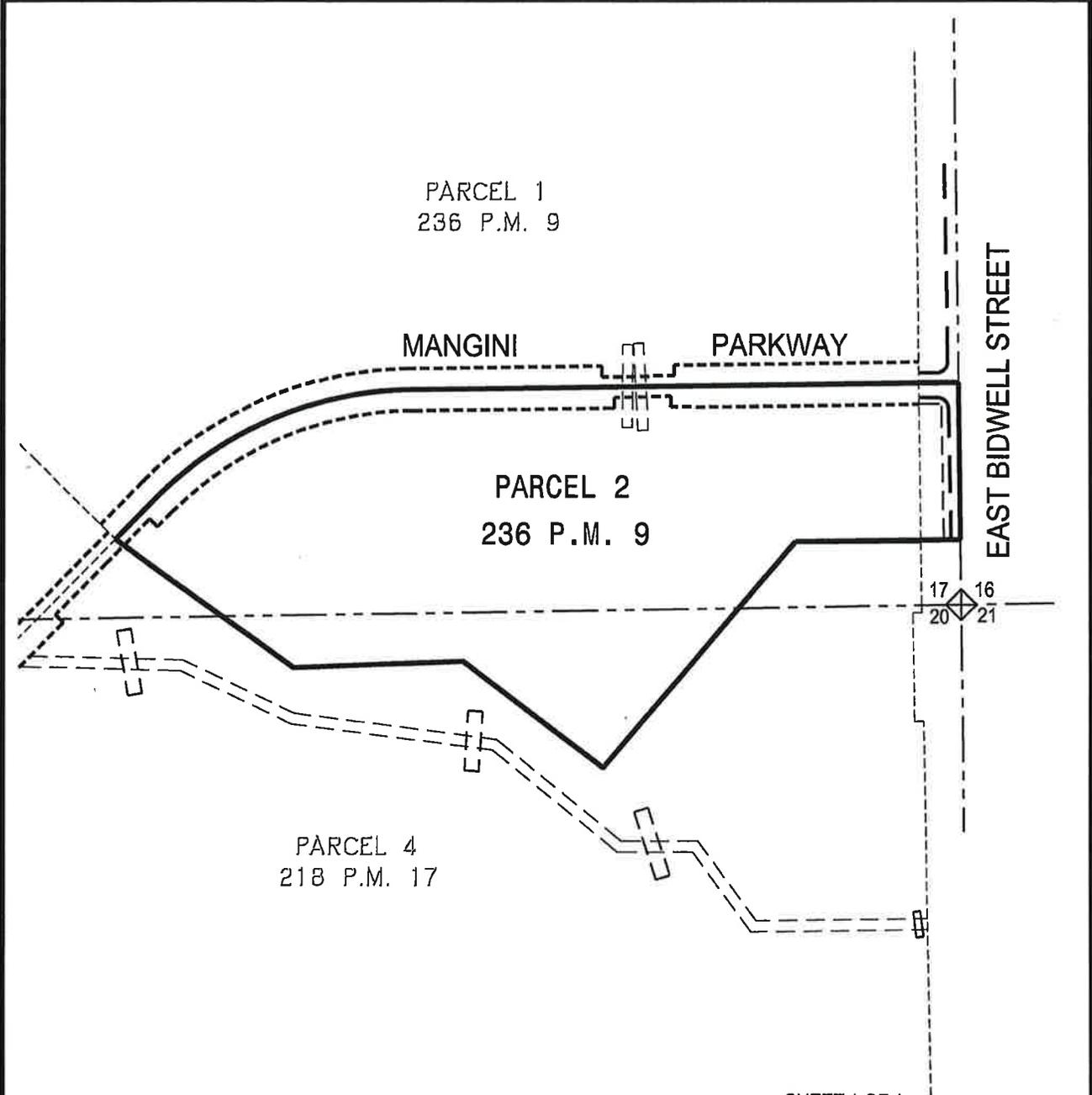
This legal description was prepared by me or under my supervision pursuant to Section 8729 (2) of the Professional Land Surveyors Act.

Robert M. Plank, PLS 5760
License Expiration Date: 06-30-2020



Date: _____

Description prepared by:
MACKAY & SOMPS CIVIL ENGINEERS, INC.
1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95678
P:\7964\survey-MS\mapping\desc\MANGINI RANCH WEST\toll bros\DESC-parcel 2- 236PM9.docx



SHEET 1 OF 1



EXHIBIT "A-1"
 PARCEL 2, 236 P.M. 9
MANGINI RANCH WEST
 PART OF SECTIONS 17 & 20, T.9 N., R. 8 E., M.D.M.
 CITY OF FOLSOM
 COUNTY OF SACRAMENTO STATE OF CALIFORNIA

MACKAY & SOMPS
 ENGINEERS PLANNERS SURVEYORS
 1025 Creekside Ridge Drive, Suite 160, Roseville, CA 95678 (916) 773-1189

IF A DISCREPANCY EXISTS BETWEEN THIS EXHIBIT AND THE ASSOCIATED DESCRIPTION, THE DESCRIPTION HOLDS. THIS EXHIBIT IS FOR GRAPHIC PURPOSES ONLY.

RMP	1"= 400'	10/18/19	7964.RSP.TB1
DRAWN BY	SCALE	DATE	JOB NO.

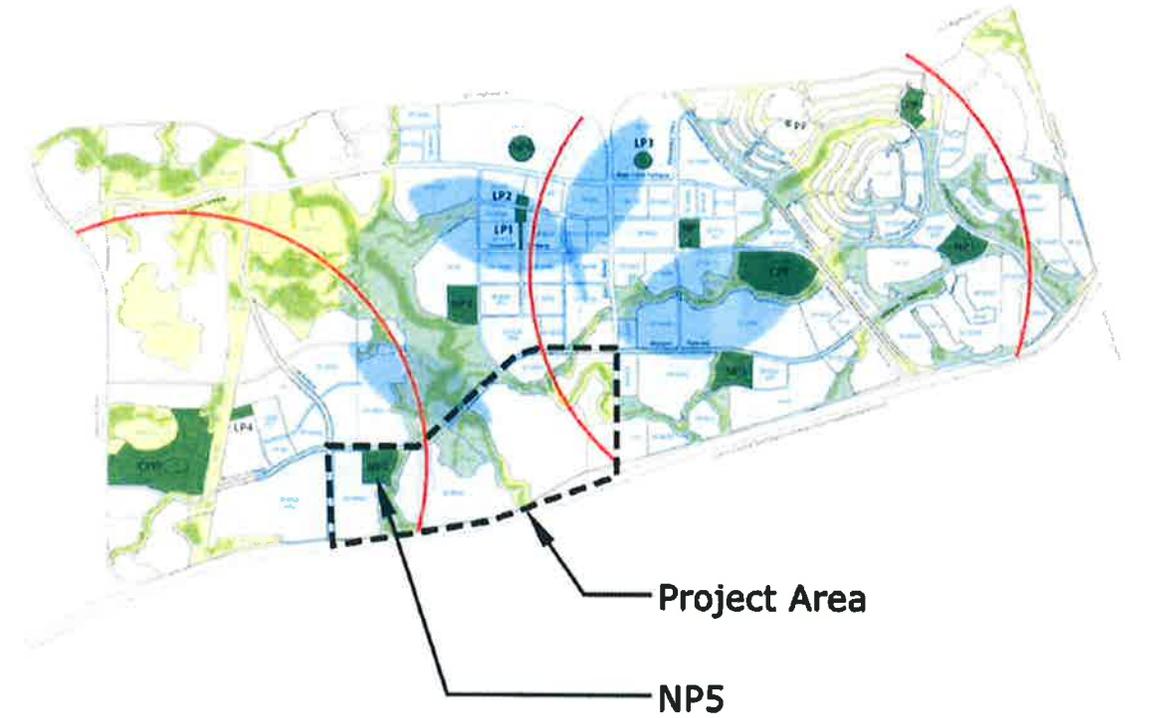
EXHIBIT B

Map of Toll Project Property

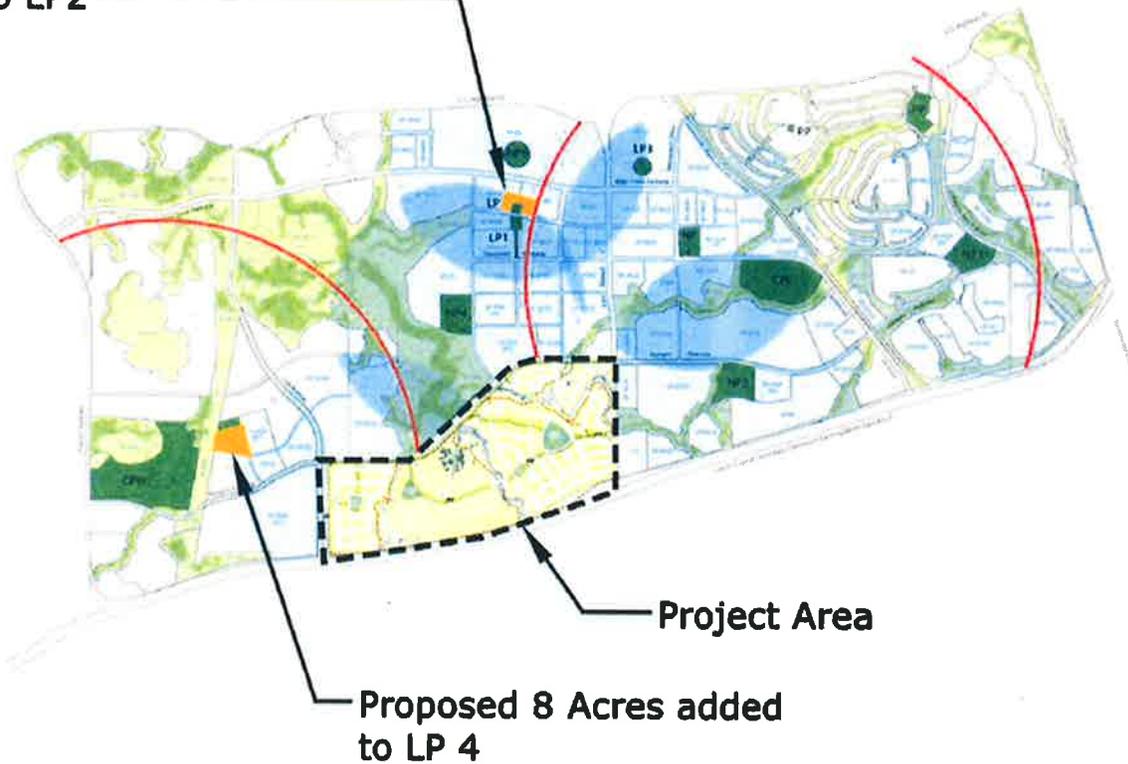
EXHIBIT 4.2.2.1

Map of Location of Relocated/Expanded Park Sites

FIGURE 7: APPROVED AND PROPOSED FPASP PARK LOCATIONS



**Proposed 2 Acres added
to LP2**



FOR THE BENEFIT OF THE CITY OF FOLSOM
PURSUANT TO GOVERNMENT CODE §6103

RECORDING REQUESTED BY CITY CLERK

WHEN RECORDED MAIL TO:

City Clerk
City of Folsom
50 Natoma Street
Folsom, CA 95630

Exempt from Recording Fees - Govt Code 27383

(SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE)

**AMENDMENT NO. 3 TO
FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT
BY AND BETWEEN THE CITY OF FOLSOM,
FOLSOM REAL ESTATE SOUTH, LLC AND
TOLL WEST COAST LLC
RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN**

**AMENDMENT NO. 3 TO
FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT
RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN
(Folsom Real Estate South, LLC)**

This Amendment No. 3 to First Amended and Restated Tier 1 Development Agreement (“Amendment No. 3”) is entered into this ____ day of _____, 2020, by and between the City of Folsom (“City”), Folsom Real Estate South, LLC (“Landowner”) and Toll West Coast LLC (“Toll”) pursuant to the authority of Sections 65864 through 65869.5 of the Government Code of California. All capitalized terms used herein and not otherwise defined herein shall mean and refer to those terms as defined in Section 1.3 of the Restated Development Agreement described below between the parties hereto.

RECITALS

A. Restated Development Agreement. The City and Landowner previously entered into that certain First Amended and Restated Tier 1 Development Agreement By and Between the City of Folsom and Landowner Relative to the Folsom South Specific Plan, recorded on July 15, 2014, in the Official Records of the County Recorder of Sacramento County in Book 20140715, Page 0426 (the “Original Restated Development Agreement”). The City and Landowner amended the Original Restated Development Agreement pursuant to that certain Amendment No. 1 to First Amended and Restated Tier 1 Development Agreement, recorded on January 29, 2016 in the Official Records of the County Recorder of Sacramento County in Book 20160129, Page 381 (the “Amendment No. 1”) and that certain Amendment No. 2 to First Amended and Restated Tier 1 Development Agreement, recorded on January 29, 2016 in the Official Records of the County Recorder of Sacramento County in Book 20160129, Page 382 (the “Amendment No. 2”). The Original Restated Development Agreement, as amended by Amendment No. 1 and Amendment No. 2, shall be referred to herein as the “Restated Development Agreement. Section 1.5 of the Restated Development Agreement allows the Restated Development Agreement to be amended from time to time by mutual written consent of the parties.

B. Purpose of Amendment. Toll, with the support and cooperation of Landowner, is processing a General Plan Amendment, Specific Plan Amendment, Small Lot Vesting Tentative Subdivision Map and Planned Development Permit (the “Toll Project Entitlements”) for development of an active adult community together with traditional residential units, commonly referred to as Toll Brothers at Folsom Ranch (the “Toll Project”). The Toll Project will be developed within the portion of the Property described in **Exhibit A** and shown in **Exhibit B** attached hereto (the “Toll Project Property”). In connection with and as part of the approval of the Toll Project Entitlements, the General Plan and Specific Plan Amendments include changes to land uses (the “Ancillary Land Use Changes”) for portions of the Property located outside of the Toll Project Property commonly referred to as Parcels 73, 137, 155 and 161 and a portion of Parcel 162 (the “Other Affected Property”); these Ancillary Land Use Changes are acceptable to Landowner. Toll and Landowner desire, with this Amendment No. 3, that

the Toll Project Entitlements for the Toll Project Property, including the conditions of approval and mitigation measures related to the development thereof (the "Toll Project Conditions"), and the Ancillary Land Use Changes for the Other Affected Property, be included within the definition of Entitlements as that term is used throughout the Restated Development Agreement, pursuant to Section 1.5.3 of the Restated Development Agreement.

C. Property. The subject of this Restated Agreement is the Development of the Property. Landowner owns the Property, Toll has the contractual right to acquire the Toll Project Property portion thereof from Landowner, and Landowner and Toll represent that all persons holding legal or equitable interests in the Property shall be bound by the Restated Agreement, as amended by this Amendment No. 3.

D. Hearings. On _____, 2019, the City Planning Commission, designated as the planning agency for purposes of development agreement review pursuant to Government Code Section 65867, in a duly noticed and conducted public hearing, considered this Amendment No. 3 and recommended that the City Council approve this Amendment No. 3 to the Restated Development Agreement.

E. Environmental Review. On _____, 2020, the City Council considered an Addendum to the Specific Plan EIR (the "Addendum") for development of the Property consistent with the Toll Project Entitlements. An Initial Study prepared in support of the Addendum identified mitigation measures to reduce environmental impacts which have been incorporated into the Toll Project and in the terms and conditions of the approved Toll Project Entitlements, as reflected by the findings adopted by the City Council concurrently with this Amendment No. 3.

F. No New Impacts Associated with Approval of Amendment. The City Council has determined that the adoption of this Amendment No. 3 involves no new, significant, or substantially more severe impacts not considered in the Specific Plan EIR and Addendum; therefore, no further environmental documents relating to the adoption of this Amendment No. 3 are required.

G. Consistency with General Plan and Specific Plan. Having duly examined and considered this Amendment No. 3, City finds and declares that this Amendment No. 3 is consistent with the General Plan and the Specific Plan, as amended by the Toll Project Entitlements.

NOW, THEREFORE, the parties hereto, in consideration of the mutual covenants, promises, and agreements herein contained, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged and agreed, the parties hereto do hereby agree to amend the Restated Development Agreement as follows:

1. **Amendment of Restated Development Agreement.** The definition of “Entitlements” in Recital H is hereby amended as follows:

a. Recital H – **Entitlements.** The term “Entitlements” set forth in Recital H of the Restated Development Agreement is hereby revised to include the Toll Project Entitlements for the Toll Project Property and the Ancillary Land Use Changes for the Other Affected Property approved by the City Council by Resolution [REDACTED]. In consideration thereof, and in accordance with the provisions of Section 1.5.3 of the Restated Development Agreement, Landowner hereby reaffirms its agreement to abide by the provisions of this Restated Development Agreement, as modified hereby, including the conditions of approval and mitigation measures related to the development of the Toll Project within the Toll Project Property (the “Toll Project Conditions”), as imposed by the City as part of its approval of the Toll Project Entitlements, and any conditions of approval and/or mitigation measures related to the development of the Other Affected Property, as imposed by the City as part of its approval of the Ancillary Land Use Changes.

b. 4.2.2.1 – **Landowner Park Land Credits.** The following paragraph is hereby added to Section 4.2.2.1 of the Restated Development Agreement, as amended by Amendment No. 1 thereto, as follows:

“As part of the Toll Project Entitlements and Ancillary Land Use Changes, 10 acres of neighborhood park property previously planned within the Toll Project Property are being relocated to other parcels within the Plan Area, consisting of a new 8-acre neighborhood park site planned for Parcel 20B and a 2-acre expansion of a neighborhood park site planned for Parcel 66, as more particularly shown on **Exhibit 4.2.2.1** attached hereto (collectively, the “Relocated/Expanded Park Sites”). Landowner and City acknowledge and agree that, notwithstanding such relocation and expansion, the park dedication fee credits under the SPIF associated with the dedication of the Relocated/Expanded Park Sites are intended to and shall continue to accrue to the benefit of the Toll Project and be used solely to provide neighborhood park dedication fee credits in connection with development of the Toll Project Property. Landowner and Toll, together with the owners of the Relocated/Expanded Park Sites, shall work with the City to enter into a park dedication fee credit agreement in the form required by the SPIF Fee Program (the “Park Dedication Fee Credit Agreement”), to document the allocation to Toll solely for development of the Toll Project of the 10-acres of park fee credits associated with the dedication of the Relocated/Expanded Park Sites. The City agrees not to enter into any Park Dedication Fee Credit Agreement related to the dedication of the Relocated/Expanded Park Sites unless such Agreement expressly provides that the 10-acres of park land fee credits associated with the planned dedications of the 8 acres of new park land for Parcel 20B and the 2 acres of expanded

park land for Parcel 66 belong solely to Toll for development of the Toll Project.”

2. **Effect of Amendment.** This Amendment No. 3 amends, but does not replace or supersede, the Restated Development Agreement. In the event of any conflict, the language of this Amendment No. 3 shall be controlling in all events or circumstances. Except as modified hereby, all other terms and provisions of the Restated Development Agreement shall remain in full force and effect.

3. **Automatic Assumption of Toll Project Entitlements/Conditions Upon Conveyance of Toll Project Property to Toll.** Upon conveyance of the Toll Project Property described in **Exhibit A** hereto by grant deed from Landowner to Toll, in consideration of Toll signing as party to this Amendment No. 3 and agreeing to the terms hereof, Toll shall automatically assume all rights, title, interest, burdens and obligations of “Landowner” under the Restated Development Agreement, as amended hereby, with respect to development of the Toll Project Property accruing on or after the conveyance of the Toll Project Property to Toll. Toll shall thereby automatically assume and be solely responsible for complying with and satisfying all conditions of approval and mitigation measures related to the development of the Toll Project Property consistent with the Toll Project Entitlements and the terms of the Restated Development Agreement, as amended hereby, including without limitation, the Toll Project Conditions related thereto as applied to the Toll Project Property, which accrue on or after the conveyance of the Toll Project Property to Toll. Furthermore, upon such conveyance, Folsom Real Estate South, LLC, as Landowner, shall be released from any burdens or obligations to comply with any of the provisions of the Restated Development Agreement, as amended hereby, related to the development of the Toll Project Property, including without limitation the Toll Project Conditions related thereto which accrue on or after the conveyance of the Toll Project Property to Toll. Folsom Real Estate South, LLC, shall retain all rights, title, interest, burdens and obligations under the Restated Development Agreement, as amended hereby, with respect to the remainder of the Property, including the changes in land uses associated with the Ancillary Land Use Approvals for the Other Affected Property therein. Landowner acknowledges that, until the Toll Project Property is conveyed to Toll, Landowner shall be solely obligated to comply with the terms and conditions of the Toll Project Entitlements, including the Toll Project Conditions related thereto, in connection with any development of the Toll Project Property.

Upon the conveyance of the Toll Project Property from Landowner to Toll, Landowner shall provide written notice thereof to the City, together with a conformed copy of the grant deed related thereto. Upon receipt of such notice, for purposes of Section 7.5 of the Restated Agreement, the Notice Address for Landowner with respect to the Toll Project Property shall be as follows:

Toll West Coast LLC
c/o Toll Brothers
2330 E. Bidwell Street
Folsom, CA 95630
Attn: Greg Van Dam, P.E.
Director of Land Development
Email: gvandam@tollbrothers.com

4. **Form of Amendment; Execution in Counterparts.** This Amendment No. 3 is executed in duplicate originals, each of which is deemed to be an original, and may be executed in counterparts.

IN WITNESS WHEREOF, the City of Folsom has authorized the execution of this Restated Agreement in duplicate by its Mayor, and attested to by the City Clerk under the authority of Ordinance No. _____ adopted by the City Council on the _____ day of _____, 2020.

CITY:

**CITY OF FOLSOM,
a municipal corporation**

_____, Mayor

APPROVED AS TO CONTENT:

Elaine Andersen, City Manager

APPROVED AS TO FORM:

Steven Wang, City Attorney

ATTEST:

Christa Freemantle, City Clerk

LANDOWNER:

**FOLSOM REAL ESTATE SOUTH, LLC
a Delaware Limited Liability Company**

By: HBT Mangini, LLC
a Delaware Limited Liability Company
Its Managing Member

By: _____
William B. Bunce
Its: Manager

TOLL:

**TOLL WEST COAST LLC,
a Delaware Limited Liability Company**

By: _____
Name: _____
Title: _____

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of _____
County of _____

On _____, 2020, before me, _____
(Here insert Name and Title of Officer)

personally appeared _____,
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

NOTARY PUBLIC SIGNATURE

NOTARY PUBLIC SEAL

EXHIBIT "A"
DESCRIPTION OF LANDS OF FOLSOM REAL ESTATE SOUTH LLC

All that real property situated in the City of Folsom, County of Sacramento, State of California located within Section 20, Township 9 North, Range 8 East, Mount Diablo Meridian, being further described as follows:

Parcel 2A as shown and so designated on that certain Parcel Map filed for record June 3, 2019 in Book 236 of Parcel Maps, at Page 10, Sacramento County Records.

Containing 74.27 acres of land, more or less.

See Exhibit "A-1", plat to accompany description, attached hereto and made a part hereof.

This legal description was prepared by me or under my supervision pursuant to Section 8729 (2) of the Professional Land Surveyors Act.

Robert M. Plank, PLS 5760
License Expiration Date: 06-30-2020



Date: _____

Description prepared by:
MACKAY & SOMPS CIVIL ENGINEERS, INC.
1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95678
P:\7964\survey-MS\mapping\desc\MANGINI RANCH WEST\toll bros\DESC-parcel 2A- 236PM10.docx

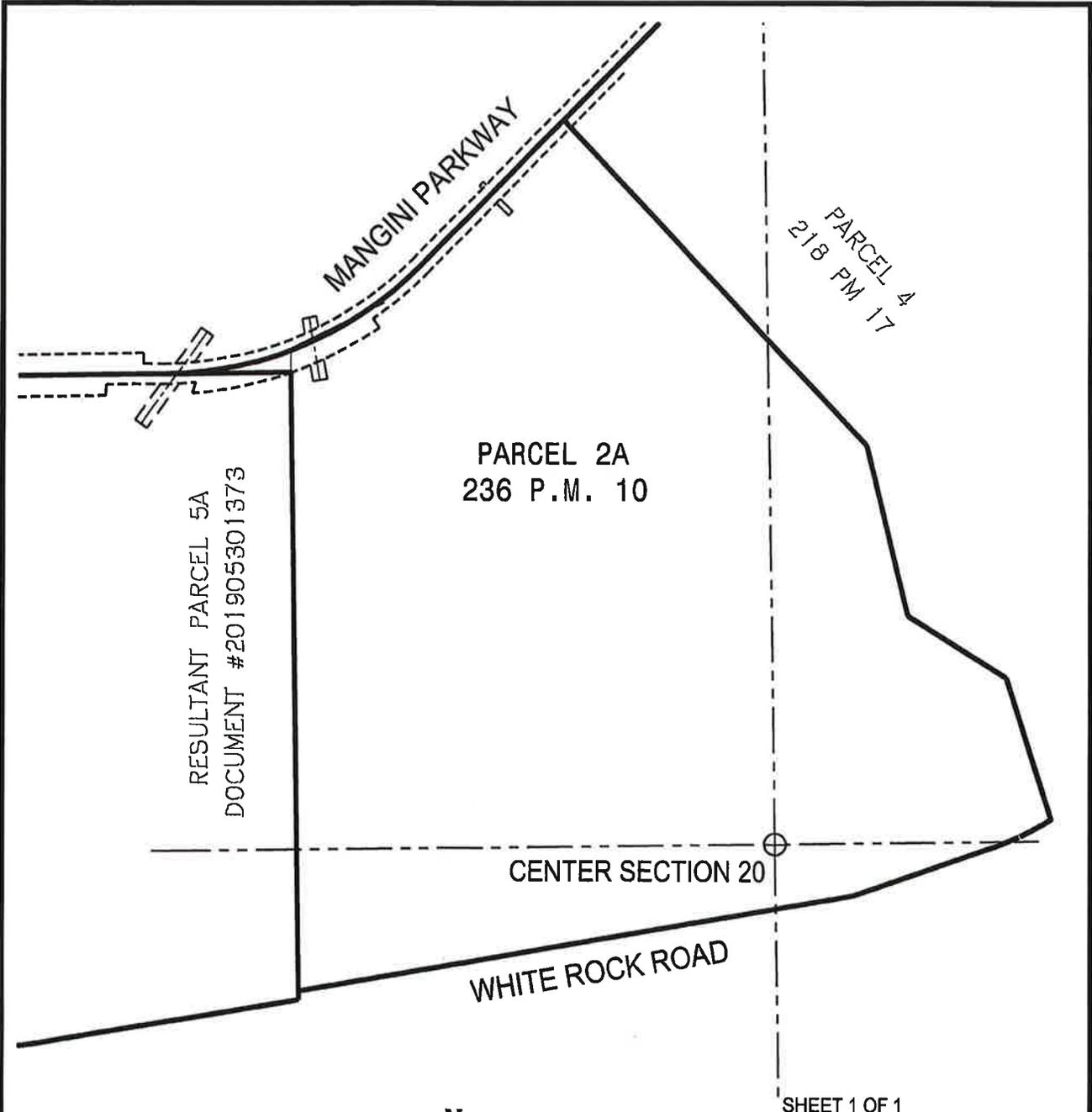


EXHIBIT "A-1"
 PARCEL 2A 236 P.M. 10
 MANGINI RANCH WEST
 PART OF SECTION 20, T.9 N., R. 8 E., M.D.M.
 CITY OF FOLSOM
 COUNTY OF SACRAMENTO STATE OF CALIFORNIA

MACKAY & SOMPS
 ENGINEERS PLANNERS SURVEYORS
 1025 Creekside Ridge Drive, Suite 160, Roseville, CA 95678 (916) 773-1189

IF A DISCREPANCY EXISTS BETWEEN THIS EXHIBIT AND THE ASSOCIATED DESCRIPTION, THE DESCRIPTION HOLDS. THIS EXHIBIT IS FOR GRAPHIC PURPOSES ONLY.

RMP	1"= 400'	10/18/19	7984.RSP.TB1
DRAWN BY	SCALE	DATE	JOB NO.

EXHIBIT "A"
DESCRIPTION OF LANDS OF FOLSOM REAL ESTATE SOUTH LLC

All that real property situated in the City of Folsom, County of Sacramento, State of California located within Sections 17 and 20, Township 9 North, Range 8 East, Mount Diablo Meridian, being a portion of the Lands of Folsom Real Estate South, LLC, a Delaware limited liability company as described in that certain Grant Deed recorded October 12, 2012 in Book 20121012, at Page 1356, Official Records of Sacramento County, being further described as follows:

Parcel 4 as shown and so designated on that certain Parcel Map filed for record October 11, 2012, in Book 218 of Parcel Maps, at Page 17, Sacramento County Records.

Containing 120.81 acres of land, more or less.

See Exhibit "A-1", plat to accompany description, attached hereto and made a part hereof.

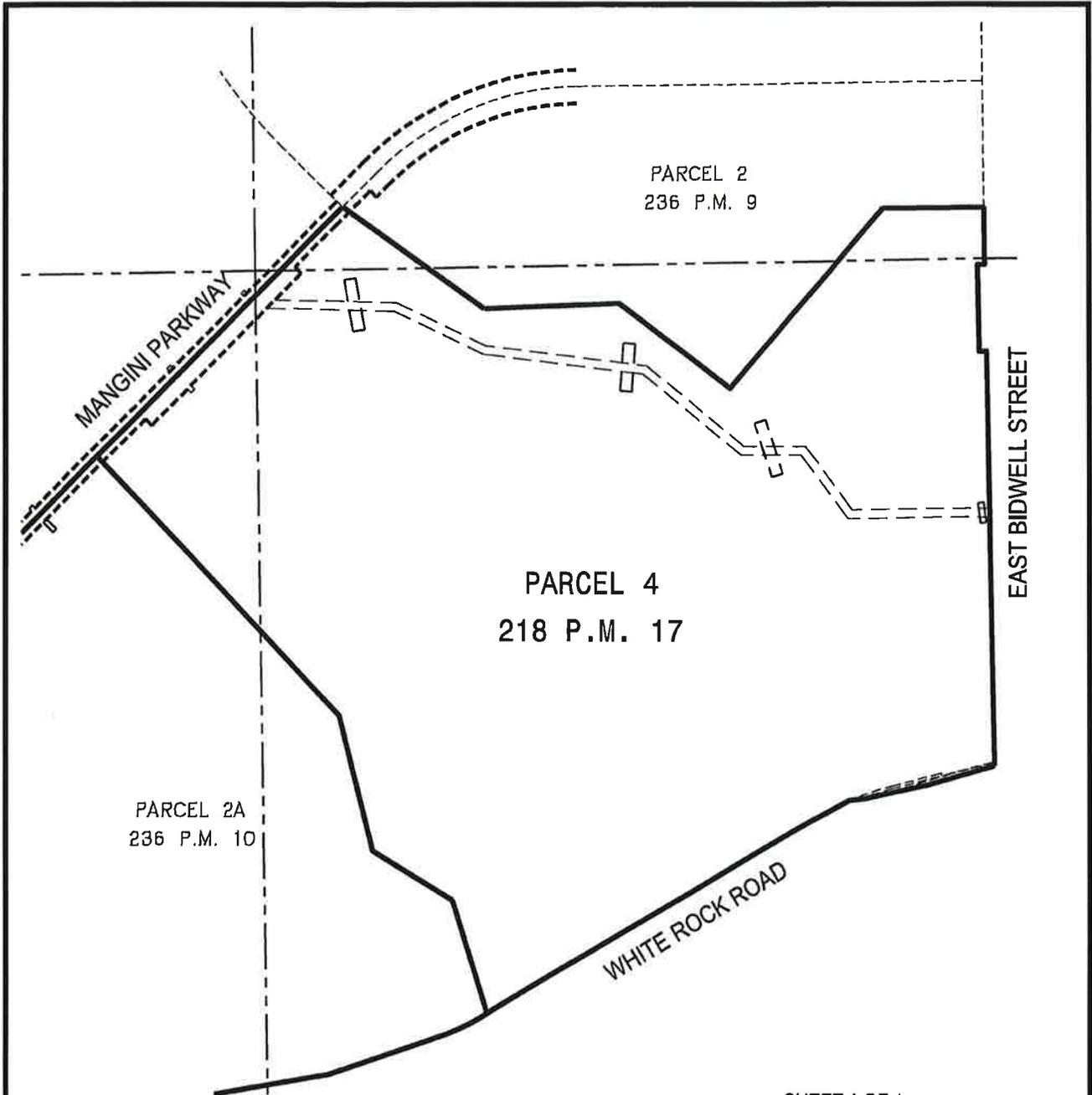
This legal description was prepared by me or under my supervision pursuant to Section 8729 (2) of the Professional Land Surveyors Act.

Robert M. Plank, PLS 5760
License Expiration Date: 06-30-2020



Date: _____

Description prepared by:
MACKAY & SOMPS CIVIL ENGINEERS, INC.
1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95678
P:\7964\survey-MS\mapping\desc\MANGINI RANCH WEST\toll bros\DESC-parcel 4- 218PM17.docx



PARCEL 2A
236 P.M. 10

PARCEL 2
236 P.M. 9

PARCEL 4
218 P.M. 17

MANGINI PARKWAY

EAST BIDWELL STREET

WHITE ROCK ROAD

SHEET 1 OF 1



EXHIBIT "A-1"
PARCEL 4, 218 P.M. 17
MANGINI RANCH WEST
PART OF SECTIONS 17 & 20, T.9 N., R. 8 E., M.D.M.
CITY OF FOLSOM
COUNTY OF SACRAMENTO STATE OF CALIFORNIA

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
1026 Creekside Ridge Drive, Suite 150, Roseville, CA 95678 (916) 773-1189

IF A DISCREPANCY EXISTS BETWEEN THIS EXHIBIT AND THE ASSOCIATED DESCRIPTION, THE DESCRIPTION HOLDS. THIS EXHIBIT IS FOR GRAPHIC PURPOSES ONLY.

RMP	1"= 400'	10/18/19	7964.RSP.TB1
DRAWN BY	SCALE	DATE	JOB NO.

EXHIBIT "A"
DESCRIPTION OF LANDS OF FOLSOM REAL ESTATE SOUTH LLC

All that real property situated in the City of Folsom, County of Sacramento, State of California located within Sections 17 and 20, Township 9 North, Range 8 East, Mount Diablo Meridian, being the Lands of Folsom Real Estate South, LLC, a Delaware limited liability company as described in that certain Quitclaim Deed recorded October 11, 2019 as Document #201910110556, Official Records of Sacramento County, being further described as follows:

Beginning at a 5/8" rebar with a plastic cap stamped "LS 4533" marking the northeast corner of Parcel 4 as shown on that certain Parcel Map recorded October 11, 2012 in Book 218 of Parcel Maps at Page 17, Sacramento County Records, said point also being on the south line of Parcel 2 as shown on that certain Parcel Map recorded June 03, 2019 in Book 236 of Parcel Maps at Page 9, Sacramento County Records; thence from the **POINT OF BEGINNING** along said south line, North 89°18'39" East a distance of 61.39 feet to the west right-of-way line of East Bidwell Street; thence leaving said south line and along said right-of-way line for the following two (2) courses and distances:

1. South 00°41'16" East a distance of 517.69 feet; and
2. South 88°57'26" West a distance of 59.28 feet to the east line of said Parcel 4;

thence along said east line for the following five (5) courses and distances:

1. North 01°02'34" West a distance of 20.00 feet;
2. South 88°57'26" West a distance of 25.00 feet;
3. North 01°02'34" West a distance of 300.00 feet;
4. North 88°57'26" East a distance of 25.00 feet; and
5. North 00°43'28" West a distance of 198.06 feet to the Point of Beginning.

Containing 0.894 acres of land, more or less.

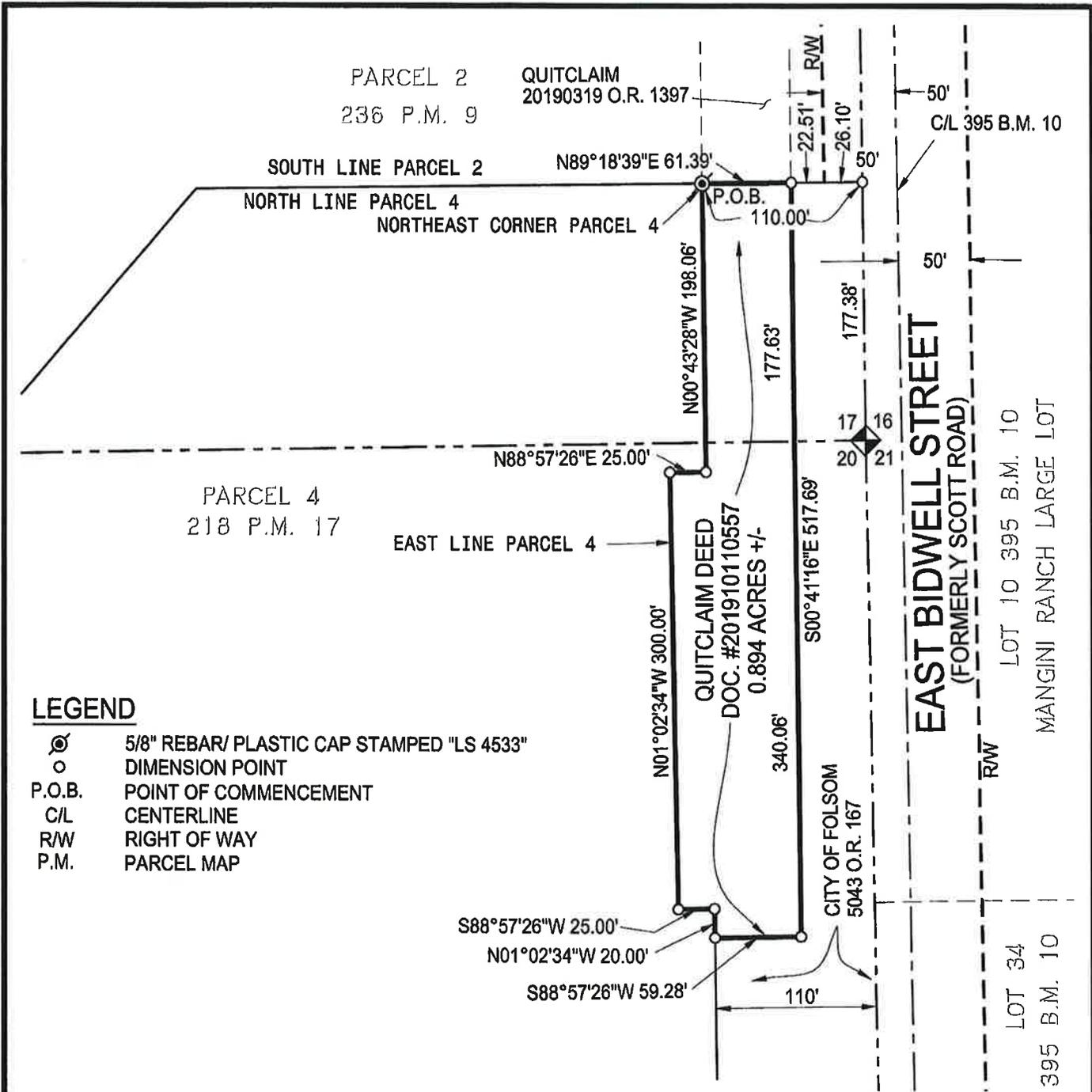
See Exhibit "A-1", plat to accompany description, attached hereto and made a part hereof.

This legal description was prepared by me or under my supervision pursuant to Section 8729 (2) of the Professional Land Surveyors Act.

Robert M. Plank, PLS 5760
License Expiration Date: 06-30-2020
Date: _____



Description prepared by:
MACKAY & SOMPS CIVIL ENGINEERS, INC.
1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95678
P:\7964\survey-MS\mapping\desc\MANGINI RANCH WEST\toll bros\DESC-scott rd quitclaim.docx



LEGEND

- 5/8" REBAR/ PLASTIC CAP STAMPED "LS 4533"
- DIMENSION POINT
- P.O.B. POINT OF COMMENCEMENT
- C/L CENTERLINE
- R/W RIGHT OF WAY
- P.M. PARCEL MAP



SHEET 1 OF 1

EXHIBIT "A-1"
 LANDS OF FOLSOM REAL ESTATE SOUTH LLC
 MANGINI WEST
 PORTION SECTIONS 17 & 20, T. 9 N., R. 8 E., M.D.M.
 CITY OF FOLSOM
 COUNTY OF SACRAMENTO STATE OF CALIFORNIA

MACKAY & SOMPS
 ENGINEERS PLANNERS SURVEYORS
 1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95678 (916) 773-1189

PFF	1" = 100'	10/22/2019	7964.RSP
DRAWN BY	SCALE	DATE	JOB NO.

IF A DISCREPANCY EXISTS BETWEEN THIS EXHIBIT AND THE ASSOCIATED DESCRIPTION, THE DESCRIPTION HOLDS. THIS EXHIBIT IS FOR GRAPHIC PURPOSES ONLY.

EXHIBIT B

Map of Toll Project Property

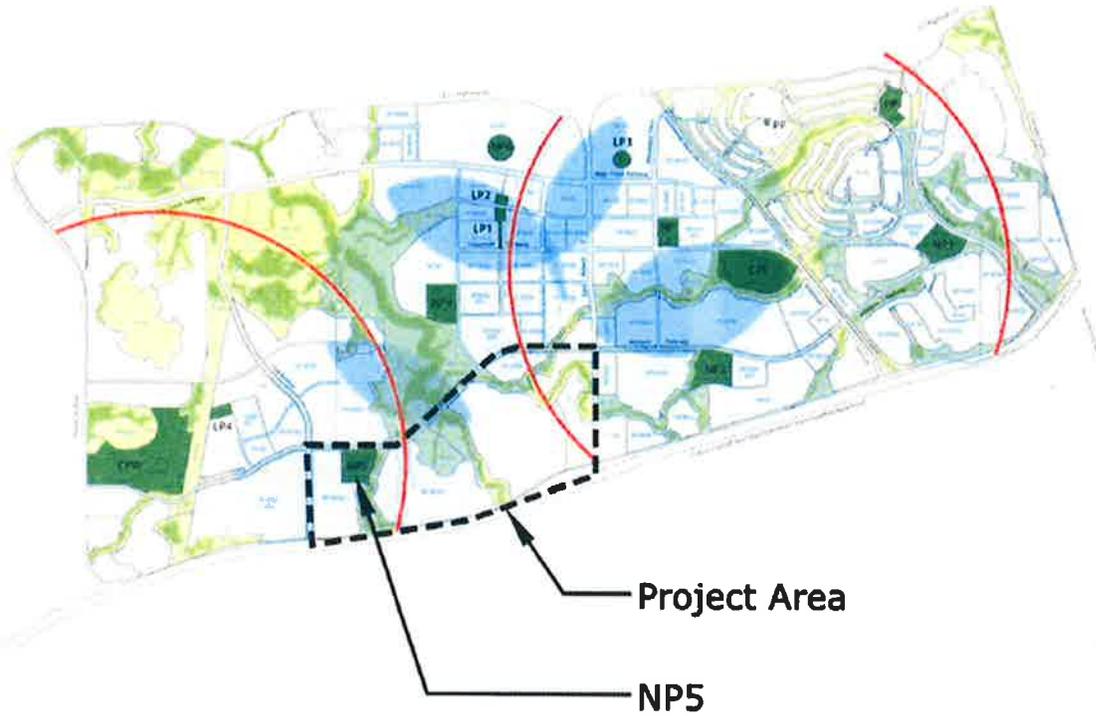
TOLL BROTHERS AT FOLSOM RANCH - PROJECT AREA GPA/SPA FPASP LAND USE ALLOCATION DATA BY PARCEL

10/14/2019													
EXISTING/APPROVED LAND USE PLAN					PROPOSED LAND USE PLAN								
PARCEL #	SUB-PLAN AREA	U	AC	DU	DENSITY	POPULATION	PARCEL #	SUB-PLAN AREA	U	AC	DU	DENSITY	POPULATION
244A	ALDER RANCH	SPHD	32.72	188	5.75	549	246	TOLL BROTHERS	SPHD	42.78	214	5.04	625
244B	ALDER RANCH	SPHD	15.23	91	5.97	266	246A	NOT/USED					
245	ALDER RANCH	OS	10.2	56	5.49	256	246B	NOT/USED					
246	ALDER RANCH	OS	10.2	56	5.49	256	246C	NOT/USED					
247	ALDER RANCH	OS	10.2	56	5.49	256	246D	NOT/USED					
248	ALDER RANCH	OS	10.2	56	5.49	256	246E	NOT/USED					
249	ALDER RANCH	OS	10.2	56	5.49	256	246F	NOT/USED					
250	ALDER RANCH	OS	10.2	56	5.49	256	246G	NOT/USED					
251	ALDER RANCH	OS	10.2	56	5.49	256	246H	NOT/USED					
252	ALDER RANCH	OS	10.2	56	5.49	256	246I	NOT/USED					
253	ALDER RANCH	OS	10.2	56	5.49	256	246J	NOT/USED					
254	ALDER RANCH	OS	10.2	56	5.49	256	246K	NOT/USED					
255	ALDER RANCH	OS	10.2	56	5.49	256	246L	NOT/USED					
256	ALDER RANCH	OS	10.2	56	5.49	256	246M	NOT/USED					
257	ALDER RANCH	OS	10.2	56	5.49	256	246N	NOT/USED					
258	ALDER RANCH	OS	10.2	56	5.49	256	246O	NOT/USED					
259	ALDER RANCH	OS	10.2	56	5.49	256	246P	NOT/USED					
260	ALDER RANCH	OS	10.2	56	5.49	256	246Q	NOT/USED					
261	ALDER RANCH	OS	10.2	56	5.49	256	246R	NOT/USED					
262	ALDER RANCH	OS	10.2	56	5.49	256	246S	NOT/USED					
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264	ALDER RANCH	OS	10.2	56	5.49	256	246U	NOT/USED					
265	ALDER RANCH	OS	10.2	56	5.49	256	246V	NOT/USED					
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269	ALDER RANCH	OS	10.2	56	5.49	256	246Z	NOT/USED					
270	ALDER RANCH	OS	10.2	56	5.49	256	246AA	NOT/USED					
271	ALDER RANCH	OS	10.2	56	5.49	256	246AB	NOT/USED					
272	ALDER RANCH	OS	10.2	56	5.49	256	246AC	NOT/USED					
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292	ALDER RANCH	OS	10.2	56	5.49	256	246AW	NOT/USED					
293	ALDER RANCH	OS	10.2	56	5.49	256	246AX	NOT/USED					
294	ALDER RANCH	OS	10.2	56	5.49	256	246AY	NOT/USED					
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305	ALDER RANCH	OS	10.2	56	5.49	256	246BJ	NOT/USED					
306	ALDER RANCH	OS	10.2	56	5.49	256	246BK	NOT/USED					
307	ALDER RANCH	OS	10.2	56	5.49	256	246BL	NOT/USED					
308	ALDER RANCH	OS	10.2	56	5.49	256	246BM	NOT/USED					
309	ALDER RANCH	OS	10.2	56	5.49	256	246BN	NOT/USED					
310	ALDER RANCH	OS	10.2	56	5.49	256	246BO	NOT/USED					
311	ALDER RANCH	OS	10.2	56	5.49	256	246BP	NOT/USED					
312	ALDER RANCH	OS	10.2	56	5.49	256	246BQ	NOT/USED					
313	ALDER RANCH	OS	10.2	56	5.49	256	246BR	NOT/USED					
314	ALDER RANCH	OS	10.2	56	5.49	256	246BS	NOT/USED					
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316	ALDER RANCH	OS	10.2	56	5.49	256	246BU	NOT/USED					
317	ALDER RANCH	OS	10.2	56	5.49	256	246BV	NOT/USED					
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319	ALDER RANCH	OS	10.2	56	5.49	256	246BX	NOT/USED					
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321	ALDER RANCH	OS	10.2	56	5.49	256	246BZ	NOT/USED					
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330	ALDER RANCH	OS	10.2	56	5.49	256	246CI	NOT/USED					
331	ALDER RANCH	OS	10.2	56	5.49	256	246CJ	NOT/USED					
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344	ALDER RANCH	OS	10.2	56	5.49	256	246CW	NOT/USED					
345	ALDER RANCH	OS	10.2	56	5.49	256	246CX	NOT/USED					
346	ALDER RANCH	OS	10.2	56	5.49	256	246CY	NOT/USED					
347	ALDER RANCH	OS	10.2	56	5.49	256	246CZ	NOT/USED					
348	ALDER RANCH	OS	10.2	56	5.49	256	246DA	NOT/USED					

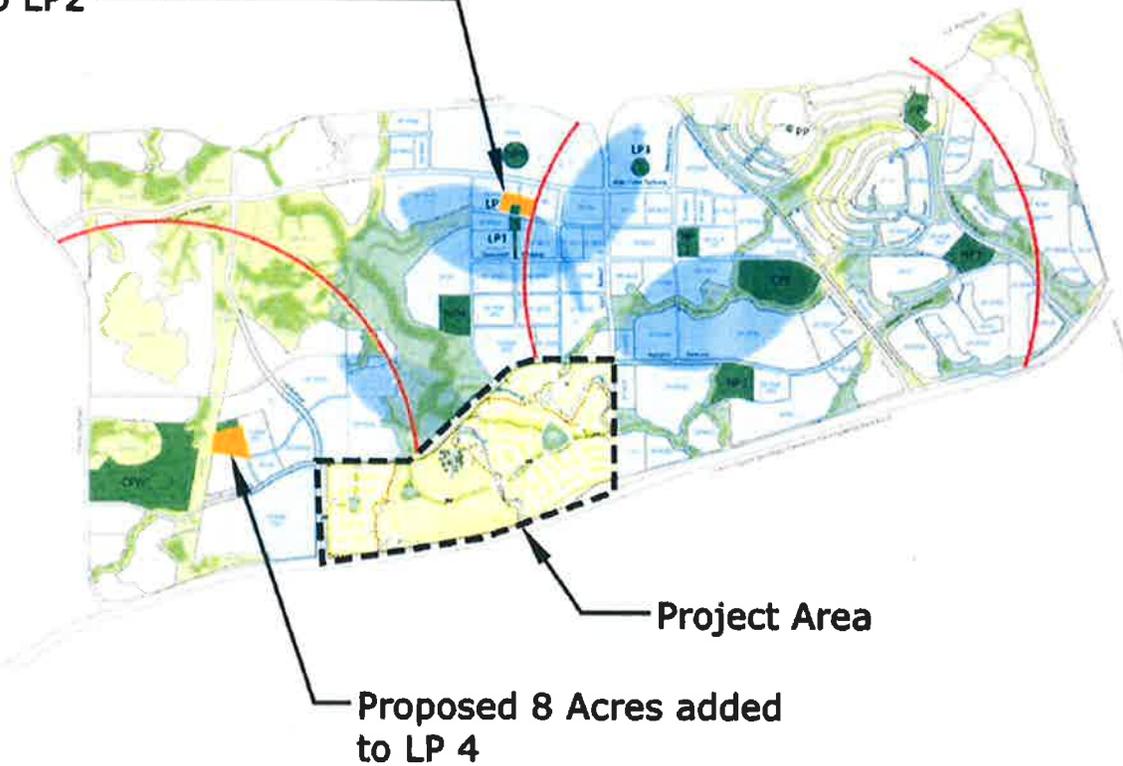
EXHIBIT 4.2.2.1

Map of Location of Relocated/Expanded Park Sites

FIGURE 7: APPROVED AND PROPOSED FPASP PARK LOCATIONS



Proposed 2 Acres added to LP2



FOR THE BENEFIT OF THE CITY OF FOLSOM
PURSUANT TO GOVERNMENT CODE §6103

RECORDING REQUESTED BY CITY CLERK

WHEN RECORDED MAIL TO:

City Clerk
City of Folsom
50 Natoma Street
Folsom, CA 95630

Exempt from Recording Fees - Govt Code 27383

(SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE)

**AMENDMENT NO. 2 TO
FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT
BY AND BETWEEN THE CITY OF FOLSOM AND
EASTON VALLEY HOLDINGS, LLC
RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN**

**AMENDMENT NO. 2 TO
FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT
RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN
(Easton Valley Holdings, LLC)**

This Amendment No. 2 to First Amended and Restated Tier 1 Development Agreement (“Amendment No. 2”) is entered into this ____ day of _____, 2020, by and between the City of Folsom (“City”), and Easton Valley Holdings, LLC (“Landowner”), pursuant to the authority of Sections 65864 through 65869.5 of the Government Code of California. All capitalized terms used herein and not otherwise defined herein shall mean and refer to those terms as defined in Section 1.3 of the Restated Development Agreement described below between the parties hereto.

RECITALS

A. Restated Development Agreement. The City and Landowner previously entered into that certain First Amended and Restated Tier 1 Development Agreement By and Between the City of Folsom and Landowner Relative to the Folsom South Specific Plan, recorded on July 15, 2014, in the Official Records of the County Recorder of Sacramento County in Book 20140715, Page 0481 (the “Original Restated Development Agreement”). The City and Landowner amended the Original Restated Development Agreement pursuant to that certain Amendment No. 1 to First Amended and Restated Tier 1 Development Agreement, recorded on January 29, 2016 in the Official Records of the County Recorder of Sacramento County in Book 20160129, Page 383 (the “Amendment No. 1”). The Original Restated Development Agreement, as amended by Amendment No. 1, shall be referred to herein as the “Restated Development Agreement.” Section 1.5 of the Restated Development Agreement allows the Restated Development Agreement to be amended from time to time by mutual written consent of the parties.

B. Purpose of Amendment. Toll West Coast LLC (“Toll”), with the support and cooperation of Landowner, is processing a General Plan Amendment, Specific Plan Amendment, Small Lot Vesting Tentative Subdivision Map and Planned Development Permit (the “Toll Project Entitlements”) for development of an active adult community together with traditional residential units, commonly referred to as Toll Brothers at Folsom Ranch (the “Toll Project”). The Toll Project will be developed within portions of the Plan Area located outside of the Landowner’s Property subject to this Restated Development Agreement, commonly referred to as the “Toll Project Property”. In connection with and as part of the approval of the Toll Project Entitlements, the General Plan and Specific Plan Amendments include changes to land uses (the “Ancillary Land Use Changes”) for portions of the Landowner’s Property located outside of the Toll Project Property, commonly referred to as Parcels 66, 68, 70, 74, and 158 and a portion of Parcel 162 (the “Affected Property”); these Ancillary Land Use Changes are acceptable to Landowner. Landowner desires, with this Amendment No. 2, that the Ancillary Land Use Changes for the Affected Property be included within the definition of Entitlements as that term is used throughout the Restated Development Agreement, pursuant to Section 1.5.3 of the Restated Development Agreement.

C. Property. The subject of this Restated Agreement is the Development of the Property. Landowner owns the Property and Landowner represents that all persons holding legal or equitable interests in the Property shall be bound by the Restated Agreement, as amended by this Amendment No. 2.

D. Hearings. On _____, 2019, the City Planning Commission, designated as the planning agency for purposes of development agreement review pursuant to Government Code Section 65867, in a duly noticed and conducted public hearing, considered this Amendment No. 2 and recommended that the City Council approve this Amendment No. 2 to the Restated Development Agreement.

E. Environmental Review. On _____, 2020, the City Council considered an Addendum to the Specific Plan EIR (the "Addendum") for development of the Property consistent with the Toll Project Entitlements, including the Ancillary Land Use Changes affecting the Affected Property. An Initial Study prepared in support of the Addendum identified mitigation measures to reduce environmental impacts which have been incorporated into the Toll Project and in the terms and conditions of the approved Ancillary Land Use Changes, as reflected by the findings adopted by the City Council concurrently with this Amendment No. 2.

F. No New Impacts Associated with Approval of Amendment. The City Council has determined that the adoption of this Amendment No. 2 involves no new, significant, or substantially more severe impacts not considered in the Specific Plan EIR and Addendum; therefore, no further environmental documents relating to the adoption of this Amendment No. 2 are required.

G. Consistency with General Plan and Specific Plan. Having duly examined and considered this Amendment No. 2, City finds and declares that this Amendment No. 2 is consistent with the General Plan and the Specific Plan, as amended by the Toll Project Entitlements and Ancillary Land Use Changes.

NOW, THEREFORE, the parties hereto, in consideration of the mutual covenants, promises, and agreements herein contained, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged and agreed, the parties hereto do hereby agree to amend the Restated Development Agreement as follows:

1. **Amendment of Restated Development Agreement.** The definition of “Entitlements” in Recital H is hereby amended as follows:

a. Recital H – **Entitlements.** The term “Entitlements” set forth in Recital H of the Restated Development Agreement is hereby revised to include the Ancillary Land Use Changes for the Affected Property approved by the City Council by Resolution [REDACTED]. In consideration thereof, and in accordance with the provisions of Section 1.5.3 of the Restated Development Agreement, Landowner hereby reaffirms its agreement to abide by the provisions of this Restated Development Agreement, as modified hereby, including any conditions of approval and/or mitigation measures related to the development of the Affected Property, as imposed by the City as part of its approval of the Ancillary Land Use Changes.

b. 4.2.2.1 – **Landowner Park Land Credits.** The following paragraph is hereby added to Section 4.2.2.1 of the Restated Development Agreement, as amended by Amendment No. 1 thereto, as follows:

“As part of the Toll Project Entitlements and Ancillary Land Use Changes, 10 acres of neighborhood park property previously planned within the Toll Project Property are being relocated to other parcels within the Plan Area, consisting of a new 8-acre neighborhood park site planned for Parcel 20B and a 2-acre expansion of a neighborhood park site planned for Parcel 66 (owned by Landowner), as more particularly shown on **Exhibit 4.2.2.1** attached hereto (collectively, the “Relocated/Expanded Park Sites”). Landowner and City acknowledge and agree that, notwithstanding such relocation and expansion, the park dedication fee credits under the SPIF associated with the dedication of the Relocated/Expanded Park Sites are intended to and shall continue to accrue to the benefit of the Toll Project and be used solely to provide neighborhood park dedication fee credits in connection with development of the Toll Project Property. Landowner, as the owner of the 2-acre park expansion for Parcel 66, shall work with the City and Toll to enter into a park dedication fee credit agreement in the form required by the SPIF Fee Program (the “Park Dedication Fee Credit Agreement”), to document the allocation to Toll solely for development of the Toll Project of the 2-acres of additional park fee credits associated with the dedication of the expanded park site for Parcel 66. The City agrees not to enter into any Park Dedication Fee Credit Agreement related to the dedication of the Relocated/Expanded Park Sites unless such Agreement expressly provides that the 2-acres of park land fee credits associated with the planned 2-acre expansion of park land for Parcel 66 belong solely to Toll for development of the Toll Project.”

2. **Effect of Amendment.** This Amendment No. 2 amends, but does not replace or supersede, the Restated Development Agreement. In the event of any conflict, the language of this Amendment No. 2 shall be controlling in all events or circumstances. Except as modified hereby, all other terms and provisions of the Restated Development Agreement shall remain in full force and effect.

3. **Form of Amendment; Execution in Counterparts.** This Amendment No. 2 is executed in duplicate originals, each of which is deemed to be an original, and may be executed in counterparts.

IN WITNESS WHEREOF, the City of Folsom has authorized the execution of this Restated Agreement in duplicate by its Mayor, and attested to by the City Clerk under the authority of Ordinance No. _____ adopted by the City Council on the _____ day of _____, 2020.

CITY:

LANDOWNER:

**CITY OF FOLSOM,
a municipal corporation**

**EASTON VALLEY HOLDINGS, LLC,
a Delaware Limited Liability Company**

_____, Mayor

By: HBT Carpenter, LLC,
a Delaware Limited Liability Company
Its Managing Member

APPROVED AS TO CONTENT:

Elaine Andersen, City Manager

By: _____
William B. Bunce
Its: Manager

APPROVED AS TO FORM:

Steven Wang, City Attorney

ATTEST:

Christa Freemantle, City Clerk

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of _____
County of _____

On _____, 2020, before me, _____
(Here insert Name and Title of Officer)
personally appeared _____,
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

NOTARY PUBLIC SIGNATURE

NOTARY PUBLIC SEAL

EXHIBIT "A"
DESCRIPTION OF LANDS OF OAK AVENUE HOLDINGS, LLC

All that real property situated in the City of Folsom, County of Sacramento, State of California located within Sections 19 and 20, Township 9 North, Range 8 East, Mount Diablo Meridian, being a portion of the Lands of Oak Avenue Holdings, LLC, a Delaware limited liability company as described in that certain Grant Deed recorded May 30, 2019 in Document #201905301373, Official Records of Sacramento County, being further described as follows:

Resultant Parcel 5A as shown and so designated on Exhibit "C" and Exhibit "C-1" in that certain Grant Deed recorded May 30, 2019 in Document #201905301373, Official Records of Sacramento County.

Containing 79.99 acres of land, more or less.

See Exhibit "A-1", plat to accompany description, attached hereto and made a part hereof.

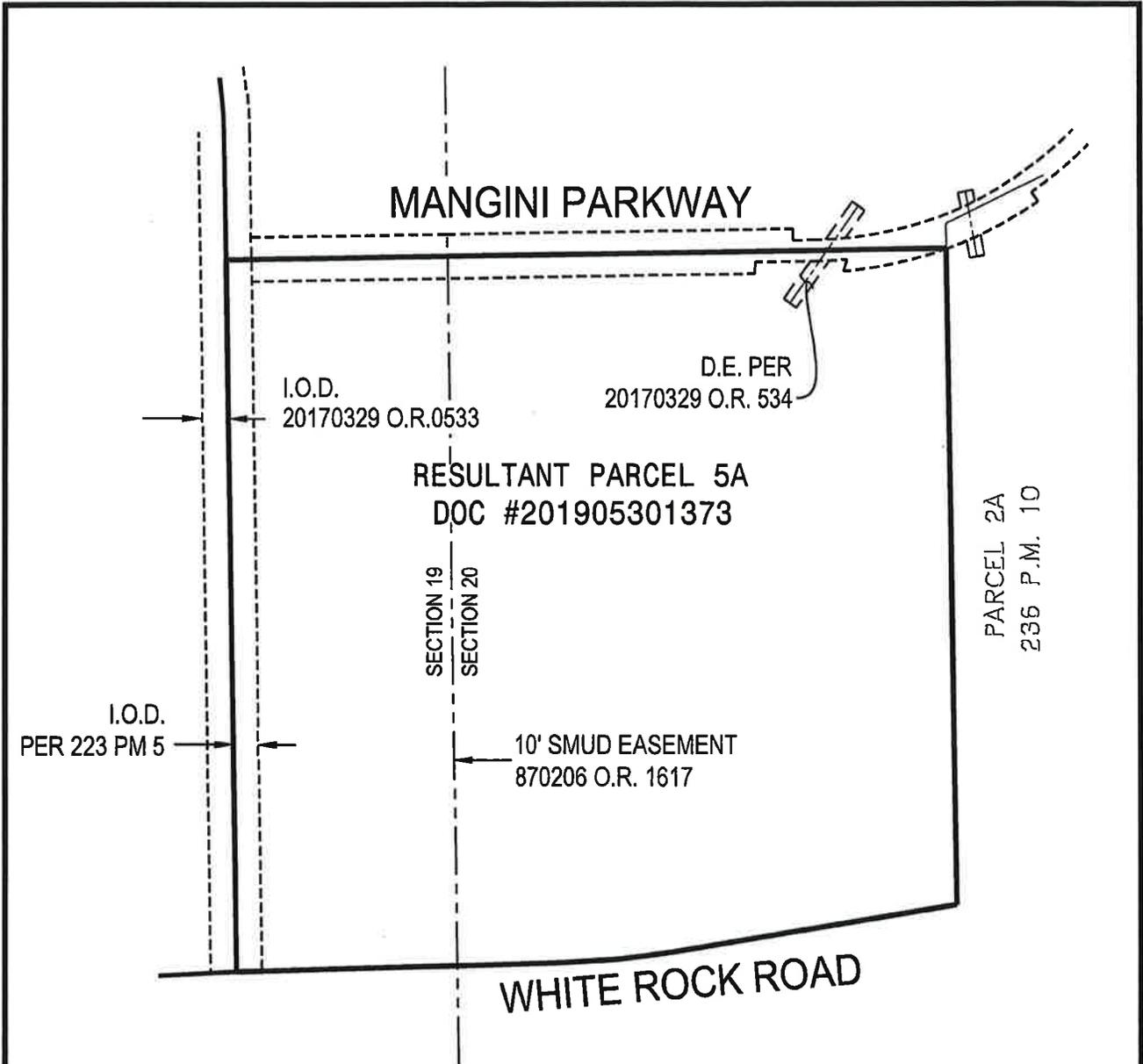
This legal description was prepared by me or under my supervision pursuant to Section 8729 (2) of the Professional Land Surveyors Act.

Robert M. Plank, PLS 5760
License Expiration Date: 06-30-2020

Date: _____



Description prepared by:
MACKAY & SOMPS CIVIL ENGINEERS, INC.
1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95678
P:\7964\survey-MS\mapping\desc\MANGINI RANCH WEST\toll bros\DESC-res pcl 5A- Oak Ave
LLA.docx



I.O.D.
PER 223 PM 5

I.O.D.
20170329 O.R.0533

D.E. PER
20170329 O.R. 534

RESULTANT PARCEL 5A
DOC #201905301373

SECTION 19
SECTION 20

10' SMUD EASEMENT
870206 O.R. 1617

PARCEL 2A
236 P.M. 10

WHITE ROCK ROAD

MANGINI PARKWAY



SHEET X OF X

EXHIBIT "A-1"
 RESULTANT PARCEL 5A
 MANGINI RANCH WEST
 PART OF SECTIONS 19 & 20, T.9 N., R. 8 E., M.D.M.
 CITY OF FOLSOM
 COUNTY OF SACRAMENTO STATE OF CALIFORNIA

Mackay & Somps
 ENGINEERS PLANNERS SURVEYORS
 1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95678 (916) 773-1188

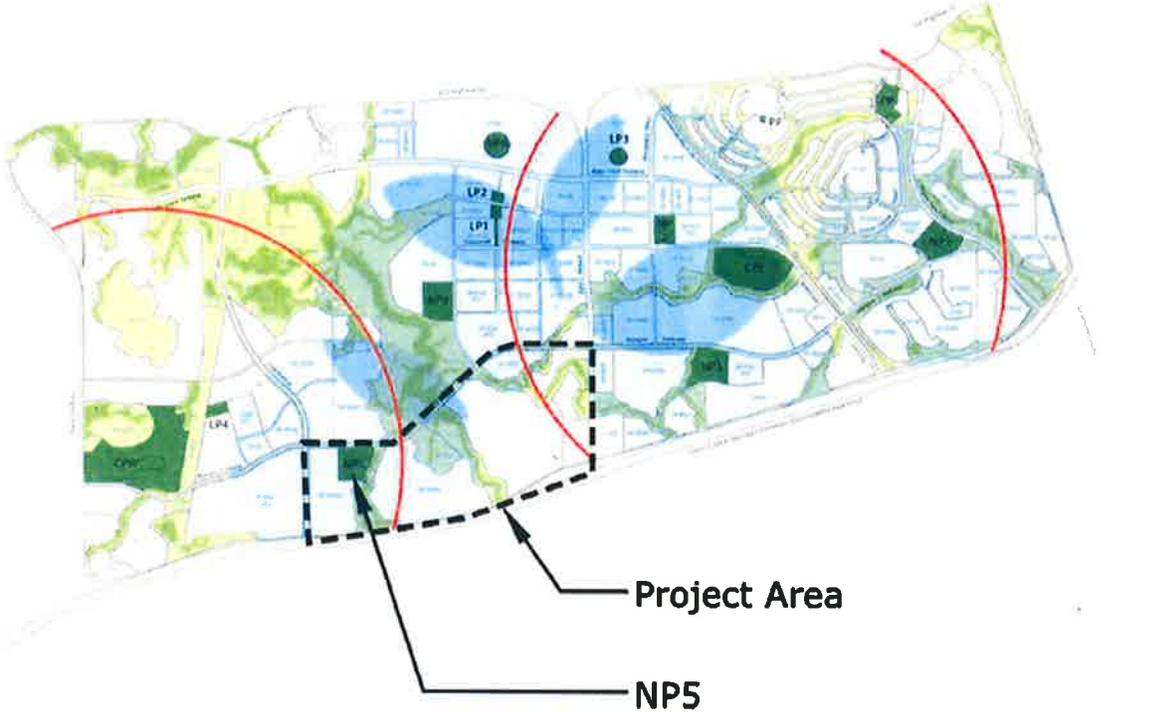
IF A DISCREPANCY EXISTS BETWEEN THIS EXHIBIT AND THE ASSOCIATED DESCRIPTION, THE DESCRIPTION HOLDS. THIS EXHIBIT IS FOR GRAPHIC PURPOSES ONLY.

RMP	1"= 400'	10/18/19	7984.RSP.TB1
DRAWN BY	SCALE	DATE	JOB NO.

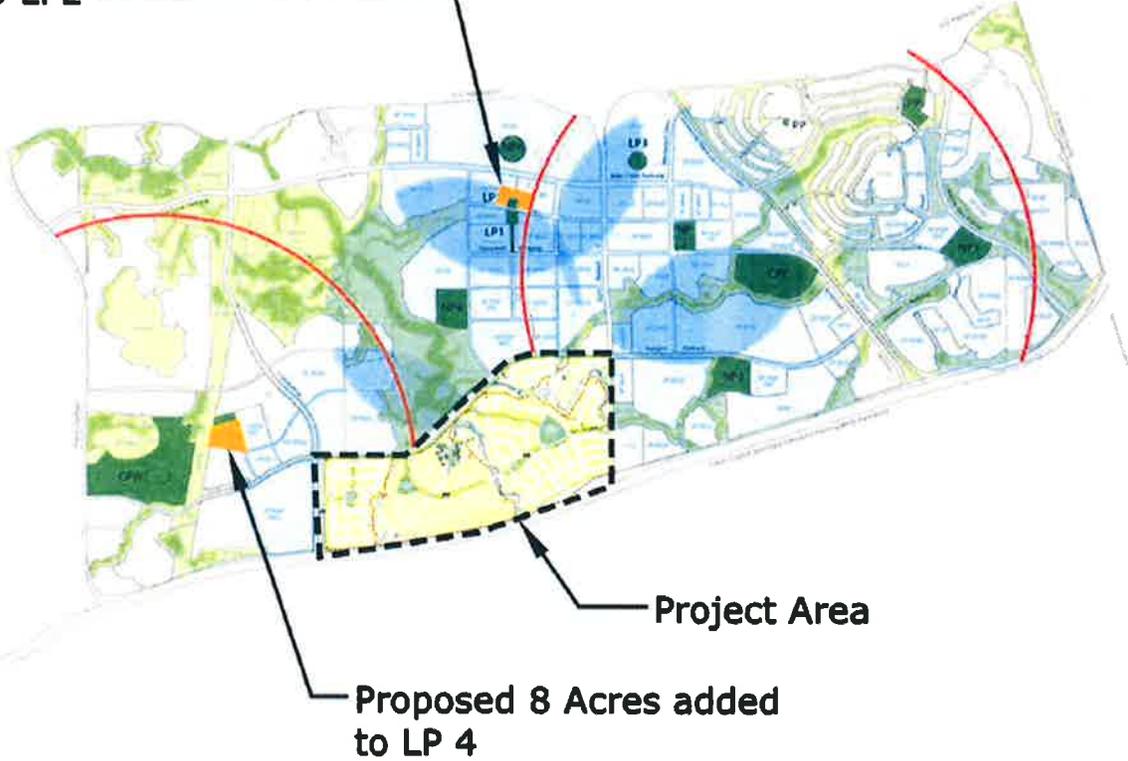
EXHIBIT 4.2.2.1

Map of Location of Relocated/Expanded Park Sites

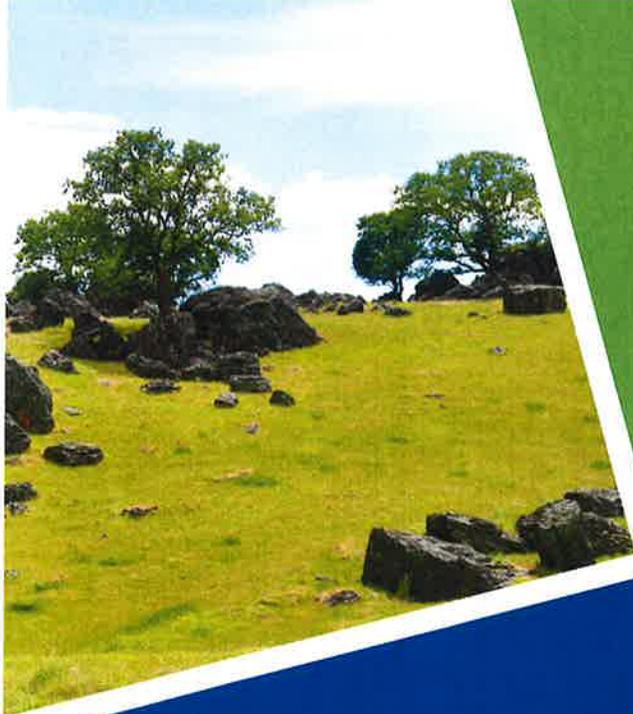
FIGURE 7: APPROVED AND PROPOSED FPASP PARK LOCATIONS



Proposed 2 Acres added to LP2

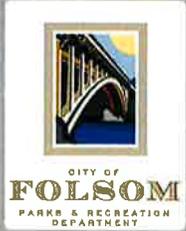


Attachment 30
Addendum to the Final EIR for the FPASP
Dated December 2019



ENVIRONMENTAL CHECKLIST
AND ADDENDUM

Toll Brothers at Folsom Ranch Master Planned Community



PREPARED FOR:
Scott A. Johnson, AICP
Planning Manager
City of Folsom
Community Development Department
50 Natoma Street
Folsom, CA 95630

DECEMBER 2019

Toll Brothers at Folsom Ranch Master Planned Community

Environmental Checklist and Addendum

Prepared for:

City of Folsom
50 Natoma Street
Folsom, CA 95630

Contact:

Scott Johnson, Planning Manager
(916) 355-7222

Prepared by:



Ascent Environmental, Inc.
455 Capitol Mall, Suite 300
Sacramento, California 95814

Contact:

Amanda Olekszulín
916.444.7301

December 2019

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1 INTRODUCTION

1.1 BACKGROUND AND ACTION TRIGGERING THE ADDENDUM

This addendum to the Final Environmental Impact Report/Environmental Impact Statement (Final EIR/EIS) for the Folsom South of U.S. Highway 50 Specific Plan Project (State Clearinghouse No. 2008092051) evaluates two related actions. Combined, these two actions comprise “the project” for the purposes of CEQA analysis. However, for clarity these two related actions are discussed separately as follows:

- 1) An amendment to the Folsom Plan Area Specific Plan (FPASP) to change the FPASP land use map to reallocate housing, public parks, and open space land uses within the FPASP area. This is referred to in this Addendum as the “FPASP Amendment.”
- 2) A proposed residential development at the Toll Brothers at Folsom Ranch site (Toll Brothers site), located in the southwestern portion of the Mangini West sub-plan area and the southeastern portion of the Alder Ranch sub-plan area. This is referred to in this Addendum as the “Toll Brothers development.”

The project would result in a decrease of 233 dwelling units at the Toll Brothers site, compared to the approved number of units included in the FPASP. This would consist of an increase in single-family, high-density development and an elimination of 312 units of multi-family medium-density development on the Toll Brothers site.

As permitted by the FPASP, this decrease in dwelling units would be offset by the land use and dwelling unit reallocations included as part of the project. The FPASP Amendment would result in an increase in dwelling units in a different area of the FPASP area (within the Town Center sub-plan area, the Mangini Ranch Phase I sub-plan area and the Alder Ranch sub-plan area). The FPASP Amendment would also result in changes in the location and sizes of planned public parks (but no overall reduction) within the Alder Ranch sub-plan area of the FPASP.

As the lead agency under the California Environmental Quality Act (CEQA), the City of Folsom (City) has determined that, in accordance with Section 15164 of the State CEQA Guidelines, the proposed land use and housing density changes, and other changes differ sufficiently from the development scenario described in the Final EIR/EIS for the adopted FPASP to warrant preparation of an addendum.

No action proposed would require federal review or approval; and therefore, no NEPA-related document is required.

1.2 PREVIOUS ENVIRONMENTAL ANALYSES

The environmental process for the FPASP involved the preparation of the following documents that are relevant to the consideration of the proposed amendment to the FPASP for the project.

- ▶ Draft EIR/EIS for the Folsom South of U.S. 50 Specific Plan Project, Volumes I-III and Appendices, June 2010;
- ▶ FEIR for the Folsom South of U.S. Highway 50 Specific Plan Project, May 2011;
- ▶ CEQA Findings of Fact and Statement of Overriding Considerations for the Folsom South of U.S. Highway 50 Specific Plan Project, May 2011;
- ▶ Mitigation Monitoring and Reporting Program for the Folsom South of U.S. Highway 50 Specific Plan Project, May 2011;
- ▶ Draft EIR for the Russell Ranch Project, December 2014;
- ▶ Final EIR for the Russell Ranch Project, April 2015;
- ▶ Environmental Checklist and Addendum for the Folsom Heights Tentative Map Project, April 2017;
- ▶ Environmental Checklist and Addendum for the Folsom Plan Area Specific Plan Amendment for the Westland Eagle Project, June 2015; and
- ▶ Environmental Checklist and Addendum for the Folsom Plan Area Specific Plan Amendment to the Hillsborough at Easton Area Project, April 2016.

1.3 CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES REGARDING AN ADDENDUM TO AN ENVIRONMENTAL IMPACT REPORT

Altered conditions, changes, or additions to the description of a project that occur after certification of an EIR may require additional analysis under CEQA. The legal principles that guide decisions regarding whether additional environmental documentation is required are provided in the State CEQA Guidelines, which establish three mechanisms to address these changes: 1) a subsequent environmental impact report (SEIR), 2) a Supplement to an EIR, or 3) an Addendum to an EIR.

Section 15162 of the State CEQA Guidelines describes the conditions under which a SEIR would be prepared. In summary, when an EIR has been certified for a project, no Subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15163 of the State CEQA Guidelines states that a lead agency may choose to prepare a supplement to an EIR rather than a Subsequent EIR if:

- (1) any of the conditions described above for Section 15162 would require the preparation of a SEIR; and
- (2) only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

An addendum is appropriate where a previously certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts, consistent with CEQA Section 21166 and State CEQA Guidelines Sections 15162, 15163, 15164, and 15168.

Based on the criteria above, the City has determined that an addendum is the appropriate document.

This addendum is intended to evaluate and confirm CEQA compliance for a proposed amendment to the FPASP, which would be a change relative to what is described and evaluated in the FPASP Final EIR/EIS. This addendum is

organized as an environmental checklist and is intended to evaluate all environmental topic areas for any changes in circumstances or the project description, as compared to the approved Final EIR/EIS, and determine whether such changes were or were not adequately covered in the certified EIR/EIS. This checklist is not the traditional CEQA Environmental Checklist, per Appendix G of the CEQA Guidelines. As explained below, the purpose of this checklist is to evaluate the checklist categories in terms of any "changed condition" (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in a different environmental impact significance conclusion from the FPASP EIR/EIS. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162, 15163, 15164 and 15168.

A comprehensive update to the CEQA Guidelines has been completed since certification of the FPASP Final EIR/EIS. The checklist categories follow the updated Appendix G of the CEQA Guidelines, which became effective on December 28, 2018. Some additional questions have been included for potential impacts related to the FPASP, as included in the FPASP EIR/EIS.

1.4 PROJECT INTRODUCTION AND HISTORY

The City has received an entitlement application for the development of the Toll Brothers at Folsom Ranch Master Planned Community. The project is located within the FPASP, a development plan for over 3,500 acres of land located south of Highway 50, north of White Rock Road, east of Prairie City Road, and adjacent to the Sacramento County/EI Dorado County line in the southwestern portion of the City.

On June 28, 2011, the Folsom City Council approved (Resolution No. 8863) the FPASP which included development of up to 10,210 residential housing units in a range of housing types, styles, and densities along with commercial, industrial/office park, and mixed-use land uses, open space, public schools, parks and infrastructure projected to occur on the approximate 3,585-acre site (FPASP area). With approval of the FPASP, the City approved general plan land use and zoning designations for the entire FPASP area, including the project site. The City and the U.S. Army Corps of Engineers (USACE) prepared a joint EIR/EIS for the FPASP that evaluated the environmental impacts associated with development of the entire FPASP area based on the land use and zoning designations identified in the specific plan. The City was the Lead Agency with respect to preparation of the EIR and USACE was the Lead Agency with respect to preparation of the EIS. The approval of the FPASP was followed by these subsequent changes:

- ▶ On December 7, 2012, the City approved an Addendum to the EIR for the FPASP for purposes of analyzing an alternative water supply for the project. The revisions to the "Water" component of the FPASP project included: (1) leak fixes, (2) implementation of metered rates, (3) exchange of water supplies, and (4) new water conveyance facilities. The City concluded that, with implementation of certain mitigation measures from the FPASP EIR's "Water" sections, the water supply and infrastructure changes would not result in any new significant impacts, substantially increase the severity of previously disclosed impacts or involve any of the other conditions related to changed circumstances or new information that can require a subsequent or supplemental EIR. The analysis in portions of the FPASP EIR's "Water" sections that have not been superseded by the Addendum are still applicable. Mitigation measures identified in the Revised Proposed Off-Site Water Facility Alternative Addendum that are applicable to the Toll Brothers at Folsom Ranch Master Planned Community and are required to be implemented by the project have been incorporated in the MMRP attached in Appendix F.
- ▶ In August 2014, the Folsom City Council approved an amendment to the FPASP (Resolution No. 9420) relative to the alignment and design guidelines for the future Capital Southeast Connector (White Rock Road).
- ▶ On January 27, 2015, the Folsom City Council approved the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (Resolution No. 9505). The proposed project consists of the construction of the backbone infrastructure within the Folsom Plan Area. Mitigation measures identified in the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration that are applicable to the Toll Brothers at Folsom Ranch Master Planned Community and are required to be implemented by the project have been incorporated in the MMRP attached in Appendix F.

- ▶ On May 12, 2015, the Folsom City Council approved the Russell Ranch Specific Plan Amendment (Resolution No. 9566), the Final Environmental Impact Report (Resolution No. 9564) and a General Plan Amendment (Resolution No. 9566) for the Russell Ranch Project. The approved specific plan amendment (SPA) reduced the FPASP Area residential area by approximately 17.8 acres and 264 dwelling units and reduced the commercial, office park/industrial and mixed-use area by approximately 59.5 acres and 0.65 million square feet of potential building area.
- ▶ On September 22, 2015, the Folsom City Council approved the Westland/Eagle Specific Plan Amendment, an Amendment to the Folsom General Plan (Resolution No. 9655) and an Addendum to the Final Environmental Impact Report/Environment Impact Statement (Resolution No. 9654) for the Westland/Eagle Project. The approved SPA increased the residential dwelling unit count by 889 units and decreased the amount of commercial, office park/industrial and mixed-use area by approximately 82.5 acres and 1.4 million square feet of potential building area.
- ▶ On May 24, 2016, the Folsom City Council approved the Hillsborough Specific Plan Amendment (Resolution No. 9763), an Amendment to the Folsom General Plan (Resolution No. 9762), and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Resolution No. 9761) for the Hillsborough Project. The approved SPA includes 394 additional housing units with about 65 additional acres of residential uses, approximately 49 fewer acres of public/quasi-public uses, approximately 16 acres less open space, approximately 5 additional acres of park space, and approximately 4 fewer acres of community commercial land uses.
- ▶ On June 28, 2016, the Folsom City Council approved the Carr Trust Specific Plan Amendment and General Plan Amendment (Resolution No. 9789) and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Resolution No. 9788) for the Carr Trust Project. The approved SPA decreased the residential dwelling unit count by 28 units by modifying the land use designation from medium low density residential to single family high density residential.
- ▶ On June 28, 2016, the Folsom City Council approved the Folsom Heights Specific Plan Amendment and an Amendment to the Folsom General Plan (Resolution No. 9785) and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Resolution No. 9784) for the Folsom Heights Project. The approved SPA did not change the number of dwelling units; however, the residential density was decreased, and the amount of general commercial was reduced by 23 acres.
- ▶ On June 28, 2016, the Folsom City Council approved the Broadstone Estates Specific Plan Amendment and an Amendment to the Folsom General Plan (Resolution No. 9787) and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Resolution No. 9786) for the Broadstone Estates Project. The approved SPA would eliminate the industrial office space and general commercial land uses (10.5 acres and 13.3 acres, respectively), would increase the single-family residential land use by approximately 21 acres and 71 additional dwelling units, and would increase the open space area by 2.7 acres.

The EIR/EIS was prepared at the program "first-tier" level of environmental review consistent with the requirements of the CEQA Sections 15152 and 15168. The program-level analysis considered the broad environmental impacts of the overall specific plan. In addition, the EIR/EIS also included a detailed analysis of specific topic areas beyond the program level, including: Aesthetics; Cultural Resources; Geology, Soils, Minerals, and Paleontological Resources; Hazards and Hazardous Materials; and Land Use Planning and Agricultural Resources. The EIR/EIS acknowledged that development of the FPASP area would occur in multiple phases in an undetermined order. As those phases are proposed, such as the Toll Brothers at Folsom Ranch application, they would be evaluated to determine whether the entitlements/actions proposed fall within the scope of the approved EIR/EIS and incorporate all applicable performance standards and mitigation measures identified therein. Should the subsequent development phases not be consistent with the approved FPASP, additional environmental review through the streamlining provisions of CEQA may be warranted (CEQA Guidelines Section 15162 through 15164).

The FPASP was updated in 2018 to include all the various approved plan amendments and mapping modifications made since the first approval in 2011. As updated, the FPASP provides for additional residential development, up to a

total of 11,461 housing units. As of October 2019, approximately 315 building permits have been issued and 148 home sales have been closed.

Per the latest approved version of the FPASP, the Toll Brothers site includes 1,458 residential units ranging from single-family units to medium-density multifamily units, and approximately 84 acres of open space.

The City is evaluating the project to determine whether the environmental analysis prepared for the FPASP adequately addresses the impacts of the proposed FPASP Amendment and the Toll Brothers development, or whether additional environmental review would be required. This environmental checklist has been prepared to determine whether any additional environmental review would be required for the City to consider adoption of the proposed changes in the FPASP. This environmental checklist considers whether the environmental conditions that exist today have changed such that new or substantially more severe environmental impacts would occur compared to that evaluated in the EIR/EIS.

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2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The applicant has submitted an entitlement application for the Toll Brothers at Folsom Ranch Master Planned Community, which includes a residential development (the proposed “Toll Brothers development”) as well as land use reallocations within the FPASP (the proposed “FPASP Amendment”). The applicant is seeking approval of the following entitlements:

- ▶ General Plan Amendment,
- ▶ Specific Plan Amendment,
- ▶ Development Agreement Amendments,
- ▶ Small Lot Vesting Tentative Subdivision Map,
- ▶ Planned Development Permit (Residential Architecture and Development Standards for the Active Adult Residential Products), and
- ▶ Inclusionary Housing Plan Development Agreement Amendments (Folsom Real Estate South, West Scott Road, and Oak Avenue Holdings).

Although the project includes both the residential development at the Toll Brothers site and various land use reallocations throughout the FPASP, only construction of the residential development at the Toll Brothers site is proposed as part of the requested approvals. Specifically, the areas outside the Toll Brothers site which would be affected by changes in land use are not proposed for construction at this time.

2.1.1 Proposed Toll Brothers Residential Development

The Toll Brothers site includes the southwestern portion of Mangini West, the southeastern portion of Alder Ranch, and associated backbone infrastructure and totals 314 acres. The project would include a decrease of 233 dwelling units, from 1,458 dwelling units to 1,225 dwelling units, within the Toll Brothers site. Of the 1,225 housing units, 1,011 are proposed as active-adult units (844 single-family, high-density [SFHD] active adult units, 167 multi-family low-density [MLD] active adult units). Because active-adult households have a lower household size, the projected population of the Toll Brothers site would decrease by 1,152 people, from 3,789 under the currently approved FPASP to 2,637 if the project is approved.

The 18.6 acres and 167 units of MLD development identified in the currently approved FPASP would be retained but would change from a single location to two separate locations in the Toll Brothers site. Lands designated for SFHD development would increase by 31 acres and 79 units, from the currently approved 173 acres and 979 units to 204 acres and 1,058 units. The 18.2 acres designated for up to 312 units of multi-family medium-density (MMD) development would change to the SFHD designation under the project. The project would convert the existing 10 acres of designated park land use within the Alder Ranch sub-plan area to a single-family, high-density land use designation.

In addition to the land use modifications, the project would modify internal local roads, including removal of two internal/local road connections and removal or relocation of an internal/local road creek crossing. The project would also include the construction of three detention basins. Two basins would be located north of Mangini Parkway, totaling 7.1 and 6.6 acres each, and one additional basin would be located north of White Rock Road and west of Oak Avenue Parkway totaling 6.6 acres.

2.1.2 Proposed FPASP Amendments

To facilitate the proposed Toll Brothers residential development, the applicant is requesting a FPASP amendment to reallocate residential and park land uses throughout the FPASP area, specifically within the Alder Ranch, Town Center, and Mangini Ranch Phase I sub-plan areas.

Proposed planning approvals would allow for an increase of 185 units in the Town Center sub-plan area and 72 units in the Mangini Ranch Phase I sub-plan area and a decrease of 24 units in the Alder Ranch sub-plan area.

These reallocations would result in a total increase of 233 units outside of the Toll Brothers site, resulting in no net increase in developed acres or housing units for the FPASP. The proposed mix of housing unit types under the project would be similar to the approved FPASP, including a 2 percent increase in single-family units, 3.8 percent decrease in SFHD units, 3.4 percent increase in MLD and a 13.4 percent increase in MMD units. There would be no change to other residential land use designations.

The project would increase the land area designated for public park space by 8 acres in the Alder Ranch sub-plan area and 2 acres in the Town Center sub-plan area and would decrease the land area designated for mixed use by 2 acres in the Town Center sub-plan area.

Proposed changes in land uses are shown in Figure 2-3, later in this Addendum.

2.2 PROJECT LOCATION

The FPASP is located within Folsom, south of U.S. Highway 50 and north of White Rock Road, between Prairie City Road and the El Dorado County line (Figure 2-1). The project encompasses 466 acres, consisting of the Toll Brothers site and reallocation sites, within the FPASP area.

The Toll Brothers site consists of 314 acres in the Alder Ranch and Mangini West sub-plan areas of the FPASP area. The site is bounded on the north by Mangini Parkway, on the east by East Bidwell Street, on the south by White Rock Road, and on the west by Oak Avenue Parkway.

The land use reallocations proposed under the project total 152 acres and would include changes to the Town Center sub-plan area located north of the Toll Brothers site, west of East Bidwell Street, and south of U.S. Highway 50; the Mangini Ranch Phase I sub-plan area located east of the Toll Brothers site, across East Bidwell Street, directly north of White Rock Road; and the Alder Ranch sub-plan area located west of Oak Avenue Parkway. The Toll Brothers site and the land use reallocation sites are shown in Figure 2-2. Proposed changes in land uses are shown in Figure 2-3.

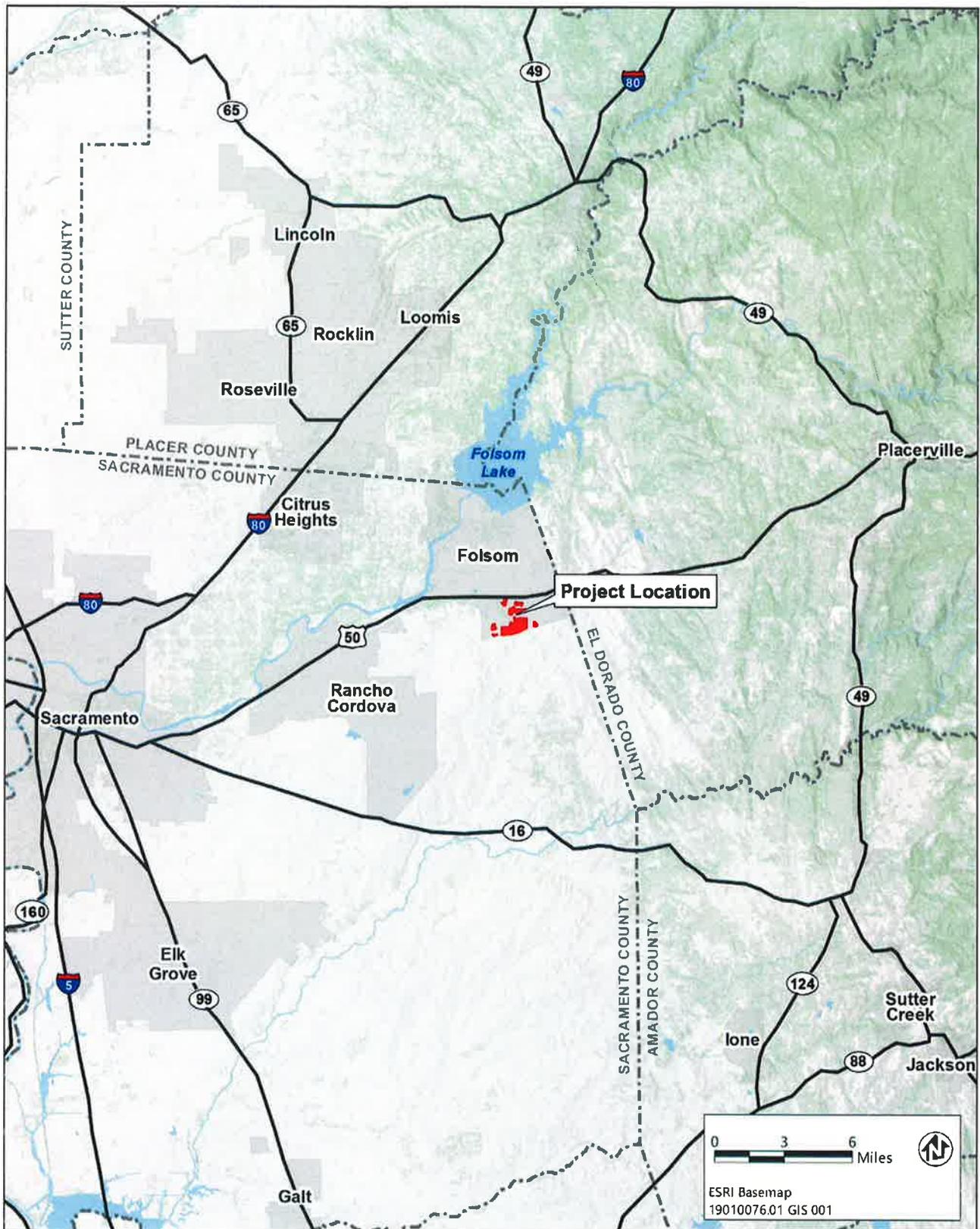
2.3 EXISTING SETTING

The Toll Brothers site is currently undeveloped grassland, currently used for cattle grazing. The topography of the Toll Brothers site consists of gently rolling hills with slopes varying between 0 percent and 15 percent. The Toll Brothers site is bisected by intermittent tributaries of Alder Creek, seasonal wetlands, and seasonal wetland swales. These seasonal drainages are devoid of vegetation, contain water only during the rainy winter and spring months and are dry, rocky- bottom swales during the summer.

Areas to the east of the Toll Brothers site, across East Bidwell Street, have recently been developed and include single-family, high-density housing, as proposed under the FPASP. Further development including residential, public/quasi-public, and open space uses are proposed directly north and west of the Toll Brothers site.

Land south of the Toll Brothers site, across White Rock Road, is not included in the FPASP and is undeveloped.

A 400-foot electric transmission corridor right-of-way with a north-south alignment is located west of the Toll Brothers site. The corridor contains multiple transmission lines operated by the Pacific Gas and Electric Company (PG&E) and the Sacramento Municipal Utility District (SMUD).



Source: Adapted by Ascent Environmental in 2019

Figure 2-1 Regional Location



Source: Adapted by Ascent Environmental in 2019

Figure 2-2 Project Vicinity

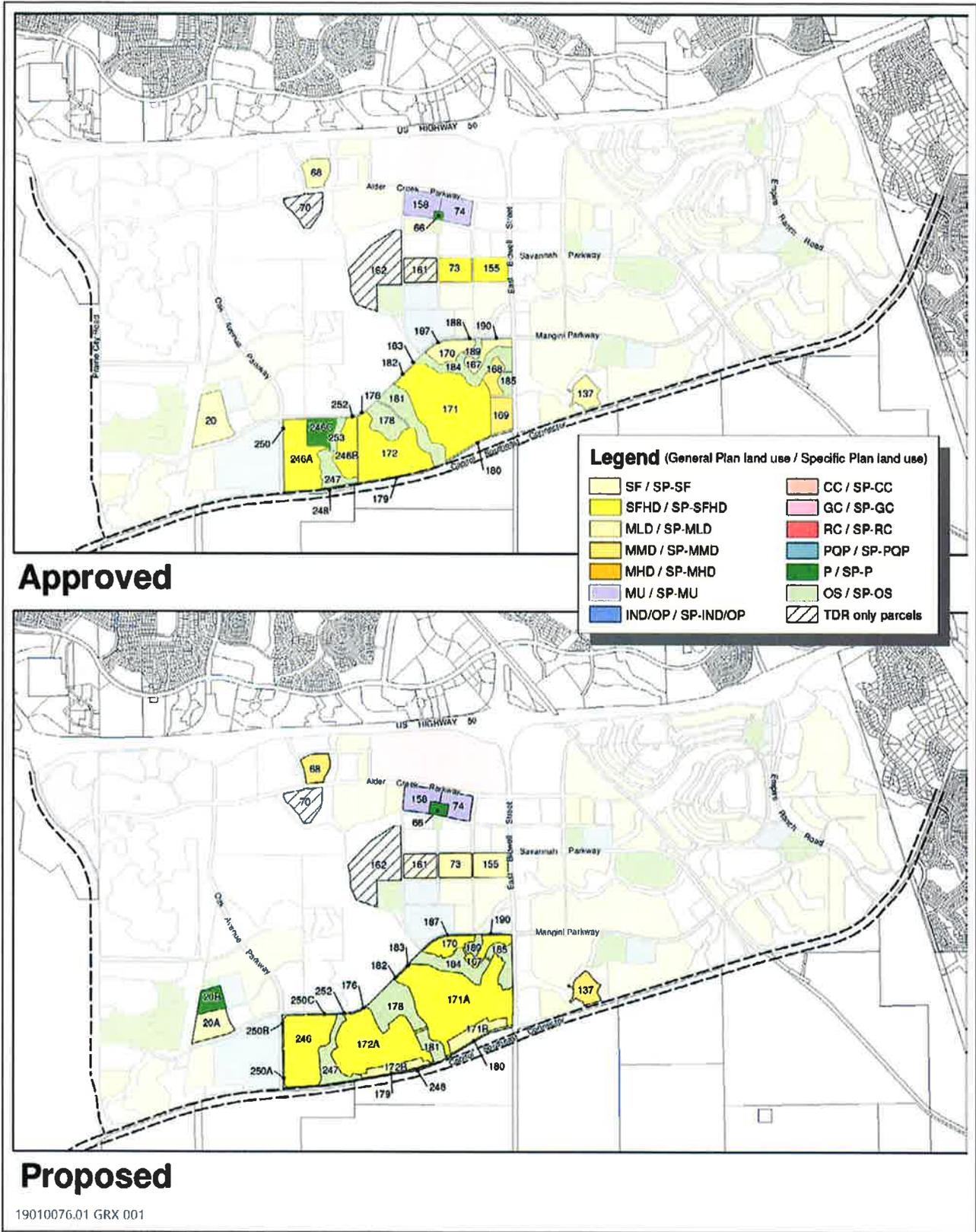


Figure 2-3 Proposed General Plan/Specific Plan Amendment

The Aerojet Superfund site is approximately 0.8 mile west of the Toll Brothers site, immediately west of the FPASP area. Aerojet has owned and operated a facility for aerospace testing activities in Rancho Cordova since the early 1960s. The facility consists of approximately 8,500 acres, approximately 5,900 of which were designated as a Superfund site in 1983 by the U.S. Environmental Protection Agency (EPA). An approximately 54-acre area at the northwest corner of the FPASP was formerly included in the Aerojet Superfund site but is part of a "carve-out" area that was removed from the plan area by regulatory agencies as it needed special treatment before it could be developed.

2.4 FPASP AND PROJECT OBJECTIVES

The FPASP's objectives are listed below, as described in the Draft EIR/EIS for the FPASP (City of Folsom 2010:1-7):

1. Be consistent with the City's General Plan and implement Sacramento Area Council of Governments Smart Growth Principles.
2. Expand the City's boundaries based on the ultimate boundaries of development that the City can reasonably control and service, and do so in a manner that would foster orderly urban development and discourage leapfrog development and urban sprawl.
3. Annex those parcels of land adjacent to the City limit and within the City's Sphere of Influence whose development could have significant visual, traffic, public service, and environmental impacts on the City so that the City may influence the ultimate development of those parcels.
4. Provide a large-scale mixed-use and mixed-density residential housing development within the City, south of U.S. 50.
5. Develop several distinct neighborhoods within the project site, connected by a substantial open space area and recreational trail network.
6. Provide neighborhood- and regional-serving retail areas within the project site.
7. Provide a mix of housing types within the project site to diversify the City's housing stock.
8. Provide a combined high school/middle school and the appropriate elementary schools on-site sufficient to meet the needs of the project.
9. Provide the appropriate number and size of on-site community and neighborhood parks sufficient to meet the needs of the project.
10. Generate positive fiscal impacts for the City through development within the project site.
11. Secure a sufficient and reliable water supply consistent with the requirements of Measure W and objectives of the Water Forum Agreement to support planned development within the SPA, which the City estimates to be 5,600 acre-feet per year.
12. Construct the necessary water supply delivery and treatment infrastructure to ensure the safe and reliable delivery of up to 5,600 acre-feet per year to the FPASP.

In addition to the FPASP objectives which the project would incorporate, the project includes the following additional objectives:

1. Be consistent with the intent of the FPASP.
2. Provide a development that reflects the type of housing needed by the expected Folsom housing market.
3. Increase the number of dwelling units in the Town Center sub-plan area to compensate for the reduction of units at the project site and to result in no net increase in developed acres or housing units for the FPASP.

2.5 SUMMARY OF PROPOSED AMENDMENTS TO THE FOLSOM PLAN AREA SPECIFIC PLAN

The proposed changes to land uses, including open space and parks, in the FPASP encompass approximately 466 acres of land area, approximately 314 acres of which are included in the Toll Brothers site. The remaining 152 acres consist of several land use reallocation sites spread throughout the FPASP area (see Figure 2-2). These changes would be enacted if the proposed changes to the FPASP are adopted. The following sections describe these changes in further detail. In addition, proposed changes to land uses in the FPASP are shown in Figure 2-3, below.

2.5.1 Changes to Section 4: Land Use

The project would result in several land use changes to the approved FPASP. The following tables provide detailed breakdowns of the land uses on the Toll Brothers site and the remaining reallocation sites as follows:

- ▶ Table 2-1 provides a summary of land uses as identified in the current approved FPASP.
- ▶ Table 2-2 provides a summary of the land uses proposed under the FPASP amendment.
- ▶ Table 2-3 shows the proposed changes in acreage of planned land uses and resulting changes in the number of dwelling units and residents that would occur in the entire FPASP area under the FPASP amendment.

Table 2-1 Adopted FPASP Land Use Summary for Areas Affected by the Proposed Land Use Amendments

Land Use	Gross Area (Acres)	% of Site	Density Range (du/ac)	Target DU ¹	Percentage of Allocated Units	Projected Population ²
Toll Brothers at Folsom Ranch Site						
Residential						
Single-Family High Density (SFHD)	172.86	37.1%	4 to 7	979	33.6%	2,859
Multi-Family Low Density (MLD)	18.59	4.0%	7 to 12	167	5.7%	324
Multi-Family Medium Density (MMD)	18.21	3.9%	12 to 20	312	10.7%	605
Subtotal Residential	209.6	45.0%	--	1,458	50.0%	3,788
Parks and Schools						
Parks - Neighborhood (P)	10.0	2.1%	--	--	--	--
Open Space						
Open Space (OS-2)	83.91	18.0%	--	--	--	--
Infrastructure						
Roadways	10.71	2.3%	--	--	--	--
Subtotal Toll Brothers at Folsom Ranch	314.28	67.5%	--	1,458	50.0%	3,789
Area Outside of Toll Brothers at Folsom Ranch Site (Alder Ranch and Town Center Sub-Plan Area)						
Residential						
Single Family (SF)	72.34	15.5%	1 to 4	238	8.2%	695
Single-Family High Density (SFHD)	35.42	7.6%	4 to 7	193	6.6%	563
Multi-Family Low Density (MLD)	19.18	4.1%	7 to 12	158	5.4%	307
Subtotal Residential	126.94	27.2%	—	589	20.2%	1,565
Mixed Use, Industrial/Office Park & Commercial						
Mixed Use	23.48	5.0%	—	282	9.7%	547
Parks and Schools						
Parks	1.13	0.2%	—	—	----	--

Land Use	Gross Area (Acres)	% of Site	Density Range (du/ac)	Target DU ¹	Percentage of Allocated Units	Projected Population ²
Subtotal Area Outside of Toll Brothers Site	151.55	32.5%	—	871	50.0%	2,112
Total Project Area	465.83	100%	--	2,329	100.0%	5,900

Notes: Numbers may not sum exactly because of small rounding errors.

DU = dwelling units; du/ac = dwelling units per acre

¹ Target dwelling unit allocation for each land use is a planning estimate. Actual total dwelling units for each land use may be higher or lower as long as the total for each land use falls within the specified density range and the total residential unit count does not exceed the FPASP area maximum of 11,230 dwelling units.

² Population calculated using 2.92 persons per single family unit and 1.94 persons per multifamily unit.

Source: MacKay & Somps 2019. Adapted by Ascent Environmental 2019

Table 2-2 Proposed FPASP Land Use Summary for Areas Affected by the Proposed Land Use Amendments

Land Use	Gross Area (Acres)	% of Site	Density Range (du/ac)	Target DU ¹	Percentage of Allocated Units	Projected Population ²
Toll Brothers at Folsom Ranch Site						
Residential						
Single Family High Density (SFHD)	42.28	9.1%	4 to 7	214	9.2%	625
Single Family High Density (SFHD) – Active Adult	161.57	34.7%	4 to 7	844	36.2%	1,688
Multi-Family Low Density (MLD) – Active Adult	18.59	4.0%	7 to 12	167	7.2%	324
Subtotal Residential	222.44	47.8%	—	1,225	52.6%	2,637
Open Space						
Open Space (OS-2)	83.91	18.0%	—	—	—	—
Infrastructure						
Roadways	7.93	1.7%				
Total Toll Brothers at Folsom Ranch	314.28	67.5%	—	1,225	52.6%	2,637
Area Outside of Toll Brothers at Folsom Ranch Site (Alder Ranch and Town Center Sub-Plan Area)						
Residential						
Single Family (SF)	64.34	13.8%	1 to 4	238	10.2%	695
Single-Family High Density (SFHD)	11.55	2.5%	4 to 7	66	2.8%	193
Multi-Family Low Density (MLD)	23.87	5.1%	7 to 12	206	8.8%	400
Multi-Family Medium Density (MMD)	19.18	4.1%	12 to 20	312	13.4%	605
Subtotal Residential	118.94	25.5%	—	822	35.3%	1,893
Mixed Use, Industrial/Office Park & Commercial						
Mixed Use	21.48	4.6%	—	282	12.1%	547
Parks and Schools						
Parks	11.13	2.4%	—	—	—	—
Subtotal Area Outside of Toll Brothers Site	151.55	32.5%	—	1,104	47.4%	2,440
Total Project Area	465.83	100%	—	2,329	100.0%	5,077

Notes: Numbers may not sum exactly because of small rounding errors.

DU = dwelling units; du/ac = dwelling units per acre

¹ Target dwelling unit allocation for each land use is a planning estimate. Actual total dwelling units for each land use may be higher or lower as long as the total for each land use falls within the specified density range and the total residential unit count does not exceed the FPASP area maximum of 11,230 dwelling units.

² Population calculated using 2.92 persons per single family unit, 2 persons per active adult single family unit and 1.94 persons per multifamily unit.

Source: MacKay & Somps 2019. Adapted by Ascent Environmental 2019

Table 2-3 Summary of Proposed Changes to FPASP Land Uses and Projected Population

Land Use	Gross Area (Acres)	Dwelling Units	Projected Population
Single Family (SF)	-8	0	0
Single-Family High Density (SFHD)	-154.45	-892	-2,605
Single-Family, High-Density Active Adult (SFHD AA)	161.57	844	1,688
Multi-Family Low Density (MLD)	4.69	48	93
Multi-Family Medium Density (MMD)	0.97	0	0
Mixed Use (MU)	-2	0	0
Parks - Neighborhood (P)	0	—	—
Open Space (OS)	0	—	—
Roadways	-2.79	—	—
Total Project	0	0	-824

Note: Numbers may not sum exactly because of small rounding errors.

Source: MacKay & Somps 2019. Adapted by Ascent Environmental 2019

At the Toll Brothers site, the project would change the existing multi-family medium density land use designation and the existing park land use designation to single-family high density. The location of the multi-family medium density land use designation would be changed and divided into two locations. However, the total acreage designated as multi-family medium density would remain the same. The project would retain the existing open space land use designation and, although some parcel boundaries would change, the open space acreage would remain.

The illustrative master plan for the Toll Brothers site is shown in Figure 2-4.

Outside of the Toll Brothers site, the project would include land use changes within the Alder Ranch sub-plan area, changing a portion of land designated as single family to parklands. The project would also increase housing density within the Mangini Ranch Phase I sub-plan area, changing the multi-family low land use designation to multi-family medium land use designation. Within the Town Center sub-plan area, the project would replace a portion of the existing mixed-use land use designation to parklands and would increase housing density, changing existing single-family high density to multi-family low density and changing existing multi-family low density land use designations to multi-family medium density land use designations.

2.5.2 Changes to Section 8: Open Space

Folsom voters approved Measure W which amended the City Charter to require the FPASP to preserve 30 percent of the FPASP as open space. City Charter Article 7.08C requires the City Council to adopt a plan "requiring 30 percent of the [FPASP] Area to be maintained as natural open space to preserve oak woodlands and sensitive habitat areas." Section 7.08C also restricts the definition of open space: "Natural open space shall not include active parks sites, residential yard areas, golf courses, parking lots, and their associated landscaping."

Under the project, the amount of zoned open space within the Toll Brothers site would remain at 83.91 acres, approximately 27 percent of the Toll Brothers site. This amount would be unchanged from the open space currently shown in the approved FPASP within the Toll Brothers site.

Although the percent of open space included in the Toll Brothers site is below the Measure W 30 percent standard, the Measure W standard was based on the entire FPASP and does not account for variances between individual projects included in the FPASP area.

The amount of land preserved in open space within the total FPASP area would not conflict with the FPASP open space preservation requirement under Measure W because the total area of open space provided throughout the FPASP area would remain unchanged at 1,066.6 acres (30.4 percent).

2.5.3 Changes to Section 9: Parks

The City requires developers to provide five acres of parkland for every 1,000 residents. Table 2-4 shows how this parkland would be measured for the project. With the proposed changes in land use designations, the project would need to provide at least 17 acres of parkland at the Toll Brothers site and 26.5 acres of parkland in the FPASP as a whole to meet the standard.

A 10-acre park site, known as FPASP NP5, is currently allocated to the Toll Brothers site by the approved FPASP (in the Alder Ranch sub-plan area). Because the Toll Brothers site is intended to be a private-gated, traditional and active-adult community, private recreation facilities tailored to the recreation needs of specific homebuyers are proposed for the Toll Brothers development. The existing park land use at the Toll Brothers site would be changed to single-family, high-density land use which allows private recreation facilities (which do not count toward meeting the five-acres-per-1,000 standard).

To offset this reduction in public parklands, 10 acres of public park lands are proposed to be moved outside of the Toll Brothers site. The relocated parklands include 8 acres adjacent to the planned park and elementary school in the Alder Ranch sub-plan area, and 2 acres adjacent to the planned Town Center Park within the Town Center sub-plan area.

Although the City parkland standard would not be met at the Toll Brothers site, the project would retain the overall parkland acreage approved within the FPASP area through additional parkland dedication outside the Toll Brothers site and would not result in a reduction of parklands for the total FPASP area.

Table 2-4 Parkland Dedication For the Toll Brothers Site

Type of Dwelling	Number of Units Proposed	Average Population/DU	Park Acreage/DU (5-Acre Standard)	Acreage Required (DU x Acreage/DU)
Single Family	214 DU	2.92	0.0146	3.1 acres
Single Family (Active Adult)	844 DU	2.92	0.0146	12.3 acres
Multi Family	167 DU	1.94	0.0097	1.6 acres
Totals	1,225 DU	----	----	17 acres

Notes: DU = dwelling unit

Source: Municipal Code Section 16.32.040, FPASP Table 9.3

2.6 PROJECT CONSTRUCTION

As stated above, although the project includes a General Plan Amendment and Specific Plan Amendment for areas outside of the Toll Brothers site, these areas are not currently proposed for development. The only construction proposed at this time would occur in the Toll Brothers site.

Construction of the Toll Brothers site is currently anticipated to occur over the course of six years, beginning in early 2020 and ending in September 2025. Grading and site-improvements would be completed by November 2023. Housing construction would occur at a rate of approximately 250 houses per year, beginning in October 2020 and ending in September 2025.

Construction of the Toll Brothers site would occur between 7 a.m. and 6 p.m. Monday through Friday, and if necessary, between 8 a.m. and 5 p.m., Saturday through Sunday and is proposed in the following phases. However, changes in the rate of sales for homes, general upturns or downturns in the economy, and a variety of other factors could affect the actual timing and/or order of construction.

- ▶ Phase 1: The Regency project in the eastern portion of the project
- ▶ Phase 2: The Traditional Subdivision in the western portion of the project
- ▶ Phase 3: The Regency project in the central portion of the project

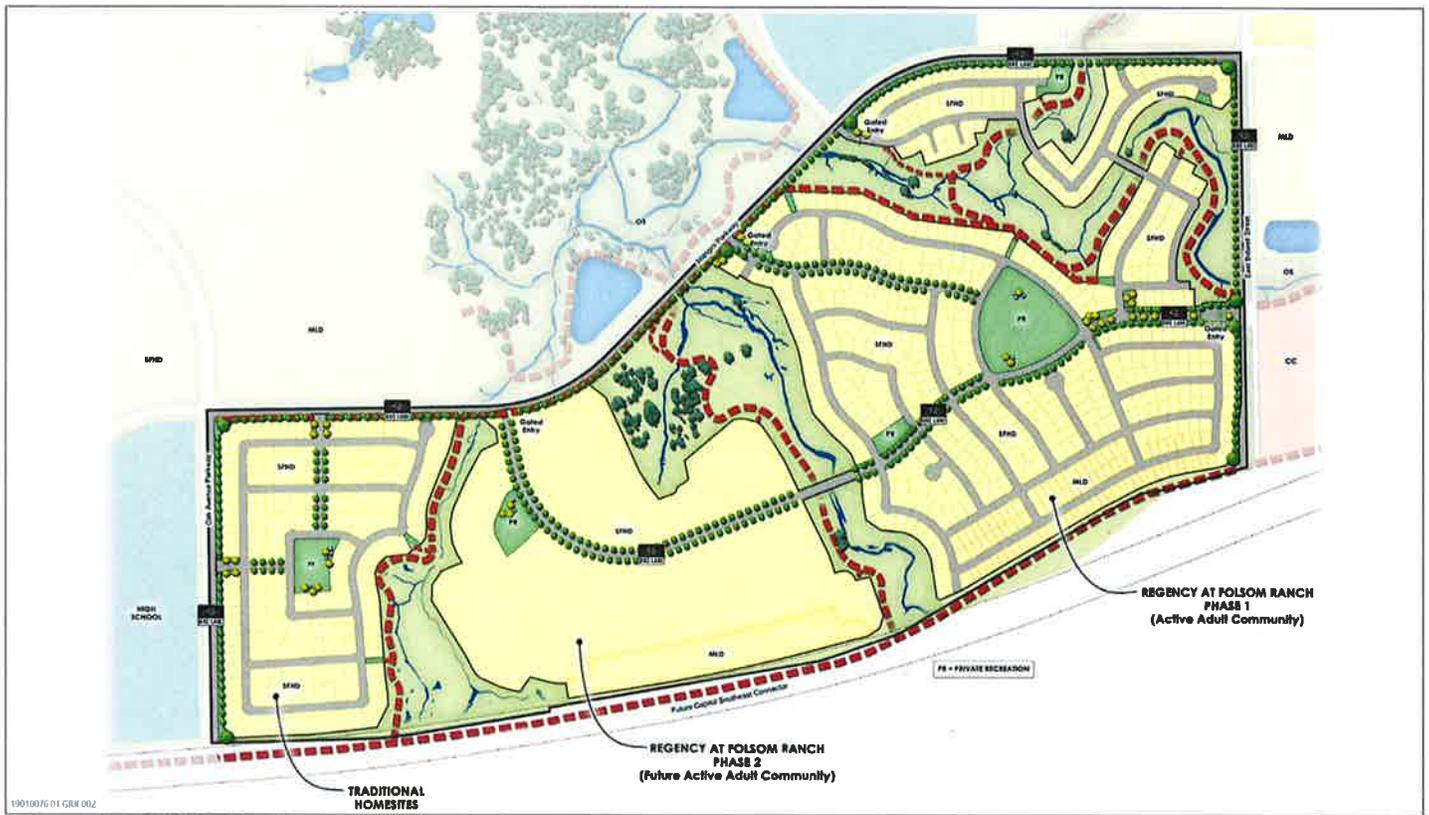


Figure 2-4 Toll Brothers Site Illustrative Master Plan

City of Folsom
Toll Brothers at Folsom Ranch Project Environmental Review

The anticipated schedule for these phases is described by the applicant as follows:

- ▶ Grading will start in April 2020 and will include grading for Phase 1 on-site improvements along with the grading for Phase 1 backbone improvements.
- ▶ Construction will be completed in phases that last roughly between April and December and as weather allows through the winter months.
- ▶ Phase 1 grading will begin in April 2020 and extend through August 2020,
- ▶ Phase 2 grading will begin in August 2020 and extend through November 2020, and
- ▶ Phase 3 grading will begin in April 2021 and extend through July 2021.

The construction of improvements associated with each phase will progress through the in tract and backbone improvements subsequent to the completion of grading for each Phase and extend through the end of November 2023.

Each of these phases could be divided into sub-phases:

- ▶ Phase 1 would be developed in sub-phases 1A, 1B, and 1C. Model homes and production homes (a total of 47 dwelling units) would be built in the sub-phase 1A. The clubhouse feature and an additional 295 dwelling units would be built in sub-phase 1B. The remaining 24 dwelling units in the Regency portion of the project would be built in sub-phase 1C.
- ▶ Phase 2 would be built in sub-phases 2A and 2B. Within these sub-phases, the majority of the dwelling units (137 homes) and the private recreational facility in the Traditional Subdivision would be built in sub-phase 2A. The remaining 77 homes would be built in sub-phase 2B.
- ▶ Phase 3 would be built in two sub-phases, 3A and 3B. The majority of homes (300) would be built in sub-phase 3A. The remaining 125 homes would be built in sub-phase 3B.

According to the applicant, development of the Toll Brothers site would not require any material import or export from off-site locations. Approximately 285 acres would be graded and approximately 2 million cubic yards of on-site earth movement would be required.

2.7 REQUIRED DISCRETIONARY ACTIONS

2.7.1 Lead Agency

Table 2-5 shows the entitlements, approvals and permits that would be required to develop the proposed project. The items in bold are under consideration as part of this Addendum.

Table 2-5 Entitlements, Approvals and Permits

Entitlement/Approval or Permit Needed	Agency
Planned Development Permit	Folsom City Council
General Plan (Land Use) Amendment	Folsom City Council
Specific Plan (Rezone) Amendment	Folsom City Council
Large Lot Vesting Tentative Subdivision Map	Folsom City Council
Small Lot Vesting Tentative Subdivision Map	Folsom City Council
Vesting Tentative Parcel Map	Folsom City Council
Development Agreement Amendment	Folsom City Council
Tree Permit	Folsom City Council
Inclusionary Housing Plan	Folsom City Council

Bold – Entitlements under consideration in this Addendum

2.7.2 Responsible Agencies

In addition to the list of entitlements, approvals and/or permits identified in Table 2-5 above that must be obtained from the City, the following approvals, consultations, and/or permits may be required from other agencies prior to physical development of the site. However, none of the entitlements listed below would be required prior to consideration of this Addendum.

FEDERAL ACTIONS/PERMITS

U.S. Army Corps of Engineers: Department of the Army permit under Section 404 of the Clean Water Act (CWA) for discharges of dredge or fill material into waters of the U.S. consultation and for impacts on cultural resources pursuant to Section 106 of the National Historic Preservation Act. Consultation for impacts on federally listed species pursuant to Section 7 of the Endangered Species Act (ESA).

U.S. Environmental Protection Agency: concurrence with Section 404 CWA permit.

U.S. Fish and Wildlife Service: ESA consultation and issuance of incidental-take authorization for the take of federally listed endangered and threatened species.

STATE ACTIONS/PERMITS

California Department of Fish and Wildlife, Sacramento Valley—Central Sierra Region: California Endangered Species Act (CESA) consultation and issuance of take authorization (if needed) (California Fish and Game Code Section 2081), streambed alteration agreement (California Fish and Game Code Section 1602), and protection of raptors (California Fish and Game Code Section 3503.5).

Central Valley Regional Water Quality Control Board (Region 5): National Pollutant Discharge Elimination System (NPDES) construction stormwater permit (Notice of Intent to proceed under General Construction Permit) for disturbance of more than 1 acre; discharge permit for stormwater; general order for dewatering; and Section 401 CWA certification or waste discharge requirements; Clean Water Act, Section 401 Water Quality Certification; NPDES permit coverage for hydrostatic testing of pipeline (coverage expected under General Order for Low Threat Discharges to Surface Water).

California Department of Public Health: approval of an amendment to the City's Public Water System Permit.

REGIONAL AND LOCAL ACTIONS/PERMITS

Sacramento Metropolitan Air Quality Management District: authority to construct (for devices that emit air pollutants), health risk assessment, and Air Quality Management Plan consistency determination.

3 ENVIRONMENTAL CHECKLIST FOR SUPPLEMENTAL ENVIRONMENTAL REVIEW

3.1 EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

The purpose of this checklist is to evaluate the categories in terms of any “changed condition” (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in environmental impact significance conclusions different from those found in the 2011 EIR. The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the State CEQA Guidelines, as updated December 28, 2018. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162. A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, but rather that there is no change in the condition or status of the impact because it was previously analyzed and adequately addressed with mitigation measures in the EIR/EIS. For instance, the environmental categories might be answered with a “no” in the checklist because the impacts associated with the proposed project were adequately addressed in the EIR/EIS, and the environmental impact significance conclusions of the EIR/EIS remain applicable. The purpose of each column of the checklist is described below.

3.1.1 Where Impact was Analyzed

This column provides a cross-reference to the pages of the EIR/EIS where information and analysis may be found relative to the environmental issue listed under each topic. Unless otherwise specified, all references point to the Draft EIR/EIS document.

3.1.2 Do Proposed Changes Involve New Significant Impacts?

The significance of the changes proposed to the approved FPASP, as it is described in the certified FPASP EIR/EIS is indicated in the columns to the right of the environmental issues.

3.1.3 Any New Circumstances Involving New or Substantially More Severe Significant Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (circumstances under which the project is undertaken) that have occurred subsequent to the prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or having substantial increases in the severity of previously identified significant impacts.

3.1.4 Any New Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3)(A-D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified as complete is available, requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigation measures remain valid. If the new information shows that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more

significant effects or the project, but the project proponents decline to adopt the Mitigation Measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the Mitigation Measure or alternative, the question would be answered 'Yes' requiring the preparation of a subsequent EIR or supplement to the EIR. However, if the additional analysis completed as part of this Environmental Checklist Review finds that the conclusions of the prior environmental documents remain the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered 'No' and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required.

Notably, where the only basis for preparing a subsequent EIR or a supplement to an EIR is a new significant impact or a substantial increase in the severity of a previously identified impact, the need for the new EIR can be avoided if the project applicant agrees to one or more mitigation measures that can reduce the significant effect(s) at issue to less than significant levels. (See *River Valley Preservation Project v. Metropolitan Transit Development Board* (1995) 37 Cal.App.4th 154, 168.)

3.1.5 Do Prior Environmental Documents Mitigations Address/Resolve Impacts?

This column indicates whether the prior environmental documents and adopted CEQA Findings provide mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A "yes" response will be provided in either instance. If "NA" is indicated, this Environmental Checklist Review concludes that there was no impact, or the impact was less-than-significant and, therefore, no mitigation measures are needed.

3.2 DISCUSSION AND MITIGATION SECTIONS

3.2.1 Discussion

A discussion of the elements of the checklist is provided under each environmental category to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or that has already been implemented.

3.2.2 Mitigation Measures

Applicable mitigation measures from the prior environmental review that would apply to the proposed amendment are listed under each environmental category. New mitigation measures are included, if needed.

3.2.3 Conclusions

A discussion of the conclusion relating to the need for additional environmental documentation is contained in each section.

3.2.4 Acronyms Used in Checklist Tables

Acronyms used in the Environmental Checklist tables and discussions include:

EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FEIR	Final Environmental Impact Report
MM	Mitigation Measure
NA	not applicable

4 ENVIRONMENTAL CHECKLIST

4.1 AESTHETICS

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
1. Aesthetics. Would the Project:				
a. Have a substantial adverse effect on a scenic vista?	Setting pp. 3A.1-2 to 3A.1-22 Impacts 3A.1-1	No	No	Yes, but impact remains significant and unavoidable
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Setting p. 3A.1-26 Impact 3A.1-2	No	No	Yes, issue addressed but mitigation is still not feasible
c. Substantially degrade the existing visual character or quality of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Setting pp. 3A.1-1 to 3A.1-20 Impacts 3A.1-3 and 3A.1-4	No	No	Yes, but impact remains significant and unavoidable
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Setting p. 3A.1-22 Impacts 3A.1-5 and 3A.1-6	No	No	Yes

4.1.1 Discussion

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project.

NATURAL AND CULTURAL RESOURCES ELEMENT

GOAL NCR 2.1 Allow residents to enjoy views of the hills, lakes, river, and habitats that make Folsom such a beautiful place to live.

- ▶ **NCR 2.1.1 Maintain Scenic Corridors:** The City shall protect views along identified scenic corridors.
- ▶ **NCR 2.1.2 Complementary Development:** Through the planned development permit process, require new development to be located and designed to visually complement the natural environment along Folsom Lake, the American River, nearby hillsides, and major creek corridors such as Humbug, Willow, Alder, and Hinkle.
- ▶ **NCR 2.1.3 Light Pollution Reduction:** The City shall minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary, and requiring light for development to be directed downward to minimize overspill and glare onto adjacent properties and reduce vertical glare.

No other substantial change in the environmental and regulatory settings related to aesthetics, described in the EIR/EIS Section 3A.1 Aesthetics - Land, has occurred since certification of the EIR/EIS in 2011.

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

As described in the Aesthetics setting of the EIR/EIS (see page 3A.1-2), the FPASP area is part of a large stretch of undeveloped land along U.S. 50 in eastern Sacramento County that contains oak woodlands and rock outcroppings; it is considered a scenic vista. Because the FPASP contains high levels of vividness, intactness, and unity, and because of its location along U.S. 50 where it is seen by thousands of motorists, viewer sensitivity is considered to be high. FPASP implementation would substantially degrade this scenic vista. In Impact 3A.1-1, the EIR/EIS concluded that viewsheds that include the FPASP are part of thousands of acres of open space that would no longer exist. Instead, this area would contain development that would substantially degrade the existing scenic view of the landscape. This area would become of similar visual quality to nearby developed land and would no longer be considered a unique or scenic vista. The impact to a scenic vista was determined to be significant.

Implementation of Mitigation Measure 3A.1-1 was concluded to reduce the impact of substantial alteration of a scenic vista, but not to a less-than-significant level. This mitigation would require the applicant to construct and maintain a landscape corridor adjacent to U.S. 50. No other feasible mitigation measures are available to reduce impacts associated with the alteration of scenic vistas from FPASP development to a less-than significant level. Therefore, this impact remains significant and unavoidable. The visual characteristics of the site have not changed.

The project would affect the same area already analyzed and proposed changes to the plan would not substantially alter the development type or density at the site such that different or more severe aesthetic impacts would result. Further, the project would include open space land use designation areas along Alder Creek and its tributaries and would comply with City's general plan policy NCR 2.1.2. In addition, the project would comply with all appropriate mitigation identified in the EIR/EIS. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

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

At the time of the certification of the EIR/EIS, there were no officially designated State Scenic Highways or National Scenic Byways with views of the site. However, Scott Road south of White Rock Road was identified as a designated scenic corridor by Sacramento County because it is located within an especially scenic rural portion of Sacramento County. As described in the FPASP EIR/EIS, FPASP implementation would substantially damage views from the portion of Scott Road designated as a scenic corridor. No mitigation measures were found feasible; therefore, the impact was concluded to remain significant and unavoidable. No new scenic corridor or state scenic highway designations have occurred since approval of the FPASP; therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

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

The FPASP and the project site are located within a rural undeveloped area. Impact 3A.1-3 of the EIR/EIS describes permanent changes to the visual character of the FPASP area, while Impact 3A.1-4 describes temporary, short-term construction-related changes to visual character. At full buildout, the visual character of the FPASP (including the project site) would consist of developed urban land uses with intermittent areas of open space and parks. The development is required to preserve at least 30 percent as natural open space. However, motorists on surrounding roadways and other sensitive viewers would no longer have views of expansive grasslands within the project site.

Implementation of the FPASP would result in conversion of grassy hillsides to urban areas, generally consisting of housing units and commercial developments. Views would be permanently altered to urban development, substantially degrading viewsheds located on Scott Road, Placerville Road, White Rock Road, U.S. 50, and for people located within Folsom, the community of El Dorado Hills, and nearby rural residences. In addition, the presence and

movement of heavy construction equipment and staging areas could temporarily degrade the existing visual character and/or quality of the FPASP and surrounding area for existing developed land uses. Given the large scale of this urban development and the rural nature of its setting, the EIR/EIS concluded that the degradation of visual character at the FPASP would be significant.

Implementation of Mitigation Measures 3A.1-1 and 3A.7-4 in the FPASP EIR/EIS would reduce significant impacts associated with substantial adverse effects on changes to visual character by reducing the extent of grading within the FPASP and providing a 50-foot-wide landscaped corridor between U.S. 50 and the FPASP. Implementation of Mitigation Measure 3A.1-4 would reduce significant impacts associated with temporary visual-quality degradation for developed land uses from concurrent construction staging areas by providing visual screening. However, the EIR/EIS concluded that implementation of screening may not always be feasible. Overall, it was determined that even with implementation of mitigation, the FPASP would substantially alter a scenic vista and the impact was concluded to be significant and unavoidable.

The project would affect the same area analyzed for development in the FPASP EIR/EIS and proposed changes would not substantially alter the development type or density at the site. No changes to the visual character of the site or surrounding areas have occurred since approval of the EIR/EIS. Therefore, no new significant impacts or substantially more severe impacts would occur, and the findings of the certified EIR/EIS remain valid and no further analysis is required.

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

The proposed amendment to the FPASP would not result in substantial changes in land use within the FPASP area. Two impacts in the EIR/EIS described how the FPASP would contribute to the creation of a new source of substantial light or glare and new skyglow (Impacts 3A.1-5 and 3A.1-6). Because of the scale of proposed FPASP development and because FPASP implementation would introduce a substantial quantity of light into a rural landscape, overall light and glare effects were determined to be significant. Implementation of Mitigation Measure 3A.1-5 would reduce significant impacts associated with new sources of light and glare to a less-than-significant level. This mitigation would be applicable to the project and would ensure compliance with Folsom 2035 General Plan Policy NCR 2.1.3 (as listed above). No changes in nighttime lighting conditions have occurred since approval of the FPASP, the project would affect the same area analyzed for development in the FPASP EIR/EIS and proposed changes would not substantially alter the development type or density at the site. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were referenced in the EIR/EIS analysis and would continue to remain applicable if project was approved.

- ▶ Mitigation Measure 3A.1-1: Construct and Maintain a Landscape Corridor Adjacent to U.S. 50
- ▶ Mitigation Measure 3A.1-4: Screen Construction Staging Areas
- ▶ Mitigation Measure 3A.1-5: Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan

The EIR/EIS concluded that alteration of views of the FPASP area from surrounding roadways, as well as views from within the FPASP area, as a result of urbanization would result in significant and unavoidable impacts and that no additional mitigation measures are available to reduce or eliminate the impacts. This conclusion would not change with implementation of the project.

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts to aesthetics.

4.2 AGRICULTURE AND FOREST RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
2. Agriculture and Forestry Resources. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Setting pp. 3A.10-2, 3A.10-5, 3A.10-6 No Impact	No	No	NA
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Setting pp. 3A.10-2 to 3A.10-4, 3A.10-6, 3A.10-7 Impacts 3A.10-3 and 3A.10-4	No	No	Yes
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	Not addressed, criterion was not part of Appendix G when EIR/EIS was certified	No	No	NA
d. Result in the loss of forest land or conversion of forest land to non-forest land?	Not addressed, criterion was not part of Appendix G when EIR/EIS was certified	No	No	NA
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	Not addressed, criterion was not part of Appendix G when EIR/EIS was certified	No	No	NA

4.2.1 Discussion

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The general plan does not include any policies applicable to Agriculture and Forest Resources related to the project. No substantial change in the environmental and regulatory settings related to Agriculture and Forest Resources, described in EIR/EIS Section 3A.10 Land Use and Agricultural Resources, has occurred since certification of the EIR/EIS in 2011.

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

As described in the EIR/EIS, the FPASP does not include any agricultural land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as defined in Appendix G of the State CEQA Guidelines. There is no impact. Farmland Mapping and Monitoring Program designations for the site have not changed since approval of the FPASP and the project would affect the same area analyzed for development in the FPASP EIR/EIS. Because there are

no new significant impacts or substantially more severe impacts, the findings of the certified EIR/EIS remain valid. No further analysis is required.

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

As described in Table 3A.10-1 of the EIR/EIS, the Williamson Act contract for parcels pertaining to the project (73-AP-019, 74-AP-029, and 84-AP-001) were in nonrenewal starting in 2004 and 2006, which means they expired in 2014 and 2016. Although Impact 3A.10-3 assumes that project implementation would require the cancellation of one or more of these Williamson Act contracts before their expiration date, this is no longer required as the nonrenewable period has been exhausted. The FPASP EIR/EIS concluded that impacts associated with conflicts with zoning for agricultural use or Williamson Act contracts would be less-than-significant (Impact 3A.10-3). Impacts would continue to be less than significant with implementation of the project. Because there are no new significant impacts or substantially more severe impacts, the findings of the certified EIR/EIS remain valid and no further analysis is required.

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

The FPASP EIR/EIS did not address forestry issues. Nonetheless, there is no forest land or timberland on or near the project site. Therefore, there would be no conflicts with lands designated for forestry uses and no impact would occur.

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

The FPASP EIR/EIS did not address forestry issues. Nonetheless, there is no forest land or timberland on or near the project site. Therefore, the project would not result in the loss or conversion of forest land and no impact would occur.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

The project site was rezoned as part of the FPASP approval from agricultural land use designations to urban designations. While the project includes some changes to the land use designations on-site, proposed designations would continue to be urban, similar to approved land uses. The project would not involve a conversion of farmland that was not previously evaluated in the EIR/EIS and no new impacts would occur. Because there are no new significant impacts or substantially more severe impacts, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Mitigation Measures

There were no mitigation measures included in the EIR/EIS for this topic. No additional mitigation measures are required for the project for this issue.

CONCLUSION

Since the EIR/EIS was certified, no new circumstances have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the certified EIR/EIS remain valid and implementation of the project would not result in any new significant impacts associated with agriculture and forest resources.

4.3 AIR QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
3. Air Quality. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	Setting p. 3A.2-2 to 3A.2-8; Impact 3A.2-1, 3A.2-2, 3A.2-3	No	Yes	Yes, but impact remains significant and unavoidable
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Setting p. 3A.2-2 to 3A.2-7; Cumulative analysis on p. 4-22 to 4-23	No	Yes	Yes, but impact remains significant and unavoidable
c. Expose sensitive receptors to substantial pollutant concentrations?	Setting p. 3A.2-7 to 3A.2-10 and 3A.2-20 to 3A.2-23; Impact 3A.2-4; and Cumulative analysis on p. 4-23 to 4-26	No	Yes	Yes, mitigation has been updated.
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Setting p. 3A.2-9; Impact 3A.2-6	No	Yes	Yes, mitigation has been updated.

4.3.1 Discussion

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project.

NATURAL AND CULTURAL RESOURCES ELEMENT

GOAL NCR 3.1 Improve the air quality in Folsom by meeting State and Federal standards, minimizing public exposure to hazardous air pollutants, reducing particulate matter in the atmosphere, and minimizing odors.

- ▶ **NCR 3.1.1 Regional Cooperation:** Coordinate with surrounding jurisdictions, the Sacramento Metropolitan Air Quality Management District (SMAQMD), the California Air Resources Board (CARB), California Department of Transportation (Caltrans), and the U.S. Environmental Protection Agency toward the development of a consistent and effective approach to the regional air pollution problem.
- ▶ **NCR 3.1.2 Coordinate on Review of Air Quality Impacts:** Coordinate with ARB and SMAQMD to use consistent and accurate procedures in the review of projects which may have air quality impacts. Comments on the analysis shall be solicited from SMAQMD and ARB.
- ▶ **NCR 3.1.3 Reduce Vehicle Miles Traveled:** Encourage efforts to reduce the amount of vehicle miles traveled (VMT). These efforts could include encouraging mixed-use development promoting a jobs/housing balance, and encouraging alternative transportation such as walking, cycling, and public transit.

- ▶ **NCR 3.1.4 Maintain Ambient Air Quality Standards:** Work with the ARB and the SMAQMD to meet State and National ambient air quality standards in order to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location from the health effects of air pollution.
- ▶ **NCR 3.1.5 Emission Reduction Threshold for New Development:** Require all new development projects that exceed SMAQMD's thresholds of significance to incorporate design, construction material, and/or other operational features that will result in a minimum of 15 percent reduction in emissions when compared to an "unmitigated baseline" project.
- ▶ **NCR 3.1.6 Sensitive Uses:** Coordinate with SMAQMD in evaluating exposure of sensitive receptors to toxic air contaminants and odors and impose appropriate conditions on projects to protect public health and safety so as to comply with the requirements of SMAQMD for the exposure of sensitive receptors to toxic air contaminants and odors.

No other substantial change in the environmental and regulatory settings related to Air Quality, described in EIR/EIS Sections 3A.2 and 3B.2 under Air Quality, has occurred since certification of the EIR in 2011. The Sacramento Valley Air Basin is nonattainment with respect to the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standard (CAAQS) for ozone; nonattainment of the 24-hour NAAQS for particulate matter with an aerodynamic diameter of 2.5 micrometers or less (PM_{2.5}); and also nonattainment of the CAAQS for particulate matter with an aerodynamic diameter of 10 micrometers or less (PM₁₀) (SMAQMD 2017). There has also been no substantial change to how the SMAQMD recommends evaluating the air quality impacts of proposed development projects (SMAQMD 2009).

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

Construction-Generated Emissions of NO_x

As stated under Impact 3A.2-1 in the FPASP EIR/EIS, the mass emissions threshold for oxides of nitrogen (NO_x) established by SMAQMD was used to determine whether construction-generated emissions of NO_x, an ozone precursor, would conflict with implementation of SMAQMD's federal and State ozone attainment plans and/or contribute substantially or result in an exceedance of the NAAQS and CAAQs for ozone. To analyze construction emissions, the EIR/EIS assumed that the FPASP would be constructed at a consistent, linear rate over a 19-year period (2011-2030) and all construction phases were assumed to occur simultaneously over the course of a year. The analysis determined that maximum daily emissions of NO_x generated by construction of the FPASP would exceed SMAQMD's mass emission threshold of 85 pounds per day (lb/day).

Construction of the Toll Brothers site would be conducted in phases, and each phase would include site preparation, grading, and building construction. Emissions from construction worker commute trips and off-road construction equipment would result in exhaust emission (e.g., NO_x, ROG, PM). Table 4-1 shows the construction-generated emissions of criteria air pollutants and ozone precursors.

Construction of the Toll Brothers project, would result in similar construction activity, development area, and same type of construction-generated emissions as previously evaluated in the FPASP EIR/EIS. As shown in Table 4-1, project construction at the Toll Brothers site, would result in daily emission levels above the SQAMQD threshold of 85 lb/day for NO_x emissions.

Implementation of SMAQMD's Basic Construction Emission Control Practices and Enhanced Exhaust Control Practices, as required by Mitigation Measure 3A.2-1a of the FPASP EIR/EIS, and payment of an off-site mitigation fee to off-set construction-generated NO_x emissions, as required by Mitigation Measure 3A.2-1b of the FPASP EIR/EIS, would reduce emissions of NO_x associated with construction of the project to levels that do not exceed SMAQMD's threshold of significance of 85 lb/day. The mitigation fee would be paid consistent with SMAQMD requirements and, based on the anticipated project-generated NO_x emissions, is preliminarily estimated to be \$1,039,657.50 including SMAQMD's administration fee (see Appendix A for estimated mitigation fee calculation). With the implementation of Mitigation Measures 3A.2-1a and 3A.2-1b adopted as part of the FPASP EIR/EIS, the project would not result in a new or substantially more severe impacts related to NO_x emissions. Note that prior to commencement of grading

activities, the applicant can coordinate with SMAQMD and reevaluate construction emissions based on more refined construction schedule and phasing information, if available. Revised calculation may be conducted using the SMAQMD construction mitigation calculator. This approach is consistent with Mitigation Measure 3A.2-1b in the FPASP EIR/EIS.

Table 4-1 Summary of Construction-Generated Emissions

Year	ROG (lb/day)	NO _x (lb/day)	CO (lb/day)	PM ₁₀ (lb/day)	PM _{2.5} (lb/day)
2019	29.00	327.43	204.59	54.30	33.58
2020	17.59	140.17	137.52	29.94	16.90
2021	22.82	182.65	188.47	37.30	19.77
2022	2,057.60	166.74	181.26	24.03	10.43
2023	441.83	2.82	6.89	1.13	0.41
SMAQMD Threshold of Significance	None	85	20 ppm 1-hour standard (23 mg/m ³); 9 ppm 8-hour standard (10 mg/m ³)	0 ¹	0 ²

Notes: ROG = reactive organic gases; NO_x = oxides of nitrogen; CO = carbon monoxide; PM₁₀ = particulate matter with an aerodynamic diameter of 10 micrometers or less; PM_{2.5} = particulate matter with an aerodynamic diameter of 2.5 micrometers or less; SMAQMD = Sacramento Metropolitan Air Quality Management District; lb/day = pounds per day

¹ If all best available control technologies/best management practices are applied, then 80 pounds per day and 14.6 tons per year.

² If all best available control technologies/best management practices are applied, then 82 pounds per day and 15 tons/year.

Source: SMAQMD 2009; CalEEMod Version 2016.3.2.; Data compiled by Ascent Environmental, Inc. 2019

Construction-Generated Emissions of PM₁₀

The FPASP EIR/EIS provides a program-level analysis of construction-generated PM₁₀ emissions under Impact 3A.2-1. Dispersion modeling was not performed for the program-level analysis because detailed information about grading activities and the locations and occupancy timing of future planned on-site receptors was not known at the time of writing the FPASP EIR/EIS. The FPASP EIR/EIS determined it would be likely that more than 15 acres of ground disturbance activity would occur in one day and that grading activities would be extensive; thus, construction-generated emissions of criteria air pollutants and precursors could violate or contribute substantially to an existing or projected air quality violation. These exceedances would conflict with SMAQMD’s air quality planning efforts.

Implementation of SMAQMD’s Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices for Soil Disturbance Areas, and Enhanced Fugitive PM Dust Control Practices for Unpaved Roads, as required by Mitigation Measure 3A.2-1a of the FPASP EIR/EIS, would reduce PM₁₀ concentrations generated during construction. Nonetheless, resultant PM₁₀ concentrations could potentially exceed or substantially contribute to the CAAQS and NAAQS because the intensity of construction activity and the acreage of ground disturbance that could occur at any one point in time could be substantially high and/or take place near existing or future planned sensitive receptors (e.g., residents, schools). Therefore, the FPASP EIR/EIS concluded PM₁₀ emissions associated with construction would be significant and unavoidable unless the results of a detailed project-level analysis, as required by Mitigation Measure 3A.2-1c, support another impact conclusion. Mitigation Measure 3A.2-1c requires a detailed project-level analysis, based on dispersion modeling, after project phasing has been determined and tentative maps and improvement plans have been prepared.

Construction of land uses in the amended Toll Brothers at Folsom Ranch plan would involve more than 15 acres of grading in a single day. Thus, in compliance with Mitigation Measure 3A.2-1c, detailed dispersion modeling of construction-generated PM₁₀ (fugitive plus exhaust) was performed in accordance the SMAQMD CEQA Guide, *Chapter 3: Dispersion Modeling of Construction-Generated PM₁₀ Emissions* (SMAQMD 2009), to determine PM₁₀ concentrations at nearby sensitive receptors resulting from the emissions of heavy-duty construction equipment, diesel generators, trucks operating on the Toll Brothers site, and fugitive dust associated with the movement of material and equipment.

Short-term construction-related emissions of criteria air pollutants and precursors, including PM₁₀, were estimated using California Emissions Estimator Model (CalEEMod) Version 2016.3.2 software, as recommended by SMAQMD. See Table 4-1 above for a summary of all emissions. Construction of the Toll Brothers site was assumed to begin in Fall 2019 and conclude in 2025, occurring over approximately six years. In accordance with SMAQMD guidance, maximum daily emissions of total PM₁₀ were used for this analysis, obtained from the CalEEMod outputs. Dispersion modeling was conducted using the California Air Resources Board (CARB)-approved American Meteorological Society/Environmental Protection Agency Regulatory Model Improvement Committee modeling system (AERMOD) Version 9.7.0, with a unit emission rate of 1.0 gram per second (g/s) for all modeled sources. AERMOD was set to calculate and output the maximum 24-hour concentrations, consistent with SMAQMD guidance, for the purpose of comparing PM₁₀ emissions to the 24-hour CAAQS for PM₁₀ of 50 micrograms per cubic meter (µg/m³). Further, SMAQMD considers project-generated emissions of PM₁₀ that are equal to or greater than 5 percent of the CAAQS a substantial contribution to the adverse air quality in the region. Therefore, construction-related project-generated emissions of PM₁₀ that are equal to or exceed 2.5 µg/m³ would be considered significant.

Based on the dispersion modeling, and implementation of enhanced fugitive PM dust control practices required by Mitigation Measure 3A.2-1a of the EIR/EIS, PM₁₀ ground-level concentrations generated from construction of the Toll Brothers site were estimated to be 2.6 µg/m³ at off-site locations. However, it should be noted that modeled emissions did not account for exhaust control mitigation which could result in up to a 45 percent reduction in PM₁₀ exhaust emissions, bringing the estimated emissions down to 1.9 µg/m³. For dispersion model and emission rate calculation details and assumptions refer to Appendix A.

Based on the modeling conducted, the project could potentially result in a substantial contribution to the existing adverse air quality in the region. However, as previously described in the FPASP EIR/EIS, depending on specific construction fleet and daily construction activities, construction-related emissions may be lower than estimated here. Nonetheless, the project-generated emission levels would not be substantially different from those previously evaluated under the FPASP EIR/EIS and would not result in new or substantially more severe impacts related to PM₁₀ emissions.

Long-Term, Operation-Related (Regional) Emissions of Criteria Air Pollutants and Precursor Emissions

Impact 3A.2-2 of the FPASP EIR/EIS evaluated long-term operation (regional) emissions associated with area sources, such as natural gas emissions, landscaping, and applications of architectural coatings, as well as operational vehicle-exhaust emissions. Operation of the FPASP would exceed the SMAQMD-recommended threshold of 65 lb/day for ROG and NO_x and would conflict with air quality planning efforts for ROG, NO_x, PM₁₀, and PM_{2.5}. Mitigation Measure 3A.2-2 would be required to implement all measures prescribed by the *Folsom Plan Area Specific Plan Air Quality Mitigation Plan* to reduce operational air pollutant emissions. However, because the *Air Quality Mitigation Plan* was based on the standard Institute of Transportation Engineers (ITE) trip generation rates and the EIR/EIS analysis was based on a traffic demand forecasting model, the emission reduction achieved through the implementation of Mitigation Measure 3A.2-2 were overestimated and would not reduce ROG and NO_x emissions to below the SMAQMD's significance threshold of 65 lb/day. As a result, the EIR/EIS concluded impacts related to operational-related emissions would be significant and unavoidable.

In the FPASP EIR/EIS, operational emissions of criteria air pollutants and precursors were evaluated for the entire FPASP using the Urban Emissions Model (URBEMIS) 2007 version 9.2.4, which was the widely-accepted emissions modeling tool at that time. URBEMIS has been superseded by the contemporary air quality modeling tool for use in CEQA analysis in California: CalEEMod. SMAQMD started recommending the use of CalEEMod to estimate emissions of land use development projects in April 2013. The new model uses robustly documented methods and increases accuracy in comparison to URBEMIS (SQAQMD et al. 2011). The new model does not constitute "new information" as defined in CEQA Guidelines Section 15162 because a similar model for estimating criteria air pollutant and precursor emissions was available at the time of the EIR/EIS.

Land use changes included under the project would result in a similar or less land-use intensity as previously evaluated in the FPASP EIR/EIS. The following land use types and quantities were adopted under the FPASP plan for the Toll Brothers site:

- ▶ Single-Family High Density: 979 dwelling units
- ▶ Multi-Family Low Density: 167 dwelling units
- ▶ Multi-Family Medium Density: 312 dwelling units
- ▶ Parks: 10 acres
- ▶ Open Space: 83.91 acres

Land use changes proposed as part of the project would result in the following land uses and densities for the Toll Brothers site:

- ▶ Single-Family High Density: 214 dwelling units
- ▶ Single-Family High Density (Active Adult): 844 dwelling units
- ▶ Multi-Family Low Density (Active Adult): 167 dwelling units
- ▶ Open Space: 83.91 acres

The project would result in the conversion of previously planned traditional homes to age-restricted homes, an increase of 79 single-family high-density units, and a decrease of 312 multi-family medium density units at the Toll Brothers site. This reduction in 233 dwelling units would be offset through development density transfers to the Town Center sub-plan area and the Mangini Ranch Phase I sub-plan area. With the proposed development density transfers, the project would result in a no net change in dwelling units in the FPASP area and a total population reduction of 824.

Based on the ITE trip rates, the above land use modifications (including the conversion of traditional homes to age-restricted homes) at the Toll Brothers site resulted in estimated daily trip generation of 6,716 and an overall FPASP area daily trip generation reduction of 3,433 trips below the approved FPASP (T. Kear 2019). The proposed land use modifications would contribute to a reduction in operational vehicle-exhaust emissions for the overall FPASP area as compared to mobile-source emissions evaluated for the previously approved land use plan for the FPASP EIR/EIS.

In addition, several regulations, programs, plans, and policies related to the reduction of criteria air pollutants have been adopted. As described under Section 4.8, "Greenhouse Gas Emissions," Executive Order S-01-07 was passed to establish a Low Carbon Fuel Standard (LCFS) for transportation fuels in California and to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. In addition, the 2019 Title 24 Part 6 Building Energy Efficiency Standards were adopted by the California Energy Commission (CEC) on May 9, 2018 and will take effect on January 1, 2020. CEC estimates that the combination of mandatory on-site renewable energy and prescriptively-required energy efficiency features will result in new residential construction that uses 53 percent less energy than the 2016 standards. Compliance with these regulations, among others, would reduce air pollutants generated from operational sources, such as natural gas and vehicle-exhaust emissions. Therefore, project-generated ROG and NO_x emissions are anticipated to be lower than previously evaluated in the FPASP EIR/EIS.

The project would be subject to the emission reduction measures outlined in the *Folsom Plan Area Specific Plan Air Quality Mitigation Plan*, as required by Mitigation Measure 3A.2-2 of the FPASP EIR/EIS. Because the project would not result in a higher land use intensity, would result in a reduction of daily trip-generation, and would comply with mitigation measures that would reduce air pollutant emissions, this impact would be less than significant. Therefore, no new or substantially more severe air quality impacts would occur from criteria air pollutants or precursors as a result of the project. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

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

Pages 4-22 through 4-29 of the FPASP EIR/EIS evaluated cumulative air quality impacts of the FPASP, which includes those attributable to the development in the FPASP area under the adopted FPASP. The adopted Specific Plan would result in exceedances of SMAQMD's significance criteria for NO_x and PM₁₀ during construction and operation. The amount of emissions generated during construction and operation of the adopted FPASP would be substantial

compared with other projects in the region, and would be cumulatively considerable and, therefore, significant. In addition, Mitigation Measures 3A.2-1a, 3A.2-1b, and 3A.2-2, which would minimize construction- and operation-related emissions, respectively, but not to less-than-significant levels. For these reasons, construction and operation of the FPASP could result in or substantially contribute to a violation of air quality standards related to ozone and PM₁₀ on a cumulative basis. No additional mitigation is recommended. The adopted FPASP would involve substantial development and would result in a cumulatively considerable incremental contribution to a significant cumulative long-term operational air quality impact. As discussed in (a) above, the project would not result in new or substantially more severe air quality impacts. Therefore, the conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

The FPASP EIR/EIS also evaluated cumulative air quality impacts associated with localized carbon monoxide (CO) concentrations from traffic congestion at buildout of the FPASP. This cumulative impact was found to be less than significant. The project is within the scope of this impact analysis, and cumulative air quality impacts for localized CO would also be less than significant. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Toxic Air Contaminant Concentrations

Temporary, Short-Term Emissions from Construction Equipment

Emissions of particulate exhaust from diesel-powered engines (DPM) including diesel-powered construction equipment were identified as a toxic air contaminant (TAC) by CARB in 1998. Impact 3A.2-4 of the FPASP EIR/EIS determined that DPM emissions generated during construction of the land uses on the FPASP site, including the project area, could expose nearby residents and schools to levels that exceed applicable standards as some phases of the development plan are built out while construction of other phases continues in other portions of the FPASP area. This would particularly be the case when some new residents occupy dwelling units while other land uses are still under construction and some residents may be exposed to DPM generated by construction activity in all directions at varying stages of construction. Because construction activities could expose sensitive receptors to levels of health risk that exceed applicable standards, the FPASP EIR/EIS determined this impact to be potentially significant.

Mitigation Measure 3A.2-4a in the FPASP EIR/EIS requires applicants of all phases to develop a plan that reduces the exposure of sensitive receptors, including residents and school children, to construction-generated TACs. Each plan shall be developed by the applicant(s) in consultation with SMAQMD and each plan shall be submitted to the City for review and approval before the approval of any grading plans. While implementation of Mitigation Measure 3A.2-4a would lessen health-related risks associated with the use of off-road diesel-powered equipment during construction activity, exposure to construction-generated TAC emissions would not necessarily be reduced to less-than-significant levels and; therefore, the potential exposure of receptors to construction-generated TAC emissions would be considered significant and unavoidable.

A construction only health risk assessment was conducted to determine TAC exposure to nearby existing and planned sensitive receptors. Construction emissions of PM₁₀ (exhaust) were estimated using CalEEMod and based on anticipated construction schedule and the proposed land uses, as well as defaults in CalEEMod. The resulting PM₁₀ (exhaust) emissions, assumed to represent DPM, were averaged over the duration of the entire construction period to determine the annual average DPM emission rate.

Dispersion modeling was conducted using AERMOD Version 9.7.0. to represent construction activity that moves throughout the Toll Brothers site, volume sources were drawn at equal intervals over the entire anticipated disturbance area and modeling was conducted using a unit emission rate of 1.0 gram per second (g/s), divided across all sources. This approach enabled the output files to be assigned appropriate emission rates to estimate cancer risk levels at each receptor location. The modeling included all standard regulatory default options, including the use of rural dispersion parameters and elevated terrain.

Cancer risk at all receptor locations was calculated using CARB's Hotspots Analysis and Reporting Program Version 2.0.3 (HARP2). CARB developed HARP2 as a tool to implement risk assessments that incorporates requirements from the California Office of Environmental Health Hazard Assessment (OEHHA) *Air Toxics Hot Spot Program Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments* (OEHHA 2015). The cancer risk was estimated using the OEHHA Derived calculation method for residential receptors and the exposure duration was adjusted in accordance with the anticipated construction schedule. The OEHHA Derived method uses high-end exposure parameters for the top two exposure pathways and mean exposure parameters for the remaining pathways for cancer risk estimates. See Appendix A for all risk assessment assumptions/calculations and model output files.

The analysis determined that construction at the Toll Brothers site could expose areas directly north of the site to levels of health risk that exceed applicable standards (above ten chances in a million), see Figure 4-1. However, the majority of this area is designated as Open Space under the FPASP, and the project would not introduce sensitive receptors to this area. As shown in Figure 4-1, the FPASP proposes a Middle School north of the Toll Brothers site. However, the Middle School is only anticipated to open for the 2025/2026 school year, dependent on home sales and development buildout, and construction of the Toll Brothers site is schedule to be completed in 2025 (FCUSD 2018). As such, construction of the Toll Brothers site would not expose sensitive receptors to TAC emissions above applicable health risk standards. In addition, the project would implement Mitigation Measure 3A.2-4a to further reduce the risk of exposure to nearby sensitive receptors, by requiring construction contractors to use late-year model engines that would reduce DPM emissions and likely bring the modeled unmitigated risk to below 10 chances in a million. Nonetheless, no new significant or substantially more severe impacts would occur. Therefore, the conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

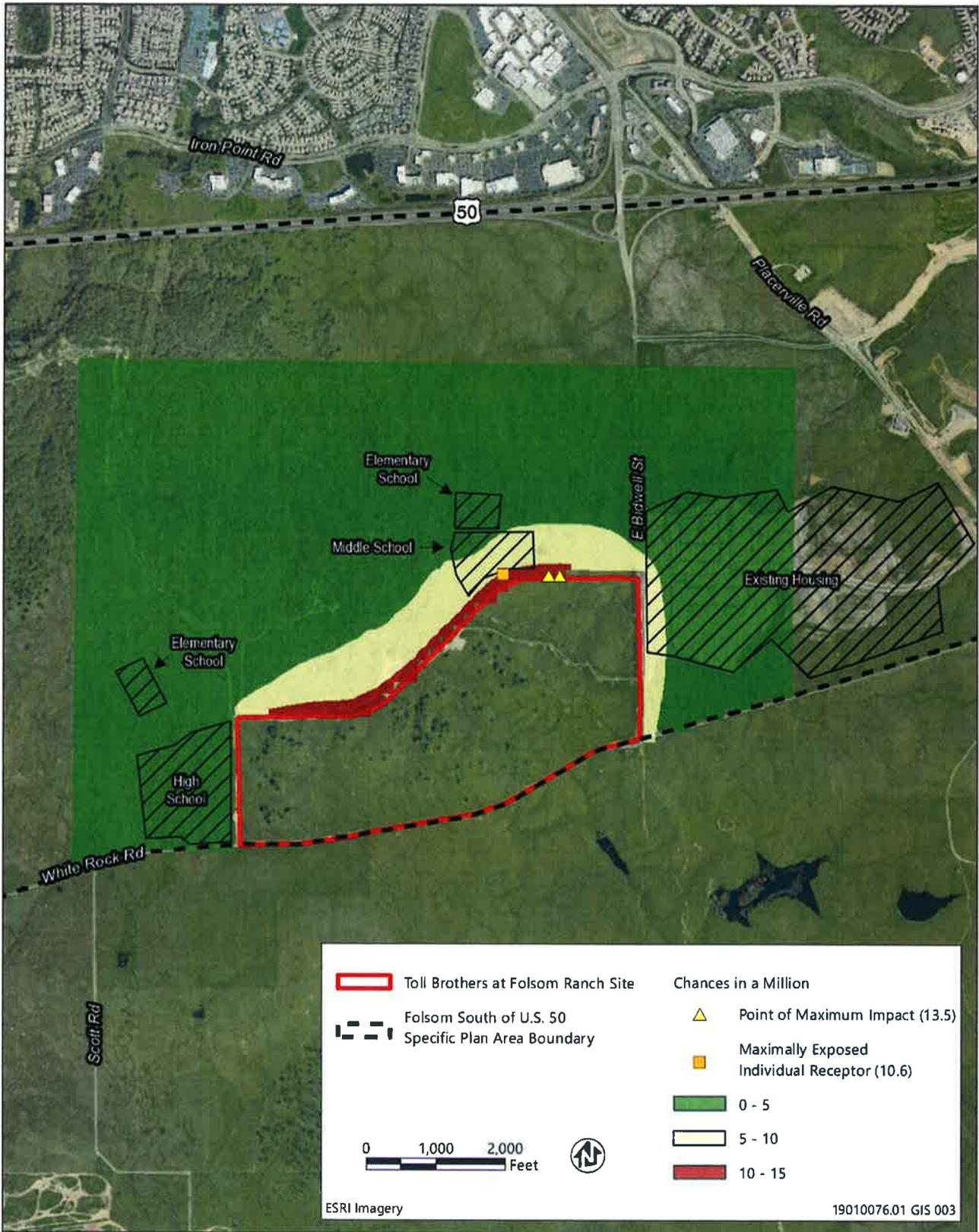
Stationary-Source Emissions

Impact 3A.2-4 of the FPASP EIR/EIS determined that any stationary sources of TACs developed under the FPASP or in close proximity to the FPASP planning area (e.g., dry cleaning operations, gasoline-dispensing facilities, and diesel-fueled backup generators, and restaurants using charbroilers) would be subject to the permitting requirements of SMAQMD and, therefore, operation of any stationary sources would not result in the exposure of sensitive receptors to TACs at levels exceeding SMAQMD's significance threshold. Therefore, this direct impact is considered less than significant. This would also be true for the project and, thus, the conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Emissions from On-Site Operational Mobile Sources

Impact 3A.2-4 of the FPASP EIR/EIS determined that buildout of the FPASP could potentially involve substantial volumes of TAC-emitting truck activity occurring near nearby sensitive receptors and, therefore, that this impact would be potentially significant. The FPASP EIR/EIS made this determination because the types of commercial and industrial land uses developed under the FPASP and their location relative to residential land uses were unknown at the time of the analysis. The FPASP EIR/EIS included implementation of Mitigation Measures 3A.2-4b, which includes the following measures to reduce exposure of sensitive receptors to TACs from on-site mobile sources:

- ▶ Proposed commercial and industrial land uses that have the potential to emit TACs or host TAC-generating activity (e.g., loading docks) shall be located away from existing and proposed on-site sensitive receptors such that they do not expose sensitive receptors to TAC emissions that exceed an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0.
- ▶ Where necessary to reduce exposure of sensitive receptors to an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0, proposed commercial and industrial land uses that would host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as IdleAire, electrification of truck parking, and alternative energy sources for transport refrigeration units (TRUs), to allow diesel engines to be completely turned off.
- ▶ Signs shall be posted at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises to reduce idling emissions. This measure is consistent with the air toxic control measures (ATCMs) to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by the California Office of Administrative Law in January 2005.



Source: Adapted by Ascent Environmental in 2019

Figure 4-1 Residential Cancer Risk Contours

The FPASP EIR/EIS determined that implementation of the above measures that are part of Mitigation Measure 3A.2-4b would lessen health-related risks associated with on-site mobile-source TACs, including truck activity at land uses proposed in the FPASP.

The project would not include any industrial land uses or commercial land uses. Therefore, Mitigation Measure 3A.2-4b would not apply and, as a result of the project, no new or substantially more severe air quality impacts would occur from TAC exposure from on-site truck activity. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

TAC Exposure from Remediation Activity

Impact 3A.2-4 in the FPASP EIR/EIS also discussed whether remediation activity on the Aerojet General Corporation parcel along the western property boundary of the FPASP, which has been classified as a Superfund site, would result in TAC exposure of land uses developed under the FPASP. A report prepared by ARCADIS (2007, cited in City of Folsom 2010) entitled *Draft Ambient Air Evaluation of Aerojet Area 40* examined potential health risks to future adult and child recreators on the adjacent portion of the FPASP that would remain open space from volatile organic compounds potentially migrating from ground water into the ambient air. The report analyzed groundwater analytical data for the VOC plume located in the northern portion of Area 40. The primary chemicals of potential concern in the VOC plume include trichloroethene (TCE) and tetrachloroethene (PCE). Exposure and risk to adult and child recreators were estimated using standard EPA and California risk assessment practices. The analysis determined that the hazard indices (a.k.a., hazard quotients) used for determining levels of non-cancer risk would be 0.010 and 0.000025 from TCE and PCE exposure, respectively. It also determined that cancer risk levels would be 0.8 in one million from TCE exposure and 0.01 in one million from PCE exposure. Because all of the estimated risk levels would be below the SMAQMD's recommended thresholds of significance for health risk (i.e., a hazard index less than 1.0 at the maximally exposed individual and a cancer risk level less than 10 in one million), airborne exposure of recreators on the SPA to off-gassing VOC emissions from the contaminated groundwater plume was determined to be a less-than-significant impact. The project would experience even lower levels of risk because it is located further from the remediation site. Therefore, as a result of the project, no new or substantially more severe air quality impacts would occur from TAC exposure because of remediation activities on the Aerojet site. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Land Use Compatibility with TACs Generated at Off-Site Corporation Yard

As part of the discussion under Impact 3A.2-4, the FPASP EIR/EIS addressed the possibility that residential land uses developed near White Rock Road could be exposed to potentially high concentrations of DPM generated by trucks and other equipment that are staged at a corporation yard the City plans to locate near the south side of White Rock Road, east of Prairie City Road, and west of Scott Road. Because the types and number of equipment and activities at the future corporation yard were not known at the time the analysis was conducted for the FPASP EIR/EIS, and because it was not known whether activities at the corporation yard could potentially expose future residents to substantial levels of DPM exhaust, the analysis conservatively determined this impact to be potentially significant. Mitigation Measure 3A.2-4b of the FPASP EIR/EIS requires that the multi-family residences proposed across White Rock Road in the FPASP be set back as far as possible from the boundary of the future corporation yard and/or relocated to another area.

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* provides guidance on land use compatibility with various sources of TACs (CARB 2005). The handbook is not a law or adopted policy but offers advisory recommendations for the siting of sensitive receptors near uses associated with TACs, such as freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities, to help keep sensitive receptors from being exposed to substantial doses of TACs. The handbook's discussion of truck distribution facilities is applicable to this analysis because the corporation yard would serve as central point of activity for multiple diesel-powered vehicles. In its handbook CARB recommends that lead agencies avoid siting new sensitive land uses within 1,000 feet of a distribution center that accommodates more than 100 trucks per day, more than 40 trucks with operating TRUs per day, or where TRU unit operations exceed 300 hours per week (CARB 2005:4). CARB also recommends that lead agencies consider the configuration of existing distribution centers and avoid locating residences

and other new sensitive land uses near entry and exit points because, in addition to on-site emissions, truck travel in and out of distribution centers contributes to the local pollution impact (CARB 2005:4,11).

Overall, the amount of DPM generated at the future corporation yard and the resultant level of health risk exposure at nearby receptors (i.e., residential land uses in the project area) would be less than the type of truck distribution centers discussed in CARB's handbook. The total number of diesel-powered vehicles at the future corporation yard would be less than 100, even if the City's solid waste collection fleet is moved to the site, and no TRUs would be operated. Unlike a typical truck distribution center there would be no "yard truck" used to move containers around the corporation yard that is typical of truck distribution centers. Because the entry and exit points to the corporation yard would be from Prairie City Road, not all trucks would pass by the proposed residential locations along White Rock Road when arriving or departing. Furthermore, truck idling is restricted by CARB regulations, particularly the Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling rule which prohibits the driver to idle its primary diesel engine for more than 5 minutes (CCR Title 13, Section 2485). CARB also continues to implement its Diesel Risk Reduction Plan to substantially reduce emissions of DPM from existing and new trucks (CARB 2000).

In summary, because the center of the corporation yard would be more than 2,000 feet from residential land uses proposed under the project, the number of diesel engines at the corporation yard would not be more than 100 and there would be no TRUs, and the reductions in DPM resulting from CARB's regulatory efforts, it is not anticipated that residential land uses developed under the project would be exposed to substantial levels of health risk from TACs emitted at the future corporation yard. This impact would be less than significant, and no mitigation would be required. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Land Use Compatibility with U.S. 50

Impact 3A.2-4 in the FPASP EIR/EIS also examined whether the northern portion of the FPASP would be exposed to high concentrations of mobile-source TACs from the high volumes of traffic that travel on U.S. 50. The analysis concluded that impact of exposure to TAC emission from U.S. 50 would be less than significant because no schools, residences, or other sensitive receptors would be developed within the 500-foot set-back distance recommended in CARB's guidance document entitled *Air Quality and Land Use Handbook: A Community Health Perspective* (CARB 2005). The potential for the land uses developed under the project to be exposed to high concentrations of TAC's generated on U.S. 50 would also be less than significant because they would be even more distant from the freeway. Therefore, this impact would be within the scope of the impact already evaluated in the FPASP EIR/EIS and would also be less than significant. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Land Use Compatibility with High-Volume Arterial Roadways

As part of the cumulative impact analysis in Section 4.1.7 of the FPASP EIR/EIS, the previous analysis examined health risk exposure levels from traffic on nearby high-volume arterial roadways to new residential land uses proposed under the FPASP. The FPASP EIR/EIS analyzed this impact because relatively high volumes of diesel-powered trucks associated with nearby sand and gravel quarries would travel on arterial roadways that pass by the proposed residential land uses and DPM emitted by this traffic could expose nearby residents to relatively high levels of health risk. Quarry trucks are expected to use segments of Prairie City Road, White Rock Road, Scott Road, and possibly Oak Avenue. The analysis in the FPASP EIR/EIS employed guidance from SMAQMD's *Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways, Version 2.3*. SMAQMD suggests using its protocol to determine whether it recommends that site-specific dispersion modeling and health risk calculations be conducted to further evaluate levels of health risk exposure associated with an individual project. The protocol consists of look-up tables that account for the volume of traffic on the roadway being examined, the roadway orientation (e.g., east-west or north-south), the distance between the receptor and roadway, and the orientation of the receptor relative to the roadway (e.g., a receptor located 50 feet north of a roadway segment that runs east-west). The analysis found that risk exposure levels could potentially be high enough to warrant a site-specific HRA for some of the roadway segments that pass by the FPASP area, including the segments of Prairie City Road north of White Rock Road, White Rock Road between Prairie City Road and Scott Road, White Rock Road east of Scott Road, and Oak Avenue north of White Rock Road, as shown in Table 4-4 of the FPASP EIR/EIS.

The analysis in the FPASP EIR/EIS was conservative; however, because of uncertainty about when residential land uses on the FPASP site would be developed and occupied, the analysis in the FPASP EIR/EIS assumed that exposure to residents could begin as early as 2010 and; thus, used screening factors based on 2010 emission rates. This assumption was conservative because emissions of DPM from trucks are expected to decrease in the future as stricter, emission-reducing regulations come into effect, and as new trucks replace older trucks.

It is now known that the project's residential land uses would not be occupied any earlier than 2020. As anticipated in the FPASP EIR/EIS, emissions of DPM from trucks are lower than 2010 levels because of more stringent vehicle emissions standards, improvements in vehicle emissions technology, and statewide efforts to replace older diesel engines with new or retrofitted, cleaner engines. Therefore, the level of health risk exposure to residential land uses on the project site would be less than those evaluated in the FPASP EIR/EIS. This impact determination is consistent with the analysis in the FPASP EIR/EIS, which determined that levels of health risk exposure would decrease over time. As shown in Table 4-4 of the FPASP EIR/EIS, the exposure levels would decrease along all studied roadway segments from 2010 to 2030. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Exposure of Sensitive Receptors to Construction-Generated Emissions of Naturally Occurring Asbestos

Impact 3A.2-5 in the FPASP EIR/EIS examined whether construction-related ground disturbance activities (i.e., grading, rock blasting) could generate fugitive PM₁₀ dust that contains naturally occurring asbestos (NOA). Based on a report by the California Geologic Survey, portions of the FPASP area, including portions of the project area, include areas that are moderately likely to contain NOA (California Geologic Survey 2006). The analysis explains that the serpentine soils may be disturbed during site grading and rock blasting activities, potentially exposing residents of the nearby residential neighborhoods in El Dorado County or neighborhoods that have already been developed in the FPASP to asbestos during project construction. Without appropriate controls, sensitive receptors near construction sites could be exposed to localized high levels of re-entrained fugitive PM₁₀ dust, potentially including NOA. As a result, this direct impact would be considered potentially significant. Implementation of Mitigation Measure 3A.2-5 would reduce impacts associated with generation of fugitive dust that potentially contains NOA by requiring site-specific investigations and, where the presence of NOA is determined, implementation of a dust control plan that is approved by SMAQMD that would reduce impacts related to construction in serpentinite soils. Implementation of these measures would reduce the potentially significant impact associated with exposure to NOA during construction to a less-than-significant level. The potential for sensitive receptors to be exposed to NOA under the project is not substantially greater than determined in the FPASP EIR/EIS. Therefore, no new or substantially more severe air quality impacts would occur from NOA exposure as a result of the project. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

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

Short-Term Use of Construction Equipment

Impact 3A.2-6 of the FPASP EIR/EIS explains that construction activities associated with the development of on-site land uses could result in odorous emissions from diesel exhaust generated by construction equipment. Because the level of grading along the eastern, hilly side of the FPASP area construction would be particularly intense and require multiple pieces of heavy-duty, diesel-powered equipment (e.g., graders, dozers). Therefore, it was determined that a substantial number of people in the residential areas to the east in El Dorado Hills area could be exposed to objectionable odorous diesel exhaust emissions, and the FPASP EIR/EIS required implementation of exhaust reduction measures listed in Mitigation Measure 3A.2-1a to reduce the level of exposure it was nonetheless determined that this impact would be significant and unavoidable.

Because the Toll Brothers site would not require as much grading activity because it is not as hilly as the east side of the FPASP area and would not occur for an extended period of time, odorous emissions generated during the construction of the Toll Brothers site would not expose a substantial number of people to objectionable odors beyond what was evaluated in the FPASP EIR/EIS. No new or substantially more severe odor impacts from on-site sources would occur as a result of the project. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Long-Term Operation of On-Site Land Uses

Impact 3A.2-6 in the FPASP EIR/EIS determined that receptors could be exposed to objectionable odors from delivery trucks visiting commercial land uses, from sewer lift stations, and from the development of convenience uses such as fast food restaurants that may emit odors. Because these sources could expose a substantial number of proposed on-site receptors to objectionable odors the analysis determined this impact to be potentially significant. Mitigation Measure 3A.2-6 in the FPASP EIR/EIS requires the following measures to address these operational sources of odorous emissions:

- ▶ The odor-producing potential of land uses shall be considered when the exact type of facility that would occupy areas zoned for commercial, industrial, or mixed-use land uses is determined. Facilities that have the potential to emit objectionable odors shall be located as far away as feasible from existing and proposed sensitive receptors.
- ▶ Before the approval of building permits, odor control devices shall be identified to mitigate the exposure of receptors to objectionable odors if a potential odor-producing source is to occupy an area zoned for commercial, industrial, or mixed-use land uses. The identified odor control devices shall be installed before the issuance of certificates of occupancy for the potentially odor-producing use. The odor-producing potential of a source and control devices shall be determined in coordination with SMAQMD and based on the number of complaints associated with existing sources of the same nature.
- ▶ Truck loading docks and delivery areas shall be located as far away as feasible from existing and proposed sensitive receptors.
- ▶ Signs shall be posted at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by California's Office of Administrative Law in January 2005. (This measure is also required by Mitigation Measure 3A.2-4b to limit TAC emissions.)
- ▶ Proposed commercial and industrial land uses that have the potential to host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off. (This measure is also required by Mitigation Measure 3A.2-4b to limit TAC emissions.)

The FPASP EIR/EIS determined that implementation of these measures to address on-site operational sources of odorous emissions would reduce the impact to a less-than-significant level.

The potential for on-site emission sources in the project to expose a substantial number of people to objectionable odors is the same as for the FPASP. Therefore, no new or substantially more severe odor impacts from on-site sources would occur as a result of the project. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Land Use Compatibility with Off-Site Corporation Yard

In the discussion of odor impacts, Impact 3A.2-6 of the FPASP EIR/EIS also determined that the corporation yard could be a source of odorous exhaust emissions that would expose a substantial number of people to objectionable odors. Similar to the TAC impact analysis, this analysis was conservative because it was known at the time what types of odor-generating activity could take place at the future site of the corporation yard and it was assumed that the corporation yard would be right across White Rock Road from the residential land use locations identified in the FPASP. Mitigation Measure 3A.2-6 of the FPASP EIR/EIS requires the residences to be set back "as far as possible" and this impact was determined to be to be significant and unavoidable.

Since the analysis was written for the FPASP EIR/EIS, an EIR for the Folsom Corporation Yard Sphere of Influence Amendment and Annexation was prepared for Sacramento LAFCo and the City. The Corporation Yard EIR included more detail about the types of odor sources that may be located at the future corporation yard and its proximity to proposed sensitive land uses. Thus, this new information is used to conduct a more detailed impact analysis in this environmental document. The corporation yard would be located more than 2,000 feet southwest of the project site, west of Scott Road, east of Prairie City Road, and south of White Rock Road (LAFCo and City of Folsom 2018).

Equipment stored at the corporation yard would include approximately 85 garbage collection trucks and solid waste assorted vehicles, 12 transit busses and vans, three vacuum truck, five street sweepers, three fork lifts, three boom trucks, two tractor trailers, two asphalt machines, one dump truck, two water trucks, and two fleet response service vehicles. Most of these vehicles would be diesel-powered and emit odorous diesel exhaust. The City estimates that approximately 50 to 60 trucks would enter or leave the corporation yard each day (Nugen, pers. comm., 2015).

The corporation yard would include outside yard storage for solid waste, recyclable material, and green waste collection bins; and parking for solid waste fleet vehicles and trailers. A solid waste transfer station and material recovery facility would be located at the new corporation yard. The collection trucks that pick up recyclables and yard waste would haul these materials to the corporation yard so they can be consolidated and picked up by larger haul trucks. The site would only serve as a transfer station and would not generate substantial objectionable odors (LAFCo and City of Folsom 2018). Therefore, diesel exhaust would be the only odorous emission generated at the site and SMAQMD does not recommend a setback distance for land uses that harbor a large number of diesel-powered vehicles or equipment (SMAQMD 2009:7-4). For these reasons, as well as the dispersive properties of diesel exhaust (Zhu et al., 2002:1), it is not anticipated that diesel exhaust generated at the corporation yard would expose a substantial number of people to unwanted odors. This impact would be less than significant.

Land Use Compatibility with Off-Site Agricultural Land Uses

Impact 3A.2-6 in the FPASP EIR/EIS explained that land uses developed on the southern side of the FPASP area could be exposed to odors generated by neighboring agricultural land uses, including livestock grazing that takes place just south of White Rock Road. Adversely affected portions of the FPASP include the southernmost areas of the project area. Mitigation Measure 3A.2-6 in the FPASP EIR/EIS requires the following measures to address exposure to odorous emissions from agricultural operations:

- ▶ The deeds to all properties located within the [FPASP area] that are within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by a written disclosure from the transferor, in a form approved by the City, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations, which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.

Because increasing the setback distance between on-site residents and the existing off-site agricultural lands would not necessarily reduce the intensity or frequency of these residents' exposure to odorous exhaust emissions, the FPASP EIR/EIS concluded that this impact would be significant and unavoidable.

The potential for on-site residential land uses to be exposed to objectionable odors associated with off-site livestock grazing would be the same under the project. Therefore, no new or substantially more severe odor impacts to on-site residences would occur as a result of the project. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were referenced in the EIR/EIS analysis and would continue to remain applicable if the project were approved.

- ▶ Mitigation Measure 3A.2-1a: Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements
- ▶ Mitigation Measure 3A.2-1b: Pay Off-site Mitigation Fee to SMAQMD to Off-Set NO_x Emissions Generated by Construction of On-Site Elements
- ▶ Mitigation Measure 3A.2-1c: Analyze and Disclose Projected PM₁₀ Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements
- ▶ Mitigation Measure 3A.2-2: Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions

- ▶ Mitigation Measure 3A.2-4a: Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions
- ▶ Mitigation Measure 3A.2-4b: Implement Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants
- ▶ Mitigation Measure 3A.2-5: Implement a Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan
- ▶ Mitigation Measure 3A.2-6: Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions

CONCLUSION

As required by many of the air quality mitigation measures adopted as part of the FPASP, this report provides additional project-level air quality analysis. While the project-specific analyses provide additional detail for the project site, the project would not result in new or substantially more severe significant impacts to air quality. The conclusions of the FPASP EIR/EIS remain valid and no additional analysis is required.

4.4 BIOLOGICAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
4. Biological Resources. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Setting pp. 3A.3-7 to 3A.3-21 Impacts 3A.3-2 and 3A.3-3	No	No	Yes, mitigation has been updated but impact remains significant and unavoidable
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	Setting pp. 3A.3-21 to 3A.3-26 Impact 3A.3-4	No	No	Yes, but impact remains significant and unavoidable
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Setting pp. 3A.3-5 to 3A.3-7, 3A.3-18 to 3A.3-21 Impact 3A.3-1	No	No	Yes, but impact remains significant and unavoidable
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Setting p. 3A.3-7 Impact 3A.3-6	No	No	NA
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Setting pp. 3A.3-23 to 3A.3-26 Impact 3A.3-5	No	No	Yes, but impact remains significant and unavoidable
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Impact 3A.3-7	No	No	NA
g. Have the potential to cause a commercial and/or recreational fishery to drop below self-sustaining levels?	Setting p. 3A.3-17 No Impact	No	No	NA

4.4.1 Discussion

The City completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project.

NATURAL AND CULTURAL RESOURCES ELEMENT

GOAL NCR 1.1 Protect and enhance Folsom's natural resources for current and future residents.

- ▶ **NCR 1.1.1 Habitat Preservation:** Support State and Federal policies for preservation and enhancement of riparian and wetland habitats by incorporating, as applicable, standards published by the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Service into site-specific development proposals.
- ▶ **NCR 1.1.2 Preserve Natural Resources:** Require that a qualified biologist conduct a vegetative/wildlife field survey and analysis prior to consideration of development applications for projects located in sensitive habitat areas and potential habitats for sensitive wildlife and floral species.
- ▶ **NCR 1.1.3 Wetland Preservation:** Require developers to prepare a wetland mitigation and monitoring plan that describes the habitats present within the proposed project site and establishes a plan for the long-term monitoring and mitigation of sensitive habitats.
- ▶ **NCR 1.1.4 Native and Drought Tolerant Vegetation:** Encourage new developments to plant native vegetation, including that which is important to Native American lifeways and values, and drought tolerant species and prohibit the use of invasive plants.
- ▶ **NCR 1.1.5 New Open Space:** Continue to acquire strategically-located open space areas for passive and active recreational uses when such parcels of open space value become available and feasible funding sources are identified to sustain the ongoing maintenance expenses.
- ▶ **NCR 1.1.6 Consolidate Parcels:** Encourage landowners to consolidate identified habitats, open space, and park lands between separately-owned development projects and individually-owned properties, when feasible.
- ▶ **NCR 1.1.7 Fugitive Light:** Encourage measures to limit fugitive light from outdoor sources, including street lighting.
- ▶ **NCR 1.1.8 Planting in New Development:** Require the planting of street trees, parking lot canopy trees, screening trees, and other amenity trees and landscaping in all new development, consistent with City landscaping development guidelines, to minimize the heat island effect. Planting strips must be large enough to accommodate a large tree canopy and allow for healthy root growth.
- ▶ **NCR 1.1.9 Public Awareness:** Encourage and support development projects and programs that enhance public appreciation and awareness of the natural environment.

New information pertaining to biological resources on the project site has become available since the EIR/EIS was certified in 2011. After the EIR/EIS was certified, additional detailed biological studies were completed on behalf of the project applicant for the FPASP. Field surveys were conducted by Foothill Associates, Inc. for Folsom South and by ECORP Consulting, Inc. for the Sacramento Country Day School area and Phase I of the project. In addition, a Biological Opinion for the FPASP was issued by the U.S. Fish and Wildlife Service on April 2, 2014 (81420-2010-F-0620-1) and California Department of Fish and Wildlife (CDFW) has entered into a streambed alteration agreement with the FPASP applicants (Master Streambed Alteration Agreement [Notification No. 1600-2012-0198-R2]). These documents contain guidance on how to treat special-status species and provide conditions for the FPASP and associated projects. The following discussion summarizes the new information and compares this information to the analysis presented in the EIR/EIS in Section 3A.3.

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

The EIR/EIS evaluated the impact of the FPASP on 13 special-status plant and 28 special-status animal species which had the potential to occur within the FPASP area (Impacts 3A.3-2 and 3A.3-3). The certified EIR/EIS concluded that the following special-status species could be substantially affected by implementation of the FPASP: vernal pool fairy shrimp, vernal pool tadpole shrimp, conservancy fairy shrimp, and valley elderberry longhorn beetle, Swainson's hawk,

special-status raptors, western spadefoot, tricolored blackbird, and special-status bats. Impacts to all other special-status wildlife species were considered less than significant.

The Draft EIR/EIS determined that implementation of Mitigation Measures 3A.3-2a, 3A.3-2b, 3A.3-2c, 3A.3-2d, 3A.3-2e, 3A.3-2f, 3A.3-2g, and 3A.3-2h would lessen the impacts on special-status wildlife resulting from implementation of the FPASP; however, the EIR/EIS concluded that, even with the mitigation, the impact on Swainson's hawk would remain significant and unavoidable. All other special-status species impacts would be reduced to a less-than-significant level.

ECORP prepared a project-level analysis for the project area based on review of existing biological resources documented on or near the project area, including information obtained from the Draft EIR/EIS, South of the U.S. Highway 50 Specific Plan Project and the Final EIR/EIS (City of Folsom 2010, 2011); field surveys conducted by Foothill Associates, Inc. for Folsom South and ECORP Consulting, Inc. for Sacramento County Day School and Phase I of the project; and the Biological Opinion for the FPASP (USFWS 2014). Based on the results of those surveys and review of the approved mitigation measures in the FPASP EIR/EIS, ECORP has recommended additional refinements to the mitigation program, listed below, to further reduce impacts to special-status species (i.e., western spadefoot, northwestern pond turtle, and nesting birds). Additionally, a project-specific Swainson's Hawk Foraging Habitat Mitigation Plan consistent with the approved Swainson's Hawk Mitigation Plan for the FPASP (ECORP 2017a) will be required for the project. No special-status plant species were found at the project site.

No new impacts from those identified in the FPASP EIR/EIS were identified. Rather, the site-specific surveys allowed ECORP to refine the mitigation to address the impacts to special-status species on a project level. With the implementation of mitigation measures included below, the project's impact on special-status species would continue to be less-than-significant, although impacts on Swainson's hawk would remain significant and unavoidable. The project would still contribute to the cumulatively significant and unavoidable impact on Swainson's hawk habitat because the project would continue to be part of a larger set of projects (i.e., FPASP) which would permanently remove and convert Swainson's hawk habitat to urban uses. The FPASP EIR/EIS identified that no additional feasible mitigation is available to mitigate the cumulative impact on Swainson's hawk. This condition has not changed. Therefore, while the project-specific mitigation requirements for impacts to biological resources have been refined, no new significant impacts or substantially more severe biological impacts would occur with implementation of the project. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

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

In Impact 3A.3-4, the FPASP EIR/EIS concluded that there would be a potentially significant impact on riparian habitat and valley needle grassland. Mitigation was recommended to reduce impacts to these habitats (Mitigation Measures 3A.3-4a and 3A.3-4b). However, these habitats occur in areas where some off-site improvements are proposed (i.e., U.S. 50 roadway intersections). The off-site improvements would be implemented by Caltrans and would not be subject to the City's direct control. Therefore, the EIR/EIS determined that this impact would be potentially significant and unavoidable because the City could not guarantee that Caltrans would comply with the recommended mitigation. This condition would not change with the project. The project would result in impacts to riparian habitat and valley needlegrass grassland. A valley needlegrass grassland mitigation plan consistent with the approved Conceptual Valley Needlegrass Grassland Mitigation and Monitoring Plan for the FPASP (ECORP 2016) is required to be prepared for the project. While there have been changes to the project design since the EIR/EIS, the project as designed will result in impacts to riparian habitat and valley needlegrass grassland as originally analyzed in the EIR/EIS. With the implementation of EIR/EIS Mitigation Measures 3A.3-4a and 3A.3-4b, the project would have a less-than-significant impact on riparian habitat and valley needle grassland. Further, based on ECORP's survey of the site, no new impacts to riparian habitat or other sensitive natural communities were identified (ECORP 2019). Because there are no new significant impacts or substantially more severe impacts, the findings of the certified EIR/EIS remain valid and no further analysis is required.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The EIR/EIS (Impact 3A.3-1) evaluated the impact of the FPASP on federally protected wetlands. The EIR/EIS concluded that there would be a potentially significant impact on federally protected wetlands because the FPASP would cause some wetland areas to be filled. In the EIR/EIS, the impact was considered significant and unavoidable even with Mitigation Measures 3A.3-1a and 3A.3-1b.

Implementation of the project would result in direct impacts from the loss of Waters of the U.S./State, including wetlands, resulting from the placement of fill material. Waters of the U.S./State that would be filled at the Toll Brothers site consist of 0.368 acre of vernal pools, 0.256 acre of seasonal wetlands, 1.843 acres of seasonal wetland swale, and 0.379 acre of intermittent drainage. Waters of the U.S./State that would be filled at other areas of the project, outside of the Toll Brothers site, consist of 0.042 acre of vernal pool, 0.052 acre of seasonal wetland, 1.411 acres of seasonal wetland swale, 0.047 acre of intermittent drainage, 0.046 acre of creek/channel, 0.150 acre of ditch, and 0.159 acre of ditch. In addition to direct impacts, the project would result in indirect effects on wetlands from increased urbanization and population, including reduction in water quality caused by urban runoff, erosion, and siltation, intrusion of humans and domestic animals, and introduction of invasive plant species that could result in habitat degradation. Wetlands and other waters would be indirectly affected by substantial grading and creation of impervious surfaces proposed for adjacent uplands. The majority of the project area, except the designated open space conservation area, would be subject to contour grading, which could affect wetland hydrology and water quality. Overall site topography would be substantially altered to achieve level ground for development. These earthmoving activities and resulting gradient changes across the project area could alter hydrologic patterns and adversely affect wetlands and drainage channels retained within the project area, as well as within the immediate vicinity, by altering hydration periods, peak flows, runoff volumes, and runoff durations.

While there have been changes to the design since the EIR/EIS, the project as designed would result in impacts to Waters of the U.S., including wetlands, as originally analyzed in the EIR/EIS. Implementation of EIR/EIS MM 3A.3-1a and MM 3A.3-1b are still applicable to reduce impacts to Waters of the U.S. No new or substantially more severe impacts were identified. Because there are no new significant impacts or substantially more severe impacts, the findings of the certified EIR/EIS remain valid and no further analysis is required.

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

In Impact 3A.3-6, the EIR/EIS evaluated the impact of the FPASP on wildlife movement and concluded that the impact would be less than significant. The project would generally result in the development of the site with the same pattern and density of urban and open space uses. No changes in habitat or migration patterns have occurred since the FPASP was approved. Because there are no new significant impacts or substantially more severe impacts, the findings of the certified EIR/EIS remain valid and no further analysis is required.

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

In Impact 3A.3-5, the EIR/EIS evaluated whether the FPASP would conflict with local policies or ordinances protecting biological resources. The EIR/EIS concluded that the removal of blue oak woodland and individual oak trees and other trees would conflict with local ordinances protecting these resources and result in a significant impact. Implementation of Mitigation Measure 3A.3-5 would lessen the impacts on blue oak woodland and other trees because it would require the applicant to implement an oak woodland mitigation plan, and other measures to avoid and minimize impacts on oak woodlands. However, the EIR/EIS concluded that, even with the mitigation, the impact would remain significant and unavoidable because the loss of individual oak trees and blue oak woodland acreage and function would be extensive and would contribute substantially to the regional loss of this resource.

Blue oak woodland is present within the project area and individual oak trees are scattered throughout the grassland community. The project would disturb 12.499 acres of blue oak woodland and 89 individual oak trees consisting of 84 blue oaks (*Quercus douglasii*), three interior live oak (*Quercus wislizenii*), and two valley oaks (*Quercus lobata*) at the Toll Brothers site and 18.639 acres of oak woodland at other sites located within the project. The loss and degradation of blue oak woodland and individual oak trees that would occur with project implementation constitutes an adverse effect on a sensitive natural community regulated by the City under Section 10.2.3 of the FPASP. An Oak Tree Mitigation Plan consistent with the approved Conceptual Oak Tree Mitigation and Monitoring Plan for the FPASP (ECORP 2017b) is required to be prepared for the project.

While there have been changes to the design since the EIR/EIS, the project as designed would result in impacts to blue oak woodland and individual oak trees as originally analyzed in the EIR/EIS. Implementation of EIR/EIS MM 3A.3-5 is still applicable to reduce impacts blue oak woodland and individual oak trees. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

As discussed in Impact 3A.3-7 of the FPASP EIR/EIS, there is no adopted conservation plan for this area. Therefore, no impact was identified. No new conservation plans have been adopted. Therefore, there are no new significant impacts or substantially more severe impacts that would occur pertaining to conflicts with adopted conservation plans. The findings of the certified EIR/EIS remain valid and no further analysis is required.

g) Have the potential to cause a commercial and/or recreational fishery to drop below self-sustaining levels?

No special-status fish species are known or have potential to occur within the Alder Creek watershed, which is the watershed that occurs within the project area. No changes to this environmental condition have occurred. No new significant impacts or substantially more severe impacts to fishery resources would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were referenced in the EIR/EIS and would continue to remain applicable if the project were approved.

- ▶ Mitigation Measure 3A.3-1a: Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain in the SPA and Use Low Impact Development (LID) Features
- ▶ Mitigation Measure 3A.3-1b: Secure Clean Water Act Section 404 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
- ▶ Mitigation Measure 3A.3-2a: Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests
- ▶ Mitigation Measure 3A.3-2b: Prepare and Implement a Swainson's Hawk Mitigation Plan
- ▶ Mitigation Measure 3A.3-2c: Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies
- ▶ Mitigation Measure 3A.3-2d: Avoid and Minimize Impacts to Special-Status Bat Roosts
- ▶ Mitigation Measure 3A.3-2g: Secure Take Authorization for Federally Listed Vernal Pool Invertebrates and Implement All Permit Conditions
- ▶ Mitigation Measure 3A.3-4a: Secure and Implement Section 1602 Streambed Alteration Agreement
- ▶ Mitigation Measure 3A.3-4b: Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation

- ▶ Mitigation Measure 3A.3-5: 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

In addition, following project-specific analysis, the below refinements to the mitigation program are applicable to the project. The mitigation measures are numbered as found in the *Biological Resources Technical Memorandum for the Regency at Folsom Ranch Project Specific Plan Amendment* provided by ECORP in July 2019.

Mitigation Measure WS-1: Conduct Environmental Awareness Training for Construction Employees

Prior to beginning construction activities, the applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. The training shall describe the importance of onsite biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist shall also explain the importance of other responsibilities related to the protection of wildlife during construction such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.

The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by State and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions shall be provided to each person.

Mitigation Measure WS-2: Conduct Preconstruction Western Spadefoot Survey

The applicant(s) shall retain a qualified biologist to conduct a preconstruction western spadefoot survey within 48 hours of the initiation of construction activity within suitable tadpole habitat (e.g., vernal pools, seasonal wetlands, and drainages with standing water) for western spadefoot. If no western spadefoot individuals are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City, and no further mitigation shall be required. If western spadefoot individuals are found, the qualified biologist shall consult with CDFW to determine appropriate avoidance measures.

Mitigation Measure NWPT-1: Conduct Preconstruction Northwestern Pond Turtle Survey

The applicant(s) shall retain a qualified biologist to conduct a preconstruction northwestern pond turtle survey within 48 hours of the initiation of construction activity within suitable habitat for northwestern pond turtle. If no northwestern pond turtles are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City, and no further mitigation shall be required. If northwestern pond turtles are found, the qualified biologist shall capture and relocate the turtles to a suitable preserved location in the vicinity of the project.

Mitigation Measure NB-1: Preconstruction Nesting Bird Survey

The applicant shall conduct a preconstruction nesting bird survey of all areas associated with construction activities on the project site within 14 days prior to commencement of construction during the nesting season (1 February through 31 August).

If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.

CONCLUSION

While additional biological surveys of the site have been conducted and refined mitigation program for the project has been recommended, this information is consistent with the activities recommended in the mitigation adopted for the FPASP. No new significant or substantially more severe biological impacts would occur with the project. In some cases, based on the refined mitigation program, the biological impacts associated with the project would be reduced compared to the impacts described in the EIR/EIS. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

4.5 CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
5. Cultural Resources. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	Setting pp. 3B.5-1 to 3B.5-3 Impact 3A.5-1	No	No	Yes
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Setting pp. 3B.5-1 to 3B.5-3 Impacts 3A.5-1 and 3A.5-2	No	No	Yes
c. Disturb any human remains, including those interred outside of formal cemeteries?	Setting p. 3A.5-13 to 3A.5-15 Impact 3A.5-3	No	No	Yes

4.5.1 Discussion

Since the adoption of the FPASP and certification of the EIR/EIS, and consistent with the mitigation adopted in the FPASP, the FPASP applicants entered into a programmatic agreement (PA) with U.S. Army Corps of Engineers (USACE) to fulfill the requirements in Section 106 of the National Historic Preservation Act. The PA was amended in 2013 and the project is subject to the requirements of the First Amended Programmatic Agreement (FAPA) to meet obligations under all applicable state and federal requirements that were in place at the time of its execution. The execution of the PA (and subsequent amendments) was a requirement of the programmatic EIR/EIS to comply with both federal and state laws, including CEQA, and allowed for a phased approach for the identification and determination of impacts to cultural resources.

The FAPA provides the framework for compliance and requires that each individual development, including the project, must comply with specific terms that include, but are not limited to, development of a project-specific Area of Potential Effects (APE), a geoarchaeological investigation, an updated records search, good-faith identification efforts including pedestrian surveys, evaluation of significance of resources, a finding of effect, and the resolution of adverse effects to significant cultural resources. Furthermore, the FAPA requires that all work done in compliance with the FAPA be carried out in accordance with the overall research design and Preliminary Historic Properties Synthesis (PHPS) that has been prepared for the FPASP. The PHPS was renamed the Historic Property Management Plan (HPMP) in conjunction with the execution of the FAPA in 2013.

ECORP prepared a report summarizing the project-specific information for the project on historic and cultural resources and, in that report, provided refined mitigation measures specific to the project (ECORP 2019b). A summary of that information is presented below.

SENATE BILL 18

Senate Bill (SB) 18 was signed into law in September 2004 and became effective in March 2005. SB 18 (Burton, Chapter 905, Statutes of 2004) requires city and county governments to consult with California Native American tribes early in the planning process with the intent of protecting traditional tribal cultural places. The purpose of involving tribes at the early stage of planning efforts is to allow consideration of tribal cultural places in the context of broad local land use policy before project-level land use decisions are made by a local government. As such, SB 18 applies to the adoption or substantial amendment of general or specific plans. The process by which consultation

must occur in these cases was published by the Governor's Office of Planning and Research through its *Tribal Consultation Guidelines: Supplement to General Plan Guidelines* (OPR 2005).

Because the project is seeking a SPA to the FPASP, the City was required to initiate consultation under SB 18. On May 21, 2019, the City requested an SB 18 contact list from the California Native American Heritage Commission (NAHC). The NAHC failed to respond, so on June 13, 2019, the City sent SB 18 notification letters to tribes named on the most recent SB 18 list. This started a 90-day response window that ended September 11, 2019. The tribes that were contacted include: Buena Vista Rancheria, Shingle Springs Band of Miwok Indians, Colfax-Todds Valley Consolidated Tribe, Tsi Akim Maidu, Lone Band of Miwok Indians, United Auburn Indian Community, Nashville Enterprise Miwok-Maidu-Nishinam Tribe, and Wilton Rancheria.

On approximately June 28, 2019, the City received a response from the Shingle Springs Band of Miwok Indians, requesting consultation. On July 16, 2019, the City responded to the tribe by email and letter and offered a meeting on July 24 at the City's offices. The tribe failed to appear for the meeting and did not request to reschedule. As of July 26, 2019, no other tribes have responded to the notice.

On July 25, 2019, the City determined the need to re-notice the tribes again to include supplemental information about the off-site density transfer parcels included in the SPA and general plan amendment that was not included in the original notices. The tribes were sent a new notification letter on July 29, 2019, and a new 90-day response window, ending October 27, 2019, was opened. Consultation will be carried out in accordance with the *Tribal Consultation Guidelines: Supplement to General Plan Guidelines* published by the Governor's Office of Planning and Research and will be documented in a separate tribal consultation record to support the SPA and general plan amendment.

ASSEMBLY BILL 52

Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) established a formal consultation process for California Native American tribes as part of CEQA and equates significant impacts on tribal cultural resources with significant environmental impacts (Public Resources Code [PRC] Section 21084.2). AB 52 consultation requirements went into effect on July 1, 2015 for all projects that had not already published a Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration or published a Notice of Preparation of an Environmental Impact Report prior to that date (Section 11 [c]). Specifically, AB 52 requires that "prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, the lead agency shall begin consultation" (21808.3.1 [a]), and that "the lead agency may certify an environmental impact report or adopt a mitigated negative declaration for a project with a significant impact on an identified tribal cultural resource only if" consultation is formally concluded (21082.3[d]).

However, in the case of the current project, the lead agency has prepared this addendum to a previously certified EIR, in accordance with Section 15164 of the CEQA Guidelines. An addendum was determined to be the most appropriate document because none of the conditions described in Section 15162, calling for preparation of a subsequent EIR, have occurred. The addendum addresses minor technical changes or additions and confirms that the project is consistent with what was previously analyzed under the certified EIR. As such, the addendum will not result in an additional certification; therefore, the AB 52 procedures specified in PRC Sections 21080.3.1(d) and 21080.3.2 do not apply and no tribal consultation under AB 52 is required.

CITY OF FOLSOM 2035 GENERAL PLAN

The City completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project.

NATURAL AND CULTURAL RESOURCES ELEMENT

GOAL NCR 5.1 Encourage the preservation, restoration, and maintenance of cultural resources, including building and sites, to enrich our sense of place and our appreciation of the city's history.

- ▶ **NCR 5.1.2 Cultural Resources Inventory:** Maintain an inventory of prehistoric and historic resources, including structures and sites.
- ▶ **NCR 5.1.3 Nominate Additional Cultural Resources:** Nominate additional buildings and sites to the City of Folsom Cultural Resources Inventory of locally significant cultural resources.
- ▶ **NCR 5.1.4 Applicable Laws and Regulations:** Ensure compliance with City, State, and Federal historic preservation laws, regulations, and codes to protect and assist in the preservation of historic and archeological resources, as listed in the City of Folsom Historic Preservation Master Plan, including the use of the California Historical Building Code as applicable, including, but not limited to, Senate Bill 18, Assembly Bill 52, Appendix G to the CEQA Guidelines, and, where applicable, Section 106 of the National Historic Preservation Act.

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Impacts under the approved FPASP to historical resources within the FPASP area are described in Impact 3A.5-1. Impacts were determined to be potentially significant because the FPASP would develop in areas containing known historic resources. Mitigation Measures 3A.5-1a and 3A.5-1b were recommended and required the applicants to enter into a PA with USACE for the comprehensive evaluation of resources within the FPASP as well as an inventory and evaluation of cultural resources and methods to avoid or minimize damage to resources. As described in the mitigation, the PA would establish an area of potential effects and provide a framework for data gathering so that the applicant, City, and USACE would have a more thorough understanding of the resources present in the area and how best to address these resources, once projects were proposed within the FPASP. Although implementation of Mitigation Measures 3A.5-1a and 3A.5-1b in the EIR/EIS would reduce the impact to known prehistoric and historic-era cultural resources, the EIR/EIS concluded that the impact would remain potentially significant and unavoidable because some of the affected resources would not be within the City's jurisdiction.

As described above, the applicant has already entered a PA with USACE and has conducted a subsequent review of historic resources pertaining to the project area. That review determined the specific locations and qualities of historic resources present on the site. Based on the information in this review, the project applicants made modifications to the project design to facilitate complete avoidance of on-site resources through re-routing infrastructure or extending conservation easements over sites, and to enhance public interpretation opportunities using interpretive panels along proposed bike trails. In most cases, direct and indirect adverse effect could be reduced, but not eliminated, and some of the effects were resolved in advance through the preparation of the HPMP, extensive archival research, and through detailed lidar and aerial mapping. While these are not sufficient to reduce the potentially significant impact to a less-than-significant level, this impact was previously contemplated by the EIR/EIS and the FAPA process. The project does not change the nature, type, or severity of impact to historical resources.

Because of the extensive work on historic resources since the EIR/EIS was certified, the mitigation measures from the EIR/EIS addressing historic resources were refined to more specifically address the project area. With the implementation of these modified mitigation measures (3A.5-1a and 3A.5-1b), implementation of the project would result in less-than-significant impacts to historic resources. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

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

The EIR/EIS analyzed potential destruction or damage to known (Impact 3A.5-1) or unknown (Impact 3A.5-2) archeological resources and concluded that there would be potentially significant impacts because of the potential destruction and removal of these resources. The EIR/EIS recommended Mitigation Measures 3A.5-1a, 3A.5-1b, and 3A.5-2, which would reduce the impact to archaeological resources by requiring a programmatic agreement,

an inventory and evaluation of cultural resources and methods to avoid or minimize damage to resources, construction personnel education, and, if determined necessary, on-site monitoring during construction activities. However, the EIR/EIS concluded that this impact would remain potentially significant and unavoidable because some of the affected resources would not be within the City's jurisdiction and the City would not have control over their protection and preservation, because there always exists a potential for unknown archaeological sites to become uncovered during construction, and because not all resources would be avoided under the approved FPASP.

As described previously, the applicant entered into a programmatic agreement and subsequent review of cultural resources. As described under "a," the applicant made changes to the project design to avoid impacts to known resources. While these are not sufficient to reduce the potentially significant impact to a less-than-significant level without mitigation, the information gathered through the extensive surveys, Native American consultation, and reviews of records were used to refine the mitigation measures from the EIR/EIS. With the implementation of these modified mitigation measures shown below (3A.5-1a, 3A.5-1b, and 3A.5-2), the impact would be reduced to less than significant. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

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

The EIR/EIS analyzed potential destruction or damage to human remains in Impact 3A.5-3 and concluded that although there are no known or documented human burials or remains in the project area, the impact was potentially significant because ground-disturbing activities may inadvertently disinter or destroy previously unidentified interred human remains. The EIR/EIS recommended Mitigation Measure 3A.5-3, which would reduce the potential impact to a less-than-significant level because it would require the applicant to halt ground-disturbing activities if remains are uncovered and follow the requirements of the California Health and Safety Code.

Mitigation Measure 3A.5-3 has been updated to include a statement requiring the applicant to submit to the City proof of compliance and this updated version is presented below and remains consistent with Mitigation Measure 3A.5-3 in the EIR/EIS. No new information regarding human remains has been identified requiring new analysis or verification. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Mitigation Measures

To be consistent with the more specific requirements found in the Historic Property Treatment Plan (HPTP) and FAPA, the following FPASP EIR/EIS mitigation measures have been refined.

Mitigation Measure 3A.5-1a: Comply with the Programmatic Agreement

The PA for the project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.

Mitigation Measure 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

These steps may be combined with deliverables and management steps performed for Section 106 provided that management documents prepared for the PA also clearly reference the California Register of Historical Resources (CRHR) listing criteria and significance thresholds that apply under CEQA. Prior to ground disturbing work for each individual development phase or off-site element, the applicable oversight agency (City of Folsom, El Dorado County, Sacramento County, or Caltrans), or the project applicant(s) of all project phases, with applicable oversight agency, shall perform the following actions:

- ▶ The applicant shall retain the services of a qualified archaeologist to perform an inventory of cultural resources within each individual development phase or off-site element subject to approval under CEQA. Identified

resources shall be evaluated for listing on the CRHR. The inventory report shall also identify locations that are sensitive for undiscovered cultural resources based upon the location of known resources, geomorphology, and topography. The inventory report shall specify the location of monitoring of ground-disturbing work in these areas by a qualified archaeologist and monitoring in the vicinity of identified resources that may be damaged by construction, if appropriate.

- ▶ The identification of any sensitive locations subject to monitoring during construction of each individual development phase shall be performed in concert with monitoring activities performed under the PA to minimize the potential for conflicting requirements.
- ▶ For each resource that is determined eligible for the CRHR, the applicable agency or the applicant(s) for any particular discretionary development (under the agency's direction) shall obtain the services of a qualified archaeologist who shall determine if implementation of the individual project development would result in damage or destruction of "significant" (under CEQA) cultural resources. These findings shall be reviewed by the applicable agency for consistency with the significance thresholds and treatment measures provided in this EIR/EIS.
- ▶ Where possible, the project shall be configured or redesigned to avoid impacts on eligible or listed resources. Alternatively, these resources may be preserved in place if possible, as suggested under California Public Resources Code Section 21083.2. Avoidance of historic properties is required under certain circumstances under the Public Resource Code and 36 CFR Part 800.
- ▶ Where impacts cannot be avoided, the applicable agency or the applicant(s) of all project phases (under the applicable agency's direction) shall prepare and implement treatment measures that are determined to be necessary by a qualified archaeologist. These measures may consist of data recovery excavations for resources that are eligible for listing because of the data they contain (which may contribute to research). Alternatively, for historical architectural, engineered, or landscape features, treatment measures may consist of a preparation of interpretive, narrative, or photographic documentation. These measures shall be reviewed by the applicable oversight agency for consistency with the significance thresholds and standards provided in this EIR/EIS.
- ▶ To support the evaluation and treatment required under this Mitigation Measure, the archaeologist retained by either the applicable oversight agency or the applicant(s) of all project phases shall prepare an appropriate prehistoric and historic context that identifies relevant prehistoric, ethnographic, and historic themes and research questions against which to determine the significance of identified resources and appropriate treatment.
- ▶ These steps and documents may be combined with the phasing of management and documents prepared pursuant to the FAPA to minimize the potential for inconsistency and duplicative management efforts.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be coordinated by the applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).

Mitigation Measure 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

To reduce potential impacts to previously undiscovered cultural resources, the applicant(s) of all project phases shall do the following:

- ▶ Before the start of ground-disturbing activities, the applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the project APE, to educate them about the possibility of encountering buried cultural resources and inform them of the proper procedures should cultural resources be encountered.
- ▶ As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring.

- ▶ Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses and shall implement the approved mitigation before resuming construction activities at the archaeological site.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).

The applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.

The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.

If unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (l), are made during the construction of the project, the USACE shall ensure that they will be protected by implementing the following measures:

- ▶ The Construction Manager, or archaeological monitor, if given the authority to halt construction activities, shall ensure that work in that area is immediately halted within a 100-foot radius of the unanticipated discovery until the find is examined by a person meeting the professional qualifications standards specified in Section 2.2 of Attachment G of the HPMP. The Construction Manager, or archaeological monitor, if present, shall notify the USACE within 24 hours of the discovery.
- ▶ The USACE shall notify the State Historic Preservation Officer (SHPO) within one working day of an unanticipated discovery and may initiate interim treatment measures in accordance with this HPTP. Once the USACE makes a formal determination of eligibility for the resource, the USACE will notify the SHPO within 48 hours of the determination and afford the SHPO an opportunity to comment on appropriate treatment. The SHPO shall respond within 72 hours of the request to consult. Failure of the SHPO to respond within 72 hours shall not prohibit the USACE from implementing the treatment measures.

The applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.

Mitigation Measure 3A.5-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures

In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the Sacramento County Coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are

those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]).

After the coroner's findings are complete, the applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.

Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an Most Likely Descendant shall be followed. The applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the applicant(s) shall comply with one or more of the following requirements:

- ▶ record the site with the NAHC or the appropriate Information Center,
- ▶ use an open-space or conservation zoning designation or easement, or
- ▶ record a reinterment document with the county.

The applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).

The applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.

CONCLUSION

While consultation with regulatory agencies regarding cultural resources mitigation has been on-going and resulted in the development of refined mitigation program for the project, this mitigation program is consistent with the activities recommended in the mitigation adopted for the FPASP. No new significant or substantially more severe cultural resources impacts would occur with the project. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

4.6 ENERGY

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
6. Energy. Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Setting pp. 3A.16-5 to 3A.16-6, 3A.16-8 Impact 3A.16-12	No	No	Yes
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Setting 3A.16-5 to 3A.16-6, 3A.16-8 No Impact	No	No	Yes

4.6.1 Discussion

A variety of state and local laws and policies have been adopted since certification of the Draft FPASP EIR/EIS. Key regulations and conservation planning issues applicable to the project are discussed below.

STATE

Senate Bill X1-2 of 2011 and Senate Bill 350 of 2015

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 sets a three-stage compliance period requiring all California utilities, including independently-owned utilities, energy service providers, and community choice aggregators, to generate 20 percent of their electricity from renewables by December 31, 2013; 25 percent by December 31, 2016; and 33 percent by December 31, 2020. SB X1-2 also requires the renewable electricity standard to be met increasingly with renewable energy that is supplied to the California grid from sources within, or directly proximate to, California. SB X1-2 mandates that renewables from these sources make up at least 50 percent of the total renewable energy for the 2011-2013 compliance period, at least 65 percent for the 2014-2016 compliance period, and at least 75 percent for 2016 and beyond. In October 2015, SB 350 was signed into law, which requires retail sellers and publicly-owned utilities to procure 50 percent of their electricity from renewable resources by 2030.

California Building Efficiency Standards (Title 24, Part 6)

The 2019 Title 24 Part 6 Building Energy Efficiency Standards were adopted by the CEC on May 9, 2018 and will take effect on January 1, 2020. The standards are designed to move to the State closer to its zero net energy goals for new residential development. It does so by requiring all new residences to install enough renewable energy to offset all the site electricity needs of each residential unit (CCR, Title 24, Part 6, Section 150.1(c)14). CEC estimates that the combination of mandatory on-site renewable energy and prescriptively-required energy efficiency features will result in new residential construction that uses 53 percent less energy than the 2016 standards. Nonresidential buildings are anticipated to reduce energy consumption by 30 percent compared to the 2016 standards primarily through prescriptive requirements for high-efficacy lighting (CEC 2018). The building efficiency standards are enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary in response to local climatologic, geologic, or topographic conditions, provided that these standards are demonstrated to be cost effective and exceed the energy performance required by Title 24 Part 6.

LOCAL

The City completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project.

LAND USE ELEMENT

GOAL LU 1.1 Retain and enhance Folsom's quality of life, unique identity, and sense of community while continuing to grow and change.

- ▶ **LU 1.1.13 Sustainable Building Practices:** Promote and, where appropriate, require sustainable building practices that incorporate a "whole system" approach to designing and constructing buildings that consume less energy, water and other resources; facilitate natural ventilation; use daylight effectively; and, are healthy, safe, comfortable, and durable.
- ▶ **LU 1.1.14 Promote Resiliency:** Continue to collaborate with nonprofit organizations, neighborhoods groups, and other community organizations, as well as upstream, neighboring, and regional groups to effectively partner on and promote the issues relating to air quality, renewable energy systems, sustainable land use, adaptation, and the reduction of greenhouse gas (GHG) emissions.

GOAL LU 6.1 Allow for a variety of housing types and mix of uses that provide choices for Folsom residents, create complete and livable neighborhoods, and encourage walking and biking.

- ▶ **LU 6.1.3 Efficiency Through Density:** Support an overall increase in average residential densities in identified urban centers and mixed-use districts. Encourage new housing types to shift from lower-density, large-lot developments to higher-density, small-lot and multifamily developments, as a means to increase energy efficiency, conserve water, reduce waste, as well as increase access to services and amenities (e.g., open space) through an emphasis of mixed uses in these higher-density developments.
- ▶ **LU 9.1.10 Renewable and Alternative Energy Generation Systems:** Require the use of solar, wind, or other on-site renewable energy generation systems as part of the design of new planned developments.

MOBILITY ELEMENT

GOAL M 4.1 Ensure a safe and efficient network of streets for cars and trucks, as well as provide an adequate supply of vehicle parking.

- ▶ **M 4.1.8 Energy Efficiency:** Use the most energy-efficient light fixtures and technology for all traffic signals, street lights, roads, intersections, and bicycle and pedestrian signals.

NATURAL AND CULTURAL RESOURCES

GOAL NCR 3.2 Improve the sustainability of the community through continued local efforts to reduce GHG emissions.

- ▶ **NCR 3.2.3 Greenhouse Gas Reduction in New Development:** Reduce greenhouse gas emissions from new development by encouraging development that lowers vehicle miles traveled (VMT), and discouraging auto-dependent sprawl and dependence on the private automobile; promoting development that is compact, mixed-use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio; and other methods of reducing emissions while maintaining the balance of housing types Folsom is known for.

PUBLIC FACILITIES AND SERVICES

GOAL PFS 8.1 Provide for the energy and telecommunications needs of Folsom and decrease dependence on nonrenewable energy sources through energy conservation, efficiency, and renewable resource strategies now and in the future.

- ▶ **PFS 8.1.3 Renewable Energy:** Promote efforts to increase the use of renewable energy resources such as wind, solar, hydropower, and biomass both in the community and in City operations, where feasible.
- ▶ **PFS 8.1.3 Regional Energy Conservation:** Partner with neighboring jurisdictions and local energy utilities (e.g., SMUD and PG&E) to develop, maintain, and implement energy conservation programs.
- ▶ **PFS 8.1.5 PACE Program:** Assist in implementing the Property Assessed Clean Energy (PACE) financing programs to provide residential and commercial property owners with energy efficiency and renewable energy financing opportunities.
- ▶ **PFS 8.1.6 Energy-Efficient Lighting:** Reduce the energy required to light Folsom's parks and public facilities by employing energy-efficient lighting technology.

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

As described in Impact 3A.16-12, the FPASP would increase the consumption of energy. However, the FPASP would need to comply with Building Energy Efficiency Standards included in Title 24 of the California Code of Regulations and implement an Air Quality Management Plan. This impact (Impact 3A.16-12) was determined to be less than significant and no mitigation was required.

As discussed under Section 4.3, "Air Quality," the project would result in the conversion of previously planned traditional homes to age-restricted homes, would generate less vehicle trips than previously determined in the FPASP EIR/EIS, and would be subject to more stringent regulations. In addition, the project would continue to comply with Title 24 requirements, which were updated in 2019 and include renewable energy and energy efficiency requirements to reduce energy consumption in new residences by 53 percent. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

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

Relevant plans that pertain to the efficient use of energy include the *State 2008 Energy Action Plan Update*, which focuses on energy efficiency; demand response; renewable energy; the supply and reliability of electricity, natural gas, and transportation fuels; and achieving GHG reduction targets (CEC and CPUC 2008).

Although implementation of the FPASP has the potential to result in the consumption of energy resources during construction and operation of new buildings and facilities, Impact 3A.16-12 of the EIR/EIS determined that design guidelines incorporated into the project identify energy conservation measures that would minimize inefficient energy usage and promote conservation of energy resources. In addition, the FPASP would comply with the Building Energy Efficiency Standards included in Title 24 of the California Code of Regulations, which would align with the *State 2008 Energy Action Plan Update*.

The project would not result in substantial land use changes or an increase in population from the approved FPASP. The project would comply with general plan policies related to renewable energy or energy efficiency and Title 24 Building Energy Efficiency Standards. The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

Mitigation Measures

No mitigation measures are required for the project for this issue.

CONCLUSION

This report updates the regulatory setting addressing energy and provides additional project-level energy analysis in accordance with the updated Appendix G of the CEQA Guidelines, which became effective on December 28, 2018. While the updated information and the project-specific analyses provide additional detail for the project site, the proposed amendment to the FPASP would not result in new or substantially more severe significant impacts to energy. Therefore, no additional analysis is required.

4.7 GEOLOGY AND SOILS

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
7. Geology and Soils. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.) ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides? 	Setting pp. 3A.7-3 to 3A.7-5, 3A.7-18, 3A.7-19 Impacts 3A.7-1, 3A.7-2	No	No	Yes
b. Result in substantial soil erosion or the loss of topsoil?	Setting pp. 3A.7-5 to 3A.7-6 Impact 3A.7-3	No	No	Yes
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Setting p. 3A.7-6 Impacts 3A.7-4, 3A.7-5	No	No	Yes
d. Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?	Setting p. 3A.7-11 Impact 3A.7-6	No	No	Yes
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Setting p. 3A.7-11 Impact 3A.7-7	No	No	NA
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Setting pp. 3A.7-13 to 3A.7-17 Impact 3A.7-10	No	No	Yes

4.7.1 Discussion

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project.

SAFETY AND NOISE ELEMENT

GOAL SN 2.1 Reduce risks and minimize impacts to the community from earthquakes and geologic hazards.

- ▶ **SN 2.1.1 Requirements:** Develop, maintain, and implement land use planning, building construction, and retrofitting requirements consistent with State standards to reduce risk associated with geologic and seismic hazards.
- ▶ **SN 2.1.2 Roads, Bridges, and Utility Lines:** Ensure that the design and engineering of new roads, bridges, and utility lines can withstand movement or ground failure associated with the seismic risk in Folsom consistent with State standards.
- ▶ **SN 2.1.4 Dredge Tailings:** Require new development on dredge tailings to conform to the guidelines and regulations of the California Geological Survey.

No other substantial change in the environmental and regulatory settings related to geology and soils, described in the EIR/EIS Section 3A.7 Geology, Soils, Mineral, and Paleontological Resources - Land, has occurred since certification of the EIR/EIS. The regional and local settings remain the same as stated Section 3A.7.

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

The project would affect the same area analyzed for development in the FPASP EIR/EIS and proposed changes would not substantially alter the development type or density at the site. As described on page 3A.7-3 of the EIR/EIS, the project is located approximately 50 miles from the northern segment of the Cleveland Hills Fault, located near Lake Oroville, the nearest Alquist-Priolo Earthquake Fault Zone. The project site is not underlain by or adjacent to any known faults. Because the damage from surface fault rupture is generally limited to a linear zone a few yards wide, the potential for surface fault rupture to cause damage to proposed structures is negligible. The certified EIR/EIS found that there was no need to discuss this issue any further. The project would affect the same area analyzed for development in the FPASP EIR/EIS and no new information regarding earthquake faults has been identified requiring new analysis or verification. Because there are no new significant impacts or substantially more severe impacts, the findings of the certified EIR/EIS remain valid and no further analysis is required.

ii) **Strong seismic ground shaking?**

The EIR/EIS provides analysis of the potential for ground shaking to occur that could damage structures during strong earthquakes generated along faults in the region (Impact 3A.7-1). As described in the EIR/EIS, the potential for damage from strong seismic ground shaking is considered a potentially significant impact. Mitigation Measures 3A.7-1a and 3A.7-1b would require that a geotechnical report be prepared and that earthmoving activities be monitored. Implementation of Mitigation Measures 3A.7-1a and 3A.7-1b would reduce the potentially significant impact to a less-than-significant level. The project would affect the same area analyzed for development in the FPASP EIR/EIS, no new information regarding seismic ground shaking has been identified requiring new analysis or verification, and the project would implement FPASP EIR/EIS Mitigation Measure 3A.7-1a and 3A.7-1b. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

iii) **Seismic-related ground failure, including liquefaction?**

The EIR/EIS analyzed the potential for seismic-related ground failure (Impact 3A.7-2) and found that it is unlikely that on- or off-site soils would be subject to liquefaction in the event of an earthquake. Therefore, direct impacts related to potential damage to structures from seismically-induced liquefaction are considered less than significant. The

project would affect the same area analyzed for development in the FPASP EIR/EIS and no new information regarding seismic-related ground failure or liquefaction has been identified requiring new analysis or verification. Because there are no new significant impacts or substantially more severe impacts, the findings of the certified EIR/EIS remain valid and no further analysis is required.

iv) Landslides?

The area in which the project is located is made of rolling hills with low to no potential for landslides. As described on page 3A.7-6 of the EIR/EIS, no landslides have been recorded in the vicinity of the FPASP area. As discussed on page 3B.7-5, the landslide potential for native and engineered slopes depends on the gradient, localized geology and soils, amount of rainfall, amount of excavation, and seismic activity. Only a narrow strip along the County's eastern boundary, from the Placer County line to the Cosumnes River, is considered to have landslide potential at specific locations. Because the FPASP area is not within the area for landslide potential, this topic was not addressed in an impact discussion. Even so, implementation of Mitigation Measures 3A.7-1a and 3A.7-1b would reduce any potential impact related to landslides and other soil instability by requiring site-specific geotechnical reports and earthwork monitoring. All project facilities would be designed in accordance with the latest California Building Codes that include soil stability requirements and protections from landslides. The project would affect the same area analyzed for development in the FPASP EIR/EIS and no new information regarding landslides has been identified requiring new analysis or verification. Because the project would not substantially change the type of development that would occur at the site, no new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

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

The EIR/EIS analyzed the potential for construction activities to result in substantial soil erosion or the loss of topsoil (Impact 3A.7-3). As described in the EIR/EIS, implementation of the FPASP would involve intensive grading and construction activities. The impacts from these activities would be potentially significant. Implementation of Mitigation Measure 3A.7-3 along with Mitigation Measure 3A.9-1 would reduce potentially significant construction-related erosion to a less-than-significant level by requiring a grading and erosion control plan and storm water pollution prevention plan (SWPPP). The project would result in the same types and intensity of construction activities as those evaluated in the FPASP EIR/EIS. No new information regarding on- or off-site erosion has been identified requiring new analysis or verification. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

As described in Impacts 3A.7-4 and 3A.7-5 of the EIR/EIS, implementation of the FPASP would result in potentially significant impacts regarding potential geologic hazards from construction in bedrock/rock outcroppings and seasonal subsurface water flows from surface infiltration. By implementing Mitigation Measures 3A.7-1a, 3A.7-4, and 3A.7-5, the impact would be reduced to a less-than-significant level. No changes in soils at the site have occurred since the EIR/EIS was certified. The project would implement Mitigation Measures 3A.7-1a and 3A.7-5, no project activities would occur east of Old Placerville Road and Mitigation Measure 3A.7-4 would not apply. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?

As described in Impact 3A.7-6 of the EIR/EIS, the FPASP site does contain soils with moderate to high shrink-swell potential, indicating the soils are expansive. The EIR/EIS found that this impact would be potentially significant. However, with the implementation of Mitigation Measures 3A.7-1a and 3A.7-1b, the impact would be reduced to a less-than-significant level. No changes in soils at the site have occurred since the EIR/EIS was certified. No new

significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

As described in the EIR/EIS, the FPASP, as well as the project, would use piped sewer service from Sacramento Regional County Sanitation District and/or El Dorado Irrigation District. Septic systems would not be required and there would be no impact. This condition has not changed. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Impact 3A.7-10 of the EIR/EIS analyzed the potential for damage to unique paleontological resources during earthmoving activities in the FPASP area. The EIR/EIS concluded that the impact of the FPASP on this resource would be potentially significant because the western part of the FPASP area, coinciding with the project area, is underlain by formations which have been known to contain vertebrate mammal, plant, and invertebrate fossils. Mitigation Measure 3A.7-10 would reduce the impact to a less-than-significant level through construction personnel training, stop work processes, and recovery plans.

Because the development of the project under the project would result in a similar footprint for ground disturbance as the approved FPASP, the impact conclusions pertaining to paleontological resources remain unchanged. The Toll Brothers site is underlain by Salt Springs Slate (see Exhibit 3A.7-1 of the EIR/EIS) and would not contain vertebrate fossils or fossil plant assemblages, as described in Impact 3A.7-10 of the Draft EIR/EIS. In addition, implementation of Mitigation Measure 3A.7-10 would reduce the impact to paleontological resources to less-than-significant. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were referenced in the EIR/EIS analysis and would continue to remain applicable if the project were approved.

- ▶ Mitigation Measure 3A.7-1a: Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations
- ▶ Mitigation Measure 3A.7-1b: Monitor Earthwork during Earthmoving Activities
- ▶ Mitigation Measure 3A.7-3: Prepare and Implement the Appropriate Grading and Erosion Control Plan
- ▶ Mitigation Measure 3A.7-5: Divert Seasonal Water Flows Away from Building Foundations
- ▶ Mitigation Measure 3A.7-10: Conduct Construction Personnel Education, Stop Work if Archeological or Paleontological Resources Are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required

The EIR/EIS concluded that mitigation measures were adequate to reduce the risk regarding geology and soils to a less-than-significant level.

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts to geology and soils.

4.8 GREENHOUSE GAS EMISSIONS

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
8. Greenhouse Gas Emissions. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Environmental Setting p. 3A.4-1 to 3A.4-4; Regulatory Setting p. 3A.4-4 to 3A.4-9 and updated below; Impact 3A.4-1 and Impact 3A.4-2.	No	No	Yes
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Same as above.	No	No	Yes

4.8.1 Discussion

Since the Draft FPASP EIR/EIS was certified in 2011, new information about the science of climate change has become available and the relationship between greenhouse gas (GHG) emissions and land use planning has become better understood. A variety of federal, state, and local laws and policies have been adopted since certification of the Draft FPASP EIR/EIS. Key regulations and conservation planning issues applicable to the project are discussed below.

FEDERAL

National Program to Cut Greenhouse Gas Emissions and Improve Fuel Economy for Cars and Trucks

On August 28, 2014, EPA and the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) finalized a new national program that would reduce GHG emissions and improve fuel economy for all new cars and trucks sold in the United States (NHTSA 2012). EPA proposed the first-ever national GHG emissions standards under the federal Clean Air Act, and NHTSA proposed Corporate Average Fuel Economy standards under the Energy Policy and Conservation Act. This proposed national program allows automobile manufacturers to build a single light-duty national fleet that satisfies all requirements under both Federal programs and the standards of California and other states. While this program will increase fuel economy to the equivalent of 54.5 mpg for cars and light-duty trucks by Model Year 2025, additional phases are being developed by NHTSA and EPA that address GHG emission standards for new medium- and heavy-duty trucks (NHTSA 2016).

STATE

AB 32 Climate Change Scoping Plan and Update

In December 2008, CARB adopted its Climate Change Scoping Plan, which contains the main strategies California will implement to achieve reduction of approximately 118 million metric tons (MMT) of CO₂-equivalent (CO₂e) emissions, or approximately 21.7 percent from the state's projected 2020 emission level of 545 MMT of CO₂e under a business-as-usual scenario (this is a reduction of 47 MMT CO₂e, or almost 10 percent, from 2008 emissions). CARB's original 2020 projection was 596 MMT CO₂e, but this revised 2020 projection considers the economic downturn that occurred

in 2008 (CARB 2011). The Scoping Plan reapproved by CARB in August 2011 includes the Final Supplement to the Scoping Plan Functional Equivalent Document, which further examined various alternatives to Scoping Plan measures. The Scoping Plan also includes CARB-recommended GHG reductions for each emissions sector of the state's GHG inventory. CARB estimates the largest reductions in GHG emissions to be achieved by 2020 will be by implementing the following measures and standards (CARB 2011):

- ▶ improved emissions standards for light-duty vehicles (estimated reductions of 26.1 MMT CO₂e),
- ▶ the Low-Carbon Fuel Standard (15.0 MMT CO₂e),
- ▶ energy efficiency measures in buildings and appliances (11.9 MMT CO₂e),
- ▶ a renewable portfolio and electricity standards for electricity production (23.4 MMT CO₂e), and
- ▶ the Cap-and-Trade Regulation for certain types of stationary emission sources (e.g., power plants).

In May 2014, CARB released and has since adopted the *First Update to the Climate Change Scoping Plan* to identify the next steps in reaching AB 32 goals and evaluate the progress that has been made between 2000 and 2012 (CARB 2014:4 and 5). According to the update, California is on track to meet the near-term 2020 GHG limit and is well positioned to maintain and continue reductions beyond 2020 (CARB 2014:ES-2). The update also reports the trends in GHG emissions from various emission sectors.

The update summarizes sector-specific actions needed to stay on the path toward the 2050 target. While the update acknowledges certain reduction targets by others (such as in the Copenhagen Accord), it stops short of recommending a specific target for California, instead acknowledging that mid-term targets need to be set "consistent with the level of reduction needed [by 2050] in the developed world to stabilize warming at 2°C (3.6°F) [above pre-industrial levels]."

After releasing multiple versions of proposed updates in 2017, CARB adopted the final version titled California's 2017 Climate Change Scoping Plan (2017 Scoping Plan) in December (CARB 2017). The 2017 Scoping Plan indicates that California is on track to achieve the 2020 statewide GHG target mandated by AB 32 of 2006 (CARB 2017:9). It also lays out the framework for achieving the mandate of SB 32 of 2016 to reduce statewide GHG emissions to at least 40 percent below 1990 levels by the end of 2030 (CARB 2017). The 2017 Scoping Plan identifies the GHG reductions needed by each emissions sector.

The 2017 Scoping Plan also identifies how GHGs associated with proposed projects could be evaluated under CEQA (CARB 2017:101-102). Specifically, it states that achieving "no net increase" in GHG emissions is an appropriate overall objective of projects evaluated under CEQA if conformity with an applicable local GHG reduction plan cannot be demonstrated. CARB recognizes that it may not be appropriate or feasible for every development project to mitigate its GHG emissions to zero and that an increase in GHG emissions due to a project may not necessarily imply a substantial contribution to the cumulatively significant environmental impact of climate change.

Executive Order B-30-15

On April 20, 2015, Executive Order (EO) B-30-15 was signed into law and established a California GHG reduction target of 40 percent below 1990 levels by 2030. The Governor's EO aligns California's GHG reduction targets with those of leading international governments such as the 28-nation European Union, which adopted the same target in October 2014. California is on track to meet or exceed the target of reducing GHG emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (AB 32, discussed above). California's new emission reduction target of 40 percent below 1990 levels by 2030 sets the next interim step in the State's continuing efforts to pursue the long-term target expressed under EO S-3-05 to reach the goal of reducing emissions 80 percent below 1990 levels by 2050. This is in line with the scientifically-established levels needed in the U.S. to limit global warming below 2 degrees Celsius, the warming threshold at which major climate disruptions are projected, such as super droughts and rising sea levels.

Senate Bill 32 and Assembly Bill 197 of 2016

In August 2016, SB 32 and AB 197 were signed into law and serve to extend California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the State's continued efforts to pursue the long-term target expressed in EOs S-3-05 and B-30-15 of 80 percent below 1990 emissions levels by 2050.

Advanced Clean Cars Program

In January 2012, CARB approved the Advanced Clean Cars program which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles, into a single package of regulatory standards for vehicle model years 2017 through 2025. The new regulations strengthen the GHG standard for 2017 models and beyond. This will be achieved through existing technologies, the use of stronger and lighter materials, and more efficient drivetrains and engines. The program's zero-emission vehicle regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025. The program also includes a clean fuels outlet regulation designed to support the commercialization of zero-emission hydrogen fuel cell vehicles planned by vehicle manufacturers by 2015 by requiring increased numbers of hydrogen fueling stations throughout the state. The number of stations will grow as vehicle manufacturers sell more fuel cell vehicles. By 2025, when the rules will be fully implemented, the statewide fleet of new cars and light trucks will emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions than the statewide fleet in 2016 (CARB 2016).

Senate Bill X1-2 of 2011 and Senate Bill 350 of 2015

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 sets a three-stage compliance period requiring all California utilities, including independently-owned utilities, energy service providers, and community choice aggregators, to generate 20 percent of their electricity from renewables by December 31, 2013; 25 percent by December 31, 2016; and 33 percent by December 31, 2020. SB X1-2 also requires the renewable electricity standard to be met increasingly with renewable energy that is supplied to the California grid from sources within, or directly proximate to, California. SB X1-2 mandates that renewables from these sources make up at least 50 percent of the total renewable energy for the 2011-2013 compliance period, at least 65 percent for the 2014-2016 compliance period, and at least 75 percent for 2016 and beyond. In October 2015, SB 350 was signed into law, which requires retail sellers and publicly-owned utilities to procure 50 percent of their electricity from renewable resources by 2030.

California Building Efficiency Standards (Title 24, Part 6)

The 2019 Title 24 Part 6 Building Energy Efficiency Standards were adopted by the CEC on May 9, 2018 and will take effect on January 1, 2020. The standards are designed to move to the State closer to its zero net energy goals for new residential development. It does so by requiring all new residences to install enough renewable energy to offset all the site electricity needs of each residential unit (CCR, Title 24, Part 6, Section 150.1(c)14). CEC estimates that the combination of mandatory on-site renewable energy and prescriptively-required energy efficiency features will result in new residential construction that uses 53 percent less energy than the 2016 standards. Nonresidential buildings are anticipated to reduce energy consumption by 30 percent compared to the 2016 standards primarily through prescriptive requirements for high-efficacy lighting (CEC 2018). The building efficiency standards are enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary in response to local climatologic, geologic, or topographic conditions, provided that these standards are demonstrated to be cost effective and exceed the energy performance required by Title 24 Part 6.

California Integrated Waste Management Act

To minimize the amount of solid waste that must be disposed of in landfills, the State Legislature passed the California Integrated Waste Management Act of 1989 (AB 939), effective January 1990. According to AB 939, all cities

and counties were required to divert 25 percent of all solid waste from landfill facilities by January 1, 1995, and 50 percent by January 1, 2000. Through other statutes and regulations, this 50 percent diversion rate also applies to State agencies. In order of priority, waste reduction efforts must promote source reduction, recycling and composting, and environmentally-safe transformation and land disposal.

In 2011, AB 341 modified the California Integrated Waste Management Act and directed the California Department of Resources Recycling and Recovery (CalRecycle) to develop and adopt regulations for mandatory commercial recycling. The resulting Mandatory Commercial Recycling Regulation (2012) requires that on and after July 1, 2012, certain businesses that generate four cubic yards or more of commercial solid waste per week shall arrange recycling services. To comply with this requirement, businesses may either separate recyclables and self-haul them or subscribe to a recycling service that includes mixed waste processing. AB 341 also established a statewide recycling goal of 75 percent; the 50 percent disposal reduction mandate still applies for cities and counties under AB 939, the Integrated Waste Management Act.

Senate Bill 743 of 2013

SB 743 changes the way that public agencies evaluate the transportation impacts of projects under CEQA. The proposed revisions to the State CEQA Guidelines would establish new criteria for determining the significance of a project's transportation impacts that will more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHGs.

As detailed in SB 743, the Governor's Office of Planning and Research (OPR) was tasked with developing potential metrics to measure transportation impacts and replace the use of delay and level of service (LOS).

In November 2017, OPR released its proposed changes to the CEQA Guidelines, including the addition of Section 15064.3 that would implement SB 743 (OPR 2017a:77-90a). In support of these changes, OPR also published its Technical Advisory on Evaluating Transportation Impacts in CEQA, which recommends that the transportation impact of a project be based on whether it would generate a level of VMT per capita (or VMT per employee) that is 15 percent lower than existing development in the region (OPR 2017b:12-13). OPR's technical advisory explains that this criterion is consistent with Section 21099 of the California Public Resources Code, which states that the criteria for determining significance must "promote the reduction in greenhouse gas emissions" (OPR 2017b:18). It is also consistent with the statewide per capita VMT reduction target developed by the California Department of Transportation (Caltrans) in its Strategic Management Plan, which calls for a 15 percent reduction in per capita VMT, compared to 2010 levels, by 2020 (Caltrans 2015:11). Additionally, the California Air Pollution Control Officers Association determined that a 15 percent reduction in VMT is typically achievable for projects (CAPCOA 2010:55) and the call for local governments to set communitywide GHG reduction targets of 15 percent below then-current levels by 2020 in CARB's *First Update to the Climate Change Scoping Plan* (CARB 2014:113).

Section 15064.3 was added to CEQA in December 2018, requiring that transportation impacts no longer consider congestion but instead focus on the impacts of VMT. Agencies have until July 1, 2020 to implement these changes but can also choose to implement these changes immediately.

Low Carbon Fuel Standard

In January 2007, Executive Order S-01-07 established a Low Carbon Fuel Standard (LCFS). The EO calls for a statewide goal to be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020, and that a LCFS for transportation fuels be established for California. The LCFS applies to all refiners, blenders, producers, or importers ("Providers") of transportation fuels in California, including fuels used by off-road construction equipment (Wade, pers. comm. 2017). The LCFS is measured on the total fuel cycle and may be met through market-based methods (e.g., providers exceeding the performance required by an LCFS receive credits that may be applied to future obligations or traded to Providers not meeting LCFS).

In June 2007, CARB adopted the LCFS as a Discrete Early Action item under AB 32 pursuant to Health and Safety Code Section 38560.5, and in April 2009, CARB approved the new rules and carbon intensity reference values with new regulatory requirements taking effect in January 2011. The standards require providers of transportation fuels to report on the mix of fuels they provide and demonstrate they meet the LCFS intensity standards annually. This is

accomplished by ensuring that the number of “credits” earned by providing fuels with a lower carbon intensity than the established baseline (or obtained from another party) is equal to or greater than the “deficits” earned from selling higher intensity fuels.

After some disputes in the courts, CARB re-adopted the LCFS regulation in September 2015, and the LCFS went into effect on January 1, 2016.

Executive Order B-48-18: Zero-Emission Vehicles

In January 2018, Executive Order B-48-18 was signed into law and requires all State entities to work with the private sector to have at least 5 million zero-emission vehicles (ZEVs) on the road by 2030, as well as install 200 hydrogen fueling stations and 250,000 electric vehicle charging stations by 2025. It specifies that 10,000 of the electric vehicle charging stations should be direct current fast chargers. This order also requires all State entities to continue to partner with local and regional governments to streamline the installation of ZEV infrastructure. The Governor’s Office of Business and Economic Development is required to publish a Plug-in Charging Station Design Guidebook and update the 2015 Hydrogen Station Permitting Guidebook (Eckerle and Jones 2015) to aid in these efforts. All State entities are required to participate in updating the 2016 Zero-Emissions Vehicle Action Plan (Governor’s Interagency Working Group on Zero-Emission Vehicles 2016) to help expand private investment in ZEV infrastructure with a focus on serving low-income and disadvantaged communities. Additionally, all State entities are to support and recommend policies and actions to expand ZEV infrastructure at residential land uses, through the Low Carbon Fuel Standard Program, and recommend how to ensure affordability and accessibility for all drivers.

LOCAL

Folsom 2035 General Plan

Since certification of the EIR/EIS in 2011, the City has adopted the Folsom 2035 General Plan. The general plan includes policies applicable to the project, specifically related to greenhouse gas reduction, as described below. These policies are included in the City’s Greenhouse Gas Emissions Reduction Strategy included in Appendix A of the Folsom 2035 General Plan.

GOAL NCR 3.2 Improve the sustainability of the community through continued local efforts to reduce GHG emissions.

- ▶ **NCR 3.2.1 Community Greenhouse Gas Reductions:** Reduce community GHG emissions by 15 percent below 2005 baseline levels by 2020, and further reduce community emissions by:
 - 40 percent below the 2020 target by 2030;
 - 51 percent below the 2020 target by 2040; and,
 - 80 percent below the 2020 target by 2050.
- ▶ **NCR 3.2.3 Greenhouse Gas Reduction in New Development:** Reduce greenhouse gas emissions from new development by encouraging development that lowers VMT, and discouraging auto-dependent sprawl and dependence on the private automobile; promoting development that is compact, mixed-use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio; and other methods of reducing emissions while maintaining the balance of housing types Folsom is known for.
- ▶ **NCR 3.2.6 Coordination with SMAQMD:** Coordinate with SMAQMD to ensure projects incorporate feasible mitigation measures to reduce GHG emissions and air pollution from both construction and operations, if not already provided for through project design.
- ▶ **NCR 3.2.7 Preference for Reduced-Emission Equipment:** Require contractors to use reduced-emission equipment for City construction projects and contracts for services.

- **NCR 3.2.8 GHG Analysis Streamlining for Projects Consistent with the General Plan:** Projects subject to environmental review under CEQA may be eligible for tiering and streamlining the analysis of GHG emissions, provided they are consistent with the GHG reduction measures included in the General Plan and EIR. The City may review such projects to determine whether the following criteria are met:
- Proposed project is consistent with the General Plan land use designation for the project site;
 - Proposed project incorporates all applicable GHG reduction measures (documented in the Climate Change Technical Appendix to the General Plan EIR) as enforceable mitigation measures in the CEQA document prepared for the project; and,
 - Proposed project clearly demonstrates the method, timing and process for which the project will comply with applicable GHG reduction measures and/or conditions of approval, (e.g., using a CAP/GHG reduction measures consistency checklist, mitigation monitoring and reporting plan, or other mechanism for monitoring and enforcement as appropriate).
- a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Construction-Generated Greenhouse Gas Emissions

Construction-related GHG emissions were analyzed under Impact 3A.4-1 of the FPASP EIR/EIS. Modeling was conducted using the Urban Emissions Model and estimated that approximately 50,456 MT CO₂e would be generated by construction activity during the multiple-decade buildout period of the FPASP, including the project site. Because of the intensity and duration of construction activities associated with all development under the FPASP, including the project site, and presuming that this level of construction-generated GHG emissions would be substantial compared to other construction projects in the region and in the state, the analysis determined that construction-generated GHG emission levels would have a substantial contribution to GHGs that cause climate change. Therefore, the analysis concluded, GHG emissions associated with construction under the FPASP would result in a cumulatively considerable incremental contribution to this significant and unavoidable cumulative impact.

SMAQMD did not have a recommended threshold for evaluating construction-related GHGs at the time of the FPASP EIR/EIS was prepared. Since that time, however, SMAQMD has developed a mass emission threshold of 1,100 MT CO₂e/year for determining whether construction-generated GHG emissions are significant (SMAQMD 2009:6-9). Based on 50,456 MT CO₂e provided in the FPASP EIR/EIS for construction of the entire FPASP, GHG emissions generated by construction of the FPASP (including the project) would exceed SMAQMD's threshold.

The types of emissions-generating construction activity would generally be the same under the project as evaluated in the FPASP EIR/EIS, as well as the quantity of land that would be developed and the intensity and pace of construction. The project would result in fewer dwelling units and lower land use density at the Toll Brothers site than the adopted specific plan. The decreases would be offset by additional dwelling units in other parts of the FPASP, specifically the Town Center sub-plan area and the Mangini Ranch Phase I sub-plan area. Overall, development within the Toll Brothers site under the amended plan would be similar in area, size, and intensity to what was approved under the FPASP. For these reasons it is not anticipated that the project would result in any new circumstances involving new significant impacts or substantially more severe impacts pertaining to construction-generated GHG emissions than were identified in the FPASP EIR/EIS.

Implementation of Mitigation Measure 3A.2-1a, which focuses on reducing construction-generated emissions of criteria air pollutants and precursors, would also result in reductions in construction-generated GHGs. Similarly, implementation of Mitigation Measures 3A.2-1b, which requires applicants to pay an off-site mitigation fee to SMAQMD to offset construction-generated emissions of oxides of nitrogen would also result in reductions in construction-generated GHGs. Furthermore, Mitigation Measure 3A.4-1 requires implementation of additional measures to minimize construction-generated GHG emissions. These mitigation measures would generally result in the same reductions in GHG emissions under the project as the adopted FPASP. Therefore, the conclusions of the EIR/EIS remain valid and no additional analysis would be required.

Operational Greenhouse Gas Emissions

GHG emissions and associated climate change impacts of the approved FPASP were evaluated in Section 3A.4 of the 2010 Draft FPASP EIR/EIS. The methods of analysis for GHG estimation have evolved since the FPASP EIR/EIS was prepared. Since that time, the Urban Emissions model (URBEMIS) that was used in the FPASP EIR/EIS analysis was replaced with CalEEMod. CalEEMod is now the widely-recognized modeling tool by air districts in California for estimating GHG emissions for development projects, including SMAQMD (SMAQMD 2009:6-8). Also, SMAQMD now recommends a specific threshold of significance for evaluating GHG emissions from land use development projects, as discussed above. The replacement of URBEMIS with CalEEMod, as well as the new threshold and guidance recommended by SMAQMD, do not constitute "new information" as defined in CEQA Guidelines Section 15162, because information was known about GHGs at the time the FPASP EIR/EIS was prepared and modeling methodologies similar to what is now used were available to estimate emissions.

Impact 3A.4-2 of the FPASP EIR/EIS determined that although future regulations would likely reduce project-generated GHGs, the quantity and effectiveness of such GHG reductions was uncertain and reduction measures promulgated under AB 32 may not be sufficient to achieve CARB's recommended 30 percent reduction from business-as-usual emissions levels projected for 2020 or the CO₂e per service population per year (CO₂e/SP/year) goals of 4.36 CO₂e/SP/year for development prior to 2020 and 3.68 CO₂e/SP/year for development prior to 2030. Implementation of Mitigation Measures 3A.4-2a and 3A.4-2b requires the implementation of all feasible GHG reduction measures known at the time of the EIR/EIS. However, the EIR/EIS concluded that the attainment of the applicable GHG reduction goal was still uncertain, and therefore, impacts related to GHG reductions would be significant and unavoidable.

Land use changes included under the project would result in a similar or less land-use intensity as previously evaluated in the FPASP EIR/EIS. The following land use types and quantities were adopted under the FPASP plan for the Toll Brothers site:

- ▶ Single-Family High Density: 979 dwelling units
- ▶ Multi-Family Low Density: 167 dwelling units
- ▶ Multi-Family Medium Density: 312 dwelling units
- ▶ Parks: 10 acres
- ▶ Open Space: 83.91 acres

Land use changes proposed as part of the project would result in the following land uses and densities for the Toll Brothers site:

- ▶ Single-Family High Density: 214 dwelling units
- ▶ Single-Family High Density (Active Adult): 844 dwelling units
- ▶ Multi-Family Low Density (Active Adult): 167 dwelling units
- ▶ Open Space: 83.91 acres

The project would result in the conversion of previously planned traditional homes to age-restricted homes, an increase of 79 single-family high-density units, and a decrease of 312 multi-family medium density units at the Toll Brothers site. This reduction in 233 dwelling units would be offset through development density transfers to the Town Center sub-plan area and the Mangini Ranch Phase I sub-plan area. With the proposed development density transfers, the project would result in a no net change in dwelling units in the FPASP area and a total population reduction of 825.

The project-specific transportation impact study completed in August 2019, determined that the land use changes proposed under the project would reduce daily and peak hour traffic (T. Kear 2019). The proposed SPA would result in an estimated daily trip reduction of 3,433 trips for the entire FPASP area from the previously approved FPASP (T. Kear 2019).

In compliance with Mitigation Measure 3A.4-2a of the EIR/EIS, long-term operational emissions of GHGs were calculated using CalEEMod Version 2016.3.2 software, as recommended by SMAQMD. Adjustments were made to the SMUD GHG intensity factors based on the SB 100 California Renewables Portfolio Standard (RPS) program. As construction of the project would be completed by 2026, the SB 100 target of 50 percent of total retail electricity sales in California deriving from eligible renewable energy resources was used to adjust the GHG intensity factors. Additionally, considering the CEC's 2019 Building Energy Efficiency Standards (California Code of Regulations Title 24, Part 6), newly built single-family homes will use about 7 percent less energy due to energy efficiency measures compared to those built under the 2016 standard. The 2019 standards specify that by 2020, all newly constructed homes will be required to generate 100 percent of electricity consumption from on-site solar photovoltaic systems. Finally, the 2019 standards require the use of low-flow indoor water fixtures in all new residential housing. Compliance with all 2019 energy standards requirements was assumed when adjusting parameters in the CalEEMod model.

In the final analysis after adjustments, operational GHG emissions were calculated to be 4,241.03 MT-CO₂e/year for a housing development of 167 multi-family units occupying 18.6 acres and 1,058 single-family units occupying 203.9 acres. Assuming an anticipated future population of 2,637, as detailed in Chapter 2, "Project Description," the calculated annual GHG emissions per service population is 1.61 MT-CO₂e/SP/yr. The project would meet the GHG reduction goal of 3.68 CO₂e/SP/year for development that would become operational on or before the year 2030. For this reason, it is determined that the project would not result in more severe impacts with respect to its contribution of GHG emissions. Operation of the Toll Brothers site would not result in any new circumstances involving new significant impacts or substantially more severe impacts related to GHG emissions than were identified in the FPASP EIR/EIS.

The analysis under Impact 3A.4-2 of the FPASP EIR/EIS determined that the FPASP would result in the loss of blue oak woodland and individual oak trees, which are a form of carbon storage and sequester carbon from the atmosphere. Therefore, the applicant still must fulfill the requirements of Mitigation Measure 3A.4-2b in the FPASP EIR/EIS. Mitigation Measure 3A.4-2b requires the applicant to participate in and implement an urban and community forestry program and/or off-site tree program to off-set loss in carbon sequestration associated with any removal of onsite trees. The conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Construction-Generated Greenhouse Gas Emissions

As discussed in (a), above, the types and amount of GHG-generating construction activity, as well as the reductions resulting from required mitigation, would generally be the same under the project as the approved FPASP for the Toll Brothers site. Also, construction-generated GHG emissions would exceed SMAQMD's mass emission threshold of 1,100 MT CO₂e/year under both the approved plan and the project. Therefore, construction-generated emissions under the approved plan and the project would be a substantial contribution to global climate change and would conflict with the AB 32 Scoping Plan. However, because construction activity would generally be the same under the project as the approved plan, the project would not result in any new circumstances involving new significant impacts or substantially more severe impacts pertaining to construction-generated GHG emissions than were identified in the FPASP EIR/EIS.

Operational Greenhouse Gas Emissions

As discussed in (a), above, the project would have no net change in dwelling units, would not result in increased land use intensity, would result in lower daily traffic, and would comply with more stringent regulations related to GHG reductions than previously evaluated in the FPASP EIR/EIS. Therefore, operational GHG emissions under the project would not conflict with GHG reduction targets or conflict with the AB 32 Scoping Plan beyond impacts previously evaluated in the FPASP EIR/EIS. Therefore, the conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts.

Impacts of Climate Change on the Project

Section 3A.4.2 of the FPASP EIR/EIS discusses impacts on the FPASP related to global climate change. This section discusses ways in which global climate change could alter the physical environment in California including increased average temperatures; modifications to the timing, amount, and form (rain versus snow) of precipitation; changes in the timing and amount of runoff; reduced water supply; deterioration of water quality; elevated sea level; and effects on agriculture. The analysis in the FPASP EIR/EIS concluded that (1) either the climate change effect from these changes would not have the potential to substantially affect the FPASP area, or (2) because of significant uncertainty in projecting future conditions related to the climate change effect, it would be too speculative to reach a meaningful conclusion regarding the significance of any reasonably foreseeable direct impact on physical conditions in the project vicinity and, therefore, impacts are too speculative for meaningful consideration. No substantial changes in the understanding of climate change science have occurred since the FPASP was approved. Therefore, the conclusions of the EIR/EIS remain valid and no additional analysis is required.

Mitigation Measures

The following mitigation measures were referenced in the EIR/EIS analysis and would continue to remain applicable if the project were approved.

- ▶ Mitigation Measure 3A.4-1: Implement Additional Measures to Control Construction-Generated GHG Emissions
- ▶ Mitigation Measure 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

CONCLUSION

This report updates the environmental setting addressing GHG's and provides additional project-level GHG analysis. While the updated information and the project-specific analyses provide additional detail for the project site, the proposed amendment to the FPASP would not result in new or substantially more severe significant impacts to greenhouse gases. Therefore, no additional analysis is required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Area	Where Impact Was Analyzed in the EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
9. Hazards and Hazardous Materials. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Setting pp. 3A.8-11, 3A.8-12 Impact 3A.8-1	No	No	NA
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	Setting p. 3A.8-13 Impact 3A.8-2	No	No	Yes
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Setting p. 3A.8-13 Impact 3A.8-2	No	No	Yes
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Setting p. 3A.8-2 to 3A.8-9 Impact 3A.8-3	No	No	Yes
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	Setting p. 3A.8-18 No Impact	No	No	NA
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Setting p. 3A.8-14 Impact 3A.8-4	No	No	NA
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Setting pp. 3A.8-18, 3A.8-19 No Impact	No	No	NA
h. Create a significant hazard to the public through use of explosive materials in grading or earth-moving activities?	Setting pp.3A.8-13, 3A.8-14 Impact 3A.8-5	No	No	Yes
i. Expose project residents to excessive electrical or magnetic fields?	Setting pp. 3A.8-7, 3A.8-11, 3A.8-12, 3A.8-13, 3A.8-15 Impact 3A.8-6	No	No	Yes
j. Create public health hazards from increased exposure to mosquitoes by providing substantial new habitat for mosquitoes or other vectors?	Setting pp. 3A.8-10, 3A.8-15 Impact 3A.8-7	No	No	Yes

4.9.1 Discussion

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project.

SAFETY AND NOISE ELEMENT

GOAL SN 1.1 Maintain an effective response to emergencies, provide support and aid in a crisis and repair and rebuild after a crisis.

- ▶ **SN 1.1.1 Emergency Operations Plan:** Develop, maintain, and implement an Emergency Operations Plan that addresses life and safety protection, medical care, incident stabilization, property conservation, evacuation, escape routes (including back-up escape routes), mutual aid agreements, temporary housing, and communications.
- ▶ **SN 1.1.3 Cooperation:** Coordinate with emergency response agencies, school districts, utilities, relevant nonprofits, and business interests to ensure a coordinated response to and recovery from a disaster.
- ▶ **SN 1.1.4 Multi-Hazard Mitigation Plan:** Maintain on-going hazard assessment as part of the Sacramento County Multi-Hazard Mitigation Plan within the city.

GOAL SN 2.1 Reduce risks and minimize impacts to the community from earthquakes and geologic hazards.

- ▶ **SN 2.1.3 Asbestos:** Require new development projects in areas containing naturally-occurring asbestos to mitigate the hazards associated with asbestos consistent with State Law.

GOAL SN 5.1 Protect the health and welfare of the residents of Folsom through the management and regulation of hazardous materials in a manner that focuses on preventing problems.

- ▶ **SN 5.1.1 Hazardous Materials Management System:** Coordinate with industry, community groups, and government agencies to maintain and implement an effective, workable, and fair hazardous materials management system.
- ▶ **SN 5.1.3 Workplace Safety:** Encourage the effective implementation of workplace safety regulations and assure that hazardous material information is available to users and employees.
- ▶ **SN 5.1.4 Transport of Hazardous Materials:** Strive to protect residents and sensitive facilities from avoidable incidents in the transportation of hazardous materials in the county.

No other substantial change in the environmental and regulatory settings related to hazards and hazardous materials, described in EIR/EIS Section 3A.8 Hazards and Hazardous Materials – Land, has occurred since certification of the EIR/EIS in 2011. The EIR/EIS included three criteria that are not included in the current Appendix G of the CEQA guidelines, these criteria are addressed below.

a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

The EIR/EIS analysis of the adopted FPASP (Impact 3A.8-1) considered the potential for the public to be exposed to hazardous materials through the increased use, storage, and disposal of household hazardous materials and for commercial and industrial development to result in increased use, storage, and/or disposal of hazardous materials during routine operations. The EIR/EIS analysis concluded that the impacts would be less than significant, and no mitigation measures are required. The project would not change the overall pattern of development or the types of hazardous materials that would be used, handled, or transported to the site. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

As discussed in the EIR/EIS, potential sources of hazards and hazardous materials include structures that may contain asbestos-containing materials and lead paint, polychlorinated biphenyls, abandoned mine shafts, and chemicals from mining activities. While the EIR/EIS found that there was a potentially significant impact, implementation of Mitigation Measure 3A.8-2 would reduce significant impacts from potential human health hazards from possible exposure to hazardous materials to a less-than-significant level. No changes to the conditions of the site or the presence of hazardous materials has occurred since approval of the FPASP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

As discussed above, under b), implementation of Mitigation Measure 3A.8-2 would reduce significant impacts from potential human health hazards from possible exposure to hazardous materials to a less-than-significant level. No changes to the conditions of the site or the presence of hazardous materials has occurred since approval of the FPASP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

As discussed in Impact 3A.8-3, a portion of the Aerojet Superfund site (Area 40) is in the FPASP area and is undergoing investigation and remediation under the direction of EPA and DTSC. An approximately 54-acre portion of the SPA is part of a larger carve-out area that has been removed from the Superfund site. This carve-out area is no longer a Cortese-listed site. The EIR/EIS concluded that there would be a potentially significant impact because Area 40 is in the area which is planned for development and it has the potential to create a public health hazard. With the implementation of Mitigation Measures 3A.8-3a, 3A.8-3b, and 3A.8-3c, which would require that remediation activities are fully disclosed, coordinated with development to ensure construction doesn't affect remediation, and that applicants provide notice to the City that they have fulfilled DTSC requirements, the impact would be reduced to less than significant.

The project area is located outside of Area 40 and the carve-out area and would not be located on Cortese-listed site. The type and mix of land uses proposed at the site has not changed from that evaluated in the FPASP EIR/EIS. Therefore, the project would result in less than significant impacts and would not be required to implement mitigation recommended in the EIR/EIS. Therefore, no new significant impacts or substantially more severe impacts would occur and the findings of the certified EIR/EIS remain valid and no further analysis is required.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

As described on page 3A.8-18 of the EIR/EIS, the FPASP is not located within two miles of a public, public-use, or private airport, nor is it within an airport land use plan area. The nearest airport, Sacramento Mather Airport, is located approximately seven miles southwest of the FPASP. Therefore, impacts related to airport or private airfield safety were not discussed in the EIR/EIS. No new airports have been developed near the project area. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

As described in Impact 3A.8-4, implementation of the project under the FPASP would require permits from the City to ensure that the project provides sufficient hydrant locations, street width, circulation, and project access for fire and emergency response units. Implementation of the project would not conflict with any adopted emergency response or evacuation plans. The impact was determined to be less than significant, and no mitigation was required. No changes to these circumstances have occurred. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

g) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

As described on page 3A.8-18 of the EIR/EIS, the FPASP was not located in an area with significant risk related to wildland fires and no detailed analysis related to this topic was evaluated. No changes to the location of the project have occurred and no changes to the risks from wildfires has occurred since approval of the FPASP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

h) Create a significant hazard to the public through use of explosive materials in grading or earth-moving activities?

As described in Impact 3A.8-5 of the EIR/EIS, blasting may be required for excavation and removal of rock from the eastern slopes of the FPASP area. The federal Occupational Safety and Health Administration's Construction Safety and Health Outreach Program sets standards for blaster qualifications, transportation, storage, and loading, execution, and post-explosion requirements. The EIR/EIS concluded that there would be a potentially significant impact because accidental discharge or materials or production of flyrock remains possible. Sources of electricity, including radio towers and power lines, are located within the eastern slopes and could cause injury or fatalities to construction workers or the general public. With the implementation of Mitigation Measure 3A.8-5, which would require that contractors whose work includes blasting shall prepare and implement a blasting safety plan, the impact would be reduced to less than significant. The project would not be located on the eastern slopes and would not require blasting activities. Therefore, the project would not contribute to this impact and would not require mitigation. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

i) Expose project residents to excessive electrical or magnetic fields?

As described in Impact 3A.8-6, the FPASP is traversed by two 230-kilovolt (kV), one 115 kV, and one 69-kV electrical transmission lines on steel lattice towers within a single 400-foot-wide right-of-way, with lines spread throughout the easement to approximately 50 feet from the edges of the right-of-way. Under the FPASP, the transmission line easement would be developed into open space, which would be approximately 400 feet wide. The EIR/EIS concluded that there would be a potentially significant impact because the FPASP would not provide at least 200 feet of separation between 230-kV transmission lines. Implementation of Mitigation Measure 3A.8-6 would reduce the potentially significant impact related to adverse health effects from the possible exposure to electromagnetic fields (EMFs) to a less-than-significant level because prudent avoidance of high-tension power lines would result in residential housing being relocated where possible, and disclosure would be required. No changes to these circumstances have occurred. The project would be located approximately 2,400 feet east of the transmission lines and would not result in any land use changes to or near the transmission line easement. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

j) Create public health hazards from increased exposure to mosquitoes by providing substantial new habitat for mosquitoes or other vectors?

The EIR/EIS analysis of the adopted FPASP considered the potential for public health hazards from mosquitoes associated with project water features (Impact 3A.8-7) and found implementation of the FPASP would include a variety of features that are mosquito attractants, such as detention basins, storm drains, and roadside ditches. The EIR/EIS concluded that impacts would be potentially significant because the potential for mosquito-borne health hazards would occur with development of the FPASP and the FPASP does not include any mosquito prevention best management practices (BMPs). With implementation of Mitigation Measure 3A.8-7, which would require identification of remediation activities, implementation of BMPs to reduce mosquito breeding habitats, and coordination with the District to ensure that mosquito attractants are avoided to the extent possible, impacts would be reduced to less than significant. No changes to these circumstances have occurred. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were referenced in the EIR/EIS analysis and would continue to remain applicable if the project was approved.

- ▶ Mitigation Measure 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
- ▶ Mitigation Measure 3A.8-6: Prudent Avoidance and Notification of EMF Exposure
- ▶ Mitigation Measure 3A.8-7: Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District

CONCLUSION

No new circumstances or project changes related to hazards and hazardous materials have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts. No additional analysis is required.

4.10 HYDROLOGY AND WATER QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
10. Hydrology and Water Quality. Would the Project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Setting pp. A.9-10 to 3A.9-23 Impacts 3A.9-1 and 3A.9-3	No	No	Yes
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Setting pp. 3A.9-5 to 3A.9-6 Impact 3A.9-6	No	No	NA
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i. Result in substantial erosion or siltation on- or off-site; ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; iii. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or iv. impede or redirect flood flows?	Setting pp. 3A.9-1 to 3A.9-5 Impacts 3A.9-1, 3A.9-2, 3A.9-3 and 3A.9-5	No	No	Yes
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Setting pp. 3A.7-5 and 3A.9-20 Impact 3A.9-4	No	No	Yes
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Setting pp. 3A.9-5 to 3A.9-9 Impacts 3A.9-1, 3A.9-3 and 3A.9-6	No	No	Yes

4.10.1 Discussion

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project.

NATURAL AND CULTURAL RESOURCES ELEMENT

GOAL NCR 4.1 Preserve and protect water quality in the city's natural water bodies, drainage systems, and groundwater basin.

- ▶ **NCR 4.1.1 Water Quality:** Ensure the quality of drinking water meets City, State, and Federal standards.
- ▶ **NCR 4.1.2 Community Education:** Consistent with requirements of stormwater quality permits, educate community members on the importance of water quality and the role streams and watersheds play in ensuring water quality.
- ▶ **NCR 4.1.3 Protection:** Ensure the protection of riparian corridors, buffer zones, wetlands, and undeveloped open space areas to help protect water quality.
- ▶ **NCR 4.1.5 New Development:** Require new development to protect natural drainage systems through site design, runoff reduction measures, and on-site water treatment (e.g., bioswales).
- ▶ **NCR 4.1.6 Low-Impact Development:** Require new development to protect the quality of water resources and natural drainage systems through site design, source controls, runoff reduction measures, BMPs, and Low-Impact Development (LID).

PUBLIC FACILITIES AND SERVICES ELEMENT

GOAL PFS 3.1 Maintain the City's water system to meet the needs of existing and future development while improving water system efficiency.

- ▶ **PFS 3.1.6 Water Quality:** Ensure the provision of healthy, safe water for all users in Folsom through facilities, policies, programs, and regulations.

GOAL PFS 5.1 Ensure adequate flood control and stormwater drainage.

- ▶ **PFS 5.1.1 Maintain Adequate Storm Drainage:** Develop and maintain an adequate storm drainage system.
- ▶ **PFS 5.1.3 Urban Runoff:** Strive to reduce the amount of urban runoff and seek to capture and treat runoff before it enters streams, lakes, and rivers, applicable only to new development.
- ▶ **PFS 5.1.4 Green Stormwater Infrastructure:** Encourage "green infrastructure" design and LID techniques for stormwater facilities (i.e., using vegetation and soil to manage stormwater) to preserve and create open space and improve runoff water quality.

SAFETY AND NOISE ELEMENT

GOAL SN 3.1 Minimize the risk of flooding hazards to people, property, and the environment,

- ▶ **SN 3.1.1 200-Year Floodway:** Regulate new development or construction within the 200-year floodway to assure that the water flows upstream and downstream from the new development or construction will not be altered from existing levels.
- ▶ **SN 3.1.4 Flood Control Costs:** Minimize new development in the 200-year floodway to reduce the long-term public costs of building and maintaining flood control improvements, as required by FEMA and State law.
- ▶ **SN 3.1.5 Agency Coordination:** Coordinate with local, regional, State, and Federal agencies with responsibility for flood management to minimize flood hazards and improve safety.

No other substantial change in the environmental and regulatory settings related to hydrology and water quality, described in EIR/EIS Section 3A.9 Hydrology and Water Quality – Land, has occurred since certification of the EIR/EIS in 2011.

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

The EIR/EIS addressed water quality impacts related to the approved FPASP in Section 3A.9, Hydrology and Water Quality. As described in Impacts 3A.9-1 and 3A.9-3, the FPASP could result in significant impacts to water quality because of soil disturbance during construction and alteration of water flows over the site. Implementation of Mitigation Measures 3A.9-1 and 3A.9-3 would reduce the impacts to a less-than-significant level by requiring a project-specific stormwater water quality maintenance plan and water quality maintenance plan. The project would require grading and construction. However, the project would continue to comply with mitigation requirements outlined in the adopted mitigation for the FPASP. With implementation of Mitigation Measures 3A.9-1 and 3A.9-3, no new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The EIR/EIS addressed the FPASP's effect on groundwater recharge in Impact 3A.9-6. As described in this impact, the FPASP area experiences poor natural groundwater recharge and implementation of the FPASP would introduce new impervious surfaces. Most substantial recharge would occur along active stream channels. Impact 3A.9-6 concluded that the impact on groundwater recharge would be less-than-significant because those areas within the FPASP that are most conducive to groundwater recharge (e.g., the Alder Creek stream and tributary corridors) would generally be maintained in open space and as retention basins. Furthermore, no new wells would be established for domestic use, and increased seasonal groundwater recharge from landscape irrigation activities would occur. No mitigation was required. The project would not substantially change development patterns and the area of impermeable surfaces from that approved in the FPASP. The areas along Alder Creek stream and its tributaries would generally be preserved as open space. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site?

As discussed in Impact 3A.9-1 and Impact 3A.9-3, construction activities associated with development of the FPASP would create the potential for soil erosion and sedimentation both within and downstream of the FPASP and this was determined to be a significant impact. However, with the implementation of Mitigation Measures 3A.9-1 and 3A.9-3, which require a project-specific storm water pollution prevention plan and water quality maintenance plan, impacts would be reduced to a less-than-significant level.

The project would not result in substantial changes to the drainage patterns beyond those anticipated in the FPASP. The project would comply with Mitigation Measures 3A.9-1 and 3A.9-3. Therefore, there would be no new significant impacts or substantially more severe impacts. The findings of the certified EIR/EIS remain valid and no further analysis is required.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

The certified EIR/EIS addresses impacts resulting from alteration of drainage patterns and drainage capacity under the approved FPASP in Impact 3A.9-2. As described in this impact, urbanization of the FPASP area would increase runoff volume and peak flows, which could contribute to downstream flooding and erosion. Increased runoff to existing and proposed culverts within and downstream of the FPASP area could result in overtopping and flooding because of inadequate capacity for urbanized flow-rates, and could lead to bank erosion, elevated flood levels and increased runoff. The EIR/EIS concluded that there was a potentially significant impact related to stormwater runoff and the subsequent risk of flooding. Implementation of Mitigation Measure 3A.9-2 would reduce the potentially

significant impact associated with the potential increased risk of flooding from increased stormwater runoff to a less-than-significant level because it requires the applicant to prepare, submit, and implement a final drainage plan.

The project would not substantially change development or drainage patterns from that approved in the FPASP. Further, the project would continue to comply with mitigation requirements outlined in the adopted mitigation for the FPASP and a drainage plan would be prepared to ensure compliance with City Drainage Standards and consistency with the approved Folsom Plan Area Storm Drainage Master Plan. With implementation of this mitigation, no new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

As described in Impacts 3A.9-1 and 3A.9-3, the conversion of undeveloped land to urban land uses would have both short- and long-term effects on stormwater runoff. The storm drainage system for the approved FPASP, including the project, would be designed to direct runoff flows into on-site detention basins (and one off-site basin west of Prairie City Road), and would incorporate water quality treatment. Nonetheless, the impacts on drainage were found to be significant because the conversion of undeveloped land to urban land uses would have both short- and long-term effects on stormwater runoff. However, with the implementation of Mitigation Measures 3A.9-1 and 3A.9-3 which requires a project-specific storm water pollution prevention plan and water quality maintenance plan, the impact would be reduced to a less-than-significant level.

The project would comply with Mitigation Measures 3A.9-1 and 3A.9-3 and storm water drainage systems would be designed to reduce polluted runoff. Therefore, there would be no new significant impacts or substantially more severe impacts. The findings of the certified EIR/EIS remain valid and no further analysis is required.

iv) Impede or redirect flood flows?

The certified EIR/EIS addresses impacts related to flood flows under the approved FPASP in Impact 3A.9-2. The EIR/EIS concluded that development of the project could result in increased flood flows and could result in potentially significant impacts. Mitigation Measure 3A.9-2 would require implementation of specific project design standards to provide flood protection to meet the Federal Emergency Management Agency 100-year (0.01 AEP) flood protection criteria, safely convey on-site and off-site flows through the FPASP area, reduce the effects of hydromodification on stream channel geomorphology, and prevent substantial increased flood hazard on downstream areas by limiting peak discharges of flood flows to below pre-project levels.

Development of the project would be consistent with the FPASP and would not result in any substantial changes in land use or density that would increase flood flows beyond those anticipated under the FPASP. There would be no new significant impacts or substantially more severe impacts. The findings of the certified EIR/EIS remain valid and no further analysis is required.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

The FPASP including the project site is not located in an area prone to seiches, tsunamis, or mudflows. However, as described in Impact 3A.9-4, there is some potentially significant risk of flooding because of the failure of a dam upstream of the FPASP. Mitigation Measure 3A.9-4 would reduce this risk to a less-than-significant level by requiring the applicant to inspect and evaluate existing dams within and upstream of the project site and make improvements if necessary. This mitigation would continue to apply to the project. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

As described in Impact 3A.9-6, development of the FPASP would result in an increase in impervious surfaces. However, areas within the project site that are most conducive to groundwater recharge, specifically tributaries of Alder Creek, would be preserved as open space. In addition, development under the project would include the same land use types and similar intensities as previously evaluated under the FPASP. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were referenced in the EIR/EIS analysis and would continue to remain applicable if project were approved.

- ▶ Mitigation Measure 3A.9-1: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs
- ▶ Mitigation Measure 3A.9-2: Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans
- ▶ Mitigation Measure 3A.9-3: Develop and Implement a BMP and Water Quality Maintenance Plan
- ▶ Mitigation Measure 3A.9-4: Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of the proposed amendment to the FPASP would not result in new or substantially more severe significant impacts to hydrology and water quality.

4.11 LAND USE AND PLANNING

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
11. Land Use and Planning. Would the project:				
a. Physically divide an established community?	Setting p. 3A.10-1 No Impact	No	No	NA
b. Create a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Setting pp. 3A.10-4 to 3A.10-28 Impacts 3A.10-1 and 3A.10-2	No	No	NA

4.11.1 Discussion

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project.

LAND USE ELEMENT

GOAL LU 1.1 Retain and enhance Folsom’s quality of life, unique identity, and sense of community while continuing to grow and change.

- ▶ **LU 1.1.2 Land Use Cooperation:** Coordinate with Sacramento, Placer, and El Dorado Counties, as well as the SACOG and Sacramento Local Agency Formation Commission (LAFCo), on land use decisions that may impact Folsom.
- ▶ **LU 1.1.6 Compact Development Patterns:** Encourage compact development patterns that support walking, bicycling, transit usage, and more efficient use of land.
- ▶ **LU 1.1.7 Concentrated Development:** Allow project applicants to concentrate the proposed development on a portion of the site through the clustering of buildings to encourage the preservation of open spaces, cultural resources, and natural features of the landscape.
- ▶ **LU 1.1.8 Preserve Natural Assets:** Maintain the existing natural vegetation, landscape features, open space, and viewsheds in the design of new developments.
- ▶ **LU 1.1.13 Sustainable Building Practices:** Promote and, where appropriate, require sustainable building practices that incorporate a “whole system” approach to designing and constructing buildings that consume less energy, water and other resources; facilitate natural ventilation; use daylight effectively; and, are healthy, safe, comfortable, and durable.
- ▶ **LU 1.1.15 SACOG Blueprint Principles:** Strive to adhere to the Sacramento Regional Blueprint Growth Principles (see Appendix B of the Folsom 2035 General Plan).
- ▶ **LU 1.1.16 Community Engagement in the Planning Process:** Engage the community in the planning process. Ensure the public has access to accurate and timely information and has convenient and meaningful ways to contribute ideas.

GOAL LU 2.1 Develop and support thriving urban centers that serve as community gathering places.

- ▶ **LU 2.1.3 South of 50 Town Center:** Encourage the establishment of a town center south of Highway 50 that serves as a community gathering place. The town center should be easily accessible by all modes of transportation and have a fine-grained mix of uses, including retail, service, residential, public, entertainment, and recreation uses that creates a walkable environment.

GOAL LU 3.1 Encourage mixed-use development projects that create vibrant, walkable districts.

- ▶ **LU 3.1.1 Mixed-Use Nodes:** Encourage mixed-use development in nodes located at major intersections that include housing, open space, and offices. This development pattern should reflect best practices in mixed-use development, in contrast to strip retail developments along corridors.
- ▶ **LU 3.1.2 Districts and Corridors:** Encourage development of diverse mixed-use districts and corridors that address different community needs and market sectors, provide a variety of housing opportunities, and create distinct and unique areas of the city.
- ▶ **LU 3.1.3 Mixed-Use Design:** Encourage mixed-use developments to limit the number of access driveways, minimize building setbacks, and require active edges on ground floor spaces adjacent to sidewalks.
- ▶ **LU 3.1.4 Compatibility with Adjoining Uses:** Encourage development and redevelopment of higher-density mixed-use development within districts and along corridors to be compatible with adjacent land uses, particularly residential uses.

GOAL LU 6.1 Allow for a variety of housing types and mix of uses that provide choices for Folsom residents, create complete and livable neighborhoods, and encourage walking and biking.

- ▶ **LU 6.1.1 Complete Neighborhoods:** Encourage the establishment of “complete neighborhoods” that integrate schools, childcare centers, parks, shopping and employment centers, and other amenities.
- ▶ **LU 6.1.3 Efficiency Through Density:** Support an overall increase in average residential densities in identified urban centers and mixed-use districts. Encourage new housing types to shift from lower-density, large-lot developments to higher-density, small-lot and multifamily developments, as a means to increase energy efficiency, conserve water, reduce waste, as well as increase access to services and amenities (e.g., open space) through an emphasis of mixed uses in these higher-density developments.
- ▶ **LU 6.1.4 Open Space in Residential Developments:** Require open space in each residential development except the following: developments located within a Specific Plan Area that has already dedicated open space, on multifamily parcels of less than 10 acres and, or parcels of less than 20 acres for single family uses surrounded by existing development. Open space includes parklands, common areas, landscaped areas, paths and trails, and plazas. Open space does not include areas devoted to vehicle parking, streets, and landscaped streetscapes. To achieve the open space guidelines, a developer may be allowed to group the homes at smaller lot sizes around shared open space features, as long as the average gross density does not increase.
- ▶ **LU 6.1.5 Off-Street Parking:** Require sufficient off-street parking for residents be included in the design of all residential projects. Off-street parking for guests shall be included in the design of all multifamily projects. The City shall allow for reduced parking requirements for high-density residential and mixed-use developments near transit stations.
- ▶ **LU 6.1.6 Senior and Convalescent Housing:** Encourage the development of independent living, assisted living, and convalescent housing facilities that provide health care for seniors. Proposed facilities shall be evaluated based on the location and impacts on services and neighboring properties, and not on a density basis. Independent living facilities should be located in walkable environments to improve the health and access of residents.
- ▶ **LU 6.1.7 Residential Densities in Area Plans and Specific Plans:** Allow residential densities within an area plan or specific plan to vary, provided that the overall dwelling unit buildout within the plan area shall not exceed that authorized by the General Plan.

GOAL LU 7.1 Provide for a commercial base of the city to encourage a strong tax base, more jobs within the city, a greater variety of goods and services, and businesses compatible with Folsom's quality of life.

- ▶ **LU 7.1.3 Commercial Expansion:** Support the expansion of Folsom's commercial sector to meet the needs of Folsom residents, employees, and visitors.
- ▶ **LU 7.1.4 "Strip" Commercial Uses:** Prohibit new "strip" center development patterns along arterial streets. Strip centers are characterized by low-density commercial frontage with parking in front of the building and multiple access driveways.
- ▶ **LU 7.1.5 Open Space:** Require all commercial development and commercial portions of mixed-use development to contain at least 10 percent of land area in natural, improved, or functional open space, exclusive of roadways and parking lots. Developments in mixed-use designations in the FPASP shall provide at least five percent of land area in natural, improved, or functional open space, exclusive of roadways and parking lots.
- ▶ **LU 7.1.6 Regional Commercial Centers:** Require regional commercial centers to be located close and accessible to U.S. Highway 50, preferably near an interchange.
- ▶ **LU 7.1.7 Hotels:** Encourage the development of hotels and related convention facilities within commercial and mixed-use districts, with an emphasis on high-quality development

GOAL LU 8.1 Encourage, facilitate, and support the location of office, creative industry, technology, and industrial uses and retention of existing industry in appropriate locations.

- ▶ **LU 8.1.1 Industrial Expansion:** Promote and assist in the maintenance and expansion of Folsom's employment sector in areas where services are readily available, including: adequate water, wastewater, and storm drainage facilities as well as easy access to multiple modes of transportation.
- ▶ **LU 8.1.2 Small-Scale Industrial:** Ensure the Zoning Ordinance allows opportunities for small-scale industrial and service commercial uses (e.g., auto repair) while considering impacts on nearby residential neighborhoods.
- ▶ **LU 8.1.3 Clusters:** Encourage complementary businesses and businesses from the same industry to locate in Folsom. These business clusters will benefit from shared resources, a pool of skilled employees, secondary support industries, and concentrated marketing efforts.
- ▶ **LU 8.1.4 Adjacent Uses and Access:** Discourage industrial development in locations where access conflicts with neighboring land uses.
- ▶ **LU 8.1.5 Transit:** Encourage new employment uses to locate where they can be easily served by public transit. Transit centers should be incorporated into the project, when appropriate.
- ▶ **LU 8.1.6 Internal Circulation:** Require industrial/office parks be designed with internal circulation and incorporate buffering and landscaped setbacks to minimize potential adverse impacts on adjacent land uses.

GOAL LU 9.1 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.

- ▶ **LU 9.1.4 Gateways:** Continue to establish key gateways to Folsom through landscape design, appropriately-scaled signage, building form, and historic themes to create a unique sense of place.
- ▶ **LU 9.1.5 Pedestrian-Friendly Entrances:** Encourage automobile-oriented business districts to provide clear and legible entry features, connected by pedestrian-friendly walkways.
- ▶ **LU 9.1.6 Community Beautification:** Encourage the landscaping of public rights-of-way and planting of street trees to beautify Folsom consistent with water-wise policies.
- ▶ **LU 9.1.7 District Identity:** Encourage efforts to establish and promote district identities (e.g., urban centers, East Bidwell Street) through the use of signage, wayfinding signage, streetscape and building design standards, advertising, and site-specific historic themes.

- ▶ **LU 9.1.8 Cool Paving:** Identify opportunities to use cool paving materials and consider the use of permeable pavement for streets and trails, where feasible.
- ▶ **LU 9.1.9 Passive Solar Access:** Ensure, to the extent feasible, that sites, subdivisions, landscaping, and buildings are configured and designed to maximize passive solar access.
- ▶ **LU 9.1.10 Renewable and Alternative Energy Generation Systems:** Require the use of solar, wind, or other on-site renewable energy generation systems as part of the design of new planned developments.

No other substantial change in the environmental and regulatory settings related to land use and planning, described in EIR/EIS Section 3A.10 under Land Use and Agricultural Resources and Section 3A.3 under Biological Resources, has occurred since certification of the EIR/EIS in 2011.

a) Physically divide an established community?

As discussed in the certified EIR/EIS on page 3A.10-29, the project is located in an area which consists of livestock grazing lands. There is only one existing single-family residence and associated agricultural outbuildings. Therefore, project implementation would not physically divide an established community and this issue was not evaluated in the EIR/EIS. No changes in development at the site have occurred since approval of the FPASP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

b) Create a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Impacts 3A.10-1 and 3A.10-2 in the EIR/EIS address consistency of the then-proposed FPASP with Sacramento LAFCo Guidelines and the SACOG Sacramento Region Blueprint. The LAFCo Guidelines were relevant because the FPASP area was required to be annexed into the City. Since the adoption of the FPASP, the area was annexed into the City and this impact discussion is no longer relevant.

As discussed on page 3A.10-39 of the Draft EIR/EIS, the FPASP was found to be consistent with the SACOG Sacramento Region Preferred Blueprint Scenario. As stated in Impact 3A.10-2, the FPASP provides fewer dwelling units than what is identified in the Blueprint. The project would result in a decrease of 233 dwelling units within the Toll Brothers site. However, the SPA proposed as part of the project would result in a 233 unit increase in the Town Center and Mangini Ranch Phase I sub-plan areas of the FPASP. This would result in no net increase in housing units for the FPASP. The project would continue to be consistent with the smart growth principles within the SACOG Sacramento Region Blueprint.

This project includes an amendment to the adopted FPASP. The project would remain consistent with the community vision, design framework, and planning principles. The changes to the land uses and backbone infrastructure would be evaluated and, if approved, the FPASP will be amended to include the changes. The environmental effects of which are evaluated throughout this document (refer to Sections 4.1 through 4.10 and Section 4.12 through 4.19). Because the project includes amending the FPASP, and the project remains consistent with other applicable plans and policies, impacts would be less than significant. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Mitigation Measures

There were no mitigation measures included in the EIR/EIS for this topic. No additional mitigation measures are required for the project for this issue.

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts to land use and planning.

4.12 MINERAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
12. Mineral Resources. Would the Project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Setting pp. 3A.7-12 and 3A.7-13 Impacts 3A.7-8, 3A.7-9	No	No	Yes
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Setting pp. 3A.7-12 and 3A.7-13 Impacts 3A.7-8, 3A.7-9	No	No	NA

4.12.1 Discussion

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. There are no goals and policies in the Folsom 2035 General Plan related to mineral resources. No substantial change in the environmental and regulatory settings related to mineral resources, described in EIR/EIS Section 3A.7, Geology, Soils, Minerals, and Paleontological Resources has occurred since certification of the EIR in 2011.

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? Or b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

As described in Impacts 3A.7-8 and 3A.7-9, the FPASP area contains mineral resource zones for construction aggregate and kaolin clay. While the EIR/EIS found that the possible loss of the construction aggregate would be a less-than-significant impact, the possible loss of kaolin clay was determined to be potentially significant because it is unknown whether there could be an economically valuable deposit of kaolin clay that would be lost with development of the FPASP. While Mitigation Measure 3A.7-9 was included to determine if economically valuable mineral resources are present, they would still be lost because of the development. The impact was concluded to remain potentially significant and unavoidable. The project site is not located in the area with potential kaolin clay resources. Therefore, the project would have no impact on kaolin clay resources and impacts on construction aggregate would remain less than significant. Therefore, there are no new significant impacts or substantially more severe impacts and the findings of the certified EIR/EIS remain valid and no further analysis is required.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

This topic is addressed above, under a).

Mitigation Measures

None required for the project.

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts to mineral resources.

4.13 NOISE

Environmental Issue Area	Where Impact Was Analyzed in the DEIR/DEIS.	Any New Circumstances Involving New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
13. Noise. Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Setting p. 3A.11-5 to 3A.11-17 Impacts 3A.11-4, 3A.11-5, and 3A.11-7	No	Yes	Yes, mitigation has been updated
b. Generation of excessive groundborne vibration or groundborne noise levels?	Setting p. 3A.11-4 Impact 3A.11-3	No	No	NA
c. For a project located within the vicinity of a private airstrip or an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Setting pp. 3A.11-5, 3A.11-10, 3A.11-11 Impact 3A.11-6 overflight	No	No	NA

4.13.1 Discussion

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project.

SAFETY AND NOISE ELEMENT

GOAL SN 6.1 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.

- ▶ **SN 6.1.1 Noise Mitigation Strategies:** Develop, maintain, and implement strategies to abate and avoid excessive noise exposure in the city by requiring that effective noise mitigation measures be incorporated into the design of new noise-generating and new noise-sensitive land uses.
- ▶ **SN 6.1.2 Noise Mitigation Measures:** Require effective noise mitigation for new development of residential or other noise sensitive land uses to reduce noise levels as follows:
 1. For noise due to traffic on public roadways, railroad line operations, and aircraft: achieve compliance with the performance standards within Table SN-1 [presented as Table 4-2 in this EIR].
 2. For non-transportation-related noise sources: achieve compliance with the performance standards contained within Table SN-2 [presented as Table 4-3 in this EIR].
 3. If compliance with the adopted standards and policies of the Safety and Noise Element will not be achieved even with feasible mitigation measures, a statement of overriding considerations for the project must be provided.

Table 4-2 Noise Compatibility Standards

Land Use	Exterior Noise Level Standard for Outdoor Activity Areas ^a L _{dn} /CNEL, dB	Interior Noise Level Standard	
		L _{dn} / CNEL, dB	L _{eq} dB ^b
Residential (Low Density Residential, Duplex, Mobile Homes)	60 ^c	45	N/A
Residential (Multi-Family)	65 ^d	45	N/A
Transient Lodging (Motels/Hotels)	65 ^d	45	N/A
Mixed-Use Developments	70	45	N/A
Schools, Libraries, Churches, Hospitals, Nursing Homes, Museums	70	45	N/A
Theaters, Auditoriums	70	N/A	35
Playgrounds, Neighborhood Parks	70	N/A	N/A
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75	N/A	N/A
Office Buildings, Business Commercial and Professional	70	N/A	45
Industrial, Manufacturing, and Utilities	75	N/A	45

Notes: Where a proposed use is not specifically listed on this table, the use shall comply with the noise exposure standards for the nearest similar use as determined by the Community Development Department.

CNEL = community noise equivalent level; L_{dn} = day-night average noise level; L_{eq} = equivalent continuous sound level; dB = decibels

- ^a Outdoor activity areas for residential developments are considered to be the back yard patios or decks of single-family residential units, and the patios or common areas where people generally congregate for multifamily development. Outdoor activity areas for nonresidential developments are considered to be those common areas where people generally congregate, including outdoor seating areas. Where the location of outdoor activity areas is unknown, the exterior noise standard shall be applied to the property line of the receiving land use.
- ^b As determined for a typical worst-case hour during periods of use.
- ^c Where it is not possible to reduce noise in outdoor activity areas to 60 dB, L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior level of up to 65 dB, L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.
- ^d Where it is not possible to reduce noise in outdoor activity areas to 65 dB, L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior level of up to 70 dB, L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

Source: City of Folsom 2018:9-11

Table 4-3 Noise Level Standards from Stationary Sources

Noise Level Descriptor	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly L _{eq} , dB	55	45
Maximum level, dB	70	65

Notes: Noise levels are measured at the property line of the noise-sensitive use.

L_{eq} = equivalent continuous sound level; dB = decibels

Source: City of Folsom 2018:9-12

- ▶ **SN 6.1.3 Acoustical Analysis:** Require an Acoustical Analysis prior to approval of proposed development of residential or other noise-sensitive land uses in a noise-impacted area.
- ▶ **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.

- ▶ **SN 6.1.5 Automobile Noise:** Encourage the enforcement of the existing section of the California Vehicle Code relating to adequate vehicle mufflers and modified exhaust systems.
- ▶ **SN 6.1.6 Aircraft Noise:** Strive to reduce noise from aircraft travel over Folsom.
- ▶ **SN 6.1.7 Noise Barriers:** If noise barriers are required to achieve the noise level standards contained within this Element, the City shall encourage the use of these standards:
 1. Noise barriers exceeding six feet in height relative to the roadway should incorporate an earth berm so that the total height of the solid portion of the barrier (such as masonry or concrete) does not exceed six feet.
 2. The total height of a noise barrier above roadway elevation should normally be limited to 12 feet.
 3. The noise barriers should be designed so that their appearance is consistent with other noise barriers in the project vicinity.
- ▶ **SN 6.1.8 Vibration Standards:** Require construction projects and new development anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby noise-sensitive uses based on Federal Transit Administration criteria as shown in Table SN-3 [presented as Table 4-4 in this EIR] Groundborne Vibration Impact Criteria for General Assessment.

Table 4-4 Groundborne Vibration Impact Criteria for General Assessment

Land Use Category	Impact Levels (VdB)		
	Frequent Events ^a	Occasional Events ^b	Infrequent Events ^c
Category 1: Buildings where vibration would interfere with interior operations ^d	65	65	65
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime uses	75	78	83

Notes: Vibration levels are measured in or near the vibration-sensitive use.

VdB = vibration decibels

^a "Frequent Events" is defined as more than 70 vibration events of the same source per day.

^b "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.

^c "Infrequent Events" is defined as fewer than 30 vibration events of the same source per day.

^d This criterion limit is based on levels that are acceptable for most moderately-sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels.

Source: FTA 2006; City of Folsom 2018:9-13

No other substantial change in the environmental and regulatory settings related to noise and vibration, described in FPASP EIR/EIS Sections 3A.11 Noise – Land, has occurred since certification of the EIR in 2011. No new noise sources have been introduced near the planning area since the FPASP EIR/EIS was prepared.

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Short-Term Exposure of Sensitive Receptors to Increased Equipment Noise from Project Construction

The FPASP EIR/EIS provides a program-level analysis of short-term exposure of sensitive receptors to increased equipment noise from construction under Impact 3A.11-1. Based on the modeling conducted for the FPASP EIR/EIS, construction noise levels could exceed 55 decibels (dB) L_{eq} within 850 feet of an activity center (e.g., the acoustical center of areas where construction activities are focused). During nighttime hours, the modeling also estimated construction noise levels could exceed 50 and 45 dB L_{eq} within 1,300, and 2,000 feet of the activity centers, respectively. These noise level limits were based on noise standards and thresholds discussed in Section 3A.11.2 in the

FPASP EIR/EIS. Because existing and future sensitive receptors located in both the City and El Dorado County are located within these project-generated noise contours, the FPASP EIR/EIS determined that exposure of sensitive receptors to equipment noise levels would exceed applicable noise standards and result in a direct, significant impact. Implementation of Mitigation Measure 3A.11-1 would reduce noise levels generated from construction activities; however, the construction of off-sites elements in El Dorado Hills would fall under the jurisdiction of El Dorado County. Because the timing and implementation of off-site elements could not be controlled by the City or the applicant, impacts would be significant and unavoidable.

As discussed in Section 4.3.1 regarding air pollutant emissions, construction activities under the project are expected to be similar to those characterized in the FPASP EIR/EIS. Construction activities under the proposed amended specific plan would require similar types and numbers of equipment operating at similar levels of intensity. In addition, the closest existing sensitive receptors to the Toll Brothers site are located within 500 feet of the proposed area of construction. However, portions of the Toll Brothers site would be constructed and residences could be occupied prior to full buildout of the site and future sensitive receptors may also be present near the Toll Brothers site as remaining portions of the FPASP area undergo construction. These receptors would be located within 2,000 feet of activity centers. Thus, construction activity under the project would expose sensitive receptors to equipment noise levels that would exceed applicable noise standards. However, the project would comply with EIR/EIS Mitigation Measure 3A.11-1 and noise-sensitive receptors would not be exposed to construction noise levels that are new or substantially more severe than would occur from under the approved FPASP. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Short-Term Exposure of Sensitive Receptors to Increased Traffic Noise Levels from Project Construction

Impact 3A.11-2 of the FPASP EIR/EIS explained that construction of the FPASP would result in additional vehicle trips on the local roadway network from worker commute and the transport of equipment and materials. This analysis determined that additional construction-related vehicles trips would not result in noise level increases greater than 3 dB community noise equivalent level (CNEL) and, therefore, the FPASP EIR/EIS concluded that the short-term increase traffic noise levels due to construction-generated vehicle trips would be a less-than-significant impact.

The number of additional vehicle trips associated with construction activity under the project is not anticipated to be substantially more severe because the same types of land uses would be developed. Thus, this impact would be within the scope of the impact already evaluated in the FPASP EIR/EIS and would also be less than significant. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Long-Term Exposure of Sensitive Receptors to Increased Traffic Noise Levels from Project Operation

Long-term exposure of sensitive receptors to increased traffic noise levels from operation of the FPASP were analyzed under Impact 3A.11-4 of the FPASP EIR/EIS. Traffic noise levels with and without buildout of the FPASP, under both existing and future baseline conditions, were modeled using the Federal Highway Administration's Highway Noise Prediction Model for all the roadway segments in the traffic study area, including roadways in the City, unincorporated areas of Sacramento County, the City of Rancho Cordova, El Dorado County, and nearby segments of U.S. 50. The modeling estimates showed that buildout of the FPASP would result in net increases in CNELs along affected roadway segments in comparison to existing no project conditions that range from 6.7 to 10 dB. Traffic noise level increases along many roadway segments were considered substantial because they exceed 3 dB CNEL where existing or projected future traffic noise levels range between 60 and 65 dB CNEL, or 1.5 dB CNEL where existing or projected future traffic noise levels are greater than 65 dB L_{dn} /CNEL. Because there were numerous roadway segments for which project buildout of the FPASP would result in a substantial permanent increase in ambient noise levels at nearby sensitive receptors this analysis determined this impact would be significant. Mitigation Measure 3A.11-4 of the FPASP EIR/EIS required individual project applicants to ensure that specific Sound Transmission Class (STC) ratings are achieved by all noise-sensitive buildings built in the FPASP. Mitigation Measure 3A.11-4 also requires project applicants to conduct a site-specific analysis to determine predicted roadway noise impacts attributable to the project in accordance with adopted City noise standards and implement measures to reduce these impacts. Because the feasibility and effectiveness of mitigation is uncertain at this time the FPASP EIR/EIS determined this impact to be significant and unavoidable.

In compliance with EIR/EIS Mitigation Measure 3A.11-4, a site-specific analysis was conducted to determine future traffic noise levels at the Toll Brothers site (see Appendix D). The project would introduce sensitive receptors (i.e., residences) along major roadways including White Rock Road, East Bidwell Street, and Oak Avenue Parkway. Based on future traffic volumes, as well as the future alignment of White Rock Road as described by the approved Capital Southeast Connector Project, future residences at the Toll Brothers site would be exposed to exterior noise levels up to 68 dB L_{dn} as shown in Table 4-5 below.

Table 4-5 Predicted Future Traffic Noise Levels at the Toll Brothers Site ¹

Lot Description	Distance from Roadway Centerline (feet) ²	Predicted Exterior Traffic Noise Level, L_{dn} (dB)
Lots adjacent to White Rock Road ³	117-122	68
Lots adjacent to East Bidwell Street	90	65
Lots adjacent to Mangini Parkway	65	66
Lots adjacent to Oak Avenue Parkway	75	65

Notes: L_{dn} = day-night average noise level; dB = decibels

¹ A complete listing of FHWA Model inputs and results are provided in Appendix D.

² Distances scaled from the centerline of the roadways to the nearest lots.

³ Future traffic noise levels for lots along White Rock Road were modeled based on the ultimate roadway alignment as proposed by the Capital Southeast Connector project.

Source: Bollard Acoustical Consultants 2019

Standard residential construction (wood or stucco siding, STC 27 windows, door weather-stripping, exterior wall insulation, composition plywood roof) typically results in a minimum exterior-to-interior noise level reduction of 25 dB with windows closed. Exterior noise levels for lots nearest to East Bidwell Street, Mangini Parkway, and Oak Avenue Parkway, are predicted to be approximately 65-66 dB L_{dn} or less at first-floor facades. Based on the minimum exterior-to-interior noise level reduction of 25 dB, interior noise levels within the nearest first-floor living spaces are predicted to be 40-41 dB L_{dn} or less. Reduced ground absorption of sound at elevated positions would result in a 3 dB noise level increase at second-floor levels above first-floor levels. This would result in second-floor exterior traffic noise levels of approximately 68-69 dB L_{dn} and second-floor interior traffic noise levels of 43-44 dB L_{dn} .

Exterior noise levels for lots nearest to White Rock Road are predicted to be approximately 68 dB L_{dn} or less at first-floor facades, resulting in interior noise levels within the nearest first-floor living spaces of 43 dB L_{dn} or less. However, because of reduced ground absorption of sound at elevated positions, second-floor exterior traffic noise levels are predicted to be approximately 3 dB higher than first-floor levels. As a result, second-floor exterior and interior traffic noise levels would be approximately 71 dB L_{dn} and 46 dB L_{dn} , respectively.

Based on the results of the site-specific traffic noise analysis, the project would result in the exposure of sensitive receptors to traffic noise levels above the City's traffic noise standard of 60 dB L_{dn} and 45 dB L_{dn} , for outdoor and indoor noise levels, respectively. However, with implementation of Mitigation Measure 4.13-1, listed below, which would require noise barriers, outdoor and first-floor indoor noise levels would be reduced and would meet the City's traffic noise standard. In addition, Mitigation Measure 4.13-2, listed below, which would require minimum window assembly STC ratings of 34, would reduce second-floor indoor noise levels and would meet the City's indoor traffic noise standard.

The project would not result in a substantial change in land use types and intensities and would implement site-specific noise reduction measures. Therefore, no new or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

Long-Term Exposure of Sensitive Receptors to Increased Stationary-Source Noise Levels from Project Operation

Impact 3A.11-5 in the FPASP EIR/EIS discussed the potential impacts of long-term exposure of sensitive receptors, both existing and future, to increased stationary-source noise levels from project operation. The FPASP EIR/EIS addressed this impact area as it relates to a variety of stationary sources, including rooftop heating, ventilation, and

air conditioning (HVAC) equipment; mechanical equipment; emergency electrical generators; parking lot activities; and loading dock operations. The respective noise impacts from these and other stationary sources were discussed and had significance determinations individually by source type.

The FPASP EIR/EIS determined that noises from mechanical HVAC could be primary noise sources associated with proposed residential, commercial, and industrial uses with the potential for significant impacts on nearby receptors. The FPASP EIR/EIS also determined that emergency generator, parking lot, and loading dock and delivery activities could have potentially significant impacts on sensitive receptors for long-term exposure due to the potential for the receptors to be located within range of noise levels exceeding applicable noise standards. For noise impacts from emergency facilities and outdoor recreational and educational activities, it was assumed that the normal operation of these facilities would be exempt from the Folsom City Noise Ordinance. Thus, the FPASP EIR/EIS determined that long-term noise impacts from emergency facilities and outdoor recreational and educational activities would be less than significant. Whether or not the project would change the significance determinations made by the FPASP EIR/EIS is discussed in more detail for each of the other stationary noise sources below.

Mechanical HVAC Equipment

Although the FPASP EIR/EIS did not anticipate noise from mechanical HVAC systems to exceed stationary-source noise standards at noise-sensitive land uses, the potential for impacts still exists. None of the changes to the layout of land uses in the project would result in substantial changes to this impact or an increase in its severity. Residential mechanical HVAC equipment could still impact adjacent residences; and, the commercial land uses would still be adjacent to residential land uses under the proposed amended specific plan. Thus, no new or substantially more severe impacts would occur from mechanical HVAC noise levels as a result of the project. The conclusions of the FPASP EIR/EIS regarding this noise impact remain valid and no further analysis is required.

Emergency Generators, Parking Lot, and Loading Dock and Delivery Activities

As discussed in the FPASP EIR/EIS, emergency generators, parking lot activity, and loading dock and delivery activities would most likely occur at industrial/office park and commercial land uses. These noise sources could result in significant impacts on sensitive receptors as far as 1,200 feet. Implementation of Mitigation Measure 3A.11-5 would reduce impacts to less than significant through use of noise control devices, restricted operational periods, and required design features. The project would change residential densities but there would be no change to the placement of the industrial, commercial, residential land uses between the FPASP and the project. Therefore, no new or substantially more severe impacts would occur from noise associated with emergency generators, parking lot activity, and loading dock and delivery activities as a result of the project. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Emergency Facilities and Outdoor Recreational and Educational Activities

Like the approved FPASP, the project area would include park land uses and no emergency facilities or educational activities. Although the location of parklands would change, the total acreage of park land use would remain the same under the project, as shown in Table 2-3. Regardless, the FPASP EIR/EIS stated that the Folsom City Municipal Code exempts noise associated with the operation of emergency facilities and from unlighted public parks, public playgrounds, and public or private schools from the hours of 7 a.m. to dusk, and from 7 a.m. to 11 p.m. for such facilities that are lighted. Thus, regardless of the change in park land uses, no new or substantially more severe impacts would occur from noise generated by emergency facilities and outdoor recreational and educational activities as a result of the project. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Compatibility of Proposed On-Site Land Uses with the Ambient Noise Environment

Under Impact 3A.11-7, the FPASP EIR/EIS analyzed whether noise-sensitive land use developed under the FPASP would be exposed to excessive noise levels from off-site noise sources, including activity at the Prairie City State Vehicular Recreation Area, activities at the Aerojet General Corporation site, and roadway traffic.

The analysis determined that no portions of the FPASP, including the project site, would be exposed to noise levels generated at the Prairie City State Vehicular Recreation Area that exceed applicable standards. This is largely because the Prairie City State Vehicular Recreation Area is located approximately 1,600 feet from the nearest noise-sensitive

development in the FPASP. This would also be the case for the land uses developed under the project. Therefore, no new or substantially more severe impacts would occur from noise generated at the Prairie City State Vehicular Recreation Area as a result of the project. The conclusions of the FPASP EIR/EIS regarding noise generated at the Prairie City State Vehicular Recreation Area remain valid and no further analysis is required.

Land owned by the Aerojet General Corporation is located west of the project site across Prairie City Road. The FPASP EIR/EIS determined that activities at the Aerojet facility, including testing of rocket and aircraft engines, would not exceed the City's non-transportation noise standards because these noise-generating activities would be located a sufficient distance from any noise-sensitive land uses, would occur during less noise-sensitive daytime hours, and their duration would be relatively short. This would also be the case for the land uses developed under the project. Therefore, no new or substantially more severe impacts would occur from noise generated at the Aerojet General Corporation site as a result of the project. The conclusions of the FPASP EIR/EIS regarding noise generated at the Aerojet General Corporation site remain valid and no further analysis is required.

Regarding traffic noise, the analysis under Impact 3A.11-7 of the FPASP EIR/EIS determined that some of the noise-sensitive land uses developed in the FPASP area could be exposed to traffic noise levels under future traffic conditions that exceed the City's land-use compatibility standard of 60 dB CNEL. For instance, traffic noise levels along the segment of White Rock Road between Oak Avenue Parkway and Scott Road (north) would be approximately 77.3 A-weighted decibels CNEL at the roadway corridor boundary. Thus, any residential land uses located near this corridor would be exposed to traffic noise levels that exceed the City's land-use compatibility standard of 60 dB CNEL. Mitigation Measure 3A.11-4 of the FPASP EIR/EIS requires individual project applicants to ensure that specific Sound Transmission Class ratings are achieved by all noise-sensitive buildings built in the FPASP. Mitigation Measure 3A.11-4 also requires project applicants to conduct a site-specific analysis to determine predicted roadway noise impacts attributable to the project in accordance with adopted City noise standards and implement measures to reduce these impacts, including but not limited to sound barriers. The FPASP EIR/EIS determined that this mitigation would reduce on-site traffic noise levels at proposed noise-sensitive land uses to levels conditionally acceptable with mitigation (i.e., 65 dB L_{dn} /CNEL).

As discussed above, a site-specific noise assessment was conducted in compliance with EIR/EIS Mitigation Measure 3A.11-4 (see Appendix D). The noise assessment concluded that noise levels at the Toll Brothers site would exceed the City's outdoor and indoor traffic noise level standards for residential uses. Therefore, the site-specific noise assessment recommended that noise barriers and minimum window assembly STC ratings of 34 be required to reduce outdoor and indoor noise levels to meet City traffic noise standards. Implementation of Mitigation Measure 4.13-1 and 4.13-2, listed below, would reduce traffic noise levels at the Toll Brothers site to levels below the City's standard and compatible for residential uses. Therefore, no new or substantially more severe impacts would occur from traffic noise generated on area roadways as a result of the project. The conclusions of the FPASP EIR/EIS regarding land use compatibility with traffic corridors remain valid.

Overall, no new or substantially severe significant effects would occur with implementation of the project; therefore, the conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Short-Term Exposure of Sensitive Receptors to Potential Groundborne Noise and Vibration from Project Construction

Impacts from potential construction-related short-term groundborne noise and vibration on sensitive receptors were analyzed under Impact 3A.11-3 of the FPASP EIR/EIS. The FPASP EIR/EIS identified bulldozing and blasting activities as the source of maximum groundborne noise and vibration levels that would result from the construction of the FPASP. According to the Federal Transit Administration (FTA), levels associated with the use of a large bulldozer and blasting are 0.089 and 1.13 in/sec peak particle velocity (PPV) (87 and 109 vibration decibels [VdB]) at 25 feet, respectively, as shown in Table 3A.11-17 in the FPASP EIR/EIS. The FPASP EIR/EIS adopted Caltrans-recommended vibration exposure thresholds of 0.2 in/sec PPV for the protection of normal residential buildings and 0.08 in/sec PPV for the protection of old or historically significant structures (Caltrans 2004:17). In addition, with respect to prevention of human disturbance, bulldozing and blasting could exceed the FTA-recommended level of 78 VdB within 50 and 275 feet, respectively.

The analysis determined that, although bulldozing activities would not exceed the Caltrans-recommended thresholds for residential buildings, any blasting performed within 80 feet of a receptor could exceed the vibration threshold. Existing off-site residences along the eastern border of the FPASP area in El Dorado County, the closest sensitive receptors to the FPASP border, could be located within 80 feet of FPASP blasting activities. Thus, the FPASP EIR/EIS concluded that short-term construction could result in the exposure of persons to or generation of excessive groundborne noise or vibration levels and determined a direct significant impact with no indirect impacts. Implementation of Mitigation Measure 3A.11-3 would reduce impacts related to groundborne vibration and groundborne noise; however, some off-site elements are not under the jurisdiction of the City. Therefore, direct impacts would be significant and unavoidable.

As discussed in Section 4.3.1, construction activities under the project are expected to be similar to those characterized in the FPASP EIR/EIS. Construction of the land uses in the project would require similar types of equipment and activities of similar intensity as evaluated under Impact 3A.11-3 in the FPASP EIR/EIS. The closest sensitive receptors to the Toll Brothers site are single-family homes located approximately 500 feet east of the site, across East Bidwell Street. At this distance, these receptors would not be exposed to levels of ground vibration above the selected thresholds; and, the sensitive receptors would not be exposed to noise and vibration levels substantially greater than determined in the FPASP EIR/EIS. In addition, the project would implement Mitigation Measure 3A.11-3 and no blasting activities would be required. Therefore, no new or substantially more severe impacts would occur from construction-generated groundborne vibration or groundborne noise as a result of the project. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

As stated in the FPASP EIR/EIS the FPASP area is not located within two miles of a public, public-use, or private airport. The nearest airport, Sacramento Mather Airport, is located approximately seven miles southwest of the project site. The runways at the Sacramento Mather Airport are oriented southwest to northeast. The Mather Airport Master Plan has been updated since the time the FPASP EIR/EIS was prepared. The update largely accounts for projected increases in future aircraft operations at Mather Airport. It is anticipated that most, if not all, regional air cargo demand will be handled by Mather Airport instead of Sacramento International Airport and that general aviation use at Mather Airport will also increase. These changes will result in more take offs and landings during both daytime and nighttime hours. The noise analysis in the EIR for the 2013 Mather Airport Master Plan indicates that the future projected 65 dB CNEL contour for Mather Airport extends across a portion of White Rock Road that is approximately 3,000 feet south of Nimbus Road (County of Sacramento 2014:9-64). The eastern end of this 65 dB CNEL contour is approximately five miles west of the southwest corner of the project site. The noise contour maps presented in the EIR do not show the extent of the 60 dB CNEL contour but because the extent of the maps do not even include the project site and because the future projected 65 dB CNEL contour would be five miles away, it is anticipated that land uses developed in the project site would not be subject to aircraft noise levels that exceed the 60 dB CNEL standard stated in City's General Plan Policy 30.4 (City of Folsom 1988:26-12). Also, as explained in the FPASP EIR/EIS, the nearest 60 dB CNEL noise contour developed in 2005 is approximately 5,000 feet to the west of the FPASP area. Please note, aviation easements exist on property within the FPASP.

The FPASP EIR/EIS evaluated the single event noise levels generated from aircraft passage, per the previous General Plan Policy 30.4. However, as previously stated, the City has completed a general plan update since certification of the EIR/EIS and this policy is no longer applicable. The EIR for the 2013 Mather Airport Master Plan provides detailed discussion about aircraft-generated single-event noise levels (SENLs) and their effect on sleep at residential land uses. The analysis uses a methodology developed by the American National Standards Institute and the Acoustical Society of America to predict sleep disturbance, which is measured by the resultant percent of the population potentially awakened at least once during the night.

The analysis mapped eastern Sacramento County, including portions of Folsom north of U.S. 50, and western El Dorado County to show the level of sleep disturbance at existing residential areas under 2012 conditions, 2018 conditions, and 2035 conditions. This mapping shows percent ranges including 0 to 1 percent, 1.1 to 4.0 percent, 4.1 to 7.0 percent, 7.1 to 10.0 percent, and additional, higher ranges. While the analysis did not map the project site, some understanding about the level of sleep disturbance at this location can be interpolated based on the mapped results for nearby areas. This analysis assumes that the level of sleep disturbance in the portions of Folsom south of U.S. 50, including the project site, would be comparable to areas of Folsom north of U.S. 50 because these two areas are approximately the same distance from the flight tracks that approach and depart the airport. The mapping for 2012 shows the 1.1-to-4.0 and, 4.1-to-7.0 percent ranges in Folsom. Increases in aircraft activity at Mather Airport would expose some portions of Folsom to the 7.1-to-10.0 percent range in 2018, and even more areas of Folsom to the 7.1-to-10.0 percent range in 2035 (County of Sacramento 2014: 9-75, 9-76, 9-78). One key consideration about this analysis is that the estimates of the percent of population potentially awakened assume that the residential dwelling units have their windows open. Please note that closed windows typically result in a 25-30 dB reduction in interior noise levels. The awakenings analysis in the EIR for the 2013 Mather Airport Master Plan does not reach an impact conclusion but rather states the following (County of Sacramento 2014: 9-72):

This "information only" discussion of single event noise provides data on the potential for awakenings and/or classroom disruption, applying the latest technical guidance for quantifying these issues. This approach allows the decision makers and public evaluating the [2013 Mather Airport Master Plan] to draw their own conclusions regarding the significance of the analysis in the context of the larger project.

City staff also regard this as an "information only" analysis in this environmental review because even though aircraft SENLs have been the subject of various CEQA court cases no government agency has identified a consistently used threshold for determining what level of sleep disturbance is significant. The existence of Mather Airport and the fact it is expected to host increasing levels of aircraft activity was known at the time the FPASP EIR/EIS was written. The level of expected growth in operations at Mather Airport is not considered a new circumstance involving new or substantially more severe impacts than existed at the time FPASP EIR/EIS was written. No new private airstrips have been developed within the FPASP area since that time. Therefore, there are no new circumstances or new information requiring new analysis or verification. Therefore, the conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were referenced in the FPASP EIR/EIS analysis and would continue to remain applicable if the project were approved.

- ▶ Mitigation Measure 3A.11-1: Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors
- ▶ Mitigation Measure 3A.11-3: Implement Measure to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities
- ▶ Mitigation Measure 3A.11-5: Implement Measures to Reduce Noise from Project-Generated Stationary Sources

In addition to the mitigation measures in the EIR/EIS (listed above), the site-specific noise assessment provided the following refinements to the mitigation program that would be required for the project (Bollard Acoustic Consultants 2019). These refinements are consistent with the mitigation program outlined in the EIR/EIS.

Mitigation Measure 4.13-1 Exterior Traffic Noise Reduction Measures

Prior to building occupancy, the project applicant shall design and construct noise barriers, as detailed below, to reduce traffic noise levels below the City of Folsom exterior criteria of 60 dB L_{dn} .

- ▶ 6-foot tall solid noise barriers, relative to backyard elevations, shall be constructed along all property boundaries adjacent to East Bidwell Street, Mangini Parkway, and Oak Avenue Parkway.

- ▶ For the proposed Traditional Homesites portion of the project, a 7-foot tall solid noise barrier, relative to backyard elevations, shall be constructed along all property boundaries adjacent to White Rock Road.
- ▶ For the proposed Regency at Folsom Ranch Phase 1 and Phase 2 portions of the project, an 8-foot tall solid noise barrier, relative to backyard elevations, shall be constructed along all property boundaries adjacent to White Rock Road.

Suitable materials for the traffic noise barriers include masonry and precast concrete panels. The overall barrier height may be achieved by utilizing a barrier and earthen berm combination. Other materials may be acceptable but shall be reviewed by an acoustical consultant prior to use.

Barrier height requirements are based on a property boundary setback of 117-122 feet from the ultimate alignment of White Rock Road under the approved Capital Southeast Connector project. If 90 days prior to pulling building permits for the Toll Brothers site, it is determined that there is no evidence that the White Rock Road improvements are funded and moving forward, as described under the approved Capital Southeast Connector project, the project applicant shall obtain the services of a noise consultant to reconduct a site-specific acoustical analysis based on the actual property boundary setback to determine the appropriate noise reduction measures to reduce traffic noise levels in accordance with adopted City of Folsom noise standards.

Mitigation Measure 4.13-2 Interior Traffic Noise Reduction Measures

Prior to building occupancy, the project applicant shall ensure the following construction design features have been implemented.

- ▶ For the first-row of homes located along White Rock Road, the west-, south-, and east-facing upper-floor building facades shall maintain minimum window assembly STC ratings of 34.
- ▶ Mechanical ventilation (air conditioning) shall be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria.

CONCLUSION

While the updated information and the project-specific analyses provide additional detail for the project site and refined mitigation measures for the project have been recommended, this information is consistent with the activities recommended in the mitigation adopted for the FPASP. No new significant or substantially more severe noise impacts would occur with the project. In some cases, based on the refined mitigation program, the noise impacts associated with the project would be reduced compared to the impacts described in the EIR/EIS. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

4.14 POPULATION AND HOUSING

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
14. Population and Housing. Would the Project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Setting pp. 3A.13-1 to 3A.13-6 Impacts 3A.13-1, 3A.13-2	No	No	NA
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Impact 3A.13-3	No	No	NA

4.14.1 Discussion

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project.

LAND USE ELEMENT

GOAL LU 6.1 Allow for a variety of housing types and mix of uses that provide choices for Folsom residents, create complete and livable neighborhoods, and encourage walking and biking.

- ▶ **LU 6.1.1 Complete Neighborhoods:** Encourage the establishment of “complete neighborhoods” that integrate schools, childcare centers, parks, shopping and employment centers, and other amenities.
- ▶ **LU 6.1.8 Home-Based Businesses:** With issuance of a home occupation permit, allow home offices and home-based businesses that are compatible with the character of the residential unit and do not significantly impact the neighborhood.

HOUSING ELEMENT

GOAL H-1: Adequate Land Supply for Housing. To provide an adequate supply of suitable sites for the development of a range of housing types to meet the housing needs of all segments of the population.

- ▶ **Policy H-1.3** The City shall encourage home builders to develop their projects on multi-family-designated land at the high end of the applicable density range.

GOAL H-3: Facilitating Affordable Housing. To facilitate affordable housing opportunities to serve the needs of people who live and work in the community.

- ▶ **Policy H-3.1** The City shall encourage residential projects affordable to a mix of household incomes and disperse affordable housing projects throughout the city to achieve a balance of housing in all neighborhoods and communities.
- ▶ **Policy H-3.3** The City shall continue to make density bonuses available to affordable and senior housing projects, consistent with State law and Chapter 17.102 of the Folsom Municipal Code.

- ▶ **Policy H-3.4** Where appropriate, the City shall use development agreements to assist housing developers in complying with City affordable housing goals.
- ▶ **Policy H-3.5** The City shall make incentives available to property owners with existing development agreements to encourage the development of affordable housing.

GOAL H-5: Housing Opportunities for Special Needs Groups To provide a range of housing services for Folsom residents with special needs, including seniors, persons with disabilities, single parents, large families, the homeless, and residents with extremely low incomes.

- ▶ **Policy H-5.1** The City shall strive to ensure adequate and affordable housing for seniors.
- ▶ **Policy H-5.2** The City shall encourage housing for seniors and persons with disabilities to be located near public transportation, shopping, medical, and other essential services and facilities.

No other substantial change in the regulatory settings related to population and housing, described in EIR/EIS Section 3A.13 under Population, Employment and Housing, has occurred since certification of the EIR in 2011. As described in the project description, there would be no net change in the number of dwelling units for the FPASP. However, due to changes in housing types and an increase in active adult units, the project would result in a population decrease of 687 for the entire FPASP.

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

As described in the EIR/EIS under Impacts 3A.13-1 and 3A.13-2, the FPASP would directly induce population growth through construction of new homes and businesses over the buildout period. Because population growth is not considered in and of itself to be a significant environmental impact, this was concluded to be a less-than-significant impact. The project would result in 233 fewer dwelling units at the Toll Brothers site than previously approved under the FPASP. An increase in housing densities in the Town Center sub-plan area and the Mangini Ranch Phase I sub-plan area would offset this reduction and there would be no net change in developed acres or housing units for the FPASP. However, the project would replace traditional homes with active adult age-restricted homes and the population within the project area would be reduced to 5,076, a reduction of 825 from what was identified in the approved FPASP. As such, population growth would be less than was previously evaluated in the FPASP EIR/EIS. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

As described in Impact 3A.13-3, the FPASP would result in the removal of a single housing unit. This was determined to be a less-than-significant impact. No changes to this condition would occur with implementation of the project. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Mitigation Measures

No mitigation measures were needed for the certified EIR/EIS regarding population and housing. No additional mitigation measures are required for the project for this issue.

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts to population and housing.

4.15 PUBLIC SERVICES

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
15. Public Services.				
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for any public services:			
i. Fire protection?	Setting pp. 3A.14-1 to 3A.14-2 Impacts 3A.14-1, 3A.14-2, 3A.14-3	No	No	Yes
ii. Police protection?	Setting pp. 3A.14-2 to 3A.14-3 Impact 3A.14-4	No	No	NA
iii. Schools?	Setting pp. 3A.14-3 to 3A.14-5 Impacts 3A.14-5, 3A.14-6	No	No	Yes
iv. Parks?	See below in Section 4.15, Recreation			

4.15.1 Discussion

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project.

SAFETY ELEMENT

GOAL SN 1.1 Maintain an effective response to emergencies, provide support and aid in a crises, and repair and rebuild after a crisis.

- ▶ **SN 1.1.1 Emergency Operations Plan:** Develop, maintain, and implement an Emergency Operations Plan that addresses life and safety protection, medical care, incident stabilization, property conservation, evacuation, escape routes (including back-up escape routes), mutual aid agreements, temporary housing, and communications.

GOAL SN 3.1 Minimize the risk of flooding hazards to people, property, and the environment.

- ▶ **SN 3.1.3 Public Facilities:** Require that new critical facilities (e.g., hospitals, emergency command centers, communication facilities, fire stations, police stations) are located outside of 100- and 200-year floodplains, or where such location is not feasible; design the facilities to mitigate potential flood risk to ensure functional operation during a flood event.

PUBLIC FACILITIES AND SERVICES

GOAL PFS 2.1 Provide for the educational and literacy needs of Folsom residents.

- ▶ **PFS 2.1.2 School Capacity and Development:** If a new development will not contain a school site, the City shall require applicants of new development to show that a school site has been dedicated, a school site will be dedicated, or a school already exists with capacity to serve the project.
- ▶ **PFS 2.1.3 Adequate Financing:** Coordinate with school districts that serve the city in an effort to ensure adequate financing for new school facilities, including assistance in the collection of school district development fees from new development.
- ▶ **PFS 2.1.5 Library:** Strive to keep library programs and materials relevant, easy to access, and provided in a safe and enjoyable environment.

GOAL PFS 6.1 Maintain a high level of police service as new development occurs to protect residents, visitors, and property.

- ▶ **PFS 6.1.1 Adequate Facilities:** Strive to provide law enforcement facilities, equipment and vehicles, and services to adequately meet the needs of existing and future development.
- ▶ **PFS 6.1.2 Police Response Standards:** Strive to maintain the minimum feasible response times for police calls. The goal for Priority 1 (life threatening) and Priority 2 (crime in progress/just occurred) calls shall be five minutes or less for 90 percent of the calls given the resources available.
- ▶ **PFS 6.1.7 Development Review:** Continue to include the Police Department in the review of development proposals to ensure that projects adequately address crime and safety, and promote the implementation of Crime Prevention through Environmental Design principles.

GOAL PFS 7.1 Prevent loss of life, injury, and property due to wildland and structural fires, while ensuring an adequate level of fire protection service is maintained for all.

- ▶ **PFS 7.1.1 Adequate Facilities and Services:** Strive to provide fire department facilities, equipment and vehicles, and services to adequately meet the needs of existing and future development.
- ▶ **PFS 7.1.2 Fire Response Standards:** Maintain adequate fire suppression response capabilities in all areas of the city consistent with the Fire Service Delivery Plan.
- ▶ **PFS 7.1.4 Optimal Siting:** Require that new fire stations are strategically located to ensure optimal response time and physical barriers are considered in the siting of new stations.
- ▶ **PFS 7.1.5 Fire Flow Requirements:** Ensure that adequate water fire-flow capability is provided throughout the city that conforms to the fire flow requirements of the California Fire Code.
- ▶ **PFS 7.1.6 Inspections:** Ensure the continued compliance of structures with City and State fire and life safety regulations by conducting periodic inspections.
- ▶ **PFS 7.1.7 Built-In Fire Suppression:** Minimize dependence on fire department staff and equipment and improve fire safety by requiring installation of built-in fire suppression equipment in all new buildings in accordance with the California Fire Code.
- ▶ **PFS 7.1.8 New Development:** Require that new development provides all necessary water service, fire hydrants, and roads consistent with Fire Department standards.
- ▶ **PFS 7.1.9 Fire Access Design and Building Materials:** Ensure that fire equipment access is integrated into the design of new developments, as well as the use of fire-resistant landscaping and building materials.

No other substantial change in the environmental and regulatory settings related to public services, described in EIR/EIS Sections 3A.14 under Public Services, has occurred since certification of the EIR/EIS in 2011.

- a) **Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:**

Fire protection?

Impacts 3A.14-1, 3A.14-2, and 3A.14-3 address how the construction of the FPASP would affect emergency response services and create increased demand for fire protection and for fire flow. The EIR/EIS found that there would be a significant impact on emergency response. With implementation of Mitigation Measure 3A.14-1, this impact would be reduced to less than significant because the applicant would be required to prepare and implement traffic control plans during construction activities to ensure that emergency access is not impeded. Further, the potentially significant impacts to fire protection and fire flow would be mitigated to a less-than-significant level through implementation of Mitigation Measure 3A.14-2, which would require the applicant to incorporate fire code requirements into all plans and submit these plans for approval to the fire department. The project would not substantially change development densities from that approved in the FPASP and would not result in a larger service area than was previously evaluated in the FPASP EIR/EIS. Further, the project would continue to comply with mitigation requirements outlined in the adopted mitigation for the FPASP. With implementation of this mitigation, no new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Police protection?

As described in Impact 3A.14-4, applicants would be required to fund and construct sufficient police facilities and personnel to serve the planned development. Per the City Municipal Code Chapter 3, Title 3.80, "Capital Improvement New Construction Fee," new development is responsible for the full cost of additional facilities and equipment necessary as a result of that development through payment of the City's capital improvement new construction fees. The impact was determined to be less than significant, and no mitigation was required. The project would not substantially change development densities from that approved in the FPASP and would not result in a larger service area than was previously evaluated in the FPASP EIR/EIS. Further, the project would be subject to the same funding requirements for police services. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Schools?

As discussed in Impacts 3A.14-5 and 3A.14-6, the applicants would be required to pay school impact fees and would fund all costs associated with school facilities. Because of this, the EIR/EIS concluded that the FPASP's impact to schools would be less than significant and no mitigation is required. The project would not substantially change development densities from that approved in the FPASP. In addition, the project would result in a population of 825 less than was previously evaluated in FPASP EIR/EIS and would replace traditional home sites with age-restricted active adult homes, further reducing the number school-aged children. The project would be subject to the same school impact fees and funding requirements for school services. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were referenced in the EIR/EIS analysis and would continue to remain applicable if the project was approved.

- ▶ Mitigation Measure 3A.14-1: Prepare and Implement a Construction Traffic Control Plan
- ▶ Mitigation Measure 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
- ▶ Mitigation Measure 3A.14-3: Incorporate Fire Flow Requirements into Project Designs

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts to public services.

4.16 RECREATION

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
16. Recreation.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Setting pp. 3A.12-1 to 3A.12-11 Impacts 3A.12-1, 3A.12-2	No	No	NA
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Setting pp. 3A.12-1 to 3A.12-11 Impact 3A.12-1	No	No	NA

4.16.1 Discussion

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project.

PARKS AND RECREATION ELEMENT

GOAL PR 1.1 Develop and maintain quality parks that support the diverse needs of the community.

- ▶ **PR 1.1.2 Complete System:** Develop and maintain a robust system of parks, recreation facilities, and open space areas throughout Folsom that provide opportunities for both passive and active recreation.
- ▶ **PR 1.1.3 Park Design:** Develop well-designed parks that enrich and delight park users through innovative and context appropriate design.
- ▶ **PR 1.1.4 Park Acreage Service Level Goal:** Strive to develop and maintain a minimum of five acres of neighborhood and community parks and other recreational facilities/sites per 1,000 population.
- ▶ **PR 1.1.5 Bicycle and Pedestrian Plan Consistency:** Require parks and recreation facilities be consistent with Folsom’s Bikeway Master Plan and Pedestrian Master Plan and connect to the bikeway system whenever possible.
- ▶ **PR 1.1.6 Late-Night Park Use:** Develop and maintain parks with night-use capability.
- ▶ **PR 1.1.7 Universal Access:** Require new parks and open spaces be easily accessible to the public, including providing disabled access.
- ▶ **PR 1.1.8 Shade and Hydration:** Ensure water fountains, trees, pavilions, arbors, and canopies are provided in Folsom’s parks and playgrounds, as well as along bike paths, trails, and other active transportation corridors, where appropriate and feasible, to provide important safeguards on hot days.
- ▶ **PR 1.1.10 Appropriate Land for Parks:** Land accepted for parks shall not be constrained by drainage, slopes, easements, regulated species/habitats, dense natural vegetation, and/or structures that limit the full recreational use.

- ▶ **PR 1.1.11 Parkland Acreage:** Do not accept easements and designated open space/natural areas as parkland acreage. These areas may be used for parkland; but shall not be credited as parkland under the parkland dedication ordinance.
- ▶ **PR 1.1.12 Neighborhood Parks:** Strive to ensure all neighborhoods, new and established, have parks that serve as community focal points.
- ▶ **PR 1.1.13 Community Gardens:** Encourage community gardens consistent with the Parks and Recreation Master Plan.
- ▶ **PR 1.1.14 Parkways:** Encourage the development of parkways and greenbelts to connect the citywide parks system.

No other substantial change in the regulatory settings related to recreation, described in EIR/EIS Section 3A.12 under Parks and Recreation, has occurred since certification of the EIR/EIS in 2011.

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The EIR/EIS addresses impacts associated with parks and recreation under Impacts 3A.12-1 and 3A.12-2. Under the project, the population within the project area would be 5,076, a reduction of 825 from the approved FPASP, and the population of the Toll Brothers site would be 2,637, a reduction of 1,152 persons from what was identified in the approved FPASP. Using the City's standard of five acres of parkland for every 1,000 residents, the project must provide at least 17.1 acres of parkland at the Toll Brothers site and 26.5 acres of parkland in the total project area to meet the standard. (see Section 2.5.4, "Changes to Section 9: Parks").

A 10-acre park site, known as FPASP NP5, is currently allocated to the Toll Brothers site (Alder Ranch sub-plan area). As the Toll Brothers site is intended to be a private-gated, traditional and active adult community, private recreation facilities tailored to the recreation needs of specific homebuyers are proposed for the project. The existing park land use would be changed to single-family high-density land use which allows private recreation facilities. The proposed land use designations under the project would relocate the existing 10 acres of parkland outside of the Toll Brothers site but would remain within the project area in the Alder Ranch sub-plan area and Town Center sub-plan area. The project area would continue to provide a total parkland space of 11.13 acres which would be less than the City's parkland requirement for the project area. However, the overall parkland space in the FPASP area would not be reduced and the total FPASP area would continue to meet the City's parkland standard. The EIR/EIS concluded that the impact to existing parks and facilities would be less than significant and no mitigation was required. The proposed project would not change this conclusion and no new significant impacts or substantially more severe impacts, the findings of the certified EIR/EIS remain valid and no further analysis is required.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

As described in Impact 3A.12-1 of the Draft EIR/EIS, the potential for new or expanded recreational facilities to have an adverse physical effect on the environment was analyzed in all topic areas throughout the EIR/EIS as part of the project. Those impacts have been described throughout this environmental checklist.

Mitigation Measures

No mitigation measures were identified in for the certified EIR/EIS regarding recreation, nor are any additional mitigation measures required the project.

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of project would not result in new or substantially more severe significant impacts to recreation.

4.17 TRANSPORTATION/TRAFFIC

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
17. Transportation/Traffic. Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Setting pp. 3A.15-8 to 3A.15-24 Impacts 3A.15-1, 3A.15-1a, 3A.15-1b, 3A.15-1c, 3A.15-1d, 3A.15-1e, 3A.15-1f, 3A.15-1g, 3A.15-1h, 3A.15-1i, 3A.15-1j, 3A.15-1k, 3A.15-1l, 3A.15-1m, 3A.15-1n, 3A.15-1o, 3A.15-1p, 3A.15-1q, 3A.15-1r, 3A.15-1s, 3A.15-1t, 3A.15-1u, 3A.15-1v, 3A.15-1w, 3A.15-1x, 3A.15-1y, 3A.15-1z, 3A.15-1aa, 3A.15-1bb, 3A.15-1cc, 3A.15-1dd, 3A.15-1ee, 3A.15-1ff, 3A.15-1gg, 3A.15-1hh, 3A.15-1ii, 3A.15-2, 3A.15-3, 3A.15-4, 3A.15-4a, 3A.15-4b, 3A.15-4c, 3A.15-4d, 3A.15-4e, 3A.15-4f, 3A.15-4g, 3A.15-4h, 3A.15-4i, 3A.15-4k, 3A.15-4l, 3A.15-4m, 3A.15-4n, 3A.15-4o, 3A.15-4p, 3A.15-4q, 3A.15-4r, 3A.15-4s, 3A.15-4t, 3A.15-4u, 3A.15-4v, 3A.15-4w, 3A.15-4x, 3A.15-4y	No	Yes	Yes, mitigation has been updated
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Not addressed, no impact	No	No	NA
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Not addressed, no impact	No	Yes	Yes, mitigation has been updated
d. Result in inadequate emergency access?	Discussed under 4.14, Public Services	No	No	Yes

4.17.1 Discussion

ENVIRONMENTAL SETTING

The traffic analysis for the certified EIR/EIS was conducted by DKS Associates in 2009. Since the FPASP was approved, no infrastructure or development work has taken place on the Toll Brothers site. The FPASP traffic analysis provided a gross assessment of traffic impacts in the FPASP area including the Toll Brothers site. The impacts were determined based on the entire FPASP's effects on the roadway network. While certain development projects were known at the time the FPASP was prepared and land use data from these projects were used in the assumptions and analysis, the FPASP

EIR/EIS analysis did not carve-out or assign specific impacts to each of the developments within the FPASP. The analysis recognized that subsequent individual traffic assessments would be prepared as developments were proposed.

Consistent with the assumptions of the FPASP, at the City's direction, T. Kear Transportation Planning & Management, Inc., prepared the *Regency at Folsom Ranch Draft Transportation Impact Study* (T. Kear 2019), to determine project-related transportation impacts (see Appendix E). The transportation impact study (TIS) considers existing conditions with and without the project and existing plus planned and approved projects (EPAP) conditions with and without the project. A cumulative analysis of the ultimate lane and geometry requirements at intersections internal and adjacent to the Toll Brothers site was conducted to identify and document where additional right-of-way dedications may be necessary to accommodate right and left turn pockets and/or tapers in the future. The cumulative analysis was also used to verify that the shifting in development density between FPASP parcels by the proposed FPASP amendment, included as part of the project, does not create new impacts at adjacent intersections. The cumulative scenario in the FPASP EIR/EIS and the project's analysis can be compared to determine whether the changes proposed as part of the project would result in any new or substantially more severe environmental impacts.

Five scenarios were identified for inclusion in this TIS through consultation with City staff. The study determines the weekday a.m. peak-hour and p.m. peak-hour level of service (LOS) at study intersections and on study segments under the following scenarios:

- ▶ Existing Conditions,
- ▶ Existing with Project Conditions,
- ▶ EPAP without Project Conditions,
- ▶ EPAP with Project Conditions, and
- ▶ Cumulative with the proposed SPA.

The proposed land uses and associated densities within the SPA are consistent with those in the adopted FPASP, while generating less traffic than the adopted FPASP. The first four scenarios are intended to identify any impacts that arise from the Toll Brothers development and specify portions of the ultimate roadway system that shall be built in order to mitigate any impact that is identified. The Cumulative analysis is then used to ensure that the shifting of 233 dwelling units, as proposed under the FPASP amendment, to parcels near the Town Center and parcels east of East Bidwell Street does not result in a new cumulative impact.

As required by CEQA, the TIS includes an analysis of existing conditions, which reflects the traffic volumes and roadway geometry at the time the study began in 2019. This scenario will be analyzed both with and without project-generated traffic to identify any project related traffic impacts.

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

Projects considered as part of the EPAP scenarios include those within the FPASP, as well as projects north of US 50. Table 4-6 details the projects identified as contributing vehicular traffic to the study area. Note that these assumptions include 1,294 FPASP dwelling units without the project or 2,519 FPASP dwelling units with the Toll Brothers development. 2,519 dwelling units is consistent with Folsom's anticipated absorption rate of approximately 500 dwelling units per year.

Table 4-6 Projects Assumed to Contribute to EPAP Traffic Study Intersections and Segments

Project	Approved Land Use	Assumed Absorption	Assumed Land Use for EPAP
Russell Ranch (Phase 1)	394 DU	35%	138 DU
Russell Ranch (Phases 2 & 3)	481 DU	10%	48 DU
Broadstone Estates	81 DU	10%	8 DU
Mangini Ranch Phase I	800 DU	60%	480 DU
Mangini Ranch Phase II	545 DU	35%	191 DU
Folsom Heights	401 DU	40%	160 DU
White Rock Springs Ranch	395 DU	40%	158 DU
The Enclave	111 DU	100%	111 DU
Shops at Folsom Ranch	27,900 sq. ft. commercial	100%	27,900 sq. ft. commercial

Source: T. Kear 2019: Table 5

In compliance with CEQA, cumulative transportation impacts were evaluated in the FPASP EIR/EIS and the Westland Eagle SPA amendment. As provided by CEQA Guidelines Section 15182, where a public agency has prepared an EIR on a specific plan after January 1, 1980, no EIR or negative declaration need be prepared for a residential project undertaken pursuant to and in conformity to that specific plan. However, a cumulative analysis of the ultimate lane and geometry requirements at intersections internal and adjacent to the Toll Brothers site was conducted to document where additional right-of-way dedications may be necessary to accommodate left and right turn pockets and/or tapers in the future. Roadway cross-sections in the adopted FPASP do not include right-of-way for right turn pockets or tapers. Where such pockets or tapers are required, the right-of-way will need to be taken from the adjacent parcels.

The project's TIS evaluated study area intersections to determine the impact of the project on the existing (i.e., current), EPAP (i.e., intermediate), and cumulative (i.e., future) transportation network. A similar analysis was conducted for the FPASP EIR/EIS. Under each scenario, the analysis provides an assessment of the traffic conditions at a specific snapshot in time based on the currently available data and modeling methodologies. The FPASP snapshot represents different conditions than the project snapshot. As time progresses, conditions in the environment continually change (i.e., traffic volumes increase over time) and modeling is refined to respond to changing conditions. In the case of the project, eight years has passed since the FPASP EIR/EIS was prepared. While conditions at the project site have not changed, local traffic volumes, transportation infrastructure, and commonly accepted traffic models have changed since the FPASP EIR/EIS was prepared. Therefore, the updated transportation analysis reflects these changed conditions.

Transportation agencies such as the City, typically employ a longer-term view of transportation planning because of the substantial investment required to implement transportation infrastructure improvements. Agencies typically plan improvements in logical increments to prevent the installation and subsequent removal and reconstruction of transportation facilities as growth and development occurs in an area. Therefore, agencies typically look to cumulative growth and development projections to understand the long-term transportation infrastructure needs. Where the demand for new infrastructure occurs, agencies would plan incremental improvements that would ultimately lead to the long-term buildout condition for the roadway or intersection. Then all projects that would contribute to the demands for that infrastructure and would be required to contribute towards its implementation.

Planning for facilities in this manner is beneficial because agencies recognize that an assessment of project impacts is a representation of conditions (either existing or projected) at the moment in time the analysis is prepared and does not necessarily account for the full build out condition. Therefore, the cumulative plus project scenario represents a project's true contribution to impacts on the roadway network especially where that project is a longer-term land use plan. The existing plus project scenario identifies potential impacts that could occur as the project is developed and the cumulative network improvements are being implemented over time. Therefore, the impacts identified under the existing plus project scenario are best used by agencies to determine the timing of when specific cumulative

improvements need to be made or how to incrementally implement improvements to the roadway network as it builds out to the cumulative projection.

For longer-term projects, agencies plan for the cumulative traffic network because when large projects such as FPASP and Toll Brothers at Folsom Ranch are proposed, there is very little predictability in the timing and location of where specific development projects would occur. The economic conditions and market demand for certain types of development (e.g., retail vs. commercial vs. residential) ultimately determine which projects are developed and when. Therefore, by taking a longer-term view (i.e., cumulative projection) of infrastructure needs, the agency can make individual adjustments to the roadway network where needed to respond to individual development demands. As it relates to the project, the cumulative plus project scenario provides the City the best, most realistic assessment of how the project would affect the transportation network in comparison to the projections included in the FPASP EIR/EIS. If the project's cumulative plus project impacts are substantially different from those projected in the FPASP EIR/EIS, then the City would understand that the changes proposed under the project could adversely affect the planned roadway network. However, if the results of the cumulative plus project scenario show that operation of the cumulative roadway network is the same or better than previous projections under the FPASP EIR/EIS, then no significant changes would occur.

Regulatory Setting

The City has completed a general plan update since certification of the FPASP EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project.

MOBILITY ELEMENT

GOAL M 1.1 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.

- ▶ **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.
- ▶ **M 1.1.2 Adequate Rights-of-Way:** Ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users including bicyclists, pedestrians, transit riders, and motorists, except where pedestrians and bicyclists are prohibited by law from using a given facility. Dedication and improvements of full rights-of-way shall follow City design standards by roadway classification except in existing developed areas where the City determines that such improvements are either infeasible or undesirable. Other deviations from these standards shall be permitted upon a determination that safe and adequate access and circulation are preserved by such deviations.
- ▶ **M 1.1.3 Accessibility:** Strive to ensure that all streets are safe and accessible to people with limited mobility and other disabilities. New and reconstructed facilities shall meet the requirements of the Americans with Disabilities Act.
- ▶ **M 1.1.5 Connected Neighborhoods:** Require the continuation of the street network between adjacent development projects to promote walkability and allow easier access for emergency vehicles.
- ▶ **M 1.1.6 Intermodal Connections:** Provide connections between modes, including bicycle and pedestrian connections to transit stops, buses that can accommodate bicycles, and park-and-ride lots.
- ▶ **M 1.1.7 Transportation System Management:** Require a transportation system management (TSM) program that applies to existing as well as future development and will ensure the assumed reduction in peak hour vehicle trips.
- ▶ **M 1.1.8 Intelligent Transportation Systems (ITS) Master Plan:** Prepare and adopt an ITS Master Plan to prioritize the deployment of technology designed to maximize the efficiency of the City's traffic signal systems. Require that all development projects incorporate ITS infrastructure where feasible and consistent with the City's adopted ITS Master Plan.

- ▶ **M 1.1.9 Transportation Demand Management:** Develop a citywide Transportation Demand Management Program, which provides a menu of strategies and programs for developers and employers to reduce single-occupant vehicle travel in the city.
- ▶ **M 1.1.10 Facilities for Emerging Technologies:** Assist in the provision of support facilities such as advanced fueling stations (e.g., electric and hydrogen) for emerging technologies.

GOAL M 2.1 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.

- ▶ **M 2.1.1 Pedestrian Master Plan:** Maintain and implement a pedestrian master plan that guides the development of a network that links residential developments with employment centers, public open spaces, parks, schools, shopping districts, and other major destinations.
- ▶ **M 2.1.2 New Sidewalks:** Sidewalks shall be built along all new arterial, collector, and local roads when ultimate street improvements are installed.
- ▶ **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.
- ▶ **M 2.1.5 Bikeway Master Plan:** Maintain and implement a bikeway master plan that guides the development of a network that links residential developments with employment centers, public open spaces, parks, schools, shopping districts, and other major destinations.
- ▶ **M 2.1.6 Bicycle Facility Classifications:** Maintain the following classification of bicycle facilities consisting of the following:
 1. Class I bikeways: separated bicycle paths. These will be the preferred bikeway, whenever feasible.
 2. Class II bikeways: bike lanes. These will be required in areas where on-street parking is likely to occur and in all collector and arterial streets where feasible. Such areas would be in the vicinity of apartment complexes and condominium complexes.
 3. Class III bikeways: bike routes. These will be required in low-traffic areas where it is safe for bicycles to share the lane with autos and a class 1 or class 2 facility is not feasible.
 4. Class IV bikeways: bicycle-only paths, or "cycle tracks." These are a version of separated bicycle paths that are designed for and limited to bicycle use only, and include a separation between bikeway and through traffic lanes. These will only be installed in special cases where right-of-way is constricted, or there is other significant need to provide a separate facility for bicycle use.
- ▶ **M 2.1.7 Design Guidelines:** Maintain design guidelines for bicycle facilities that result in the construction of bicycle improvements that are attractive, functional, and accessible.
- ▶ **M 2.1.8 Road Repair:** Consider the impact to bicycle routes when conducting any major repair, alteration, or construction of roads. Alternate routes or other accommodations should be provided as well as any upgrades to City-owned pedestrian facilities to comply with the current standards of the Americans with Disabilities Act (ADA).
- ▶ **M 2.1.10 Bicycle Parking:** Require adequate short- and long-term bicycle parking for all land uses, except for single family and single family high density residential uses.
- ▶ **M 2.1.12 Trail Network:** Develop a continuous, interconnected system of trails and bikeways.
- ▶ **M 2.1.14 Intersections:** Ensure new intersections are designed to safely accommodate pedestrians and bicyclists, along with all other transportation modes.
- ▶ **M 2.1.16 Safe Routes to School:** Encourage the construction of facilities and provision of programs that ensure Folsom children can walk or bike to school safely through coordination with school administration and parent organizations and participation in State and Federal grant programs.

- ▶ **M 2.1.17 Pedestrian and Bicycle Overpasses:** Pursue the development of pedestrian and bicycle overpasses in areas with limited connectivity, particularly to connect development north and south of Highway 50.
- ▶ **M 2.1.18 Public Involvement:** Encourage the public to participate in the planning, design, implementation, and maintenance of pedestrian and bicycle facilities and programs.

GOAL M 3.1 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.

- ▶ **M 3.1.1 Access to Public Transit:** Strive to ensure that all residents have access to safe and convenient public transit options.
- ▶ **M 3.1.2 Transit for Elderly and Persons with Disabilities:** Continue to provide accessible, on-demand transit for the elderly and persons with disabilities.
- ▶ **M 3.1.6 "Hi-Bus" Transit Corridors:** Require sufficient right-of-way for designated Hi-Bus transit corridors that connect to light rail stations, including the planned facility on Easton Valley Parkway, south of Highway 50. The City shall also evaluate the feasibility of Hi-Bus transit in designated "study corridors" and shall give priority to transit uses within the available right-of-way in those study corridors. The City shall coordinate with Regional Transit to provide services in the Hi-Bus corridors.
- ▶ **M 3.1.7 Transit to Key Locations:** Provide Folsom Stage Line transit stops and associated amenities at key destinations in Folsom.

GOAL M 4.1 Ensure a safe and efficient network of streets for cars and trucks, as well as provide an adequate supply of vehicle parking.

- ▶ **M 4.1.1 Road Network Hierarchy:** Establish a hierarchy of roads consisting of the following:
 1. Freeways or limited access highways. Such roads shall be grade separated at each intersection with another road. The major purpose of such roads is to route traffic around Folsom, with as few interruptions to the surface street system as possible. Highway 50 currently meets the definition of a freeway.
 2. Expressways. Allow for moderate- to high-speed travel within the city. The purpose of an expressway is to carry cross-town traffic from other communities or between neighborhoods within the city. An expressway may contain some grade-separated intersections, but this type of road would mainly be a surface street. Expressways should be located to allow for controlled intersections spaced at one-half mile intervals or more. Only arterial and collector roads should intersect with an expressway.
 3. Arterial roads (or major streets). Serve to connect neighborhoods within the city and the city with surrounding communities. Movement of people and goods, also known as "mobility," rather than access to adjacent land uses, is the primary function of an arterial street. Arterials would normally define the boundaries of neighborhoods, not provide internal access to a neighborhood. The city has two types: 1) "major arterials," which are typically divided four or six-lane roadways, and 2) "minor arterials," which are typically undivided four-lane roadways.
 4. Collector (or secondary) roads. Serve to route traffic from local streets within a residential neighborhood or a commercial area to an arterial road. Collector streets would not normally serve as "through" roads for more than one area, but would typically carry higher traffic volumes than local streets. The City has two types: 1) "major collectors," which are typically two-lane roadways with center turn lanes, and 2) "minor collectors," which are typically two-lane roadways without center turn lanes.
 5. Local (or tertiary) roads. Serve a portion of a neighborhood only and, together with other local roads in a neighborhood, route traffic to a collector street.
- ▶ **M 4.1.2 Roadway Maintenance:** Maintain roadways according to industry standards to provide for the safe travel for all users, including pedestrians, bicyclists, drivers, and transit vehicles. The City shall implement a pavement management plan that considers warmer temperatures, heat waves, and urban heat island effects in material selection, and emphasize preventative maintenance to reduce costs associated with frequent road surface replacement.

- ▶ **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.
- ▶ **M 4.1.4 Capital Southeast Connector:** Support the planning and construction of the Capital Southeast Connector.
- ▶ **M 4.1.5 Interchange Improvements:** Coordinate with Caltrans in planning for and funding freeway interchange improvements and additional interchanges along Highway 50.
- ▶ **M 4.1.10 Traffic Calming:** Continue to implement traffic calming measures in residential neighborhoods, as appropriate and in ways that accommodate emergency access vehicles.

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The Folsom 2035 General Plan identifies several policies addressing the City's circulation system, including but not limited to complete streets, pedestrian and bicycle linkages, safe routes to school, public transit access, and level of service.

Impact 3A.15-1 of the FPASP EIR/EIS determined that significant and unavoidable impacts would occur to area intersections under the existing plus project and cumulative plus project condition. A series of mitigation measures including funding mechanisms were recommended to reduce the impacts of the FPASP; however, some intersections would remain significant and unavoidable. The impacts reported in the FPASP EIR/EIS provide a representation of the conditions that would occur based on the information known at that time. Table 4-7 includes LOS evaluations of intersections analyzed in the FPASP EIR/EIS.

The project-specific TIS evaluated traffic conditions on area intersections under existing conditions, existing with project conditions, EPAP without project conditions, EPAP with project conditions, and cumulative with project (proposed SPA) conditions. The anticipated level-of-service for each study intersection under each scenario (except cumulative) is shown in Table 4-7. Under existing with project conditions, three study intersections would not meet the City's standard level-of-service "D" or better. Under EPAP with project conditions, five study intersections would not meet the City's standard level-of-service "D" or better.

Existing with Project and EPAP with Project Conditions

The intersection of East Bidwell Street and Regency Parkway (Driveway #6) was not analyzed under the FPASP EIR/EIS. However, the project-specific TIS found that under EPAP with project conditions the addition of project traffic at this intersection would result in a LOS F during the PM peak hour (Table 4-7). A potentially significant impact would occur. Mitigation Measure 4.17-1 (identified below), is recommended and would require the applicant to construct geometric improvements with side street stop control. With implementation of this mitigation, impacts would be reduced to a less-than-significant level. No significant impacts would remain. This impact would not change the conclusion of Impact 3A.15-1 in the FPASP EIR/EIS.

The intersection of East Bidwell Street (previously Scott Road east)/White Rock Road was identified as operating acceptably under existing plus project conditions in the FPASP EIR/EIS (Table 3A.15-16). However, the project-specific TIS found that under existing with project conditions and EPAP with project conditions the addition of project traffic at this intersection would result in a LOS F during the PM peak hour and delay would increase by more than 5 seconds (Table 4-7). A potentially significant impact would occur. Mitigation Measure 4.17-2 (identified below), is recommended and would require the applicant to pay the Sacramento County Transportation Development Fee or install a signal at this intersection. With implementation of this mitigation, impacts would be reduced to a less-than-significant level. No significant impacts would remain. This impact would not change the conclusion of Impact 3A.15-1 in the FPASP EIR/EIS.

Table 4-7 Peak Hour Intersection Delay and Level of Service

Intersection	Control	FPASP EIR/EIS				Existing No Project				Existing with Project				EPAP No Project				EPAP with Project			
		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Oak Avenue Parkway/Driveway #1	TWSC	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	8.6	A	8.6	A	n/a	n/a	n/a	n/a	8.6	A	8.6	A
2. Mangini Parkway/Driveway #2	TWSC	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	8.9	A	8.7	A	n/a	n/a	n/a	n/a	8.9	A	8.7	A
3. Mangini Pkwy/Regency Parkway (Driveway #3)	TWSC	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	9.1	A	8.9	A	n/a	n/a	n/a	n/a	9.1	A	8.9	A
4. Mangini Pkwy/Driveway #4	TWSC	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	9.6	A	10.4	B	n/a	n/a	n/a	n/a	9.6	A	10.4	B
5. Mangini Pkwy/Driveway #5	TWSC	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	9.4	A	9.0	A	n/a	n/a	n/a	n/a	9.4	A	9.0	A
6. E Bidwell St/Regency Parkway (Driveway #6)	TWSC	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	20.0	C	31.4	D	n/a	n/a	n/a	n/a	30.9	D	64.6	F
7. Oak Avenue Parkway/White Rock Road	TWSC (RIRO)	15.8	B	18.0	B	n/a	n/a	n/a	n/a	12.6	B	11.5	B	n/a	n/a	n/a	n/a	13.5	B	12.0	B
8. Oak Avenue Parkway/Mangini Parkway	AWSC	14.0	B	14.4	B	n/a	n/a	n/a	n/a	6.9	A	7.3	A	n/a	n/a	n/a	n/a	6.9	A	7.3	A
9. Mangini Parkway/3rd St	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10. East Bidwell Street/White Rock Road	AWSC	20.1	C	22.6	C	16.3	C	46.7	E	17.1	C	54.4	F	21.4	C	82.3	F	23.0	D	92.1	F
11. East Bidwell Street/Mangini Parkway	TWSC	31.5	C	28.5	C	12.8	B	26.9	D	92.9	F	>300	F	19.1	C	36.6	E	>300	F	>300	F

Intersection	Control	FPASP EIR/EIS				Existing No Project				Existing with Project				EPAP No Project				EPAP with Project			
		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
12. East Bidwell Street/ Savannah Parkway	TWSC	24.7	C	29.5	C	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	22.8	D	45.0	E	36.3	E	91.6	F
13. East Bidwell Street/ Old Ranch Way	TWSC	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	14.3	C	17.7	C	19.2	C	22.1	C
14 East Bidwell Street /Alder Creek Parkway	TWSC	27.9	C	37.6	D	16.4	C	27.3	D	25.3	C	60.1	F	47.8	E	>300	F	134.8	F	>300	F
15. East Bidwell Street / US 50 eastbound	Signal	14.5	B	17.4	B	14.8	B	29.7	C	14.2	B	28.0	C	14.0	B	28.0	D	14.0	B	32.6	C
16. East Bidwell Street/ US 50 westbound	Signal	20.5	C	21.1	C	19.4	B	21.6	C	19.0	B	21.6	C	18.9	B	21.7	C	19.0	B	21.9	C
17. Alder Creek Parkway/ Rowberry Way	n/a	16.6	B	17.0	B	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18. Alder Creek Parkway/1st Street	n/a	19.8	B	19.8	B	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19. Alder Creek Parkway/3st Street	n/a	25.2	C	28.3	C	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Notes: EPAP = existing plus approved projects; TWSC = Two-way Stop Control; AWSC = All-way Stop Control; RIRO = Right-In, Right-Out; n/a = not applicable

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

Bold values denote level-of-service deficiencies. Values highlighted in gray denote potentially significant impacts.

Source: T. Kear 2019; Table 14, Table 18

The intersection of East Bidwell Street/Mangini Parkway (identified in the FPASP EIR/EIS as Scott Road east/Street "A") was identified as operating acceptably under existing plus project conditions in the FPASP EIR/EIS (Table 3A.15-16 of the EIR/EIS). However, the project-specific TIS found that under existing with project conditions and EPAP with project conditions the addition of project traffic at this intersection would result in LOS F during the AM and PM peak hours and an increased delay of more than 5 seconds (Table 4-7). A potentially significant impact would occur. Mitigation Measure 4.17-3 (identified below), is recommended and would require the applicant to signalize the intersection and construct geometric improvements. With implementation of this mitigation, impacts would be reduced to a less-than-significant level. No significant impacts would remain. This impact would not change the conclusion of Impact 3A.15-1 in the FPASP EIR/EIS.

The intersection of East Bidwell Street/Savannah Parkway (identified in the FPASP EIR/EIS as Scott Road east/Street "B") was identified as operating acceptably under existing plus project conditions in the FPASP EIR/EIS (Table 3A.15-16 of the EIR/EIS). However, the project-specific TIS found that under EPAP with project conditions the addition of project traffic at this intersection would result in LOS E during AM peak hour, LOS F during PM peak hour and an increased delay of more than 5 seconds (Table 4-7). A potentially significant impact would occur. Mitigation Measure 4.17-4 (identified below), is recommended and would require the applicant to construct geometric improvements at the intersection. With implementation of this mitigation, impacts would be reduced to a less-than-significant level. No significant impacts would remain. This impact would not change the conclusion of Impact 3A.15-1 in the FPASP EIR/EIS.

The intersection of East Bidwell Street/Alder Creek Parkway (identified in the FPASP EIR/EIS as Scott Road east/Easton Valley Parkway) was identified as operating acceptably under existing plus project conditions in the FPASP EIR/EIS (Table 3A.15-16 of the EIR/EIS). However, the project-specific TIS found that under existing with project conditions the addition of project traffic at this intersection would result in LOS F during PM peak hours and under EPAP with project conditions the addition of project traffic at this intersection would result in LOS F during AM and PM peak hours and delays on the worst approach would exceed 300 seconds (Table 4-7). A potentially significant impact would occur. Mitigation Measure 4.17-5 (identified below), is recommended and would require the applicant to reconstruct and signalize the intersection. With implementation of this mitigation, impacts would be reduced to a less-than-significant level. No significant impacts would remain. This impact would not change the conclusion of Impact 3A.15-1 in the FPASP EIR/EIS.

Cumulative Conditions

Cumulative 2036 traffic conditions, including the proposed SPA conditions and transfer of development density from the Toll Brothers site to the Town Center and Mangini Ranch Phase I sub-plan areas, would operate at an acceptable level-of-service during AM and PM peak-hours for all study intersections (Table 4-8).

The replacement of 1,011 traditional homes with active adult age-restricted homes, as proposed by the project, would reduce daily and peak-hour traffic. Therefore, the project would not result in freeway traffic beyond what was previously evaluated under the FPASP EIR/EIS and the Westland Eagle SPA environmental review. This analysis relies upon cumulative findings from those studies to determine that the project would not result in any new significant or more severe impacts to freeways. Impacts 3A.15-1q, 3A.15-1r, 3A.15-1t, 3A.15-1u, 3A.15-1v, 3A.15-1w, 3A.15-1x, 3A.15-1y, 3A.15-1z, 3A.15-1aa, 3A.15-1bb, 3A.15-1cc, 3A.15-1dd, 3A.15-1ee, 3A.15-1ff, 3A.15-1gg, 3A.15-1hh, and 3A.15-1ii in the FPASP EIR/EIS analyzed the potential impacts to freeway facilities caused by the adoption of the FPASP. While mitigation measures were included (listed below) to address these impacts, some remained significant and unavoidable. As described in the revised traffic study, the project does not result in any new significant or substantially more severe impacts to freeway facilities. The conclusions of the FPASP EIR/EIS remain valid.

The FPASP EIR/EIS determined that implementation of the FPASP would be consistent with the City's General Plan and would have less-than-significant impacts on pedestrian, bicycle, and transit facilities (p. 3A.15-27). The project does not inhibit the use of bicycle, pedestrian, or transit facilities; eliminate existing bicycle, pedestrian, or transit facilities; or prevent the implementation of planned bicycle, pedestrian, or transit facilities. Facilities would be consistent with an applicable program, plan, ordinance, or policy including the Folsom 2035 General Plan. As evaluated above, with implementation of mitigation measures (listed below) the project would meet the City's level of

service criteria. In addition, roadways would be constructed consistent with the City’s complete street goals, design guidelines and access requirements. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

Table 4-8 Cumulative Intersection Delay and Level of Service with Proposed General Plan Amendment/Specific Plan Amendment

Intersection	Control	Cumulative Plus Proposed SPA			
		AM		PM	
		Delay	LOS	Delay	LOS
1. Oak Avenue Parkway/Driveway #1	TWSC	17.1 (WB)	C	15.0 (WB)	B
2. Mangini Parkway/Driveway #2	TWSC	16.7 (NB)	C	17.7 (NB)	C
3. Mangini Pkwy/Regency Parkway (Driveway #3)	TWSC	20.9 (NB)	C	16.7 (NB)	C
4. Mangini Pkwy/Driveway #4	TWSC	19.1 (NB)	C	15.2 (NB)	C
5. Mangini Pkwy/Driveway #5	TWSC	27.7 (NB)	C	23.3 (SB Left)	C
6. E Bidwell St/Regency Parkway (Driveway #6)	Signal	35.0	D	33.7	C
7. Oak Avenue Parkway/ White Rock Road	Signal	32.1	C	21.4	C
8. Oak Avenue Parkway/ Mangini Parkway	Signal	27.5	C	27.2	C
9. Mangini Parkway/3rd St	TWSC	12.3 (SB Left)	B	12.4 (SB Left)	B
10. East Bidwell Street/White Rock Road	Signal	34.8	C	23.3	C
11. East Bidwell Street/Mangini Parkway	Signal	45.9	D	41.5	D
12. East Bidwell Street/Savannah Parkway	Signal	23.9	C	24.7	C
13. East Bidwell Street/Old Ranch Way	TWSC (restricted left & thru movements)	26.8	D	19.7	C
14 East Bidwell Street /Alder Creek Parkway	Signal	49.3	D	46.4	D
15. East Bidwell Street / US 50 eastbound	Signal	Not Analyzed: Proposed SPA does not change the number of units and decreases population, FPASP cumulative traffic analysis is applicable.			
16. East Bidwell Street /US 50 westbound	Signal				
17. Alder Creek Parkway/Rowberry Way	Signal	34.8	C	20.4	C
18. Alder Creek Parkway/1st Street	Signal	32.9	C	31.7	C
19. Alder Creek Parkway/3st Street	Signal	29.7	C	25.0	C

Notes: TWSC = Two-way Stop Control; WB = westbound; NB = northbound; SB = southbound

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

Bold values denote level-of-service deficiencies. Values highlighted in gray denote potentially significant impacts.

Source: T. Kear 2019

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

SB 743, passed in 2013, required the Governor’s Office of Planning and Research (OPR) to develop new CEQA Guidelines that address traffic metrics under CEQA. As stated in the legislation (and Section 21099[b][2] of CEQA), upon adoption of the new CEQA guidelines, “automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the CEQA guidelines, if any.”

The Office of Administrative Law approved the updated CEQA Guidelines on December 28, 2018, and the changes are reflected in new CEQA Guidelines (Section 15064.3). State CEQA Guidelines Section 15064.3 was added December 28, 2018, to address the determination of significance for transportation impacts. Pursuant to the new CEQA Guidelines VMT will replace congestion as the metric for determining transportation impacts. The CEQA Guidelines state that “lead agencies may elect to be governed by these provisions of this section immediately. Beginning July 1, 2020, the provisions of this section shall apply statewide.”

SB 743 was passed in 2013, subsequent to the certification of the FPASP FEIR in 2011. Therefore, consistent with industry standards and the City General Plan goals and policies at the time, automobile delay was the primary metric used to evaluate the project's CEQA transportation impacts. At the time of certification of the FPASP FEIR, VMT was a metric commonly used in connection with long-range planning, or as part of the CEQA analysis of a project's greenhouse gas emissions and impacts and was not a metric commonly used to analyze transportation impacts under CEQA. However, because information was known about the impact of VMT on the environment at the time the 2011 FPASP FEIR was prepared, it could have been evaluated in the transportation chapter of the EIR/EIS at that time. Therefore, the shift from automobile delay to VMT as the primary metric used to analyze transportation impacts under CEQA, as dictated by CEQA Guidelines Section 15064.3, does not constitute "new information" as defined in CEQA Guidelines Section 15162.

As stated in the CEQA Guidelines Section 15064.3(c), beginning on July 1, 2020 the provisions of this section shall apply statewide. Thus, local agencies have an opt-in period until July 1, 2020 to implement the updated guidelines now that they have been formally adopted. The City has yet to formally adopt any CEQA significance thresholds related to VMT, and the project as evaluated in this document will be up for final approval prior to the July 1, 2020 deadline for implementation of the updated CEQA Guidelines as they relate to Section 15064.3. Therefore, VMT is not analyzed herein and please refer the preceding checklist question for detailed transportation impact analysis as it relates to automobile delay associated with the project. No new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

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

The FPASP EIR/EIS did not identify any geometric design features or incompatible uses that would substantially increase hazards. The project-specific TIS identified potential hazards at the Oak Avenue Parkway/White Rock Road intersection. The Capital South East Connector limits the Oak Avenue Parkway/White Rock Road intersection to right-in-right-out access until the intersection is reconstructed on the new Capital South East Connector alignment. Lack of geometric constraints to restrict turning movements would result in a potentially significant impact. Implementation of Mitigation Measure 4.17-6 (listed below), would require the applicant to channelize the intersection to restrict turning movements to westbound right turns and southbound right turns. With implementation of this mitigation, access is limited to right-in/right-out movements and the potential impact is reduced to less-than-significant. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

d) Result in inadequate emergency access?

As described in Impact 3A.14-1 of the FPASP EIR/EIS, nearby roadways in the vicinity of the FPASP area and off-site areas, such as White Rock Road, Prairie City Road, and U.S. 50, would likely be affected intermittently during construction activities. Implementation of Mitigation Measure 3A.14-1 would be required to reduce significant impacts associated with decreased emergency response times during construction. In addition, Impact 3A.8-4 of the EIR/EIS determined City-required permits would ensure sufficient street width, circulation, and access for fire and emergency response units. No changes to these circumstances have occurred. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were referenced in the EIR/EIS analysis and would continue to remain applicable if the project were approved.

- ▶ Mitigation Measure 3A.14-1: Prepare and Implement a Construction Traffic Control Plan
- ▶ Mitigation Measure 3A.15-1a: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1)

- ▶ Mitigation Measure 3A.15-1b: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2)
- ▶ Mitigation Measure 3A.15-1c: The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28)
- ▶ Mitigation Measure 3A.15-1e: Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41)
- ▶ Mitigation Measure 3A.15-1f: Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44)
- ▶ Mitigation Measure 3A.15-1h: Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2)
- ▶ Mitigation Measure 3A.15-1i: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3)
- ▶ Mitigation Measure 3A.15-1j: Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10)
- ▶ Mitigation Measure 3A.15-1l: Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3)
- ▶ Mitigation Measure 3A.15-1o: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 as an alternative to improvements at the Folsom Boulevard/US 50 Eastbound Ramps Intersection (Caltrans Intersection 4)
- ▶ Mitigation Measure 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)
- ▶ Mitigation Measure 3A.15-1q: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1)
- ▶ Mitigation Measure 3A.15-1r: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3)
- ▶ Mitigation Measure 3A.15-1s: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4)
- ▶ Mitigation Measure 3A.15-1u: Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16)
- ▶ Mitigation Measure 3A.15-1v: Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18)
- ▶ Mitigation Measure 3A.15-1w: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Folsom Boulevard Ramp Merge (Freeway Merge 4)
- ▶ Mitigation Measure 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)
- ▶ Mitigation Measure 3A.15-1y: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Prairie City Road Direct Merge (Freeway Merge 6)
- ▶ Mitigation Measure 3A.15-1z: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8)
- ▶ Mitigation Measure 3A.15-1aa: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Merge (Freeway Merge 9)

- ▶ Mitigation Measure 3A.15-1dd: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 23)
- ▶ Mitigation Measure 3A.15-1ee: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29)
- ▶ Mitigation Measure 3A.15-1ff: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 32)
- ▶ Mitigation Measure 3A.15-1gg: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Direct Ramp Merge (Freeway Merge 33)
- ▶ Mitigation Measure 3A.15-1hh: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Folsom Boulevard Diverge (Freeway Diverge 34)
- ▶ Mitigation Measure 3A.15-1ii: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Hazel Avenue Direct Ramp Merge (Freeway Merge 38)
- ▶ Mitigation Measure 3A.15-2a: Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development, and Develop and Provide Options for Alternative Transportation Modes
- ▶ Mitigation Measure 3A.15-2b: Participate in the City's Transportation System Management Fee Program
- ▶ Mitigation Measure 3A.15-2c: Participate with the 50 Corridor Transportation Management Association
- ▶ Mitigation Measure 3A.15-3: Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program
- ▶ Mitigation Measure 3A.15-4a: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2)
- ▶ Mitigation Measure 3A.15-4b: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6)
- ▶ Mitigation Measure 3A.15-4c: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Nesmith Court Intersection (Folsom Intersection 7)
- ▶ Mitigation Measure 3A.15-4d: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21)
- ▶ Mitigation Measure 3A.15-4e: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23)
- ▶ Mitigation Measure 3A.15-4f: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road / Iron Point Road Intersection (Folsom Intersection 24)
- ▶ Mitigation Measure 3A.15-4g: The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway / Easton Valley Parkway Intersection (Folsom Intersection 33)
- ▶ Mitigation Measure 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)
- ▶ Mitigation Measure 3A.15-4j: Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7)
- ▶ Mitigation Measure 3A.15-4k: Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8)
- ▶ Mitigation Measure 3A.15-4l: Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13)

- ▶ Mitigation Measure 3A.15-4m: Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22)
- ▶ Mitigation Measure 3A.15-4n: Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28)
- ▶ Mitigation Measure 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)
- ▶ Mitigation Measure 3A.15-4p: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1)
- ▶ Mitigation Measure 3A.15-4q: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1)
- ▶ Mitigation Measure 3A.15-4r: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3)
- ▶ Mitigation Measure 3A.15-4s: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5)
- ▶ Mitigation Measure 3A.15-4t: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6)
- ▶ Mitigation Measure 3A.15-4u: Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6)
- ▶ Mitigation Measure 3A.15-4v: Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7)
- ▶ Mitigation Measure 3A.15-4w: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8)
- ▶ Mitigation Measure 3A.15-4x: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27)
- ▶ Mitigation Measure 3A.15-4y: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35)

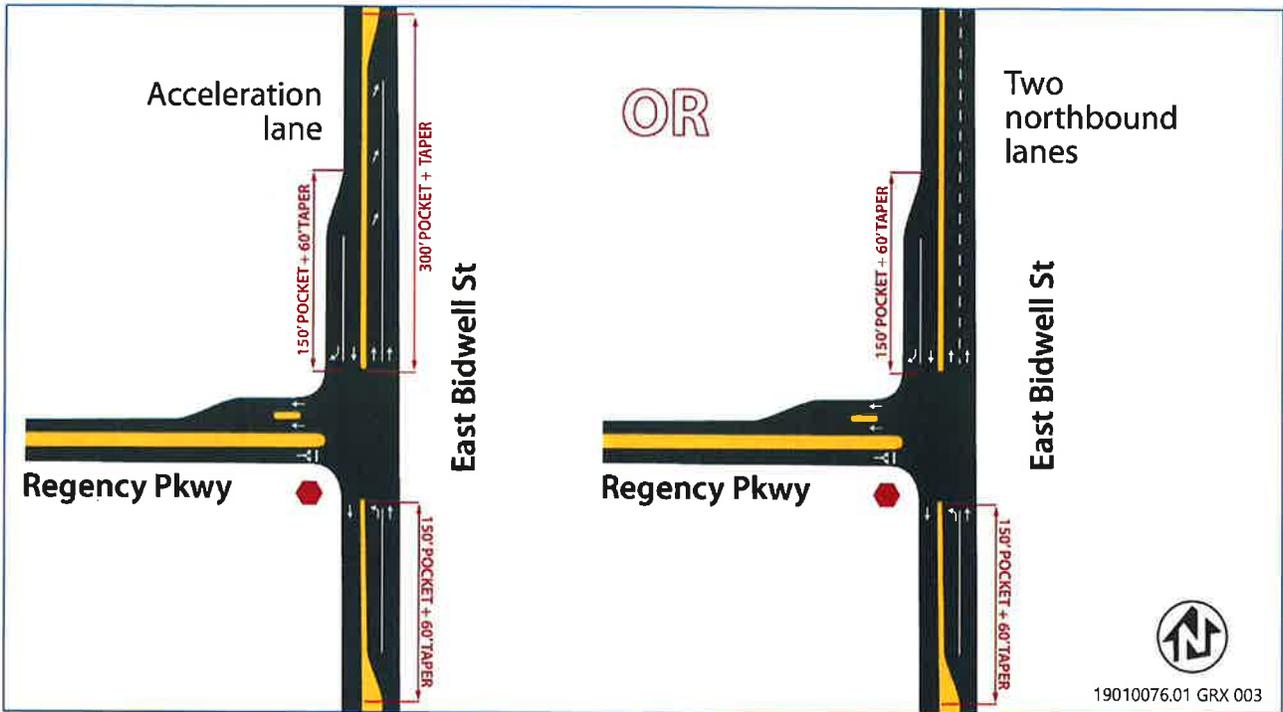
In addition to the mitigation measures in the EIR/EIS (listed above), the updated traffic study provided the following refinements to the mitigation program that would be required for the project (T. Kear 2019). These refinements are consistent with the mitigation program outlined in the FPASP EIR/EIS.

Mitigation Measure 4.17-1: East Bidwell Street/Regency Parkway (Driveway #6)

Prior to buildout of the Toll Brothers site, the applicant shall construct the intersection as shown in Figure 4-2:

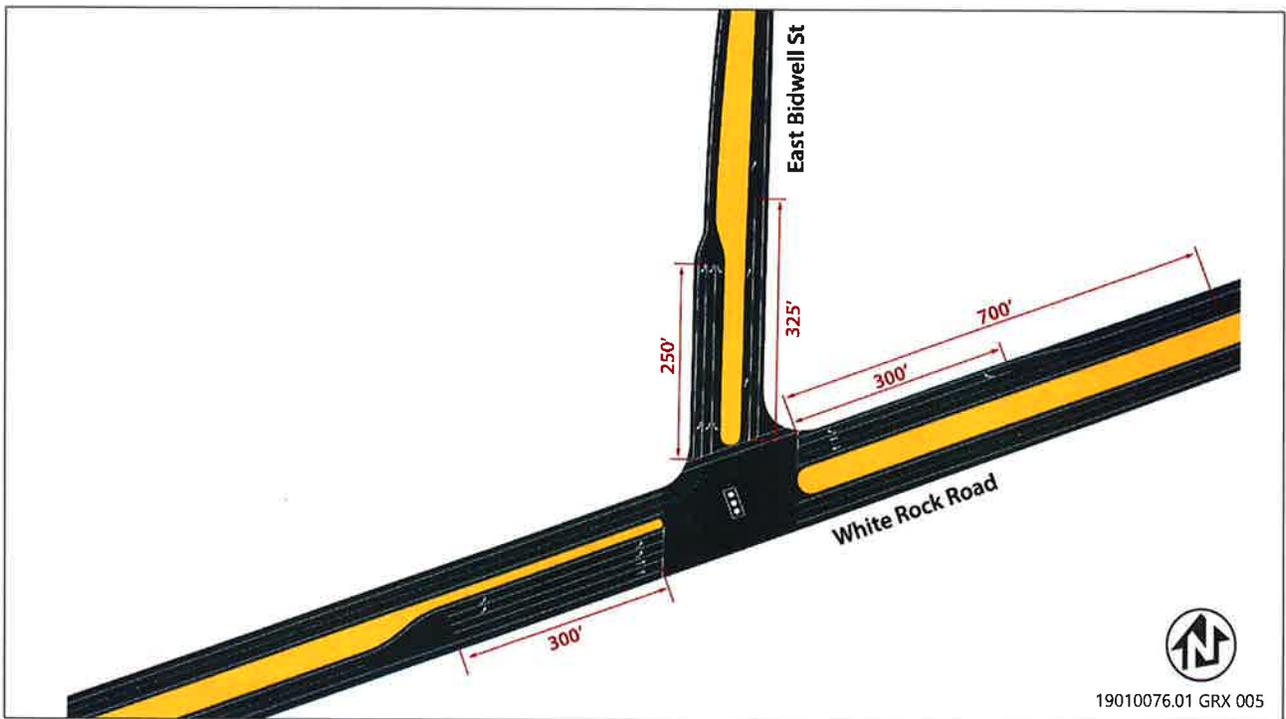
- ▶ Northbound: one thru lane and one left turn lane in a 150-foot pocket with 60-foot taper;
- ▶ Southbound: one thru lane and one right turn lane in a 150-foot pocket with 60-foot taper;
- ▶ Westbound: one shared lane, plus a 300-foot northbound acceleration lane on East Bidwell Street to receive left-turns from Regency Parkway (a second northbound lane on East Bidwell Street starting from Regency Parkway is equivalent to the 300-foot acceleration lane); and
- ▶ Control: side-street-stop-control.

Note that unsignalized left turns to East Bidwell Street are against City policy. The northbound acceleration lane on East Bidwell Street is an interim configuration until the intersection warrants signalization. Signalization would be triggered as part of the entitlement process on neighboring parcels. A future signal at this location is included in Folsom Plan Area Specific Plan, and plan area fees paid by the applicant contribute towards its construction in the future.



Source: Image prepared and provided by T. Kear in 2019

Figure 4-2 Mitigation Measure 4.17-1 East Bidwell Street and Regency Parkway (Project Driveway 6)



Source: Image prepared and provided by T. Kear in 2019

Figure 4-3 Mitigation Measure 4.17-2 East Bidwell Street and White Rock Road Option A

Mitigation Measure 4.17-2: East Bidwell Street/White Rock Road

Prior to buildout of the Toll Brothers site, the applicant shall implement either (A) or (B) below:

- (A) The Capital Southeast Connector Joint Powers Authority project has programmed to relocate and signalize the East Bidwell Street/White Rock Road intersection as shown in the October 2017 geometric conceptual drawing, or equivalent improvements (i.e., three southbound approach lanes, four eastbound approach lanes, and three westbound approach lanes). Figure 4-3 provides a conceptual intersection layout for this mitigation. Under this scenario, fair share is defined as the project's responsibility to the Sacramento County Transportation Development Fee. The applicant is required to pay the Sacramento County Transportation Development Fee. Option A can be considered to be implemented once the JPA has let contracts for construction of the new intersection. This will insure that the mitigation is constructed before project traffic adds five or more seconds of delay to the intersection.
- (B) Signalize the existing East Bidwell Street/White Rock Road intersection with the existing geometry. Figure 4-4 provides a conceptual intersection layout for this mitigation.

Mitigation Measure 4.17-3: East Bidwell Street/Mangini Parkway

Prior to buildout of the Toll Brothers site, the applicant shall signalize the intersection with the following geometry (Figure 4-5):

- ▶ Northbound: One left-turn lane in a 200-foot pocket with a 60-foot taper, two thru lanes, and one right-turn lane in a 150-foot pocket with a 60-foot taper (the second thru lane shall be developed 300 feet south of the intersection);
- ▶ Southbound: One left-turn lane in a 200-foot pocket with a 60-foot taper, one thru lane, and one right-turn lane in a 150-foot pocket with a 60-foot taper;
- ▶ Eastbound and westbound: One left-turn lane in a 200-foot pocket with a 60-foot taper, one thru lane, and one right-turn lane in a 200-foot pocket with a 60-foot taper.

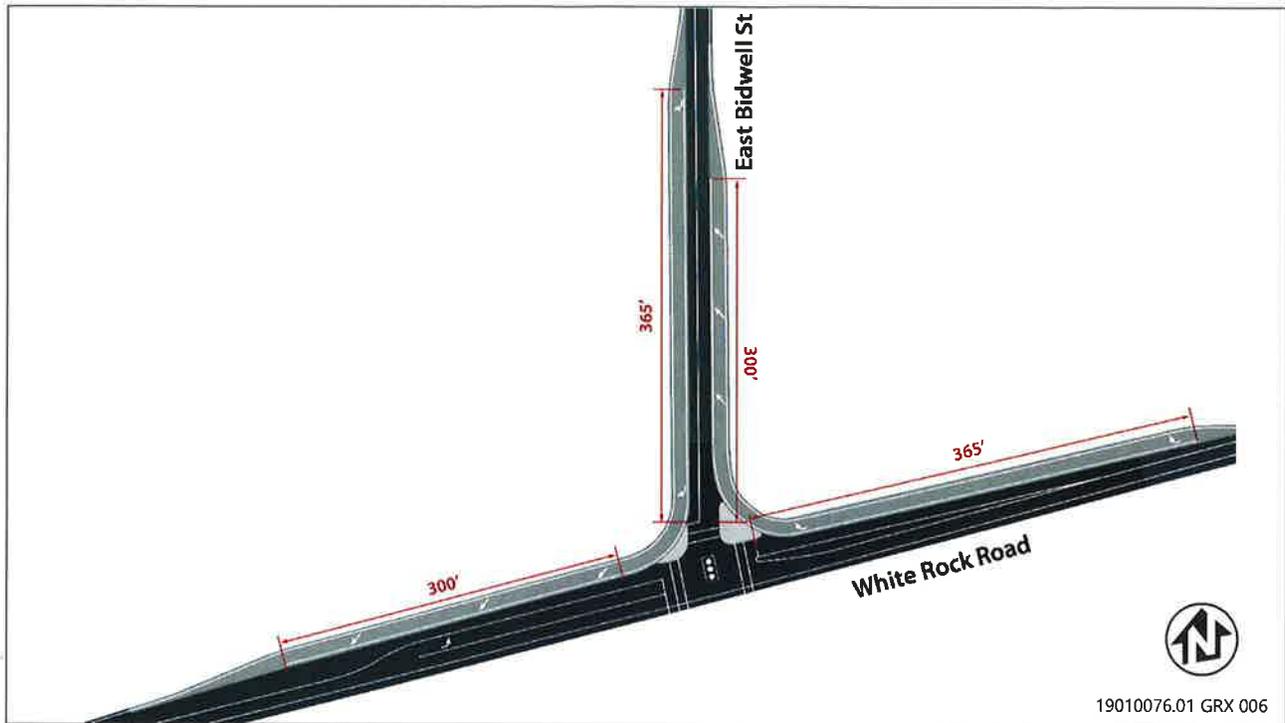
Note that northbound East Bidwell street will remain at two lanes from Mangini Parkway to US 50.

Mitigation Measure 4.17-4: East Bidwell Street/Savannah Parkway

Prior to buildout of the Toll Brothers site, the applicant shall reconstruct the intersection with the following geometry (Figure 4-6):

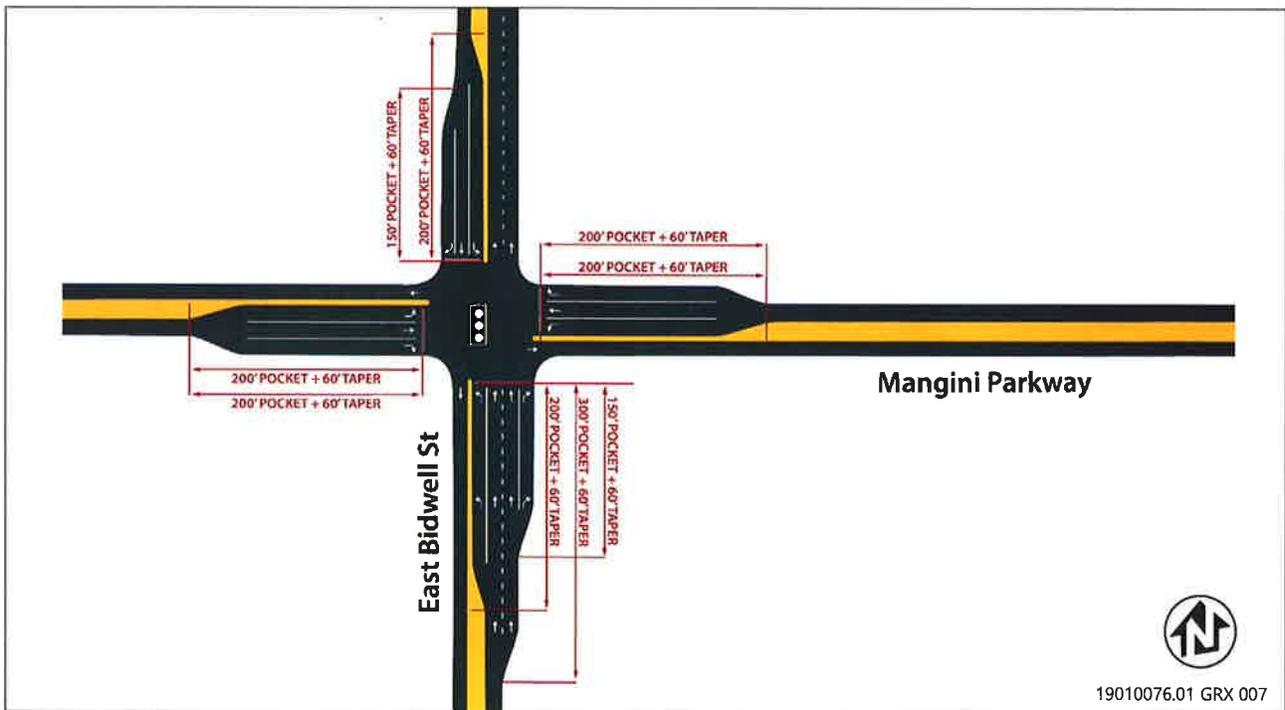
- ▶ Northbound approach: One thru lane and one shared through-right lane with a 150-foot taper;
- ▶ Southbound approach: One left turn lane in a 150-foot pocket plus 60-foot taper, and one through lane;
- ▶ Westbound approach: One left turn lane in a 60-foot pocket plus 60-foot taper, and one through lane;
- ▶ Southbound departure: Construct a southbound receiving and acceleration lane for westbound left turn traffic. The acceleration lane should be in a 300-foot pocket plus an appropriate taper.

Note that unsignalized left turns to East Bidwell Street are against City policy. The southbound acceleration lane on East Bidwell Street is an interim configuration until the intersection warrants signalization. Signalization will be triggered as part of the entitlement process on neighboring parcels. A future signal at this location is included in FPASP, and plan area fees paid by the applicant contribute towards its construction in the future.



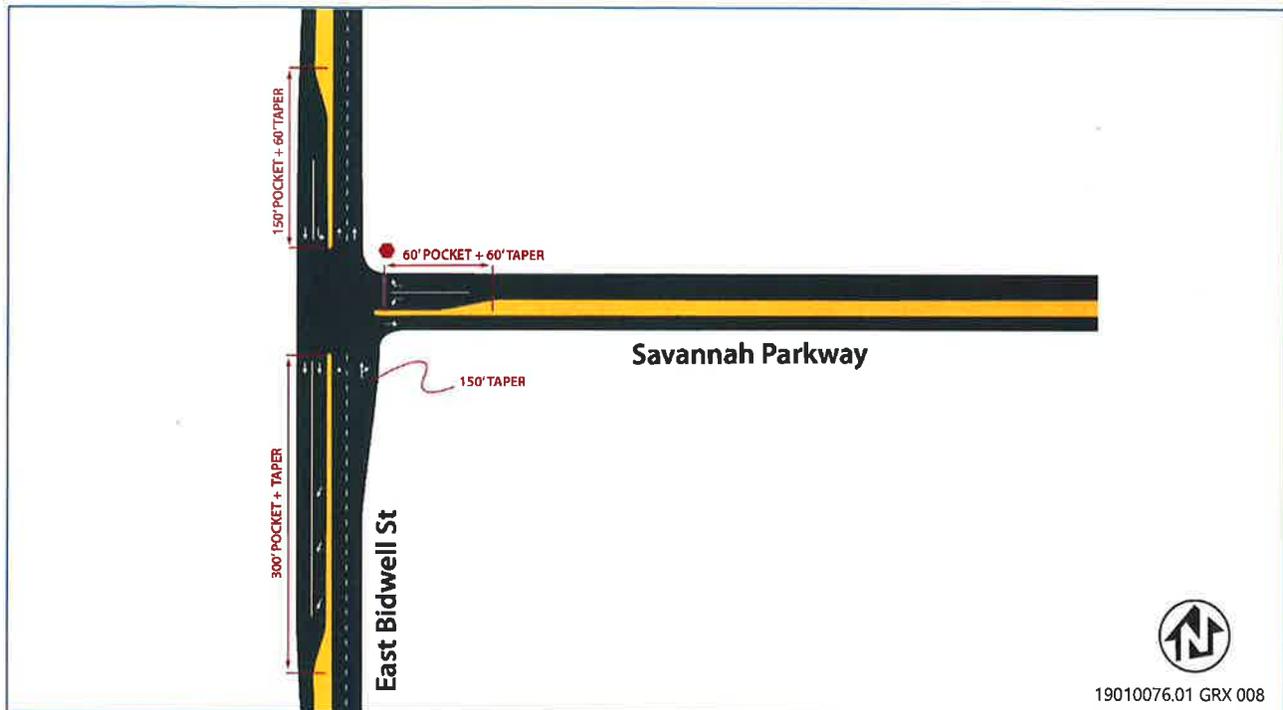
Source: Image prepared and provided by T. Kear in 2019

Figure 4-4 Mitigation Measure 4.17-2 East Bidwell Street and White Rock Road Option B



Source: Image prepared and provided by T. Kear in 2019

Figure 4-5 Mitigation Measure 4.17-3 East Bidwell Street and Mangini Parkway



Source: Image prepared and provided by T. Kear in 2019

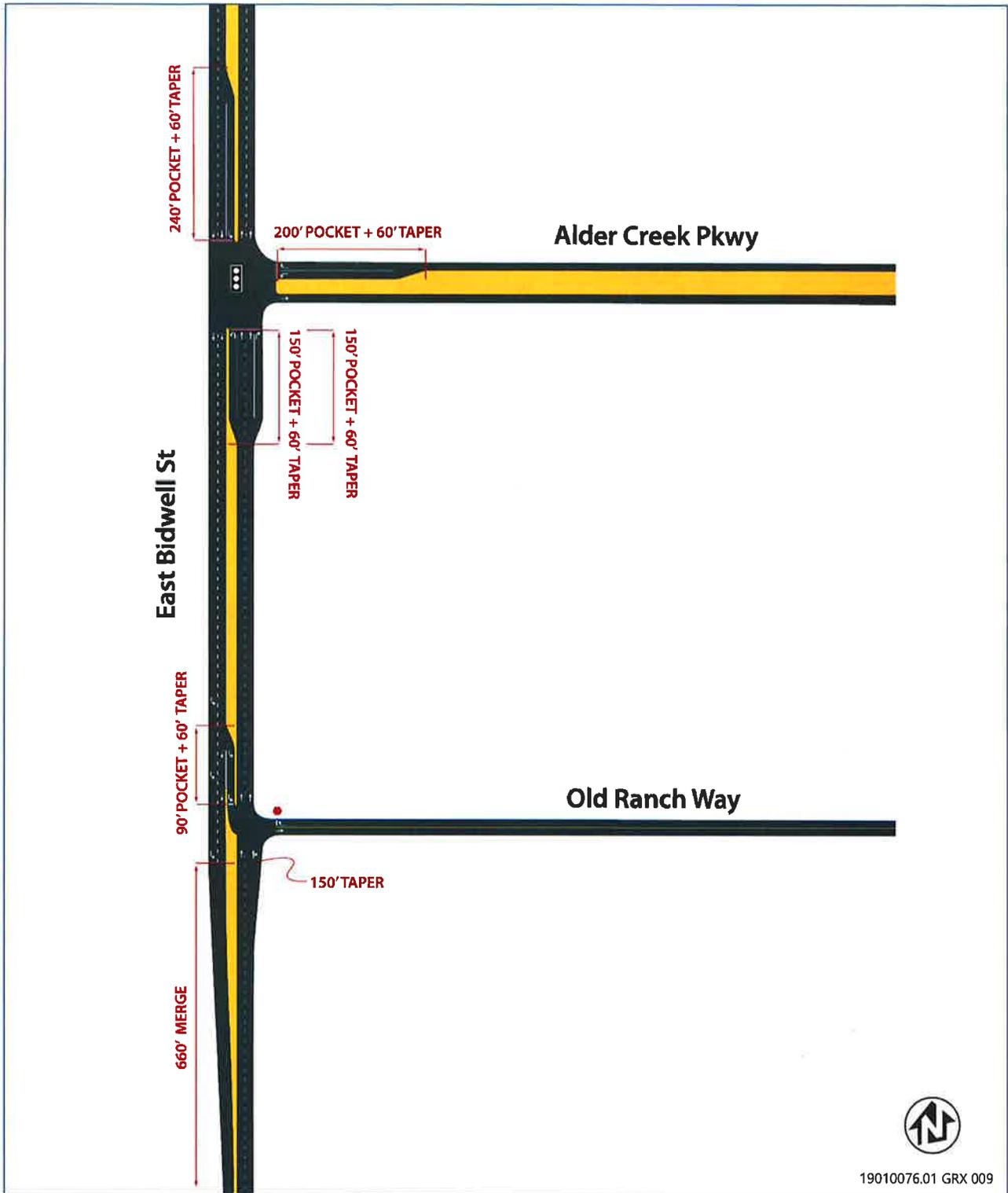
Figure 4-6 Mitigation Measure 4.17-4 East Bidwell Street and Savannah Parkway

Mitigation Measure 4.17-5: East Bidwell Street/Alder Creek Parkway

Prior to buildout of the Toll Brothers site, the applicant shall reconstruct and signalize the intersection as shown in Figure 4-7:

- ▶ Northbound approach: One U-turn lane in a 150-foot pocket with a 60-foot taper, two through lanes, and one right turn lane in a 150-foot pocket plus 60-foot taper.
- ▶ Southbound approach: One left turn lane in a 240-foot pocket plus 60-foot taper, and two through lanes. The second southbound through lane can be dropped south of Old Ranch Way.
- ▶ Westbound approach: One right turn lane, plus one left-turn lane in a 200-foot pocket plus 60-foot taper.

The above mitigation measures are consistent with the ultimate geometry for East Bidwell near Alder Creek Pkwy and builds on conditions of approval from neighboring projects.



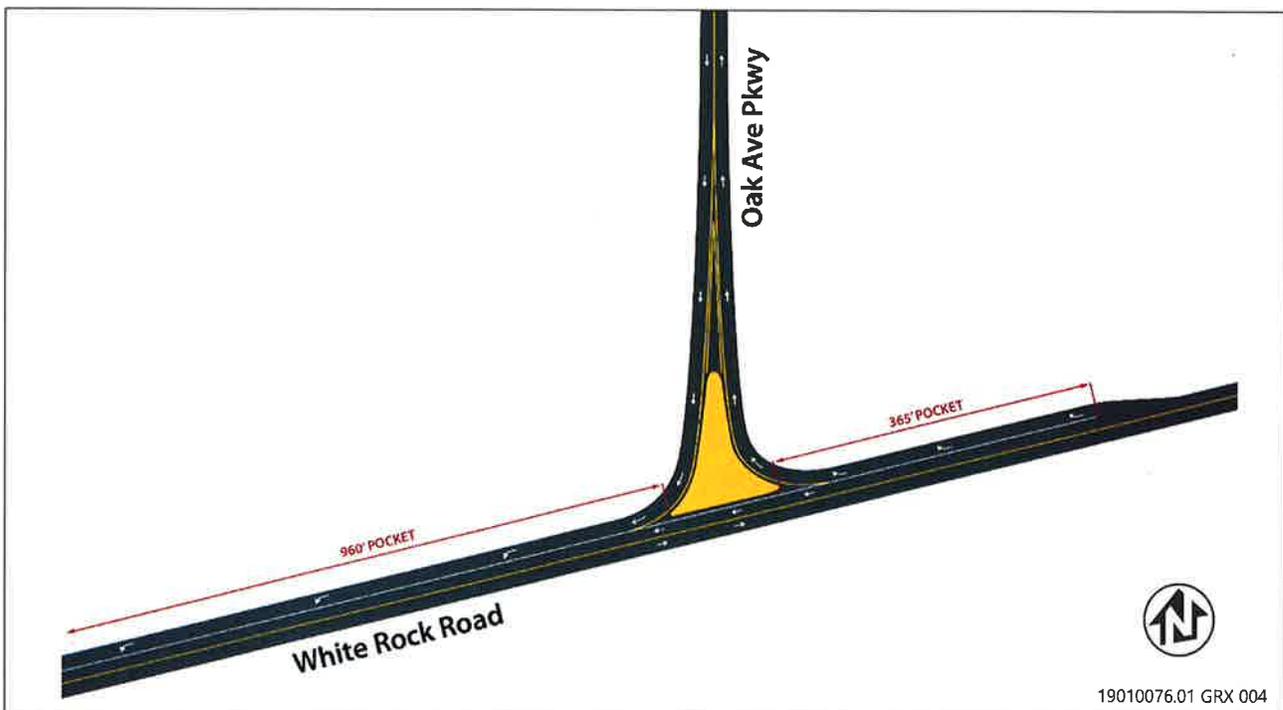
Source: Image prepared and provided by T. Kear in 2019

Figure 4-7 Mitigation Measure 4.17-5 East Bidwell Street and Alder Creek Parkway

Mitigation Measure 4.17-6: White Rock Road/Oak Avenue Parkway

Prior to project buildout, the project applicant shall implement either (A) or (B) below:

- (A) The Capital Southeast Connector Joint Powers Authority (JPA) project has programmed to realign this portion of White Rock Road and build a partial signal to accommodate anticipated U-Turns. Expand or construct a signalized intersection as follows:
- Southbound: A single shared lane for left and right turns.
 - Eastbound: A thru lane and a left/U-turn in 300-foot pocket plus taper.
 - Westbound: A thru lane and a right-turn in 300-foot pocket plus taper.
 - Signalize with protected phasing for left-turns and U-turns.
 - Geometric design shall be consistent with Capital Southeast Connector Joint Powers Authority adopted standards.
- (B) Channelize the White Rock Road/Oak Avenue Pkwy intersection on the existing White Rock Road alignment to restrict turning movements to westbound right turns and southbound right turns. The westbound right turn requires a 365-foot deceleration lane, and the southbound right turn requires a 960-foot acceleration lane. Figure 4-8 provides a conceptual layout for the mitigated intersection.



Source: Image prepared and provided by T. Kear in 2019

Figure 4-8 Mitigation Measure 4.17-6 White Rock Road and Oak Avenue Parkway

CONCLUSION

This report updates the regulatory setting addressing transportation and provides additional project-level transportation analysis in accordance with the updated Appendix G of the CEQA Guidelines, which became effective on December 28, 2018. While the updated information and the project-specific analyses provide additional detail for the project site and refined mitigation measures for the project have been recommended, this information is consistent with the activities recommended in the mitigation adopted for the FPASP. No new significant or substantially more severe transportation impacts would occur with the project. In some cases, based on the refined mitigation program, the transportation impacts associated with the project would be reduced compared to the impacts described in the EIR/EIS. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

4.18 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
18. Utilities and Service Systems. Would the Project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Setting pp. 3A.16-1 to 3A.16-3; 3A.18-1 to 3A.18-6; 3A.16-5 to 3A.16-7; and p. 4-68 Impacts 3A.16-1, 3A.16-2, 3A.18-2, 3A.16-3, 3A.16-4, 3A.16-5, 3A.16-8, 3A.16-9, 3A.16-10, 3A.16-11	No	No	Yes
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Setting pp. 3A.18-1 to 3A.18-6 Impact 3A.18-1	No	No	Yes
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Setting pp. 3A.16-1 to 3A.16-3 Impacts 3A.16-2, 3A.16-3, 3A.16-4, 3A.16-5	No	No	Yes
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Setting pp. 3A.16-3 to 3A.16-4 Impacts 3A.16-6, 3A.16-7	No	No	NA
e. Comply with federal, state, and local statutes and regulations related to solid waste?	Setting p. 3A.16-4 Impacts 3A.16-6, 3A.16-7	No	No	NA

4.18.1 Discussion

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project.

PUBLIC FACILITIES AND SERVICES ELEMENT

GOAL PFS 3.1 Maintain the City's water system to meet the needs of existing and future development while improving water system efficiency.

- ▶ **PFS 3.1.3 Water Efficient Landscape Ordinance:** Continue to require water efficient landscaping consistent with the Water Efficient Landscape Ordinance.
- ▶ **PFS 3.1.4 New Technologies:** Support efforts to encourage the use of new technologies to meet the goals in the Urban Water Management Plan and Water Master Plan.

- ▶ **PFS 3.1.6 Water Quality:** Ensure the provision of healthy, safe water for all users in Folsom through facilities, policies, programs, and regulations.
- ▶ **PFS 3.1.7 Water Supply:** Provide an adequate supply of water for all users in Folsom now and in the future.
- ▶ **PFS 3.1.8 Water Resources:** Require water resources be developed in coordination with local flood management, water conservation, and groundwater agencies.
- ▶ **PFS 3.1.10 Water Conservation Standards:** Achieve a 20 percent reduction in per-capita water use by 2020 consistent with the State's 20x2020 Water Conservation Plan, Senate Bill SB X7-7 2009, and the City of Folsom Urban Water Management Plan.
- ▶ **PFS 3.1.11 Resilient System:** Ensure a resilient water storage and distribution system that can rapidly recover to provide water in the event of a disaster.
- ▶ **PFS 3.1.12 Non-Potable Water:** Endeavor to provide non-potable water by ensuring new development south of Highway 50 is served by a non-potable water distribution system and seek sources of non-potable water for landscaping and other appropriate uses citywide.

GOAL PFS 4.1 Maintain an adequate wastewater system to meet the needs of the community.

- ▶ **PFS 4.1.1 Wastewater System:** Ensure the local wastewater network is built and maintained to provide cost-effective wastewater service.
- ▶ **PFS 4.1.2 Regional Cooperation:** Coordinate with the Sacramento Regional County Sanitation District and Sacramento Area Sanitation District to ensure the efficient and environmentally-sound treatment of Folsom's wastewater.

GOAL 5.1 Ensure adequate flood control and stormwater drainage.

- ▶ **PFS 5.1.1 Maintain Adequate Storm Drainage:** Develop and maintain an adequate storm drainage system.
- ▶ **PFS 5.1.3 Urban Runoff:** Strive to reduce the amount of urban runoff and seek to capture and treat runoff before it enters streams, lakes, and rivers, applicable only to new development.
- ▶ **PFS 5.1.4 Green Stormwater Infrastructure:** Encourage "green infrastructure" design and LID techniques for stormwater facilities (i.e., using vegetation and soil to manage stormwater) to preserve and create open space and improve runoff water quality.

GOAL PFS 8.1 Provide for the energy and telecommunications needs of Folsom and decrease dependence on nonrenewable energy sources through energy conservation, efficiency, and renewable resource strategies now and in the future.

- ▶ **PFS 8.1.1 Provision of Utilities:** Coordinate with public, quasi-public, and private utility providers to ensure adequate service to City residents.
- ▶ **PFS 8.1.2 Telecommunication Technologies:** Support the implementation of new telecommunication technologies (e.g., fiber optic broadband internet) to attract new businesses and serve residential customers.
- ▶ **PFS 8.1.3 Renewable Energy:** Promote efforts to increase the use of renewable energy resources such as wind, solar, hydropower, and biomass both in the community and in City operations, where feasible.

GOAL PFS 9.1 Reduce the amount of waste entering regional landfills through an effective waste management program.

- ▶ **PFS 9.1.2 Waste Reduction:** Support efforts to reduce the amount of waste disposed of in landfills through reusing, reducing, and recycling solid waste; and using conversion technology if appropriate.
- ▶ **PFS 9.1.3 Recycling Target:** Support efforts to achieve a citywide disposal rate of 1.5 pounds per person per day, exceeding statewide target of 2.7 pounds per person per day by 2035.

- ▶ **PFS 9.1.4 Composting:** Provide green waste collection and offer compost education to divert organic material from local landfills.

No other substantial change in the environmental and regulatory settings related to utilities and service systems as described in EIR/EIS Section 3A.16 under Utilities and Service Systems has occurred since certification of the EIR in 2011.

- a) **Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

Water

As described in the EIR/EIS under Impact 3A.18-2, the FPASP site is not served by a public water system and sufficient off-site water conveyance and treatment facilities necessary to serve the development have not been constructed. In addition, the City and Sacramento County Water Agency have not entered into a binding agreement for use of Freeport Regional Water Authority's diversion facilities. The EIR/EIS concluded that this is a direct, potentially significant impact. Implementation of Mitigation Measure 3A.18-2a and 3A.18-2b would require adequate off-site conveyance and treatment facilities be secured before the issuance of building permits and would reduce impacts to less than significant. The project would not result in a substantial change to the land uses and densities approved under the FPASP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Wastewater

As described in the EIR/EIS under Impacts 3A.16-1, 3A.16-2, 3A.16-3, 3A.16-4, and 3A.16-5, the FPASP site is not served by a municipal wastewater collection system and both on-site and off-site wastewater collection and conveyance infrastructure need to be constructed. The EIR/EIS analyzed the potential demand on facilities for the Sacramento Regional Wastewater Treatment Plant, Sacramento Regional County Sanitation District, El Dorado Irrigation District, and El Dorado Hills Wastewater Treatment Plant. The EIR/EIS concluded that the impacts to these facilities could be potentially significant. The project would not be within the El Dorado Irrigation District or El Dorado Hills Wastewater Treatment Plant service area and would result in no net change in dwelling units and would include fewer residents. Therefore, there would be no impacts beyond those previously evaluated in the FPASP EIR/EIS. With the implementation of Mitigation Measures 3A.16-1 and 3A.16-3, the impacts would be reduced to less than significant for all impacts except for the potentially significant and unavoidable impacts related to environmental effects associated with improvements to treatment plant facilities. These conclusions are the same as that presented in the EIR/EIS. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Stormwater

The approved FPASP would require new storm water drainage facilities. These were included in the approved FPASP and the potential significant environmental effects were analyzed throughout the EIR/EIS. The project would include the same land use types as the approved FPASP and would not result in substantial increase in density. Therefore, no new off-site infrastructure or changes to the approved backbone infrastructure would be required. Because there are no new significant impacts or substantially more severe impacts, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Electric Power, Natural Gas, and Telecommunications

Impacts 3A.16-8, 3A.16-9, 3A.16-10, 3A.16-11 of the EIR/EIS analyzed the demand for utilities and services not already covered in other discussions. The EIR/EIS found that the impacts to electricity service, natural gas, telecommunications service, and cable television and communications service would be less than significant and no mitigation measures were required. The project would not result in substantial land use changes that would substantially change estimated demands for these services. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

As analyzed in the EIR/EIS under Impact 3A.18-1, the proposed water supply would be adequate to meet the projected water demand by the FPASP in both normal and critically dry years. However, the EIR/EIS concluded that the impact to water supplies was potentially significant because of the possibility that the water infrastructure to accommodate the FPASP may not be developed or coordinated fully with the development of houses and other water using land types. To reduce this potential impact to less than significant, Mitigation Measure 3A.18-1 required all applicants to submit proof of surface water supply availability. With implementation of this mitigation measure, the impact would be reduced to a less-than-significant level.

In November 2012, the City considered and adopted an addendum to the FPASP EIR/EIS that assessed the environmental impacts of changing the approved water supply for the FPASP to the Revised Proposed Off-Site Water Facility Alternative, which would use water obtained through the City’s conservation activities and exchange of supplies with the City’s east area. The addendum concluded that water supplies under the Off-Site Water Facility Alternative would be more secure than the originally considered water supply plan, and landowners in the FPASP would be required to implement the previously adopted mitigation measures, which require submittal of proof of surface water supply availability and adequate water service infrastructure prior to approval of new development (Water Addendum, pp. 3-18 to 3-19.) Thus, with these mitigation measures in place, it is reasonable to conclude that development in the FPASP, including this project, would not outpace the City’s available water supplies. As discussed in Response to Comment 7-15 of the Russell Ranch Final EIR (City of Folsom 2015:3-33), the City has reviewed its water supply extensively to ensure that “the City will meet its diversion in ‘dry’ and ‘extremely dry’ conditions” (City of Folsom 2015:3-40), such as is being experienced in the current drought. The City “has considered and analyzed in its most recent Urban Water Management Plan (adopted June 14, 2011) the effects of implementing conservation measures in increasingly stricter stages that are designed to reduce water use City-wide” (City of Folsom 2015:3-41).

The City’s 2015 Urban Water Management Plan (adopted June 14, 2016) determined the City would have sufficient water supplies during normal, single dry, and multiple dry years through build out of the City, as shown in Table 4-9. Build out is anticipated to occur around 2050, dependent on a number of factors and market conditions, and would include build out of the entire FPASP development (City of Folsom 2016:2-3).

Table 4-9 City Water Supply and Demand Comparison at Buildout

(acre-feet/year)	Normal	Single-Dry	Multi-Dry 1	Multi-Dry 2	Multi-Dry 3
Supply	38,790	37,040	37,040	36,500	34,750
Demand	31,852	32,808	32,808	28,667	25,482
Difference	6,938	4,232	4,232	7,833	9,269

Source: City of Folsom 2015 Urban Water Management Plan, June 2016, Table 7-4.

The project would not substantially change land use types or densities and would have no net increase in housing units. The project would not exceed water demands estimated in the Folsom Specific Plan Area SB 610 Water Assessment prepared for the FPASP. Further, sufficient water supplies are available to meet the project’s long-term water demands. Finally, the project would continue to comply with mitigation recommended in the FPASP. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?

Under Impacts 3A.16-2, 3A.16-3, 3A.16-4, and 3A.16-5, the EIR/EIS analyzed the potential demand on wastewater facilities for the Sacramento Regional Wastewater Treatment Plant, Sacramento Regional County Sanitation District, El Dorado Irrigation District, and El Dorado Hills Wastewater Treatment Plant. The project would not substantially change land use types or densities from the approved FPASP, would have no net increase in housing units, and would not be

within the El Dorado Irrigation District or El Dorado Hills Wastewater Treatment Plant service area. Therefore, the project would not increase wastewater treatment demand beyond the approved FPASP. The project would continue to be required to comply with Mitigation Measures 3A.18-2a, 3A.18-2b, and 3A.16-3 in the FPASP which address ensuring adequate wastewater treatment capacity. With implementation of these mitigation measures, the potential for inadequate capacity to serve the project would be reduced to a less-than-significant level because the applicant would be required to coordinate with service providers to ensure adequate capacity is available and submit the proof of adequate capacity to the City before the City would issue building permits. Because no new significant impacts or substantially more severe impacts would occur, the findings of the certified EIR/EIS remain valid and no further analysis is required.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Impact 3A.16-6 of the Draft EIR/EIS analyzed short-term generation of solid waste during project construction while Impact 3A.16-7 analyzed increased long-term generation of solid waste. The EIR/EIS found that the estimated waste generated both short- and long-term by the project could be accommodated within the existing landfills. The project would not substantially change land use types or densities and would have no net increase in housing units. Therefore, the project would not generate solid waste above the previously evaluated FPASP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

e) Comply with federal, state, and local statutes and regulations related to solid waste?

In Impacts 3A.16-6 and 3A.16-7, the EIR/EIS describes how the FPASP would comply with statutes and regulations related to solid waste. These impacts (Impact 3A.16-6 and 3A.16-7) were determined to be less than significant and no mitigation measures were required. The project would continue to comply with these statutes and regulations. In addition, Policy PFS 9.1.2 Waste Reduction, Policy PFS 9.1.3 Recycling Target, and Policy PFS 9.1.4 Composting identified in the Folsom 2035 General Plan would further solid waste reduction efforts. Because there are no new significant impacts or substantially more severe impacts, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were referenced in the EIR/EIS analysis and would continue to remain applicable if the project was approved.

- ▶ Mitigation Measure 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.
- ▶ Mitigation Measure 3A.16-3: Demonstrate Adequate SRWTP Wastewater Treatment Capacity.
- ▶ Mitigation Measure 3A.18-1: Submit Proof of Surface Water Supply Availability.
- ▶ Mitigation Measure 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.
- ▶ Mitigation Measure 3A.18-2b: Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).

CONCLUSION

No changes in circumstances would result in new or substantially more severe significant environmental impacts related to utilities and service systems, compared to the analysis presented in the FPASP EIR/EIS. Therefore, the conclusions of the certified Final EIR/EIS remain valid and no additional analysis is required.

4.19 WILDFIRE

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
19. Wildfire. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	Setting p. 3A.8-14 Impact 3A.8-4	No	No	NA
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Setting p. 3A.8-18 through 3A.8-19 No impact	No	No	NA
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Setting p. 3A.8-18 through 3A.8-19 No impact	No	No	NA

4.19.1 Discussion

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project.

SAFETY ELEMENT

GOAL SN 1.1 Maintain an effective response to emergencies, provide support and aid in a crisis, and repair and rebuild after a crisis.

- ▶ **SN 1.1.1 Emergency Operations Plan:** Develop, maintain, and implement an Emergency Operations Plan that addresses life and safety protection, medical care, incident stabilization, property conservation, evacuation, escape routes (including back-up escape routes), mutual aid agreements, temporary housing, and communications.

GOAL PFS 7.1 Prevent loss of life, injury, and property due to wildland and structural fires, while ensuring an adequate level of fire protection service is maintained for all.

- ▶ **PFS 7.1.1 Adequate Facilities and Services:** Strive to provide fire department facilities, equipment and vehicles, and services to adequately meet the needs of existing and future development.
- ▶ **PFS 7.1.2 Fire Response Standards:** Maintain adequate fire suppression response capabilities in all areas of the city consistent with the Fire Service Delivery Plan.
- ▶ **PFS 7.1.4 Optimal Siting:** Require that new fire stations are strategically located to ensure optimal response time and physical barriers are considered in the siting of new stations.

- ▶ **PFS 7.1.5 Fire Flow Requirements:** Ensure that adequate water fire-flow capability is provided throughout the city that conforms to the fire flow requirements of the California Fire Code.
- ▶ **PFS 7.1.6 Inspections:** Ensure the continued compliance of structures with City and State fire and life safety regulations by conducting periodic inspections.
- ▶ **PFS 7.1.7 Built-In Fire Suppression:** Minimize dependence on fire department staff and equipment and improve fire safety by requiring installation of built-in fire suppression equipment in all new buildings in accordance with the California Fire Code.
- ▶ **PFS 7.1.8 New Development:** Require that new development provides all necessary water service, fire hydrants, and roads consistent with Fire Department standards.
- ▶ **PFS 7.1.9 Fire Access Design and Building Materials:** Ensure that fire equipment access is integrated into the design of new developments, as well as the use of fire-resistant landscaping and building materials.

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

As described in Impact 3A.8-4 of the EIR/EIS, implementation of projects under the FPASP would require permits from the City to ensure that the project provides sufficient hydrant locations, street width, circulation, and project access for fire and emergency response units. Project-level review would be conducted by the City Fire Department to ensure access and safety requirements are met. Implementation of the FPASP would not conflict with any adopted emergency response or evacuation plans and the impact was determined to be less than significant and no mitigation was required. No changes to these circumstances have occurred. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Section 3A.8, "Hazards and Hazardous Materials" of the EIR/EIS states the FPASP area is located within a state responsibility area designated as a moderate fire hazard severity zone. The EIR/EIS concludes that the FPASP area is not near an area of high or extremely high fire hazard severity, as identified by CAL FIRE. Therefore, project implementation would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or residences are intermixed with wildlands. The EIR/EIS also states that should future surveys identify a portion or portions of the SPA in a very high fire hazard severity zone, the Wildland-Urban Interface building code regulations would be imposed in accordance with State law (see pp. 3A.8-18 — 3A.8-19 of the EIR/EIS).

Since the adoption of the Final EIR/EIS, the City prepared a Community Wildfire Protection Plan in April 2013 and the Sacramento County Local Hazard Mitigation Plan Update (Annex C City of Folsom) was drafted in December 2016. The City's Community Wildfire Protection Plan identifies the area south of U.S. 50, including the FPASP area, as a local responsibility area with some, but not all, of the land designated within a mutual dispatch area requiring CAL FIRE response in the event of a major fire event. The FPASP area, including the project site, is identified as an area of high to very high fire threat (City of Folsom 2013:13-14; County of Sacramento 2016). The Community Wildfire Protection Plan includes fuel reduction strategies and describes the importance of fire-resistant building materials, overhanging structures, structural openings, fuel hazards, and fire equipment access (City of Folsom 2013).

The project is located on low rolling hills with minimal slope and does not include the hillside area or any steep slopes. Prevailing wind is generally from the southwest driven by marine breezes flowing through the Sacramento Valley from the Carquinez Strait. The project would not result in an increase in slope or prevailing wind that may exacerbate wildfire risks. The project would comply with Wildland-Urban Interface building code regulations when applicable as discussed in the EIR/EIS. The project would also comply with general plan policies identified in the Folsom 2035 General Plan including fire flow requirements, access requirements, and fire-resistant landscaping and

building materials. The FPASP includes Policy 10.55 which requires open space areas adjacent to buildings and development parcels to maintain a fuel modification and vegetation management area in order to provide the minimum fuel modification fire break as required by State and local laws and ordinances. Additionally, development parcels adjacent to open space areas may be required to provide emergency access through the property to the open space by means of gates, access roads or other means approved by the City Fire Department. Ownership and maintenance of open space areas, including fuel modification requirements and fire hazard reduction measures are outlined in the FPASP Open Space Operations & Management Plan.

The FPASP, including the project, is located directly adjacent to the Sacramento Metropolitan Fire District. The District has also adopted a Community Wildfire Protection Plan that assess the risk of wildfire impacts and provides recommendations to reduce risk. The District's Community Wildfire Protection Plan includes strategies and action items to reduce the risk of destructive fires, increase community resiliency, and coordinate wildfire planning and mitigation (Sacramento Metropolitan Fire District 2014). Efforts conducted by the Sacramento Metropolitan Fire District through the Community Wildfire Protection Plan would further reduce the risk of wildfire and wildfire spreading within the region, thereby, reducing the potential of wildfire impacts at the project site.

The project would comply with Wildland-Urban Interface building code regulations, California Fire Code, Folsom 2035 General Plan Polices and FPASP Polices and impacts would be less than significant. Because wildfire risk was known or could have been known at the time the EIR/EIS was certified and no new significant impacts or substantially more severe impacts would occur, the findings of the certified EIR/EIS remain valid and no further analysis is required.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

As discussed under b), the EIR/EIS concluded that the FPASP area, including the project site, is in a state responsibility of moderate fire hazard. Further surveys conducted since certification of the EIR/EIS have found that the area presents high to very high fire threat (City of Folsom 2013; County of Sacramento 2016). The project would require the installation of roads, fuel breaks, emergency water sources, power lines, and other utilities. However, because the project would not result in a net increase in dwelling units or population, the project would not require the installation of infrastructure beyond what was anticipated under the FPASP EIR/EIS. Infrastructure would be reviewed by the City Fire Department to ensure compliance with the California Fire Code and access requirements. Infrastructure improvements including powerlines and ancillary facilities were previously evaluated under the EIR/EIS, the Folsom Sphere of Influence Substation Addendum and Environmental Checklist prepared for SMUD in March 2017, and the Addendum and Environmental Checklist for the Folsom Lake Line Feeder 2 Project prepared for SMUD in March 2018. Power lines and natural gas lines within the FPASP area are serviced and maintained by SMUD and PG&E, respectively. Both SMUD and PG&E have prepared wildfire mitigation plans to identify wildfire prevention strategies such as infrastructure inspections and maintenance, vegetation management, and workforce training (SMUD 2019; PG&E 2019). The project would not exacerbate fire risk beyond what was previously anticipated under the FPASP. Because wildfire risk was known or could have been known at the time the EIR/EIS was certified and no new significant impacts or substantially more severe impacts would occur, the findings of the certified EIR/EIS remain valid and no further analysis is required.

CONCLUSION

This report updates the regulatory setting addressing wildfire and provides additional project-level wildfire analysis in accordance with the updated Appendix G of the CEQA Guidelines, which became effective on December 28, 2018. While the updated information and the project-specific analyses provide additional detail for the project site, the proposed amendment to the FPASP would not result in new or substantially more severe significant impacts to wildfire. Therefore, no additional analysis is required.

4.20 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
20. Mandatory Findings of Significance.				
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory?	Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures	No	Yes, discussed throughout environmental checklist	Yes
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when view in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Setting pp. 4-1 to 4-20 Impacts pp. 4-20 to 4-64	No	No	Yes
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures	No	Yes, discussed throughout environmental checklist	Yes

CONCLUSION

All approved mitigation in the EIR/EIS or contained in this document would continue to be implemented with the proposed project. Therefore, no new significant impacts would occur with implementation of the project.

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5 LIST OF PREPARERS AND PERSONS CONSULTED

5.1 LIST OF PREPARERS

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Paul Bollard	Noise
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Chapter 2, Project Description

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No references were used in this section.

Chapter 4, Environmental Checklist

Section 4.1, Aesthetics

No references were used in this section.

Section 4.2, Agriculture and Forest Resources

No references were used in this section.

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Section 4.15, Public Services

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Section 4.16, Recreation

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Section 4.20, Mandatory Findings of Significance

No references were used in this section.

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7 LIST OF ABBREVIATIONS

µg/m ³	micrograms per cubic meter
AB	Assembly Bill
AERMOD	Agency Regulatory Model Improvement Committee modeling system
APE	Area of Potential Effects
ATCM	air toxic control measure
BMP	best management practice
CAAQS	California Ambient Air Quality Standard
CalEEMod	California Emissions Estimator Model
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
City	City of Folsom
CNEL	community noise equivalent level
CO	carbon monoxide
CO ₂ e	CO ₂ -equivalent
CO ₂ e/SP/year	CO ₂ e per service population per year
CRHR	California Register of Historical Resources
CWA	Clean Water Act
dB	decibel
DPM	diesel-powered engines
EMF	electromagnetic field
EO	Executive Order
EPA	U.S. Environmental Protection Agency
EPAP	existing plus planned and approved projects
ESA	Endangered Species Act
FAPA	First Amended Programmatic Agreement
Final EIR/EIS	Final Environmental Impact Report/Environmental Impact Statement
FPASP	Folsom Plan Area Specific Plan
FTA	Federal Transit Administration
g/s	gram per second
GHG	greenhouse gas
HPMP	Historic Property Management Plan
HPTP	Historic Property Treatment Plan
HVAC	heating, ventilation, and air conditioning
ITE	Institute of Transportation Engineers

kV	kilovolt
LAFCo	Local Agency Formation Commission
lb/day	pounds per day
LCFS	Low Carbon Fuel Standard
L _{dn}	day-night average noise level
L _{eq}	equivalent continuous sound level
LID	Low-Impact Development
LOS	level of service
MLD	multi-family low density
MMD	multi-family medium density
MMT	million metric tons
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NHTSA	National Highway Traffic Safety Administration
NOA	naturally occurring asbestos
NO _x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
OEHHA	California Office of Environmental Health Hazard Assessment
OPR	Governor's Office of Planning and Research
PA	programmatic agreement
PCE	tetrachloroethene
PG&E	Pacific Gas and Electric Company
PHPS	Preliminary Historic Properties Synthesis
PM ₁₀	particulate matter with an aerodynamic diameter of 10 micrometers or less
PM _{2.5}	particulate matter with an aerodynamic diameter of 2.5 micrometers or less
PPV	peak particle velocity
PRC	Public Resources Code
RPS	Renewables Portfolio Standard
SB	Senate Bill
SEIR	subsequent environmental impact report
SENL	single-event noise levels
SFHD	single-family, high-density
SHPO	State Historic Preservation Officer
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District
SPA	specific plan amendment
SWPPP	storm water pollution prevention plan
TAC	toxic air contaminant
TCE	trichloroethene
TIS	transportation impact study
TRU	transport refrigeration unit

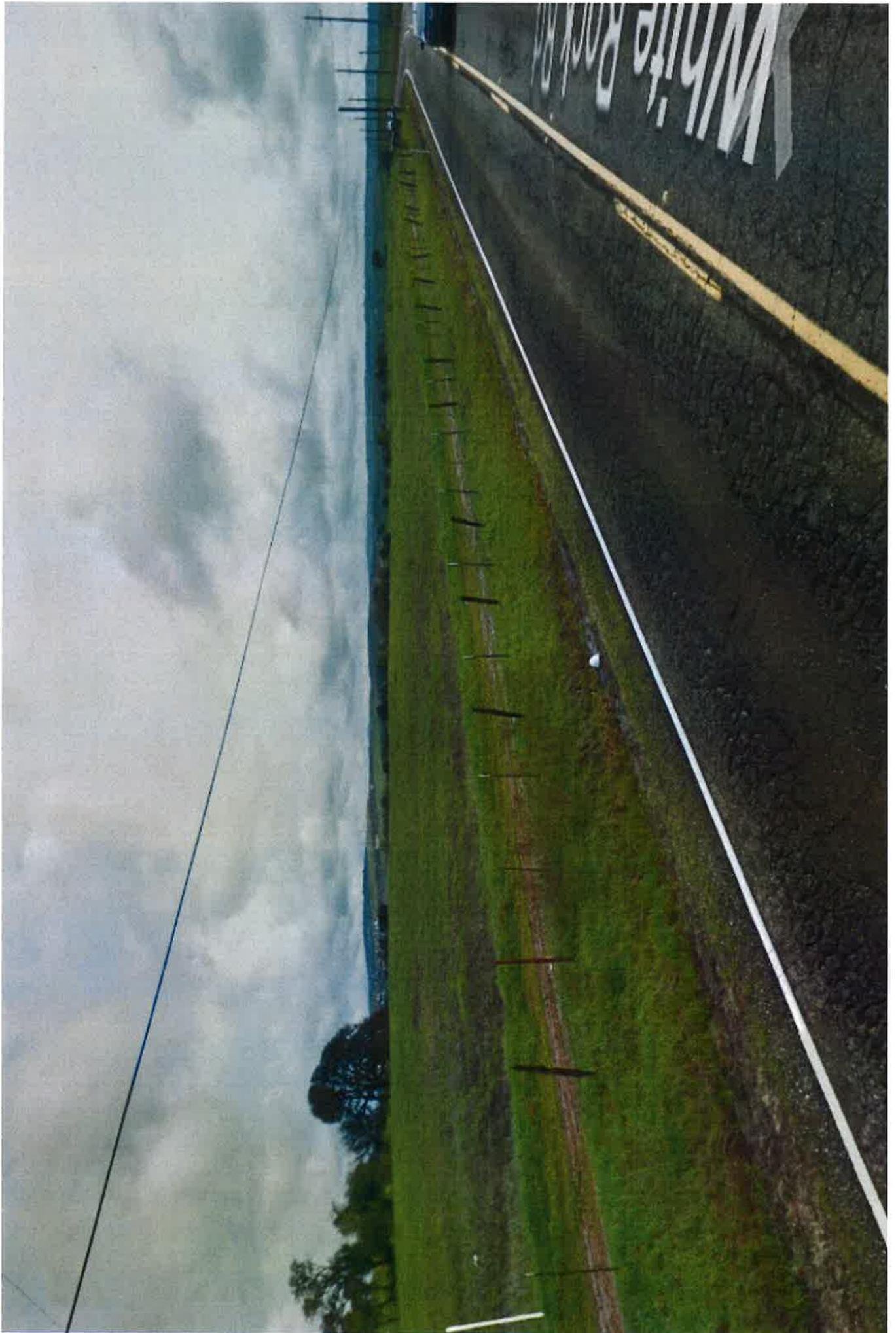
TSM	transportation system management
U.S. 50	U.S. Highway 50
URBEMIS	Urban Emissions model
USACE	U.S. Army Corps of Engineers
VdB	vibration decibels
VMT	vehicle miles traveled
ZEV	zero-emission vehicles

Planning Commission
Toll Brothers at Folsom Ranch Project (PN 19-091)
December 18, 2019

Attachment 31 Site Photographs







Attachment 32
Toll Brothers Booklet
(Separate Bound Document)